

ANNOTATED MINUTES

Monday, April 29, 1991 - 9:00 AM - 12:00 PM  
and  
1:00 PM - 5:00 PM

Multnomah County Courthouse, Room 602

WORK SESSION

Work Session to Discuss the Multnomah County Budget

PRESENTATION, BUDGET RECOMMENDATIONS AND BOARD  
DISCUSSION WITH STAFF.

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Tuesday, April 30, 1991 - 9:30 AM  
Multnomah County Courthouse, Room 602

Introduction and Seating of Youth Today Participants -  
Presented by Karen Belsey.

PLANNING ITEMS

1. C 3-91a Second Reading and Possible Adoption of an  
ORDINANCE Amending the Multnomah County Code Chapter 11.15  
by Restricting the Planned Development Subdistrict to the  
Urban and RC, RR and MUA-20 Rural Districts

SECOND READING CONTINUED TO TUESDAY, MAY 14,  
1991.

2. Business Certificate Application/Renewal Submitted by  
Planning Office with Recommendation for Approval as  
Follows: Division Street Auto Parts U-Pull-It Division,  
13231 SE Division, Portland (Continued from April 23,  
1991)

APPROVED

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Tuesday, April 30, 1991 - 10:00 AM  
Multnomah County Courthouse, Room 602

BOARD BRIEFING

Audit Report of BALLOT MEASURE 5 - TAX SAVINGS FOR PROPERTY  
OWNERS - Presented by Gary Blackmer, Multnomah County  
Auditor. (10:00-10:15 AM TIME CERTAIN)

AUDIT REPORT PRESENTED AND EXPLAINED BY GARY  
BLACKMER.

Tuesday, April 30, 1991 - 10:15 AM  
Multnomah County Courthouse, Room 602

REGULAR MEETING

R-1 RESOLUTION In the Matter of Accepting the Executive Budget as Amended, and Preparing the Approved Multnomah County Budget for Submittal to the Tax Supervising and Conservation Commission

TESTIMONY HEARD. RESOLUTION 91-44 APPROVED AS AMENDED.

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SUPPLEMENTAL AGENDA

Tuesday, April 30, 1990 - 1:30 PM  
Multnomah County Courthouse, Room 602

UNANIMOUS CONSENT ITEM

Multnomah County Courthouse, Room 602

1. Ratification of the Chair's appointment of Mr. James W. M. (Matt) Hennessee as Multnomah County's representative to the Metropolitan Service District Charter Committee

APPROVED MAY 2, 1991

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Tuesday, April 30, 1991 - 1:30 PM  
Multnomah County Courthouse, Room 602

AGENDA REVIEW

Review of Agenda for Regular Meeting of May 2, 1991

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Wednesday, May 1, 1991 - 9:30 AM  
Multnomah County Courthouse, Room 602

BOARD BRIEFING

Oregon Legislative Update. Presented by Fred Neal and Howard Klink. (9:30-10:30 AM TIME CERTAIN)

CANCELLED. NEXT LEGISLATIVE UPDATE SCHEDULED FOR TUESDAY, MAY 14, 1991.

Thursday, May 2, 1991 - 9:00 AM  
Multnomah County Courthouse, Room 602

EXECUTIVE SESSION

Pursuant to ORS 192.660 (1)(d), the Multnomah County Board of Commissioners will Meet in Executive Session to Discuss Labor Negotiations

EXECUTIVE SESSION HELD FOR DISCUSSION OF LABOR NEGOTIATIONS.

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Thursday, May 2, 1991 - 9:30 AM  
Multnomah County Courthouse, Room 602

REGULAR MEETING

UNANIMOUS CONSENT ITEM

UC PROCLAMATION In the Matter of Declaring May 2, 1991 Lincoln High School/Hal Hart Day and Commemorating the Constitutional Law Team's Victory in Washington, D.C.

PROCLAMATION 91-62 APPROVED

CONSENT CALENDAR

JUSTICE SERVICES

SHERIFF'S OFFICE

C-1 Ratification of an Intergovernmental Agreement Between the Multnomah County Sheriff's Office Law Enforcement Division and the U.S. Department of Agriculture, Forest Service, to Enforce Federal/State Laws and Regulations in the National Forest for the Period May 23, 1991 to September 2, 1991

APPROVED

C-2 Ratification of an Intergovernmental Agreement Between the Multnomah County Sheriff's Office Law Enforcement Division and the City of Portland, to Administer the Duties of "Manager" Pursuant to Multnomah County Ordinance 647, Governing Operation of Certain Secondhand Stores

APPROVED

DEPARTMENT OF HUMAN SERVICES

C-3 Ratification of the FY 1991/92 Intergovernmental Agreement Between Clackamas County and Multnomah County Juvenile Justice Division to Provide Housing and Supervision Services for Clackamas County Youth Held in the Donald E. Long Home Detention Facility

APPROVED

CONSENT CALENDAR - continued

- C-4 Ratification of the FY 1991/92 Intergovernmental Agreement Between Washington County and Multnomah County Juvenile Justice Division to Provide Housing and Supervision Services for Washington County Youth Held in the Donald E. Long Home Detention Facility

APPROVED

REGULAR AGENDA

- R-1 PROCLAMATION in the Matter of Proclaiming May 6-12, 1991 as NATIONAL NURSES WEEK in Multnomah County

PROCLAMATION 91-58 APPROVED

- R-2 RESOLUTION In the Matter of Recognizing and Celebrating el Cinco de Mayo, in Multnomah County

RESOLUTION 91-59 APPROVED

- R-3 PROCLAMATION In the Matter of Proclaiming the Week of May 5-11, 1991, as BE KIND TO ANIMALS WEEK in Multnomah County, Oregon

PROCLAMATION 91-60 APPROVED

- R-4 Presentation of Volunteer Recognition Awards, Followed by a Reception Hosted by the Citizen Involvement Committee (9:30-10:15 TIME CERTAIN)

AWARDS PRESENTED BY COMMISSIONERS

LIBRARY SERVICES

- R-5 Budget Modification DLS #5 Authorizing Transfer from Library Fund Contingency to Library Retirement Trust Account for Cost of Living Adjustments to Former Library Employees

APPROVED

JUSTICE SERVICES

COMMUNITY CORRECTIONS

- R-6 RESOLUTION in the Matter of Unifying Community Corrections Under Option I

STAFF PRESENTATION, FOLLOWED BY BOARD QUESTIONS AND DISCUSSION. TESTIMONY HEARD. RESOLUTION CONTINUED TO THURSDAY, MAY 9, 1991.

DEPARTMENT OF ENVIRONMENTAL SERVICES

R-7 RESOLUTION In the Matter of Supporting the Recommended "Build" Alternative for the Columbia River Highway (I-84, N.E. 181st to Sandy River)

RESOLUTION 91-61 APPROVED

DEPARTMENT OF GENERAL SERVICES

R-8 First Reading of an ORDINANCE Adopting Salary Ranges for Fiscal Year 1990-91 for Employees Covered by the Exempt Classification/Compensation Plan and Repealing Ordinance No. 667 (Continued from April 11, 1991)

FIRST READING APPROVED. SECOND READING SCHEDULED FOR THURSDAY, MAY 23, 1991.

DEPARTMENT OF HUMAN SERVICES

R-9 Budget Modification DHS #35 Authorizing Reduction of the Youth Program Office Budget by a Net of \$6,826 and Making Adjustments to Reflect Projected Revenues and Expenditures for Fiscal Year 90-91

APPROVED

R-10 Budget Modification DHS #36 Authorizing Reduction of the Aging Services Division/Community Action Budget by \$4,677 in Low Income Energy Assistance Program Funds for Pass-Through Contracted Services Based on Revenue Contract Amendment #10

APPROVED

R-11 Request for Approval of a Lease Agreement Between Multnomah County and the State of Oregon for the Use of 16 Dedicated Parking Spaces for Clients, Visitors and Staff of the Aging Services Division West Branch (Continued from April 25, 1991)

APPROVED

0141C/1-5  
cap

BOARD OF COUNTY COMMISSIONERS  
 FORMAL BOARD MEETING  
 RESULTS

MEETING DATE: 5-2-91

Agenda Item #	Motion	Second	APP/NOT APP
<u>C-1</u>	<u>PA</u>	<u>SK</u>	<u>App</u>
<u>C-2</u>	<u>(</u>	<u>(</u>	<u>_____</u>
<u>C-3</u>	<u>)</u>	<u>)</u>	<u>_____</u>
<u>C-4</u>	<u>↓</u>	<u>↓</u>	<u>_____</u>
<u>(*2) R-1</u>	<u>PA</u>	<u>SK</u>	<u>App</u>
<u>R-2</u>	<u>PA</u>	<u>SK</u>	<u>_____</u>
<u>(*3) R-3</u>	<u>PA</u>	<u>SK</u>	<u>App</u>
<u>R-4</u>	<u>_____</u>	<u>_____</u>	<u>_____</u>
<u>R-5</u>	<u>PA</u>	<u>SK</u>	<u>App</u>
<u>* R-6</u>	<u>{ SK</u>	<u>GH</u>	<u>App</u>
	<u>{ RB</u>	<u>PA to hold talk</u>	<u>App</u>
<u>R-7</u>	<u>{ PA</u>	<u>SK</u>	<u>App</u>
			<u>GM? SK } no</u>
<u>R-8</u>	<u>{ RB</u>	<u>PA</u>	<u>App</u>
<u><del>R-9</del></u>	<u>{ 1st Reading</u>	<u>3</u>	<u>5-23-91</u>
	<u>{ 2nd Reading</u>	<u>Set</u>	<u>App</u>
<u>R-10</u>	<u>RB</u>	<u>PA</u>	<u>App</u>
<u>R-10</u>	<u>GH</u>	<u>RB</u>	<u>App</u>
<u>R-11</u>	<u>RB</u>	<u>SK</u>	<u>App</u>



# MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS  
ROOM 606, COUNTY COURTHOUSE  
1021 S.W. FOURTH AVENUE  
PORTLAND, OREGON 97204

GLADYS McCOY • CHAIR • 248-3308  
PAULINE ANDERSON • DISTRICT 1 • 248-5220  
GARY HANSEN • DISTRICT 2 • 248-5219  
RICK BAUMAN • DISTRICT 3 • 248-5217  
SHARRON KELLEY • DISTRICT 4 • 248-5213  
CLERK'S OFFICE • 248-3277

## SUPPLEMENTAL AGENDA

Tuesday, April 30, 1990 - 1:30 p.m.

### Unanimous Consent Item

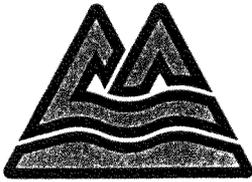
Multnomah County Courthouse, Room 602

1. Ratification of the Chair's appointment of Mr. James W. M. (Matt) Hennessey as Multnomah County's representative to the Metropolitan Service District Charter Committee

Wednesday, May 1, 1991 - 9:30 a.m.

Multnomah County Courthouse, Room 602

1. Oregon Legislative Update/Board Briefing canceled



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## AGENDA

### MEETINGS OF THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS

#### FOR THE WEEK OF

APRIL 29 - MAY 3, 1991

- Monday, April 29, 1991 - 9:00 AM - Work Session . . . .Page 2
- Tuesday, April 30, 1991 - 9:30 AM - Planning Items. . . .Page 2
- Tuesday, April 30, 1991 - 10:00 AM - Board Briefing . . .Page 2
- Tuesday, April 30, 1991 - 10:15 AM - Regular Meeting. . .Page 2
- Tuesday, April 30, 1991 - 1:30 PM - Agenda Review . . . .Page 3
- Wednesday, May 1, 1991 - 9:30 AM - Board Briefing . . . .Page 3
- Thursday, May 2, 1991 - 9:00 AM - Executive Session . . .Page 3
- Thursday, May 2, 1991 - 9:30 AM - Regular Meeting . . . .Page 3

Thursday Meetings of the Multnomah County Board of Commissioners are recorded and can be seen at the following times:

- Thursday, 10:00 PM, Channel 11 for East and West side subscribers
- Friday, 6:00 PM, Channel 27 for Paragon Cable (Multnomah East) subscribers
- Saturday 12:00 PM, Channel 21 for East Portland and East County subscribers

Monday, April 29, 1991 - 9:00 AM - 12:00 PM  
and  
1:00 PM - 5:00 PM

Multnomah County Courthouse, Room 602

WORK SESSION

Work Session to Discuss the Multnomah County Budget

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Tuesday, April 30, 1991 - 9:30 AM

Multnomah County Courthouse, Room 602

Introduction and Seating of Youth Today Participants -  
Presented by Karen Belsey.

PLANNING ITEMS

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  2. Business Certificate Application/Renewal Submitted by Planning Office with Recommendation for Approval as Follows: Division Street Auto Parts U-Pull-It Division, 13231 SE Division, Portland (Continued from April 23, 1991)
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Tuesday, April 30, 1991 - 10:00 AM

Multnomah County Courthouse, Room 602

BOARD BRIEFING

Audit Report of BALLOT MEASURE 5 - TAX SAVINGS FOR PROPERTY OWNERS - Presented by Gary Blackmer, Multnomah County Auditor. 10:00-10:15 AM TIME CERTAIN

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Tuesday, April 30, 1991 - 10:15 AM

Multnomah County Courthouse, Room 602

REGULAR MEETING

- R-1 RESOLUTION In the Matter of Accepting the Executive Budget as Amended, and Preparing the Approved Multnomah County Budget for Submittal to the Tax Supervising and Conservation Commission

91-44

Tuesday, April 30, 1991 - 1:30 PM

Multnomah County Courthouse, Room 602

AGENDA REVIEW

Review of Agenda for Regular Meeting of May 2, 1991

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Wednesday, May 1, 1991 - 9:30 AM

Multnomah County Courthouse, Room 602

BOARD BRIEFING

Oregon Legislative Update. Presented by Fred Neal and Howard Klink. 9:30-10:30 AM TIME CERTAIN

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Thursday, May 2, 1991 - 9:00 AM

Multnomah County Courthouse, Room 602

EXECUTIVE SESSION

Pursuant to ORS 192.660 (1)(d), the Multnomah County Board of Commissioners will Meet in Executive Session to Discuss Labor Negotiations

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Thursday, May 2, 1991 - 9:30 AM

Multnomah County Courthouse, Room 602

REGULAR MEETING

CONSENT CALENDAR

JUSTICE SERVICES

SHERIFF'S OFFICE

App  
↓

C-1 Ratification of an Intergovernmental Agreement Between the Multnomah County Sheriff's Office Law Enforcement Division and the U.S. Department of Agriculture, Forest Service, to Enforce Federal/State Laws and Regulations in the National Forest for the Period May 23, 1991 to September 2, 1991

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DEPARTMENT OF HUMAN SERVICES

- App*  
C-3 Ratification of the FY 1991/92 Intergovernmental Agreement Between Clackamas County and Multnomah County Juvenile Justice Division to Provide Housing and Supervision Services for Clackamas County Youth Held in the Donald E. Long Home Detention Facility
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REGULAR AGENDA

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R-1 PROCLAMATION in the Matter of Proclaiming May 6-12, 1991 as NATIONAL NURSES WEEK in Multnomah County *91-58*
- App*  
R-2 RESOLUTION In the Matter of Recognizing and Celebrating el Cinco de Mayo, in Multnomah County *91-59*
- App*  
R-3 PROCLAMATION In the Matter of Proclaiming the Week of May 5-11, 1991, as BE KIND TO ANIMALS WEEK in Multnomah County, Oregon *91-60*
- Done 1st*  
R-4 Presentation of Volunteer Recognition Awards, Followed by a Reception Hosted by the Citizen Involvement Committee  
9:30-10:15 TIME CERTAIN

LIBRARY SERVICES

- App*  
R-5 Budget Modification DLS #5 Authorizing Transfer from Library Fund Contingency to Library Retirement Trust Account for Cost of Living Adjustments to Former Library Employees

JUSTICE SERVICES

COMMUNITY CORRECTIONS

- R-6 RESOLUTION in the Matter of Unifying Community Corrections Under Option I *App. to Continue 1st.*

DEPARTMENT OF ENVIRONMENTAL SERVICES

- App*  
R-7 RESOLUTION In the Matter of Supporting the Recommended "Build" Alternative for the Columbia River Highway (I-84, N.E. 181st to Sandy River) *91-61*

DEPARTMENT OF GENERAL SERVICES

- App. 2nd Reading. 3 21/91. 5-16-91*  
R-8 First Reading of an ORDINANCE Adopting Salary Ranges for Fiscal Year 1990-91 for Employees Covered by the Exempt Classification/Compensation Plan and Repealing Ordinance No. 667 (Continued from April 11, 1991)

DEPARTMENT OF HUMAN SERVICES

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*UC Proclamation L. H. S.  
91-62*

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

In the Matter of Declaring  
May 2, 1991 Lincoln High  
School/Hal Hart Day and  
Commemorating the Constitutional  
Law Team's Victory in Washington, D.C

PROCLAMATION  
91-62

WHEREAS the Bill of Rights and the United States Constitution form the foundation of our legal structure; and

WHEREAS 28 committed young adults from the Lincoln High School Constitutional Law Team have spent an extensive amount of time learning about these documents and preparing for the national competition testing their knowledge; and

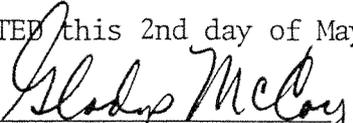
WHEREAS the 1991 Lincoln High School Constitutional Law Team on April 29th, in competition with teams representing 43 other states, defended its national title and recaptured its claim to excellence in constitutional law; and

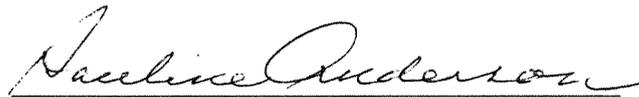
WHEREAS these young adults represent the best of both youth and education in Multnomah County; and

WHEREAS the team leader, Hal Hart, and his assistants Chris Hardman and Chuck Sparks have committed innumerable hours and have been energetic examples for the Constitutional Law Team;

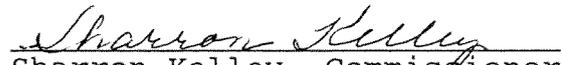
THEREFORE, the Multnomah County Board of Commissioners commend the Lincoln High School Constitutional Law Team for their accomplishments, dedication and success at a national level and declare May 2, 1991 as Lincoln High School/Hal Hart Day in Multnomah County.

DATED this 2nd day of May, 1991.

  
Gladys McCoy, Chair

  
Pauline Anderson, Commissioner

  
Rick Bauman, Commissioner

  
Sharron Kelley, Commissioner

  
Gary Hansen, Commissioner



Comm. Anderson      U. C.  
Comm. Bauman  
Comm. Kelley  
Comm. Hansen  
Chair McCoy





# MULTNOMAH COUNTY OREGON

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## SUPPLEMENTAL AGENDA

Tuesday, April 30, 1990 - 1:30 p.m.

### Unanimous Consent Item

Multnomah County Courthouse, Room 602

1. Ratification of the Chair's appointment of Mr. James W. M. (Matt) Hennessey as Multnomah County's representative to the Metropolitan Service District Charter Committee

---

Wednesday, May 1, 1991 - 9:30 a.m.

Multnomah County Courthouse, Room 602

1. Oregon Legislative Update/Board Briefing canceled

SUBJECT:

*Advisory:*

- 1) *Unanimous Consent Item*
- 2) *Cancel Briefing*

PRESS LIST

DATE: 4/29/91

THE FOLLOWING WERE CALLED THIS DATE REGARDING:

- a) Meeting: \_\_\_\_\_
- b) Executive Meeting: \_\_\_\_\_
- c) Other: *Unanimous Consent Item 4/30/91*  
*Meeting Cancellation 5/1/91*

SIGNED: *Selma Farrell*

KOIN	✓ Channel 6	464-0797 or 464-0614 - Assignment Desk. Lisa
KGW	✓ Channel 8	226-5111 - Assignment Desk. Bob Kerns
KATU	✓ Channel 2	231-4260 Assignment Desk
KPTV	✓ Channel 12	222-9921 - News Desk. Denny 224-0101 After Hours
KPDX	✓ Channel 49	239-4949 Lee Haglund
KEX	✓ 1190 AM	222-1929 Newsroom/Message
KSGO	✓ 1520 AM	223-1441 News Desk (After 9, Before 11:30)
KXL	✓ 750 AM	231-1071/0750 - Newsroom/Message. Link Mann/Dawn
KGW	✓ 62 AM	226-5095 News Desk
K-103 FM	✓	643-5103 - Newsroom. Danna Jeffries
KXYQ	✓ 105 FM	226-6731
Oregonian	✓	294-4065 Liz Moore
Gresham Outlook	✓	665-2181 <del>Scott Newton</del> <i>Lloyd Woods</i>
Skanner	✓	287-3562 <del>Patrick Mazza</del> <i>Patty David</i>
Cable	✓	667-7636 Chris Steele

*DFHC*



## GLADYS McCOY, Multnomah County Chair

Room 134, County Courthouse  
1021 S.W. Fourth Avenue  
Portland, Oregon 97204  
(503) 248-3308

### M E M O R A N D U M

TO : Commissioner Gladys McCoy  
Multnomah County Chair

FROM : Fred *[Signature]*  
Intergovernmental Relations Officer

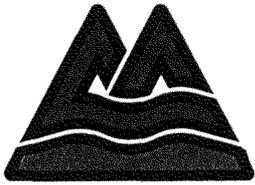
THRU : Hank Miggins  
Executive Assistant

DATE : April 29, 1991

RE : Legislative Briefing

Because of prior commitments related to my duties in Salem, I will not be able to attend the Wednesday Board legislative briefing. I request that the briefing be canceled. The next briefing will take place as scheduled on Tuesday May 14, 1991.

FRN:ddf  
cc: Board of County Commissioners  
Office of the Board Clerk



# MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS  
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## SUPPLEMENTAL AGENDA

Tuesday, April 30, 1990 - 1:30 p.m.

### Unanimous Consent Item

Multnomah County Courthouse, Room 602

1. Ratification of the Chair's appointment of Mr. James W. M. (Matt) Hennessey as Multnomah County's representative to the Metropolitan Service District Charter Committee

---

Wednesday, May 1, 1991 - 9:30 a.m.

Multnomah County Courthouse, Room 602

1. Oregon Legislative Update/Board Briefing canceled

Unanimous Consent

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

Agenda No.: \_\_\_\_\_

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

SUBJECT: Appointment to Metro Charter Committee

AGENDA REVIEW/  
BOARD BRIEFING \_\_\_\_\_ (date) REGULAR MEETING 4|30|91 (date)

DEPARTMENT Nondepartmental DIVISION County Chair's Office

CONTACT Fred Neal TELEPHONE 248-3308

PERSON(S) MAKING PRESENTATION Chair McCoy, Fred Neal

ACTION REQUESTED:

INFORMATIONAL ONLY       POLICY DIRECTION       APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: \_\_\_\_\_

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: \_\_\_\_\_

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

Request ratification of the Chair's appointment of Mr. James W. M. (Matt) Hennessey as Multnomah County's representative on the Metropolitan Service District Charter Committee.

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL Gladya McCoy

Or

DEPARTMENT MANAGER \_\_\_\_\_

(All accompanying documents must have required signatures)

JAMES W. M. (MATT) HENNESSEE  
6121 SOUTHWEST WILBARD STREET, PORTLAND, OR 97219-5640  
HOME PHONE: (503) 246-8560 OFFICE PHONE: (503) 671-3317

#### ADMINISTRATIVE EXPERIENCE

DIRECTOR, SERVICE SYSTEMS, CUSTOMER SERVICE ADMINISTRATION, NIKE, INC. One Bowerman Drive, Beaverton, OR 97005. Responsible for taking new program ideas and implementing them to enhance the relationship between the company and its customers nation-wide. Coordinate new initiatives with several divisions and develop implementation and evaluation processes. (10/90 - )

ADMINISTRATOR, STATE OF OREGON. WORKERS' COMPENSATION DIVISION, 21 Labor and Industries Bldg, Salem, OR 97310. Nominated by the Governor and confirmed by the State Senate to regulate the \$1 billion Workers' Compensation System which covered 1.3 million workers and more than 69,000 employers in the state. Responsibilities included managing a direct-service workforce; work with Legislative leaders and interest groups to develop and implement policy and long-term strategies for the system. Developed and administered \$76 million administrative and enterprise fund budget with 285 direct-service employees. (10/88-10/90)

CITY MANAGER, CITY OF YPSILANTI, MI. One South Huron St., Ypsilanti, MI 48197-2412. Appointed by the eleven-member partisan City council to serve as the city's Chief Executive Officer. Special emphasis on economic development; labor/management relations; police/community relations; public safety; upgrading the city's infrastructure; regional development strategies; and community enrichment. Responsible for development and execution of \$30 million general and enterprise fund budget; 260 full- and part-time employees. (05/84-10/88)

ASSISTANT CITY MANAGER, CITY OF SAGINAW, MI. 1315 South Washington St., Saginaw, MI 48602. Appointed by the City Manager to serve, in a variety of senior administrative positions including Acting City Manager, administrative liaison for the Police and Fire Departments, and several City Commissions. Responsible for labor/management dispute resolution and development of the City's cut-back management budget process during the most protracted auto-related recession in Michigan history. Developed and assisted in the execution of \$65 million combined annual budget; 965 employees. (06/80-05/84)

ADMINISTRATIVE ASSISTANT TO THE CITY MANAGER, CITY OF OBERLIN, OH. 85 So. Main St., Oberlin, OH 44074. Appointed by the City Manager to execute several special projects which included studies in the City's electrical utility plant, the water and wastewater plant, and matters concerning the City's senior citizens. Also administrative assistant to the Police Chief. (09/76-06/80)

#### ADDITIONAL EXPERIENCE

Public Speaker/Lecturer/Minister: (1968 - )

Student Teacher: Oberlin High School, Oberlin Middle School and the Oberlin School for Unwed Mothers (09/76-06/78)

#### EDUCATION

B. A., Oberlin, College, Oberlin, OH 44074. Majored in Religion and Sociology/Anthropology.

### SELECTED ENTREPRENEURIAL GOVERNMENT EXPERIENCE

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Unanimous Consent

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

Agenda No.: \_\_\_\_\_

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

SUBJECT: Appointment to Metro Charter Committee

AGENDA REVIEW/  
BOARD BRIEFING \_\_\_\_\_ (date) REGULAR MEETING 4/30/91 (date)

DEPARTMENT Nondepartmental DIVISION County Chair's Office

CONTACT Fred Neal TELEPHONE 248-3308

PERSON(S) MAKING PRESENTATION Chair McCoy, Fred Neal

ACTION REQUESTED:

INFORMATIONAL ONLY       POLICY DIRECTION       APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: \_\_\_\_\_

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: \_\_\_\_\_

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Request ratification of the Chair's appointment of Mr. James W. M. (Matt) Hennessey as Multnomah County's representative on the Metropolitan Service District Charter Committee.

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL Glady McCoy  
Or

DEPARTMENT MANAGER \_\_\_\_\_

(All accompanying documents must have required signatures)

JAMES W. M. (MATT) HENNESSEE  
6121 SOUTHWEST WILBARD STREET, PORTLAND, OR 97219-5640  
HOME PHONE: (503) 246-8560 OFFICE PHONE: (503) 671-3317

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FOR

JAMES W.M. (MATT) HENNESSEE

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# GLADYS McCOY, Multnomah County Chair

Room 134, County Courthouse  
1021 S.W. Fourth Avenue  
Portland, Oregon 97204  
(503) 248-3308

## M E M O R A N D U M

TO : Commissioner Gladys McCoy  
Multnomah County Chair

FROM : Fred *[Signature]*  
Intergovernmental Relations Officer

THRU : Hank Miggins  
Executive Assistant

DATE : April 29, 1991

RE : Legislative Briefing

Because of prior commitments related to my duties in Salem, I will not be able to attend the Wednesday Board legislative briefing. I request that the briefing be canceled. The next briefing will take place as scheduled on Tuesday May 14, 1991.

FRN:ddf  
cc: Board of County Commissioners  
Office of the Board Clerk



# MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS  
ROOM 606, COUNTY COURTHOUSE  
1021 S.W. FOURTH AVENUE  
PORTLAND, OREGON 97204

GLADYS McCOY • CHAIR • 248-3308  
PAULINE ANDERSON • DISTRICT 1 • 248-5220  
GARY HANSEN • DISTRICT 2 • 248-5219  
RICK BAUMAN • DISTRICT 3 • 248-5217  
SHARRON KELLEY • DISTRICT 4 • 248-5213  
CLERK'S OFFICE • 248-3277

## SUPPLEMENTAL AGENDA

Tuesday, April 30, 1990 - 1:30 p.m.

### Unanimous Consent Item

Multnomah County Courthouse, Room 602

1. Ratification of the Chair's appointment of Mr. James W. M. (Matt) Hennessey as Multnomah County's representative to the Metropolitan Service District Charter Committee

---

Wednesday, May 1, 1991 - 9:30 a.m.

Multnomah County Courthouse, Room 602

1. Oregon Legislative Update/Board Briefing canceled



Unanimous Consent

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

Agenda No.: \_\_\_\_\_

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CONTACT Fred Neal TELEPHONE 248-3308

PERSON(S) MAKING PRESENTATION Chair McCoy, Fred Neal

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ELECTED OFFICIAL Glady McCoy

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result of the workers' compensation reforms, a 12.5% reduction in the pure premium rates which amounted to approximately \$108 million savings to business people in the State of Oregon.

Mr. Hennessee was hired by Nike, Inc. in October 1988 to his current position. He works with the company's national accounts and with the sales, marketing, retail, and customer service divisions on a number of new initiatives contemplated by Nike.

Over the years he has served on a variety of civic boards and commissions including the Morrison Center and Holliday Park Foundation Boards in Portland, and the United Way of Washtenaw County, St. Joseph-Mercy Hospital, Washtenaw Community College Foundation Board, (all of Michigan) and Chaired the Michigan Municipal League's Finance Committee. He has been a member of the International City Management Association, the NAACP, the National Forum for Black Public Administrators, and the Urban League for many years.

He also serves as the Associate Pastor of the St. Paul Missionary Baptist Church in Portland.

He and his wife Debra and their daughter, Casey reside in Portland.



# GLADYS McCOY, Multnomah County Chair

Room 134, County Courthouse  
1021 S.W. Fourth Avenue  
Portland, Oregon 97204  
(503) 248-3308

## M E M O R A N D U M

TO : Commissioner Gladys McCoy  
Multnomah County Chair

FROM : Fred *[Signature]*  
Intergovernmental Relations Officer

THRU : Hank Miggins  
Executive Assistant

DATE : April 29, 1991

RE : Legislative Briefing

Because of prior commitments related to my duties in Salem, I will not be able to attend the Wednesday Board legislative briefing. I request that the briefing be canceled. The next briefing will take place as scheduled on Tuesday May 14, 1991.

FRN:ddf  
cc: Board of County Commissioners  
Office of the Board Clerk



# CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

Contract # 800711

MULTNOMAH COUNTY OREGON

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

<p>CLASS I</p> <input type="checkbox"/> Professional Services under \$10,000	<p>CLASS II</p> <input type="checkbox"/> Professional Services over \$10,000 (RFP, Exemption) <input type="checkbox"/> PCRB Contract <input type="checkbox"/> Maintenance Agreement <input type="checkbox"/> Licensing Agreement <input type="checkbox"/> Construction <input type="checkbox"/> Grant <input type="checkbox"/> Revenue	<p>CLASS III</p> <input checked="" type="checkbox"/> Intergovernmental Agreement  <p style="font-size: 2em; text-align: center;">C1 5-2-91</p>
--	--	--

RETURN TO: Larry Aab-313/225

Contact Person Larry Aab / Lt. Bud Johnson Phone 251-2425 Date April 4, 1991

Department Sheriffs Office Division Law Enforcement Bldg/Room 313/203

Description of Contract Enforce Federal/State laws and regulations in the National Forest.

RFP/BID # \_\_\_\_\_ Date of RFP/BID \_\_\_\_\_ Exemption Exp. Date \_\_\_\_\_

ORS/AR # \_\_\_\_\_ Contractor is  MBE  WBE  QRF

Contractor Name U.S. Dept. of Agriculture  
Mailing Address Forest Service  
2955 NW Division  
Gresham, Or 97030

Phone Attn: Mike Powers

Employer ID # or SS # \_\_\_\_\_

Effective Date May 23, 1991

Termination Date September 2, 1991

Original Contract Amount \$ 29,822.90

Amount of Amendment \$ \_\_\_\_\_

Total Amount of Agreement \$ ~~30,000.00~~

### Payment Term

- Lump Sum \$ \_\_\_\_\_
- Monthly \$ \_\_\_\_\_
- Other \$ \_\_\_\_\_
- Requirements contract - Requisition required  
Purchase Order No. \_\_\_\_\_
- Requirements Not to Exceed \$ \_\_\_\_\_

1991 MAY 14 PM 11:14  
 MULTNOMAH COUNTY  
 OREGON  
 COUNTY CLERK'S OFFICE

\*Contract period May 23, 1991 to September 2, 1991 - FY 90-92

### REQUIRED SIGNATURES:

Department Manager [Signature]

Purchasing Director  
(Class II Contracts Only)

County Counsel [Signature]

County Chair/Sheriff [Signature]

Sheriff [Signature]

Date 04/12/91

Date \_\_\_\_\_

Date 4-15-91

Date 5/2/91

VENDOR CODE		VENDOR NAME								TOTAL AMOUNT	\$
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND
01.	100	025	3311			2003			Rev. Source		
02.											
03.											

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING    CANARY - INITIATOR    PINK - CLERK OF THE BOARD    GREEN - FINANCE

### INSTRUCTIONS FOR COMPLETING CONTRACT APPROVAL FORM

1. **CLASS I, CLASS II, CLASS III** - Check off appropriate class of contract in one of the three columns on the top of the form.
2. **CONTRACT #** - To be issued by designated person in each Division or call Purchasing to get a number.
3. **AMENDMENT #** - Sequential numbering to original contract as changes are made and approved.
4. **DESCRIPTION OF CONTRACT** - Summary of product purchased or services to be performed. Note if an amendment or extension.
5. **RFP/BID #** - Enter number if contract is a result of RFP/Bid selection process.
6. **DATE RFP/BID** - Enter date of RFP/Bid public opening.
7. **EXEMPTION EXPIRATION DATE** - Enter exemption expiration date from competitive bidding granted by BCC or the Chair.
8. **ORS/AR#** - Refer to Oregon Revised Statutes and/or Administrative Rule #, when applicable.
9. **CONTRACTOR IS MBE, WBE, QRF** - Check appropriate box if contractor is certified as an MBE, WBE, or QRF (Qualified Rehabilitation Facility).
10. **CONTRACTOR NAME, MAILING ADDRESS, PHONE** - Enter current information.
11. **EMPLOYEE ID# OR SS#** - Enter employee federal ID# or Social Security # if contractor is an individual.
12. **EFFECTIVE DATE** - Date stated on contract to begin services.
13. **TERMINATION DATE** - Date stated on contract to terminate services.
14. **ORIGINAL CONTRACT AMOUNT** - Enter amount of original contract.
15. **AMOUNT OF AMENDMENT** - Enter amendment or change order amount only, if applicable.
16. **TOTAL AMOUNT OF AGREEMENT** - Enter original amount of contract. If this is an amendment or change order, please include original amount and amended amount.
17. **PAYMENT TERMS** - Designate payment terms by checking appropriate box and entering dollar amount.
18. **REQUIREMENTS CONTRACT - Requisition Required** - Check this box to note that a purchase order will be issued to initiate payment.
19. **PURCHASE ORDER #** - Enter number of purchase order to be issued. If number is not known, enter "PO will be issued."
20. **REQUIREMENTS NOT TO EXCEED** - List the estimated dollar amount of requirements contracts.
21. **REQUIRED SIGNATURES** - To be completed as approved. Purchasing Director needs to sign all Class II contracts only.
22. **ACCOUNT CODE STRUCTURE** - Enter account code structure for the type of agreement; i.e., expense or revenue.
23. **LGFS DESCRIPTION** - Abbreviated description for Data Entry purposes.
24. **AMOUNT** - If total dollar amount is being split among different account numbers, indicate dollar amounts here.

Meeting Date: MAY 0 2 1991

Agenda No.: C-1

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

SUBJECT: Ratification of Intergovernmental Agreement ---  
U.S. Dept. of Agriculture, Forest Service

AGENDA REVIEW/  
BOARD BRIEFING \_\_\_\_\_ REGULAR MEETING April 25, 1991  
(date) (date)

DEPARTMENT Mult. Co. Sheriff's Office DIVISION Law Enforcement

CONTACT Larry Aab, Manager, P & B Unit TELEPHONE 251-2489

PERSON(S) MAKING PRESENTATION Robert G. Skipper, Sheriff

ACTION REQUESTED:

INFORMATIONAL ONLY

POLICY DIRECTION

RATIFICATION  
~~APPROVAL~~

ESTIMATED TIME NEEDED ON BOARD AGENDA: 5-10 Minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: \_\_\_\_\_

BRIEF SUMMARY (include statement of rationale for action requested,  
as well as personnel and fiscal/budgetary impacts, if applicable):

Ratification of Intergovernmental Agreement with U.S. Dept. of Agriculture, Forest Service, to enforce Federal/State laws and regulations in the National Forest.

CONSENT AGENDA

*Original OGA + Contacts sent to Dala 5-3-91.*

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL Robert G. Skipper  
Sheriff

Or

DEPARTMENT MANAGER \_\_\_\_\_

(All accompanying documents must have required signatures)

MULTI-COUNTY  
OREGON  
1991 APR 23 PM 1:12  
COUNTY COMMISSIONER



# ORIGINAL

## CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

Contract # 800711

MULTNOMAH COUNTY OREGON

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

<p>CLASS I</p> <input type="checkbox"/> Professional Services under \$10,000	<p>CLASS II</p> <input type="checkbox"/> Professional Services over \$10,000 (RFP, Exemption) <input type="checkbox"/> PCRB Contract <input type="checkbox"/> Maintenance Agreement <input type="checkbox"/> Licensing Agreement <input type="checkbox"/> Construction <input type="checkbox"/> Grant <input type="checkbox"/> Revenue	<p>CLASS III</p> <input checked="" type="checkbox"/> Intergovernmental Agreement <p style="text-align: center;"><b>RATIFIED</b></p> <p style="text-align: center;"><b>Multnomah County Board of Commissioners</b></p> <p style="text-align: center;"><u>C-1 5-2-91</u></p>
--	--	---

RETURN TO: Larry Aab-313/225

Contact Person Larry Aab / Lt. Bud Johnson Phone 251-2425 Date April 4, 1991

Department Sheriffs Office Division Law Enforcement Bldg/Room 313/203

Description of Contract Enforce Federal/State laws and regulations in the National Forest.

RFP/BID # \_\_\_\_\_ Date of RFP/BID \_\_\_\_\_ Exemption Exp. Date \_\_\_\_\_

ORS/AR # \_\_\_\_\_ Contractor is  MBE  WBE  QRF

Contractor Name U.S. Dept. of Agriculture  
Forest Service  
 Mailing Address 2955 NW Division  
Gresham, Or 97030

Phone Attn: Mike Powers

Employer ID # or SS # \_\_\_\_\_

Effective Date May 23, 1991

Termination Date September 2, 1991

Original Contract Amount \$ 29,822.90

Amount of Amendment \$ \_\_\_\_\_

Total Amount of Agreement \$ ~~XXXXXXXXXX~~

Payment Term

Lump Sum \$ \_\_\_\_\_

Monthly \$ \_\_\_\_\_

Other \$ \_\_\_\_\_

Requirements contract - Requisition required.

Purchase Order No. \_\_\_\_\_

Requirements Not to Exceed \$ \_\_\_\_\_

\*Contract period May 23, 1991 to September 2, 1991 - FY 90-92

**REQUIRED SIGNATURES:**

Department Manager [Signature]

Purchasing Director \_\_\_\_\_  
(Class II Contracts Only)

County Counsel [Signature]

County Chair/Sheriff [Signature]

Date 04/12/91

Date \_\_\_\_\_

Date 4-15-91

Date 5/2/91

VENDOR CODE			VENDOR NAME					TOTAL AMOUNT		\$
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	Rev. Source	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND	
01.	100	025	3311			2003				
02.										
03.										

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING    CANARY - INITIATOR    PINK - CLERK OF THE BOARD    GREEN - FINANCE

## ATTACHMENT VII

## MULTNOMAH COUNTY

## JOINT OPERATION AND FINANCIAL PLAN

1991

Reimbursable service request by the Forest Service, made and agreed to this 15th, day of February, 1991, by and between the Service and the Multnomah County Sheriff, becomes a part of the agreement between said parties dated May 19, 1986.

1. Assignment of one Deputy Sheriff, fully equipped, with motor vehicle, to patrol National Forest lands within the Columbia Gorge Ranger District. The patrol will concentrate on National Forest picnic areas, campgrounds, vehicle parking areas, trailhead and other more dispersed recreation areas. suggested patrol routes are outlined in attachment A and B of this plan.

Patrol routes identified in attachments A and B are guidelines. Routes may be varied at the discretion of the cooperating Deputy in order to effectively deal with problems at other locations as problems develop.

Forest patrols will begin May 23, 1991 and end September 2, 1991. The tour of duty May 23, through September 2, will be 10 hours each day on Thursday, Friday, Saturday, and Sunday of each week, as well as national holidays on May 27, July 4 and September 2, 1991.

Each duty tour should begin between 10 A.M., and 2 P.M., however, daily work hours may be varied after mutual agreement between the Cooperators representative and the Services Contracting Officers Representative.

The Service requests the cooperating Deputy check in with the Columbia Gorge Ranger District at the beginning of each duty tour, in person, or by radio.

2. When requested by the Service, the Cooperator agrees to dispatch additional Deputies, as necessary, within manpower capabilities, to unforeseen, or emergency situations. These situations may include fire camp security and patrols. Any fire duty will be paid separately from this agreement.

800711

3. Cooperator personnel assigned to duties in items 1, and 2 above, will be state certified law enforcement officers, or category 1 reserve officers employed by and responsible to the Multnomah County Sheriff.

4. Cooperator agrees to provide for the enforcement of State of Oregon and other local laws and regulations, which relate to the protection of the recreating public and their property.

5. It is understood by both parties that there will be patrol related and other activities, which will impact the Cooperating Deputy's time and cause him to be away from the patrol route (court, reports, or responding to incidents off the National Forest). No adjustment to this plan will be required so long as the activities are held to a reasonable minimum.

6. Rate schedule for reimbursable service: for the service identified in item 1 above, the service agrees to reimburse the Cooperator at the rate of \$45.78 per hour for the period May 23, 1991 through June 30, 1991 and \$49.67 per hour for the period July 1, 1991 through September 2, 1991. Holiday overtime rates, which apply are as follows: May 27, 1991, \$45.78 per hour; July 4, 1991, \$49.67 per hour; and September 2, 1991, \$49.67 per hour. Total reimbursement for the service is \$29,822.90.

For services identified in item 3 above, the service agrees to reimburse the Cooperator on an actual cost basis, which will include salaries, other payroll expenses, administration costs, and equipment use and supplies.

Total amount to be paid under the terms of this operating plan cannot exceed \$30,000.00

7. Itemized billings for reimbursement will be furnished at the end of each county accounting period, along with a certification the services have been performed.

The Cooperator agrees to furnish copies of the Deputy's daily activity log sheets, which will contain sufficient information for an understanding of the Deputy's activities and the time periods covered. The Cooperator also agrees to complete a Cooperative Law Enforcement Activity Report (form 5300-5) at the end of each month. A supply of the required form will be provided to the Cooperator by the Service.

Itemized billings, copies of the Deputy's daily log sheets and completed form 5300-5 will be sent to the Forest Supervisor, Mt. Hood National Forest, 2955 N.W. Division, Gresham, Oregon 97030.

8. It is agreed that search and rescue within the Columbia Gorge Ranger District is the responsibility of the Multnomah County Sheriff. It is also agreed that the role of the Deputy assigned to the duties described in item 1 above, is to take initial action on search and rescue incidents and to coordinate subsequent (short-term) activities.

9. The Service will furnish one radio for the use of the Deputy identified in item one. The Cooperator will service and maintain the radio to insure it is in good working order. The Service will retain ownership of the radio. The following described radio has been provided to the Cooperator:

One 16 channel Phoenix mobile radio serial number 4420825

10. Designated representatives: The following persons are designated by the Service to make, or receive requests for service under this agreement.

Mike Powers, Special Agent, Contracting Officers Representative, Mt. Hood National Forest, Office 666-0700, Home 655-2629.

The Forest Supervisors Fire Management 24 hour emergency telephone answering service, 667-6410, is available for use in emergencies.

The following persons are designated as contact persons or inspectors:  
Mickey Lehnen, Law Enforcement Officer, office 695-2276.  
Dewey Tate, Fire Management Officer, office 695-2276.

The following persons are designated by the Cooperator to make, or receive requests for service under this agreement.

Chief Randy Amundson, Multnomah County, Office 255-3600, ext. 401.

Lt. Bud Johnson, Multnomah County, Office 251-2425.

Patrol Deputy, Multnomah County, Office 255-3600.

800711

JOINT OPERATING AND FINANCIAL PLAN

Plan Approval

FOREST SERVICE

By *Mike Edmiston*  
Forest Supervisor

Date 2/19/91

COOPERATOR

By \_\_\_\_\_  
Sheriff

Date \_\_\_\_\_

By *Gladys Melny*  
Multnomah Co. Executive

Date 5/2/91

**RATIFIED**  
**Multnomah County Board**  
**of Commissioners**

C-1 5-2-91

Approved as to Form:

By *Sandra Kuffy*  
County Counsel for  
Multnomah Co., Ore

Date 4-15-91

Patrol route A----to be patrolled daily.

The Scenic Highway to Eagle Creek, Larch Mountain area, and the Camp A Loop with special attention paid to the following:

1. Wahkeena Falls, trailhead and picnic area.
2. Multnomah Falls, vistas and parking areas.
3. Oneonta Trailhead, parking area.
4. Horsetail Falls Trailhead, parking area.
5. Nesmith Trailhead, parking area.
6. Tanner Creek Road, parked vehicles.
7. Eagle Creek Trailhead, picnic area and overnight area.
8. Overlook, adjacent camping and parking areas.
9. Larch Mountain, parking areas, Camp A Loop and picnic areas.

800711

ATTACHMENT B

Patrol route B--secondary route to be patrolled once each week.

Route includes dispersed recreation locations along the Bonneville powerline right-of-way road from Larch Mountain to Gordon Creek road.



**CONTRACT APPROVAL FORM**  
(See Administrative Procedure #2106)

MULTNOMAH COUNTY OREGON

Contract # 800721

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

<p><b>CLASS I</b></p> <p><input type="checkbox"/> Professional Services under \$10,000</p>	<p><b>CLASS II</b></p> <p><input type="checkbox"/> Professional Services over \$10,000 (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><b>CLASS III</b></p> <p><input checked="" type="checkbox"/> Intergovernmental Agreement</p> <p style="text-align: right; font-size: 1.2em;">C-2 5-2-91</p>
--	--	---

RETURN TO: Larry Aab - 313/225

Contact Person Bob Zion Phone 251-2471 Date 4/11/91

Department Sheriff's Office Division Law Enforcement Bldg/Room \_\_\_\_\_

Description of Contract City of Portland shall administer the duties of "Manager" as stated in MC Ordinance #647, governing the operation of certain secondhand stores.

RFP/BID # \_\_\_\_\_ Date of RFP/BID \_\_\_\_\_ Exemption Exp. Date \_\_\_\_\_

ORS/AR # \_\_\_\_\_ Contractor is  MBE  WBE  QRF

Contractor Name City of Portland

Mailing Address \_\_\_\_\_

Phone \_\_\_\_\_

Employer ID # or SS # \_\_\_\_\_

Effective Date April 23, 1991

Termination Date April 22, 1992

Original Contract Amount \$ -0-

Amount of Amendment \$ \_\_\_\_\_

Total Amount of Agreement \$ \_\_\_\_\_

**REQUIRED SIGNATURES:**

Department Manager [Signature]

Purchasing Director (Class II Contracts Only) \_\_\_\_\_

County Counsel [Signature]

County Chair/Sheriff [Signature]

**Payment Term**

Lump Sum \$ \_\_\_\_\_

Monthly \$ \_\_\_\_\_

Other \$ \_\_\_\_\_

Requirements contract - Requisition required.

Purchase Order No. \_\_\_\_\_

Requirements Not to Exceed \$ \_\_\_\_\_

Date 04-12-91

Date \_\_\_\_\_

Date 4-17-91

Date 5-13-91

PART OF  
 COUNTY COMMISSIONERS  
 1991 MAY 31 AM 10:49  
 MULTNOMAH COUNTY  
 OREGON

VENDOR CODE			VENDOR NAME						TOTAL AMOUNT		\$	
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND	
01.												
02.												
03.												

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING    CANARY - INITIATOR    PINK - CLERK OF THE BOARD    GREEN - FINANCE

### INSTRUCTIONS FOR COMPLETING CONTRACT APPROVAL FORM

1. **CLASS I, CLASS II, CLASS III** - Check off appropriate class of contract in one of the three columns on the top of the form.
2. **CONTRACT #** - To be issued by designated person in each Division or call Purchasing to get a number.
3. **AMENDMENT #** - Sequential numbering to original contract as changes are made and approved.
4. **DESCRIPTION OF CONTRACT** - Summary of product purchased or services to be performed. Note if an amendment or extension.
5. **RFP/BID #** - Enter number if contract is a result of RFP/Bid selection process.
6. **DATE RFP/BID** - Enter date of RFP/Bid public opening.
7. **EXEMPTION EXPIRATION DATE** - Enter exemption expiration date from competitive bidding granted by BCC or the Chair.
8. **ORS/AR#** - Refer to Oregon Revised Statutes and/or Administrative Rule #, when applicable.
9. **CONTRACTOR IS MBE, WBE, QRF** - Check appropriate box if contractor is certified as an MBE, WBE, or QRF (Qualified Rehabilitation Facility).
10. **CONTRACTOR NAME, MAILING ADDRESS, PHONE** - Enter current information.
11. **EMPLOYEE ID# OR SS#** - Enter employee federal ID# or Social Security # if contractor is an individual.
12. **EFFECTIVE DATE** - Date stated on contract to begin services.
13. **TERMINATION DATE** - Date stated on contract to terminate services.
14. **ORIGINAL CONTRACT AMOUNT** - Enter amount of original contract.
15. **AMOUNT OF AMENDMENT** - Enter amendment or change order amount only, if applicable.
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18. **REQUIREMENTS CONTRACT - Requisition Required** - Check this box to note that a purchase order will be issued to initiate payment.
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20. **REQUIREMENTS NOT TO EXCEED** - List the estimated dollar amount of requirements contracts.
21. **REQUIRED SIGNATURES** - To be completed as approved. Purchasing Director needs to sign all Class II contracts only.
22. **ACCOUNT CODE STRUCTURE** - Enter account code structure for the type of agreement; i.e., expense or revenue.
23. **LGFS DESCRIPTION** - Abbreviated description for Data Entry purposes.
24. **AMOUNT** - If total dollar amount is being split among different account numbers, indicate dollar amounts here.

800721

ORIGINAL

MAY 0 2 1991

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

Agenda No.: C-2

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

SUBJECT: Ratification of IGA- City of Portland

AGENDA REVIEW/  
BOARD BRIEFING \_\_\_\_\_ REGULAR MEETING April 25, 1991  
(date) (date)

DEPARTMENT Sheriff's Office DIVISION Law Enforcement

CONTACT Larry Aab, Manager Planning & Budget TELEPHONE 251-2489

PERSON(S) MAKING PRESENTATION Bob G. Skipper

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 5-10 min.

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: \_\_\_\_\_

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

Renewal of current IGA with the City of Portland for the City to administer the duties of "Manager" as stated in MC Ordinance #647, governing operation of certain secondhand stores.

NOTE: Consent calendar.

*Sent Original IGA + Contact to Dula 5-3-91.*

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL Robert B. Skipper  
Sheriff *S.E.*

Or

DEPARTMENT MANAGER \_\_\_\_\_

(All accompanying documents must have required signatures)

1991 APR 23 PM 1:13  
MULTIPLURAL COUNTY  
OREGON  
COUNTY COMMISSIONER



# CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

Contract # 800721

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

MULTNOMAH COUNTY OREGON

<p style="text-align: center;">CLASS I</p> <input type="checkbox"/> Professional Services under \$10,000	<p style="text-align: center;">CLASS II</p> <input type="checkbox"/> Professional Services over \$10,000 (RFP, Exemption) <input type="checkbox"/> PCRB Contract <input type="checkbox"/> Maintenance Agreement <input type="checkbox"/> Licensing Agreement <input type="checkbox"/> Construction <input type="checkbox"/> Grant <input type="checkbox"/> Revenue	<p style="text-align: center;">CLASS III</p> <input checked="" type="checkbox"/> Intergovernmental Agreement <p style="text-align: center; font-size: 1.2em;"><b>RATIFIED</b></p> <p style="text-align: center;"><b>Multnomah County Board of Commissioners</b></p> <p style="text-align: center; font-size: 1.2em;"><i>C-2 5-2-91</i></p>
--	--	---

RETURN TO: Larry Aab - 313/225

Contact Person Bob Zion Phone 251-2471 Date 4/11/91

Department Sheriff's Office Division Law Enforcement Bldg/Room \_\_\_\_\_

Description of Contract City of Portland shall administer the duties of "Manager" as stated in MC Ordinance #647, governing the operation of certain secondhand stores.

RFP/BID # \_\_\_\_\_ Date of RFP/BID \_\_\_\_\_ Exemption Exp. Date \_\_\_\_\_

ORS/AR # \_\_\_\_\_ Contractor is  MBE  WBE  QRF

Contractor Name City of Portland

Mailing Address \_\_\_\_\_

Phone \_\_\_\_\_

Employer ID # or SS # \_\_\_\_\_

Effective Date April 23, 1991

Termination Date April 22, 1992

Original Contract Amount \$ -0-

Amount of Amendment \$ \_\_\_\_\_

Total Amount of Agreement \$ \_\_\_\_\_

### Payment Term

Lump Sum \$ \_\_\_\_\_

Monthly \$ \_\_\_\_\_

Other \$ \_\_\_\_\_

Requirements contract - Requisition required.

Purchase Order No. \_\_\_\_\_

Requirements Not to Exceed \$ \_\_\_\_\_

### REQUIRED SIGNATURES:

Department Manager [Signature]

Purchasing Director \_\_\_\_\_  
(Class II Contracts Only)

County Counsel Sandra Duffy

County Chair/Sheriff \_\_\_\_\_

Date 04-12-91

Date \_\_\_\_\_

Date 4-17-91

Date \_\_\_\_\_

VENDOR CODE			VENDOR NAME						TOTAL AMOUNT		\$	
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND	
01.												
02.												
03.												

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING    CANARY - INITIATOR    PINK - CLERK OF THE BOARD    GREEN - FINANCE

## EXHIBIT A

INTERGOVERNMENTAL AGREEMENT  
CITY OF PORTLAND / MULTNOMAH COUNTY

THIS AGREEMENT, entered into as of this \_\_\_\_\_ day of April, 1991, by and between Multnomah County (County) and the City of Portland (City).

## RECITALS:

1. The City currently administers a regulatory program governing the operation of certain secondhand stores as outlined in Chapter 14.37 of the Code of the City of Portland.
2. The County, on March 22, 1990, passed Ordinance No. 647 which established Chapter 6.81 of the Multnomah County Code (Chapter 6.81), a similar program for the unincorporated sections of Multnomah County. From 1990 until April 22, 1991, the City of Portland provided the staff for administration of the County's program by intergovernmental agreement. The County does not currently have a program established to administer their regulatory program.
3. The Multnomah County Sheriff's Office is authorized to contract with a public or private contractor for performance of his or her duties under Chapter 6.81.

NOW, THEREFORE, the parties agree as follows:

I. Term

This Agreement shall be effective from April 23, 1991 through April 22, 1992.

II. Scope of Work

A. The City, through the Manager of the Bureau of Licenses is authorized to and shall perform all duties required of the "Manager" as outlined in Chapter 6.81. More specifically these duties include:

1. Identifying and notifying affected businesses, accepting, processing and creating a file on new applications received for occasional secondhand dealer and secondhand dealer permits.
2. Forwarding copies of application package to the Multnomah County Sheriff for background investigation.

3. Investigating application, history of location and applicant.
  4. Issuing computer generated permits.
  5. Processing renewal applications.
  6. Preparing letters of denial.
  7. Evaluating Sheriff's reports of code violations.
  8. Preparing notices of violation and assessing civil penalties.
  9. Preparing staff reports for the Multnomah County Board of Commissioners if penalties are appealed.
  10. Presenting recommendation and report to the Multnomah County Board of Commissioners on appeals.
  11. Assisting County Counsel and Sheriff in representing the County in any court actions that may occur as a result of the enforcement of Chapter 6.81.
  12. Maintaining hard copy files, computer lists and other records necessary for the administration of the program.
- B. To assist the City of Portland in performing the services set forth above:
1. The Multnomah County Sheriff's Office will work cooperatively with the City by conducting background checks on applicants, providing reports of violations of the regulations and by preparing and presenting reports on matters appealed to the Multnomah County Board of Commissioners, and
  2. The Multnomah County Sheriff's Office will supply all occasional secondhand dealers and secondhand dealers with purchase report forms at cost.

### III. Compensation

The City shall retain all application and renewal fees received during the term of this agreement. Further, the City shall retain any monies payable as civil penalties if the Notice of Violation is issued during the term of this agreement. The total of these fees and penalties shall be full compensation for work performed, for services rendered, and for all labor, materials, supplies, equipment and incidentals necessary to perform the services rendered to the County by the City under this Agreement.

IV. Early Termination of Agreement

City or County may terminate this Agreement at any time by mutual written agreement. If the contract is terminated by mutual consent the City shall retain all fees and penalties received prior to the end of the agreement.

V. Amendment to Agreement

The City and County may amend this Agreement from time to time by mutual written agreement.

VI. Independent Contractor Status

The City is engaged under this Agreement as an independent contractor. The City, its subcontractors, and its employees, are not employees of the County and are not eligible for benefits through the County.

VII. Personnel

The City may assign personnel within the Bureau of Licenses any work or services to be rendered under this Agreement.

VIII. Ownership of Documents

All work the City performs under this Agreement shall be considered the property of the County. The County shall own any and all data, documents, plans, copyrights, specifications, working papers, and any other materials the City produces in connection with this Agreement. Upon reasonable notice the County shall have access to all materials for audit purposes. On completion or termination of the Agreement, the City shall deliver these materials to the County.

IX. Indemnification

A. The City shall hold harmless, defend, and indemnify the County and its 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 City's performance under this Agreement.

B. The County shall hold harmless, defend, and indemnify the City and its 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 performance under this Agreement.

800721

X. Liability Insurance

Both parties are fully self-insured government agencies. Each party relies on the other party's representation of such insurance coverage.

IN WITNESS WHEREOF, the City and the County have executed this Agreement as of the date first above written.

City of Portland, Oregon

Multnomah County, Oregon

By \_\_\_\_\_  
Dick Bogle  
Commissioner of Public Safety

By \_\_\_\_\_  
Robert G. Skipper  
Sheriff of Multnomah County

By \_\_\_\_\_  
Barbara Clark  
City Auditor

By Gladys McCoy  
Gladys McCoy  
Multnomah County Chair

APPROVED AS TO FORM:

By \_\_\_\_\_  
Jeffrey L. Rogers  
City Attorney

By Sandra Duff  
Laurence Kressel  
County Counsel

**RATIFIED**  
Multnomah County Board  
of Commissioners  
C-2 5-2-91



# CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

MULTNOMAH COUNTY OREGON

Contract # 100013

Amendment # 1

<input type="checkbox"/> CLASS I <input type="checkbox"/> Professional Services under \$10,000	<input type="checkbox"/> CLASS II <input type="checkbox"/> Professional Services over \$10,000 (RFP, Exemption) <input type="checkbox"/> PCRFB Contract <input type="checkbox"/> Maintenance Agreement <input type="checkbox"/> Licensing Agreement <input type="checkbox"/> Construction <input type="checkbox"/> Grant <input type="checkbox"/> Revenue	<input checked="" type="checkbox"/> CLASS III <input checked="" type="checkbox"/> Intergovernmental Agreement REVENUE <u>C-3 5-2-91</u>
---	--	--

Contact Person Jana McLellan Phone 248-3460 Date 9 April 1991

Department Human Services Division Juvenile Justice Bldg/Room 311/11D

Description of Contract This contract will provide housing and supervision services in the detention facility for Clackamas County youth held in the Donald E. Long Home Detention Facility.

RFP/BID # \_\_\_\_\_ Date of RFP/BID \_\_\_\_\_ Exemption Exp. Date \_\_\_\_\_

ORS/AR # \_\_\_\_\_ Contractor is  MBE  WBE  QRF

Contractor Name Clackamas County

Mailing Address 2121 Kaen Road  
Oregon City, OR, 97045

Phone 503 648 8655

Employer ID # or SS # \_\_\_\_\_

Effective Date July 1, 1991

Termination Date June 30, 1992

Original Contract Amount \$ \_\_\_\_\_

Amount of Amendment \$ \_\_\_\_\_

Total Amount of Agreement \$ 189,255.

Payment Term

Lump Sum \$ \_\_\_\_\_

Monthly \$ \_\_\_\_\_

Other \$ 63,085 in three equal payments

Requirements contract - Requisition required

Purchase Order No. \_\_\_\_\_

Requirements Not to Exceed \$ \_\_\_\_\_

### REQUIRED SIGNATURES:

Department Manager [Signature] Date 4/12/91

Purchasing Director (Class II Contracts Only) \_\_\_\_\_ Date \_\_\_\_\_

County Counsel [Signature] Date 4/18/91

County Chair/Sheriff [Signature] Date 5/2/91

VENDOR CODE			VENDOR NAME						TOTAL AMOUNT \$		
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND
01.											
02.			PLEASE SEE ATTACHED								
03.	<u>100</u>		<u>2510</u>						<u>Rt Detention</u>	<u>189,255</u>	

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING

CANARY - INITIATOR

PINK - CLERK OF THE BOARD

GREEN - FINANCE

BOARD OF COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
1991 JUL - 5 AM 10:26

### INSTRUCTIONS FOR COMPLETING CONTRACT APPROVAL FORM

1. **CLASS I, CLASS II, CLASS III** - Check off appropriate class of contract in one of the three columns on the top of the form.
2. **CONTRACT #** - To be issued by designated person in each Division or call Purchasing to get a number.
3. **AMENDMENT #** - Sequential numbering to original contract as changes are made and approved.
4. **DESCRIPTION OF CONTRACT** - Summary of product purchased or services to be performed. Note if an amendment or extension.
5. **RFP/BID #** - Enter number if contract is a result of RFP/Bid selection process.
6. **DATE RFP/BID** - Enter date of RFP/Bid public opening.
7. **EXEMPTION EXPIRATION DATE** - Enter exemption expiration date from competitive bidding granted by BCC or the Chair.
8. **ORS/AR#** - Refer to Oregon Revised Statutes and/or Administrative Rule #, when applicable.
9. **CONTRACTOR IS MBE, WBE, QRF** - Check appropriate box if contractor is certified as an MBE, WBE, or QRF (Qualified Rehabilitation Facility).
10. **CONTRACTOR NAME, MAILING ADDRESS, PHONE** - Enter current information.
11. **EMPLOYEE ID# OR SS#** - Enter employee federal ID# or Social Security # if contractor is an individual.
12. **EFFECTIVE DATE** - Date stated on contract to begin services.
13. **TERMINATION DATE** - Date stated on contract to terminate services.
14. **ORIGINAL CONTRACT AMOUNT** - Enter amount of original contract.
15. **AMOUNT OF AMENDMENT** - Enter amendment or change order amount only, if applicable.
16. **TOTAL AMOUNT OF AGREEMENT** - Enter original amount of contract. If this is an amendment or change order, please include original amount and amended amount.
17. **PAYMENT TERMS** - Designate payment terms by checking appropriate box and entering dollar amount.
18. **REQUIREMENTS CONTRACT - Requisition Required** - Check this box to note that a purchase order will be issued to initiate payment.
19. **PURCHASE ORDER #** - Enter number of purchase order to be issued. If number is not known, enter "PO will be issued."
20. **REQUIREMENTS NOT TO EXCEED** - List the estimated dollar amount of requirements contracts.
21. **REQUIRED SIGNATURES** - To be completed as approved. Purchasing Director needs to sign all Class II contracts only.
22. **ACCOUNT CODE STRUCTURE** - Enter account code structure for the type of agreement; i.e., expense or revenue.
23. **LGFS DESCRIPTION** - Abbreviated description for Data Entry purposes.
24. **AMOUNT** - If total dollar amount is being split among different account numbers, indicate dollar amounts here.

MAY 0 2 1991

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

Agenda No.: C-3

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

SUBJECT: Ratification Of Intergovernmental Agreement For FY91-92  
with Clackamas County

BCC Informal \_\_\_\_\_ (date) BCC Formal \_\_\_\_\_ (date)

DEPARTMENT Human Services DIVISION Juvenile Justice

CONTACT Marie Eighmey TELEPHONE 248-3550

PERSON(S) MAKING PRESENTATION Duane Zussy/Harold Ogburn

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 3 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: x

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

This intergovernmental agreement between Clackamas County and Multnomah County Juvenile Justice Division provides 6 bed spaces for Clackamas County juvenile youth in the Multnomah County Juvenile Justice Division detention unit. Clackamas pays \$189,255 annually for this service. If the number of bed spaces exceeds the six on any given day, Clackamas agrees to pay \$108/bed/day for the overage.

The youth receive the daily services of supervision, food, and basic care provided all youth in the Detention unit.

This agreement continues services provided for the past 13 years to

(If space is inadequate, please use other side) Clackamas

SIGNATURES:

Sent Original IGA + Contracts  
ELECTED OFFICIAL Jana McSellan  
5-3-91.

Or

DEPARTMENT MANAGER Duane Zussy

(All accompanying documents must have required signatures)

BOARD OF COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
APR 23 PM 1:08  
1991



# MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES  
JUVENILE JUSTICE DIVISION  
1401 N.E. 68th  
PORTLAND, OREGON 97213  
(503) 248-3460

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

TO: Gladys McCoy  
Multnomah County Chair

VIA: Duane Zussy *Duane Zussy*  
Director, Department of Human Services

FROM: *H* Harold Ogburn  
Director, Juvenile Justice Division

DATE: April 9, 1991

SUBJECT: Approval for Intergovernmental Agreement Between Juvenile Justice Division and Clackamas County.

RECOMMENDATION: The Juvenile Justice Division recommends the County Chair and Board's approval of an intergovernmental agreement between Clackamas County and the Division for detention services to Clackamas County youth.

BACKGROUND/ANALYSIS: This contract supports the Division's philosophy of offering detention services in the Tri-County area for counties which do not have a detention facility. It has been the policy of the Juvenile Justice Division to enter into this agreement for the last 13 years with both Clackamas and Washington Counties.

The contract stipulates the payment to equal \$189,255 annually for up to six bed spaces at any given time. If the number of bed spaces exceeds the total given, then the daily rate will be set at \$108.00 per day for the beds in excess of the original six. These youth receive the daily services of supervision, food, and basic care as do all youth placed into the detention facility.



# MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES  
JUVENILE JUSTICE DIVISION  
1401 N.E. 68th  
PORTLAND, OREGON 97213  
(503) 248-3460

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

TO: Gladys McCoy  
Multnomah County Chair

VIA: Duane Eussy  
Director, Department of Human Services

FROM:  Harold Ogburn  
Director, Juvenile Justice Division

DATE: April 9, 1991

SUBJECT: Approval for Intergovernmental Agreement Between Juvenile Justice Division and Clackamas County.

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The contract stipulates the payment to equal \$139,155 annually for up to six bed spaces at any given time. If the number of bed spaces exceeds the total given, then the daily rate will be set at \$133.00 per day for the beds in excess of the original six. These youth receive the daily services of supervision, food, and basic care as do all youth placed into the detention facility.

LGFS Code attachment for CAF

Contractor: Clackamas County

Contract #:

Fund	Agency	Org. Code	Activity Code	Object Code	Rev. Rept. Categ.	LGFS Description	Amount
100		2500			2701	Reg. Detention	20,295.
100		2511			2701	Reg. Detention	55,186.
100		2512			2701	Reg. Detention	38,200.
100		2513			2701	Reg. Detention	20,219.
100		2515			2701	Reg. Detention	55,355.
						Total=	189,255.

[0016s]

LGFS Code attachment for CAF

Contractor: Clackamas County  
 Contract #:

Fund	Agency	Org. Code	Activity Code	Object Code	Rev. Rept. Categ.	LGFS Description	Amount
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100		2513			2701	Reg. Detention	20,219.
100		2515			2701	Reg. Detention	55,355.
						Total=	189,255.

[0016s]

CLACKAMAS-MULTNOMAH COUNTY JUVENILE DETENTION  
INTERGOVERNMENTAL COOPERATION AGREEMENT

THIS AGREEMENT, made and entered into by and between the County of Clackamas, hereinafter referred to as Clackamas, and Multnomah County, a home-rule subdivision of the State of Oregon, hereinafter referred to as Multnomah, deals with the delivery of detention services by Multnomah to Clackamas as described below. The following provisions shall comprise this Agreement:

I. RECITATIONS

- A. Multnomah operates and maintains a juvenile detention facility known as the Donald E. Long Home designed and operated as a temporary secure custody facility for juveniles pending disposition of cases referred to the juvenile justice system. Space presently exists in the Donald E. Long Home rendering it satisfactory for use by counties other than and in addition to Multnomah without a negative effect on either county or the juvenile detainee.
- B. Clackamas wishes to continue to utilize the space in the Donald E. Long Home for the detention of juveniles referred to the Clackamas County juvenile justice system and in need of secure custody.
- C. The combining of the referred Clackamas County population with the Multnomah and Washington County juvenile populations in the Donald E. Long Home is in the best interests of Clackamas and Multnomah, both fiscally and programmatically.
- D. ORS Chapter 190 provides for intergovernmental cooperation agreements for the performance of functions and activities of either party by the other in the interest of furthering economy and efficiency in local government and to that end declares that the provision of ORS 190.003 to 190.110 shall be liberally construed.

II. SERVICES TO BE PROVIDED

- A. Multnomah shall perform as follows:
  - 1. Admission Services
    - a. Any child between ages 12 and 18 years, shall be admitted by Multnomah to the Donald E. Long Home upon authorization for secure custody communicated by an appropriate employee of the Clackamas County Juvenile Court as defined in this Agreement or upon order of any Clackamas County Court of competent jurisdiction to require detention of such juvenile, all subject to the conditions hereinafter provided.

CLACKAMAS-MULTNOMAH COUNTY JUVENILE DETENTION  
INTERGOVERNMENTAL COOPERATION AGREEMENT  
Page 2 of 9

- b. Acting through its on-duty intake supervisor, Multnomah shall have discretion to refuse acceptance of any juvenile referred pursuant to this Agreement in those circumstances where Multnomah reasonably believes the referral does not comply with lawful requirements of the facility regulations pertaining to the Donald E. Long Home, where Multnomah lacks adequate bed space in excess of those reserved spaces provided herein, or when it appears that the physical condition of the referred juvenile requires immediate medical attention.
- c. Six bed spaces within the Donald E. Long Home shall be available to the exclusive use of Clackamas on a continuous 24-hour a day basis.
- d. Any requirement of Clackamas for bed space in excess of six shall be furnished by Multnomah on a space available basis and at a rate of compensation defined in this Agreement.
- e. In the event a juvenile resident of Clackamas is taken into custody by law enforcement in Multnomah other than as a consequence of an order of a Clackamas County Court of competent jurisdiction and that juvenile resident of Clackamas is delivered to the Donald E. Long Home, admission shall be as in the case of any local Multnomah referral, and no charge or cost shall accrue against Clackamas pursuant to this Agreement until and unless an appropriate referral for on-going custody is made in accordance with this Agreement.
- f. Multnomah County Juvenile Court shall not be required to provide notice to parents or guardians of juveniles referred upon admission or otherwise pursuant to this Agreement.
- g. Multnomah shall provide Clackamas a daily roster indicating all juveniles held by Multnomah pursuant to this Agreement. Multnomah shall include with that roster a listing of those juveniles accepted by Multnomah who are subject to the juvenile court jurisdiction of Clackamas County but who are not admitted pursuant to the terms of this Agreement.

2. Supervision Services

- a. An admitted Clackamas juvenile shall be placed in a detention unit deemed by Multnomah appropriate to the sex, age and circumstance of the juvenile, consistent with the existing facility population and the best interests of the total facility population and operation.
- b. Clackamas juveniles admitted pursuant to this Agreement shall receive the quality, level and type of care and supervision by Multnomah as is furnished to the rest of the detention population, regardless of the county of residence.
- c. Each referred Clackamas juvenile shall be assigned a Multnomah staff worker to act in a liaison capacity with Clackamas for purposes of tracking progress of Clackamas toward disposition of the referred juvenile and for implementing agreed arrangements incident to the expeditious release or coordinated planning for disposition, provided that no such Multnomah worker shall be required to provide those counseling services customarily furnished to referred juveniles preparatory to any adjudicative or dispositive process.
- d. The terms of this Agreement do not contemplate the provision of emergency services by Multnomah within the agreed per diem costs. In the event it is determined that a Clackamas detainee is in need of emergency medical services, whether as a result of a unilateral decision by Multnomah or as a consultation between Multnomah and Clackamas, Multnomah is authorized to take appropriate action to secure such services, including transportation as required, and Clackamas shall reimburse Multnomah for any expense connected therewith. Multnomah shall provide Clackamas with immediate notice of those services provided unilaterally.

CLACKAMAS-MULTNOMAH COUNTY JUVENILE DETENTION  
INTERGOVERNMENTAL COOPERATION AGREEMENT  
Page 4 of 9

3. Release Services

- a. Multnomah shall release Clackamas juveniles referred pursuant to this Agreement only upon receipt of notification by an authorized employee of the Clackamas County Juvenile Court. That notice may be by telephone, in person, or in writing, but any nonwritten communication will be confirmed in due course by a written authorization for release. Multnomah shall release Clackamas juveniles to such individuals or agencies as included in notification.
- b. Upon notification to Clackamas, Multnomah may act to require release of any juvenile it reasonably believes is being detained in excess of statutory authority.
- c. No provision of this Agreement is intended to relieve Clackamas of the duty to monitor the number, identity, and appropriate periods of detention for those Clackamas juveniles detained in Multnomah pursuant to this Agreement. It shall be the responsibility of Clackamas to defend and hold Multnomah harmless from any claim of detention in excess of lawful limits brought by or in behalf of any juvenile referred as provided herein.

B. Clackamas shall perform as follows:

1. It shall be their responsibility of law enforcement authorities in Clackamas County to deliver juveniles authorized for secure custody to the Donald E. Long Home. Clackamas shall provide Multnomah current information identifying those Clackamas Juvenile Court staff authorized to refer juveniles to Multnomah as provided herein.
2. Clackamas shall provide or arrange all nonemergency transportation of Clackamas residents once the juvenile has been delivered by law enforcement officers.
3. Clackamas shall provide Multnomah written evidence of authorization to detain or release any juvenile referred pursuant to this Agreement, but actual receipt of written evidence is not a condition precedent to any specific detention or release.

CLACKAMAS-MULTNOMAH COUNTY JUVENILE DETENTION  
INTERGOVERNMENTAL COOPERATION AGREEMENT  
Page 5 of 9

4. Except as provided in Section III-B of this Agreement, Clackamas shall compensate Multnomah for all expenses reasonably incurred by Multnomah in providing emergency medical, dental, or psychological services, including transportation therefor, on behalf of any referred juvenile pursuant to this Agreement.
5. Clackamas shall reimburse Multnomah for any unusual expenses reasonably incurred in the care and supervision of a referred juvenile which would exceed the level of care and supervision customarily furnished to detained youngsters, including but not limited to specially tailored clothing or custom footwear, prosthesis, remedial tutoring, eyeglasses, dentures, hearing aids, and similar devices. Nothing in this Agreement shall be construed to authorize Multnomah to incur these expenses without prior authorization from Clackamas except in those circumstances constituting a medical emergency.
6. Clackamas shall be responsible for providing Clackamas juveniles placed with Multnomah pursuant to this Agreement any of the usual counseling services attendant to a child subject to the juvenile court system.
7. It shall be the responsibility of law enforcement agencies to provide statutorily necessary notifications of temporary custody to the parent or guardian of any juvenile placed by that agency pursuant to this Agreement.
8. Clackamas shall provide Multnomah rapid actual and, in due course, written notice of all judicial orders, visitation restrictions and specialized programming which affect detention care and supervision for referred Clackamas juvenile.

C. Compensation Rates and Mode of Payments

1. For the duration of this annual Agreement, Clackamas shall pay to Multnomah the sum of \$189,255 for the reservation and utilization of six bed spaces and normal care and maintenance of those Clackamas juveniles in residence up to and including a maximum of six residents per day. The above sum shall be paid by Clackamas to Multnomah in three equal installments of \$63,085, payable on October 1, 1991, February 1, 1992, and June 1, 1992.

CLACKAMAS-MULTNOMAH COUNTY JUVENILE DETENTION  
INTERGOVERNMENTAL COOPERATION AGREEMENT  
Page 6 of 9

2. On those occasions when Clackamas requires bed space in excess of the guaranteed six hereinabove described, the rate for each such additional space shall be \$108.00 per day.
3. In computing daily populations the day of admission shall be considered a full day, the day of release shall not be counted, each irrespective of the time of day on which the event occurs.
4. Those expenses for excess bed space or emergency services which may be incurred shall be billed to Clackamas by Multnomah on a monthly basis and shall be paid by Clackamas to Multnomah on a monthly basis.

III. CONSTRAINTS

- A. It is understood and agreed that any and all employees of the Donald E. Long Home are not employees, agents, or representatives of Clackamas for any purpose.
- B. Clackamas and Multnomah, each as to the other, shall indemnify, save harmless, and defend the sister county, its officers, commissioners and employees from and against all claims and actions, and all expenses incidental to the investigation and defense thereof, arising out of or passed upon damage or injuries to persons or property caused by errors, omissions, fault, or negligence of the indemnifying county or that county's employees. More specifically, and only by way of example and not as an exclusive listing, Multnomah shall hold Clackamas harmless for responsibility or any liability arising from operation of the Donald E. Long Home and shall indemnify Clackamas for any loss proximately and legally caused by the conduct of Multnomah's officers, agents, and employees; Clackamas shall hold Multnomah harmless and shall be responsible for any liability arising from illegal detention caused by the failure of Clackamas to properly monitor the detention periods for juveniles referred herein and held beyond a legal period not as a consequence of a failure or absence of duty by Multnomah.
- C. This agreement is expressly subject to the debt limitation of Oregon counties set forth in Article XI, Section 10, of the Oregon Constitution, and is contingent upon funds being appropriated therefore. Any provisions herein which would conflict with law are deemed inoperative to that extent.

IV. AGREEMENT TERM AND TERMINATION

- A. This agreement shall apply from July 1, 1991 through June 30, 1992, and is subject to renewal.
  
- B. It is agreed and understood that both Clackamas and Multnomah must be protected from precipitous decisions by mutual written consent at any time, but may be terminated by either to discontinue this working agreement. As a consequence this Agreement may be terminated by either part alone or otherwise unilaterally modified only as follows:
  1. Either county may unilaterally terminate this Agreement on six months written notice.
  
  2. In the event that Clackamas does not intend to renew this Agreement for the subsequent fiscal year, Clackamas shall notify Multnomah on or before January 1, 1992, of its intent not to renew. In the event Clackamas fails to so notify Multnomah of an intent not to renew this Agreement and thereafter does not renew this Agreement, Clackamas shall reimburse Multnomah at the base guaranteed six bed rate for a period extending six months from the date of receipt by Multnomah of written notice of said intent to discontinue or not renew this Agreement.
  
  3. In the event Multnomah does not intend to renew this Agreement for the next fiscal year, Multnomah shall notify Clackamas on or before January, 1992, of its intent not to renew. In the event that Multnomah fails to notify Clackamas of its intention not to renew this Agreement and thereafter does not renew this Agreement, Multnomah shall continue to provide services under terms of this Agreement at the same rate as provided by this Agreement for six months following the date Clackamas received notice of Multnomah's intent not to renew this Agreement.

CLACKAMAS-MULTNOMAH COUNTY JUVENILE DETENTION  
INTERGOVERNMENTAL COOPERATION AGREEMENT  
Page 8 of 9

4. It is assumed the rates of compensation defined in this Agreement will be modified in subsequent fiscal years. In the event that Multnomah intends to renew this Agreement and to charge a rate of compensations within ten percent (10%) of the rates for the Agreement then in effect, Multnomah will notify Clackamas of that fact on or before February 15, 1992. In the event Multnomah intends to renew this Agreement but at a rate more than ten percent (10%) different from the rates then in effect, Multnomah shall so inform Clackamas in writing on or before January 1, 1992. In no event but the mutual consent of the parties will a rate of compensation be modified by more that ten percent (10%) in less than six months from date of receipt by Clackamas of written notice of said intent of Multnomah to modify the compensation rate.

VI. MISCELLANEOUS PROVISIONS

- A. This Agreement and any amendments to this Agreement will not be effective until approved by the Boards of County Commissioners of Clackamas and Multnomah.
- B. This Agreement supersedes and cancels all and any prior agreements or contracts between Multnomah and Clackamas for similar services.

CLACKAMAS-MULTNOMAH COUNTY JUVENILE DETENTION  
INTERGOVERNMENTAL COOPERATION AGREEMENT  
Page 9 of 9

Board of County Commissioners  
MULTNOMAH COUNTY, OREGON

Gladys McLean  
Chair  
5/2/91  
Date

Reviewed By:  
[Signature]

for:  
LAURENCE KRESSEL,  
County Counsel for  
Multnomah County, Oregon

4.16.91  
Date  
Harold Ogilwin  
Division Director

4/9/91  
Date  
[Signature]  
Program Manager

4-9-91  
Date

Board of County Commissioners  
CLACKAMAS COUNTY, OREGON

\_\_\_\_\_  
Chair  
\_\_\_\_\_  
Date

\_\_\_\_\_  
Commissioner  
\_\_\_\_\_  
Date

\_\_\_\_\_  
Commissioner  
\_\_\_\_\_  
Date

\_\_\_\_\_  
Clackamas County Counsel  
\_\_\_\_\_  
Date

DETFACCL.AGR/JM/4-04/05/91

**RATIFIED**  
Multnomah County Board  
of Commissioners  
C-3 5-2-91



# CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

MULTNOMAH COUNTY OREGON

Contract # 100022

Amendment # —

<p><b>CLASS I</b></p> <input type="checkbox"/> Professional Services under \$10,000	<p><b>CLASS II</b></p> <input type="checkbox"/> Professional Services over \$10,000 (RFP, Exemption) <input type="checkbox"/> PCRB Contract <input type="checkbox"/> Maintenance Agreement <input type="checkbox"/> Licensing Agreement <input type="checkbox"/> Construction <input type="checkbox"/> Grant <input type="checkbox"/> Revenue	<p><b>CLASS III</b></p> <input checked="" type="checkbox"/> Intergovernmental Agreement  <p>REVENUE</p> <p><i>C-4 5-2-91</i></p>
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Contact Person Jana McLellan Phone 248-2460 Date 9 April 1991

Department Human Services Division Juvenile Justice Bldg/Room 311/11D

Description of Contract This contract will provide housing and supervision services for Washington County youth held in the Donald E. Long Home Detention Facility.

RFP/BID # \_\_\_\_\_ Date of RFP/BID \_\_\_\_\_ Exemption Exp. Date 1991 JUL 10 AM 10:23

ORS/AR # \_\_\_\_\_ Contractor is  MBE  WBE  QRF

Contractor Name Washington County  
 Mailing Address 232 "W" NE Lincoln Hillsboro, OR 97123  
 Phone 503 648 8655  
 Employer ID # or SS # \_\_\_\_\_  
 Effective Date July 1, 1991  
 Termination Date June 30, 1992  
 Original Contract Amount \$ \_\_\_\_\_  
 Amount of Amendment \$ \_\_\_\_\_  
 Total Amount of Agreement \$ 189,255.

Payment Term

Lump Sum \$ \_\_\_\_\_

Monthly \$ \_\_\_\_\_

Other \$ 63,085 in three equal payments

Requirements contract - Requisition required.

Purchase Order No. \_\_\_\_\_

Requirements Not to Exceed \$ \_\_\_\_\_

MULTNOMAH COUNTY OREGON  
 BOARD OF COUNTY COMMISSIONERS

### REQUIRED SIGNATURES:

Department Manager [Signature] Date 4/12/91

Purchasing Director (Class II Contracts Only) \_\_\_\_\_ Date \_\_\_\_\_

County Counsel [Signature] Date 4/26/91

County Chair/Sheriff [Signature] Date 5/2/91

VENDOR CODE			VENDOR NAME						TOTAL AMOUNT \$			
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND	
01.			<u>PLEASE SEE ATTACHED</u>									
02.												
03.	<u>100</u>		<u>2510</u>					<u>2701</u>		<u>189,255</u>		

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING    CANARY - INITIATOR    PINK - CLERK OF THE BOARD    GREEN - FINANCE

## INSTRUCTIONS FOR COMPLETING CONTRACT APPROVAL FORM

1. **CLASS I, CLASS II, CLASS III** - Check off appropriate class of contract in one of the three columns on the top of the form.
2. **CONTRACT #** - To be issued by designated person in each Division or call Purchasing to get a number.
3. **AMENDMENT #** - Sequential numbering to original contract as changes are made and approved.
4. **DESCRIPTION OF CONTRACT** - Summary of product purchased or services to be performed. Note if an amendment or extension.
5. **RFP/BID #** - Enter number if contract is a result of RFP/Bid selection process.
6. **DATE RFP/BID** - Enter date of RFP/Bid public opening.
7. **EXEMPTION EXPIRATION DATE** - Enter exemption expiration date from competitive bidding granted by BCC or the Chair.
8. **ORS/AR#** - Refer to Oregon Revised Statutes and/or Administrative Rule #, when applicable.
9. **CONTRACTOR IS MBE, WBE, QRF** - Check appropriate box if contractor is certified as an MBE, WBE, or QRF (Qualified Rehabilitation Facility).
10. **CONTRACTOR NAME, MAILING ADDRESS, PHONE** - Enter current information.
11. **EMPLOYEE ID# OR SS#** - Enter employee federal ID# or Social Security # if contractor is an individual.
12. **EFFECTIVE DATE** - Date stated on contract to begin services.
13. **TERMINATION DATE** - Date stated on contract to terminate services.
14. **ORIGINAL CONTRACT AMOUNT** - Enter amount of original contract.
15. **AMOUNT OF AMENDMENT** - Enter amendment or change order amount only, if applicable.
16. **TOTAL AMOUNT OF AGREEMENT** - Enter original amount of contract. If this is an amendment or change order, please include original amount and amended amount.
17. **PAYMENT TERMS** - Designate payment terms by checking appropriate box and entering dollar amount.
18. **REQUIREMENTS CONTRACT** - Requisition Required - Check this box to note that a purchase order will be issued to initiate payment.
19. **PURCHASE ORDER #** - Enter number of purchase order to be issued. If number is not known, enter "PO will be issued."
20. **REQUIREMENTS NOT TO EXCEED** - List the estimated dollar amount of requirements contracts.
21. **REQUIRED SIGNATURES** - To be completed as approved. Purchasing Director needs to sign all Class II contracts only.
22. **ACCOUNT CODE STRUCTURE** - Enter account code structure for the type of agreement; i.e., expense or revenue.
23. **LGFS DESCRIPTION** - Abbreviated description for Data Entry purposes.
24. **AMOUNT** - If total dollar amount is being split among different account numbers, indicate dollar amounts here.

Meeting Date: MAY 02 1991

Agenda No.: C-4

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

SUBJECT: Ratification Of Intergovernmental Agreement For FY91-92  
with Washington County

BCC Informal \_\_\_\_\_ (date) BCC Formal \_\_\_\_\_ (date)

DEPARTMENT Human Services DIVISION Juvenile Justice

CONTACT Marie Eighmey TELEPHONE 248-3550

PERSON(S) MAKING PRESENTATION Duane Zussy/Harold Ogburn

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 3 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: \_\_\_\_\_

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

This intergovernmental agreement between Washington County and Multnomah County Juvenile Justice Division provides 6 bed spaces for Washington County juvenile youth in the Multnomah County Juvenile Justice Division detention unit. Washington pays \$189,255 annually for this service. If the number of bed spaces exceeds the six on any given day, Washington agrees to pay \$108/bed/day for the overage.

The youth receive the daily services of supervision, food, and basic care provided all youth in the Detention unit. This agreement continues services provided for the past 13 years to  
(If space is inadequate, please use other side) Washington youth.

*Sent Original IGA + Contracts to Jona McEllon 5-3-91.*  
SIGNATURES: \_\_\_\_\_  
ELECTED OFFICIAL \_\_\_\_\_

Or  
DEPARTMENT MANAGER Duane Zussy

(All accompanying documents must have required signatures)

MULTNOMAH COUNTY  
OREGON  
1991 APR 23 PM 1:51  
CLERK'S OFFICE



# MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES  
JUVENILE JUSTICE DIVISION  
1401 N.E. 68th  
PORTLAND, OREGON 97213  
(503) 248-3460

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

TO: Gladys McCoy  
Multnomah County Chair

VIA: Duane Zussy *Duane Zussy*  
Director, Department of Human Services

FROM: *H* Harold Ogburn  
Director, Juvenile Justice Division

DATE: April 9, 1991

SUBJECT: Approval for Intergovernmental Agreement Between Juvenile Justice Division and Washington County.

RECOMMENDATION: The Juvenile Justice Division recommends the County Chair and Board's approval of an intergovernmental agreement between Washington County and the Division for detention services to Washington County youth.

BACKGROUND/ANALYSIS: This contract supports the Division's philosophy of offering detention services in the Tri-County area for counties which do not have a detention facility. It has been the policy of the Juvenile Justice Division to enter into this agreement for the last 13 years with both Washington and Clackamas Counties.

The contract stipulates the payment to equal \$189,255 annually for up to six bed spaces at any given time. If the number of bed spaces exceeds the total given, then the daily rate will be set at \$108.00 per day for the beds in excess of the original six. These youth receive the daily services of supervision, food, and basic care as do all youth placed into the detention facility.



**CONTRACT APPROVAL FORM**  
(See Administrative Procedure #2106)

ty 11-12

MULTNOMAH COUNTY OREGON

Contract # 100022

Amendment # -

<p align="center">CLASS I</p> <input type="checkbox"/> Professional Services under \$10,000	<p align="center">CLASS II</p> <input type="checkbox"/> Professional Services over \$10,000 (RFP, Exemption) <input type="checkbox"/> PCRB Contract <input type="checkbox"/> Maintenance Agreement <input type="checkbox"/> Licensing Agreement <input type="checkbox"/> Construction <input type="checkbox"/> Grant <input type="checkbox"/> Revenue	<p align="center">CLASS III</p> <input checked="" type="checkbox"/> Intergovernmental Agreement  <p align="center">REVENUE <b>RATIFIED</b> Multnomah County Board of Commissioners <i>C-4 5-2-91</i></p>
---	---	--

Contact Person Jana McLellan Phone 248-3460 Date 9 April 1991

Department Human Services Division Juvenile Justice Bldg/Room 311/JJD

Description of Contract This contract will provide housing and supervision services for Washington County youth held in the Donald E. Long Home Detention Facility.

RFP/BID # \_\_\_\_\_ Date of RFP/BID \_\_\_\_\_ Exemption Exp. Date \_\_\_\_\_

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 Total Amount of Agreement \$ 189,255.

Payment Term  
 Lump Sum \$ \_\_\_\_\_  
 Monthly \$ \_\_\_\_\_  
 Other \$63,085 in three equal payments  
 Requirements contract - Requisition required.  
 Purchase Order No. \_\_\_\_\_  
 Requirements Not to Exceed \$ \_\_\_\_\_

**REQUIRED SIGNATURES:**

Department Manager *Maureen Zung* Date 4/12/91

Purchasing Director (Class II Contracts Only) \_\_\_\_\_ Date \_\_\_\_\_

County Counsel *John ...* Date 4.16.91

County Chair/Sheriff *Clayton ...* Date 5/2/91

VENDOR CODE			VENDOR NAME						TOTAL AMOUNT		\$	
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND	
01.		PLEASE SEE	ATTACHED									
02.												
03.												

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING    CANARY - INITIATOR    PINK - CLERK OF THE BOARD    GREEN - FINANCE

LGFS Code attachment for CAF

Contractor: Washington County  
 Contract #:

Fund	Agency	Org. Code	Activity Code	Object Code	Rev. Rept. Categ.	LGFS Description	Amount
------	--------	-----------	---------------	-------------	-------------------	------------------	--------

100		2500			2701	Reg. Detention	20,295.
100		2511			2701	Reg. Detention	55,186.
100		2512			2701	Reg. Detention	38,201.
100		2513			2701	Reg. Detention	20,219.
100		2515			2701	Reg. Detention	55,354.
						Total=	189,255.

[0016s]

JUVENILE DETENTION FACILITIES  
INTERGOVERNMENTAL COOPERATION  
AGREEMENT

THIS AGREEMENT, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 1991, by and between WASHINGTON COUNTY, a home-rule subdivision of the State of Oregon, hereinafter called "Washington", and MULTNOMAH COUNTY, a home-rule subdivision of the State of Oregon, hereinafter called "Multnomah",

WITNESSETH:

WHEREAS, Multnomah operates and maintains a detention facility known as the Donald E. Long Home as part of the juvenile justice program for the temporary custody of juveniles pending disposition of cases referred to the program, which detention facility includes housing space not presently required by Multnomah for effective maintenance of its local program; and

WHEREAS, Washington desires to utilize space for detention of juveniles as Multnomah may make available; and

WHEREAS ORS Chapter 190 provides for intergovernmental cooperation agreements to permit one county to perform services for another county as authorized by ORS 419.612; and

WHEREAS, Multnomah is willing and able to provide to Washington, detention facilities and supervision within Multnomah's Donald E. Long Juvenile Home as Washington may require, in accordance with the terms and conditions hereinafter provided, NOW, THEREFORE,

IN CONSIDERATION of mutual covenants, terms and conditions hereinafter provided, the parties agree as follows:

I. MULTNOMAH SHALL PERFORM AS FOLLOWS:

A. Admission Services

1. Any child of either sex, between ages 12 and 18 years, shall be admitted upon referral by an authorized member of the Washington juvenile services departments or upon order of any court of competent jurisdiction to require detention of such juvenile, subject to conditions hereinafter provided.
2. Multnomah, acting through its on-duty intake supervisor, shall have discretion to refuse acceptance of any juvenile referred under this agreement which referral it reasonably believes does not comply with lawful requirements or its facility regulations, or when it lacks adequate bed space in excess of those reserved spaces provided for hereinafter or when it appears that the physical condition of the referred juvenile requires immediate medical attention.

JUVENILE DETENTION FACILITIES  
INTERGOVERNMENTAL COOPERATION  
AGREEMENT

Page 2 of 8

3. There shall be reserved to the exclusive use of Washington, on a continuous, 24-hour-per-day basis, six bed spaces within Multnomah's facility for juveniles who qualify for referral, provided that any requirement of Washington for bed space in excess of six shall be furnished by Multnomah only upon determined availability.
4. In the event a juvenile resident of Washington is taken into custody by police authorities in Multnomah and delivered to the Donald E. Long Home, admission shall be as in the case of any local referral and no charge shall be made against Washington under this agreement until an appropriate referral is made in accordance with this agreement.
5. Multnomah shall not be required to provide notice to parents or guardians of juveniles referred hereunder upon admission to its facility.

B. Supervision Services

1. Admitted juveniles shall be placed by Multnomah with a detention living unit deemed by Multnomah appropriate to the sex, age and circumstance of the juvenile, consistent with the existing facility population at the time of referral-intake and as in the judgement of the Multnomah intake supervisor is most suitable.
2. Admitted juveniles, under this agreement, shall receive the quality, level, and manner of care and supervision by Multnomah as is furnished to detained juveniles referred from, within Multnomah county.
3. Multnomah shall assign to each referred juvenile a worker from its staff to act only in a liaison capacity with Washington for purposes of tracking progress of Washington toward disposition of the referred juvenile and to implement such arrangements as may be required to facilitate expeditious release or coordinate planning for disposition, provided that no such Multnomah worker shall be required hereunder to provide those counseling services customarily furnished to referred juveniles preparatory to any adjudicated process.

JUVENILE DETENTION FACILITIES  
INTERGOVERNMENTAL COOPERATION  
AGREEMENT  
Page 3 of 8

4. No emergency services shall be required of Multnomah by this agreement; provided, however, that in the event Multnomah determines that a need for emergency services exists, that determination shall control, and Multnomah is authorized, hereby, to take appropriate action to secure such services, including such transportation as may be required therefor, and Washington shall reimburse Multnomah for any expense connected therewith; Multnomah shall provide Washington with immediate notice of such services.

C. Release Services

Multnomah shall release juveniles referred under this agreement only upon notification, confirmed in writing, by an authorized member of the Washington juvenile department, or pursuant to court order, and only to such person, persons or agency as any such notification or order may direct; provided, however, that Multnomah, upon written notice to the Washington Juvenile Department, may act to require release of any juvenile it reasonable believes has been detained in excess of any statutory period prescribed for such temporary custody. No provision contained in this agreement is intended to relieve Washington from the duty to monitor the period that a juvenile is detained in Multnomah under this agreement, and it shall be the responsibility of Washington to defend and hold Multnomah harmless from any claim of detention in excess of lawful limits brought by or on behalf any juvenile referred as provided herein.

D. Rates

1. Multnomah shall be paid by Washington, for the duration of this agreement, the sum of \$189,255, in three equal payments, payable not later than the first day of each succeeding month following commencement of performance hereunder. Said sum shall apply only to the reservation of six bed spaces and normal care and maintenance of the child in residence to the exclusive use of Washington.
2. In the event that Washington requires in excess of the space set out above, the rate for each such space shall be \$108.00 per day. The day of admission shall be considered a full day; the day of release shall not be included, irrespective of time of release.

JUVENILE DETENTION FACILITIES  
INTERGOVERNMENTAL COOPERATION  
AGREEMENT  
Page 4 of 8

3. Such additional expense as Multnomah may incur, as otherwise provided herein, shall be billed to Washington by the 10th day of the month following the month in which the statement for such expense is received by Multnomah County, and in the amount actually incurred.

II. WASHINGTON SHALL PERFORM AS FOLLOWS:

- A. Obtain as required by ORS 419.575, such designation from its juvenile court as shall permit implementation of this agreement.
- B. Provide to Multnomah current information, during the life of this agreement, as to identities of persons authorized within the Washington juvenile services department to refer juveniles as provided herein.
- C. Transport all referred juveniles to Multnomah at no expense to Multnomah.
- D. Provide to Multnomah written evidence of authorization to detain or release any juvenile referred hereunder.
- E. Pay to Multnomah all expenses reasonably incurred by Multnomah in providing emergency medical, dental, or psychological services, including transportation therefor, on behalf of any referred juvenile under this agreement.
- F. Reimburse Multnomah for any expense reasonably incurred in the care and supervision of a referred juvenile which would exceed the level of care and supervision customarily furnished to detained youngsters, including, but not limited to, specially tailored clothing or custom footwear, prosthesis, remedial tutoring, eyeglasses, dentures, hearing aids, and similar devices.
- G. Pay to Multnomah, in three equal installments of \$63,085, commencing the last day of October, 1991, and including the first day of July, 1992.
- H. Pay to Multnomah, upon billing therefor, such sums as may be due for referrals which exceed the six child care day reservation at the rate of \$108.00 per day per space.

JUVENILE DETENTION FACILITIES  
INTERGOVERNMENTAL COOPERATION  
AGREEMENT  
Page 5 of 8

- I. Provide all pre and post-adjudicative counseling services for juveniles referred to Multnomah for detention and such notification as may be required to any referred juvenile's parents or legal guardian prior to referral to Multnomah.
- J. Furnish immediately to Multnomah in writing all judicial orders, visitation restrictions, and specialized programming which would affect detention care and supervision of a referred juvenile.

III. LIABILITY

It is understood by the parties that any and all employees of the Donald E. Long Home are not employees, agents, or representatives of Washington for any purpose.

Washington acknowledges and agrees to assume responsibility for any liability which is not incurred through the negligence or willful misconduct of Multnomah arising from performance of this Agreement; further, Washington shall defend and hold harmless Multnomah from any claim of wrongful detention arising hereunder, whether arising from imposition of temporary custody of the duration thereof. Notwithstanding Section I.B.3 of this agreement, Washington shall have full responsibility for the monitoring of detention periods for juveniles referred herein.

Multnomah shall be responsible for any liability arising from operation of the detention facility pursuant to ORS Chapter 30, and shall indemnify Washington for any loss proximately and legally caused by the conduct of Multnomah's officers, agents, and employees.

IV. AGREEMENT TERM AND TERMINATION

- A. This agreement shall be from July 1, 1991, to and including June 30, 1992, and is subject to renewal.
- B. It is agreed and understood that both Washington and Multnomah must be protected from precipitous decisions by either to discontinue this working agreement. As a consequence this Agreement may be terminated by mutual written consent at any time, but may be terminated by either party alone or otherwise unilaterally modified only as follows:
  - 1. Either county may unilaterally terminate this Agreement on six months written notice.

JUVENILE DETENTION FACILITIES  
INTERGOVERNMENTAL COOPERATION  
AGREEMENT  
Page 6 of 8

2. In the event that Washington does not intend to renew this Agreement for the subsequent fiscal year, Washington shall notify Multnomah on or before January 1, 1992, of its intent not to renew. In the event Washington fails to so notify Multnomah of an intent not to renew this Agreement and thereafter does not renew this Agreement, Washington shall reimburse Multnomah at the base guaranteed six bed rate for a period extending six months from the date of receipt by Multnomah of written notice of said intent to discontinue or not renew this Agreement.
3. In the event Multnomah does not intend to renew this Agreement for the next fiscal year, Multnomah shall notify Washington on or before January 1, 1990, of its intent not to renew. In the event that Multnomah fails to notify Washington of its intention not to renew this Agreement and thereafter does not renew this Agreement, Multnomah shall continue to provide services under terms of this Agreement at the same rate as provided by this Agreement for six months following the date Washington received notice of Multnomah's intent not to renew this Agreement.
4. It is assumed the rates of compensation defined in this Agreement will be modified in subsequent fiscal years. In the event that Multnomah intends to renew this Agreement and to charge a rate of compensations within ten percent (10%) of the rates for the Agreement then in effect, Multnomah will notify Washington of that fact on or before February 15, 1992. In the event Multnomah intends to renew this Agreement but at a rate more than ten percent (10%) different from the rates then in effect, Multnomah shall so inform Washington in writing on or before January 1, 1992. In no event but the mutual consent of the parties will a rate of compensation be modified by more than ten percent (10%) in less than six months from date of receipt by Washington of written notice of said intent of Multnomah to modify the compensation rate.

JUVENILE DETENTION FACILITIES  
INTERGOVERNMENTAL COOPERATION  
AGREEMENT

Page 7 of 8

V. MISCELLANEOUS PROVISIONS

- A. This Agreement and any amendments to this Agreement will not be effective until approved by the Boards of County Commissioners of Washington and Multnomah.
- B. This Agreement supersedes and cancels all and any prior agreements or contracts between Multnomah and Washington for similar services.

VI. NON-DISCRIMINATION

No person shall be denied or subjected to discrimination in receipt of the benefits of any services or activities made possible by or resulting from this Agreement on the grounds of sex, race, color, creed, martial status, age, or national origin. Any violation of this provision shall be considered a material violation of this Agreement and shall be grounds for cancellation, termination or suspension in whole or in part by Washington County.

JUVENILE DETENTION FACILITIES  
INTERGOVERNMENTAL COOPERATION  
AGREEMENT  
Page 8 of 8

IN WITNESS THEREOF, the parties have hereto caused this agreement to be executed on this \_\_\_\_\_ day of \_\_\_\_\_, 1991, by their duly-authorized officers as of the day and year first hereinabove written.

Board of County Commissioners  
MULTNOMAH COUNTY, OREGON

Gladys McLoey  
Chair

5/2/91  
Date

Reviewed By:  
[Signature]

for:

LAURENCE KRESSEL,  
County Counsel for  
Multnomah County, Oregon

[Signature] 4.16.91  
Date

Harold Ogden  
Division Director

4/9/91  
Date

[Signature]  
Program Manager

4-9-91  
Date

Board of County Commissioners  
WASHINGTON COUNTY, OREGON

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
Commissioner

\_\_\_\_\_  
Date

\_\_\_\_\_  
Commissioner

\_\_\_\_\_  
Date

\_\_\_\_\_  
Washington County Counsel

\_\_\_\_\_  
Date

DETFACWA.AGR/3-03/11/91

**RATIFIED**

Multnomah County Board  
of Commissioners

C-4 5-2-91

Meeting Date: MAY 0 2 1991

Agenda No.: R-1

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

SUBJECT: Proclamation - National Nurses Week

AGENDA REVIEW/  
BOARD BRIEFING \_\_\_\_\_ (date) \_\_\_\_\_ REGULAR MEETING 5/2/91 (date) \_\_\_\_\_

DEPARTMENT Nondepartmental DIVISION County Chair's Office

CONTACT Delma Farrell TELEPHONE X-3308

PERSON(S) MAKING PRESENTATION Diane Whitmarsh, Administrator, Oregon Nurses Assn.

ACTION REQUESTED:

INFORMATIONAL ONLY       POLICY DIRECTION       APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 5 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: \_\_\_\_\_

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

In the Matter of Proclaimin May 6-12, 1991 as National Nurses Week in Multnomah County, Oregon

(If space is inadequate, please use other side)

SIGNATURES:

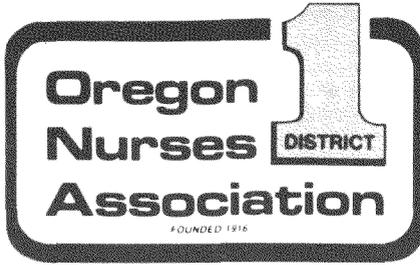
ELECTED OFFICIAL *Delma Farrell*  
Or

DEPARTMENT MANAGER \_\_\_\_\_

BOARD OF  
COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
1991 APR 23 PM 1:12

(All accompanying documents must have required signatures)

*Sent 1 Original Proclamation to Delma on 5-3-91  
91-58*



9221 S.W. BARBUR BLVD., SUITE 301  
PORTLAND, OREGON 97219-5408  
PHONE: 245-1700

GLADYS McCOY ✓  
MULTNOMAH COUNTY CHAIR  
1021 S.W. 4th, ROOM 134  
PORTLAND, OREGON 97204

3/14/91  
c - KM, TMD

March 13, 1991

Gladys McCoy, Chairperson  
Multnomah County Board of Commissioners  
1021 SW 4th Avenue, Room 134  
Portland, Oregon 97204

RE: National Nurses Week Proclamation

Dear Commissioner McCoy:

National Nurses Week will be celebrated May 6-12, 1991. Would you please provide a proclamation in recognition of this event?

A sample proclamation is enclosed. If any additional information is needed, I may be contacted at 245-1700.

Sincerely,

A handwritten signature in cursive script that reads 'Dianne Whitmarsh'.

Dianne Whitmarsh  
Administrator

Enclosure

"NURSES CARE FOR AMERICA"

National Nurses Week  
May 6-12, 1991

- Whereas, Two million registered nurses in this country represent our nation's largest health care resource, and
- Whereas, Nurses care for America every day by providing high quality, cost-effective care for all Americans in a variety of settings, and
- Whereas, The nursing profession has been a strong supporter of efforts to improve access to health care services and to enhance the quality of the nation's health, and
- Whereas, Nursing is now calling for national health care reform in the interest of the public and has released an agenda calling for major incremental restructuring of the nation's health care system by the year 2000, and
- Whereas, The demand for nursing services is greater than ever before due to an aging America, the industry's ability to sustain life through increased technology, changes in the settings where health care is delivered, changes in health care financing and changing health care needs of today's consumers, and
- Whereas, The American Nurses Association, along with the Oregon Nurses Association, has declared the week of May 6 as National Nurses Week! 1991 with the theme "Nurses Care for America" in celebration of the ways in which nurses strive to provide high quality patient care and improve our health care system, therefore be it
- Resolved, That I, Gladys McCoy, Chairperson, Board of Multnomah County Commissioners, ask that all residents of Multnomah County join me in acknowledging the nurses who care for all of us, and be it further
- Resolved, That the residents of Multnomah County celebrate nursing's accomplishments and efforts to improve our health care system and show our appreciation for the nation's nurses, not just during this week but at every opportunity we have throughout the year.





#

~~R-6~~ / 1

DATE

5-2-91

NAME

DonCoyne  
Coyne

ADDRESS

STREET

CITY

ZIP CODE

I WISH TO SPEAK ON AGENDA ITEM #

R-6

SUBJECT

0  
PLEASE

FOR

PLEASE PRINT LEGIBLY!

AGAINST

#

~~26~~ 2

DATE

5.2.91

NAME

JAMES PARLANT

ADDRESS

PAROLE &amp; Probation

STREET

CITY

ZIP CODE

I WISH TO SPEAK ON AGENDA ITEM #

2-6

SUBJECT

FOR



AGAINST

PLEASE PRINT LEGIBLY!

#

R-6 3

DATE

5/2/91

NAME

KENNETH R BABICK Sr

ADDRESS

821 SE 14th

STREET

PDX, OR97214

CITY

ZIP CODE

I WISH TO SPEAK ON AGENDA ITEM #

R-6

SUBJECT

Community Corrections

FOR

XXX

AGAINST

PLEASE PRINT LEGIBLY!

Meeting Date: MAY 0 2 1991

Agenda No.: R-2

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

SUBJECT: Resolution in the matter of supporting Cinco de Mayo

AGENDA REVIEW/  
BOARD BRIEFING 4-30-91 REGULAR MEETING 5-2-91  
(date) (date)

DEPARTMENT Non-Departmental DIVISION BCC

CONTACT Mike Delman TELEPHONE 248-5275

PERSON(S) MAKING PRESENTATION Commissioner Hansen

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: \_\_\_\_\_

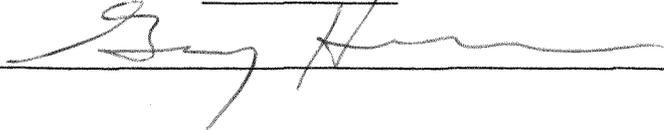
CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: \_\_\_\_\_

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

BOARD OF  
COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
1991 APR 24 PM 12:38

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL 

Or

DEPARTMENT MANAGER \_\_\_\_\_

(All accompanying documents must have required signatures)

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
OF MULTNOMAH COUNTY

In the matter of recognizing and )  
celebrating el Cinco de Mayo, in )  
Multnomah County. )

RESOLUTION  
91-59

WHEREAS, 7,000 of Napoleon III's choice troops stormed Pueblo, Mexico anticipating an easy victory but were defeated by 4,000 native Mexican volunteers on the fifth of May, 1862 - el Cinco de Mayo; and

WHEREAS, el Cinco de Mayo a fine patriotic holiday was added to the Mexican calendar; and

WHEREAS, ever since then el Cinco de Mayo has been celebrated in honor of that victory; and

WHEREAS, el Cinco de Mayo symbolizes the struggle for independence, dignity and freedom for people of Mexican descendant;

THEREFORE BE IT RESOLVED the Board of County Commissioners supports, encourages and acknowledges the celebration of el Cinco de Mayo in Multnomah County



ADOPTED THIS 2nd DAY OF May, 1991

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

By

*Gladys McCoy*  
Gladys McCoy, Chair

*Laurence Kressel*  
Laurence Kressel, County Counsel

ANTE LA MESA DIRECTIVA DE LOS COMISIONADOS  
DEL CONDADO DE MULTNOMAH

SOBRE EL ASUNTO DE RECONOCER Y CELEBRAR )  
EL CINCO DE MAYO EN EL CONDADO DE ) RESUELTO  
MULTNOMAH. ) 91-59

POR TANTO QUE, 7000 soldados escogidos de Napoleon III atacaron a Puebla, México anticipando una fácil victoria, y fueron derrotados por 4000 voluntarios mexicanos en el cinco de mayo de 1862.- EL CINCO DE MAYO; y

PORTANTO QUE, el CINCO DE MAYO representa un día patriótico en el calendario del pueblo mexicano; y

POR TANTO QUE, desde entonces se celebra El CINCO DE MAYO en honor de esa victoria; y

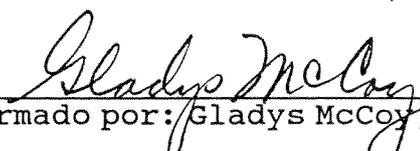
POE TANTO QUE, EL CINCO DE MAYO simboliza la lucha por la independencia, dignidad y libertad de la gente de origen mexicano;

La Mesa Directiva del Condado RESUELVE: Apoyar y reconocer la celebración del CINCO DE MAYO en el condado de Multnomah

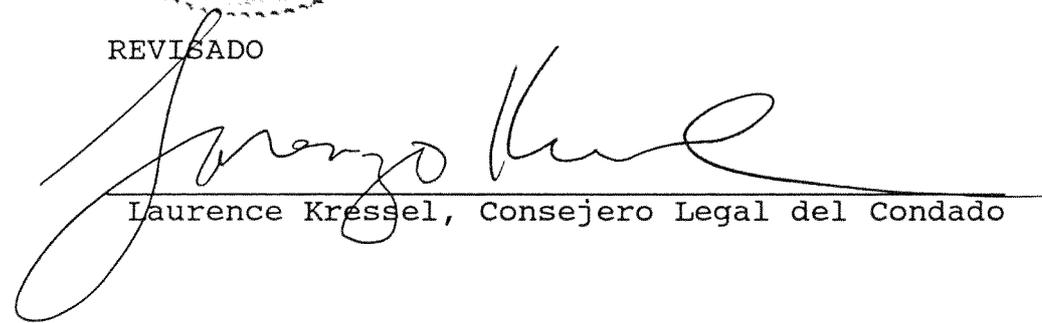
SE ADOPTA el 2nd de mayo de 1991



MESA DIRECTIVA DE COMISIONADOS DEL  
CONDADO DE MULTNOMAH, OREGON

  
Firmado por: Gladys McCoy, Presidenta

REVISADO

  
Laurence Kressel, Consejero Legal del Condado

MAY 0 2 1991

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

Agenda No.: R-3

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

SUBJECT: Proclamation - Be Kind To Animals Week

BCC Informal \_\_\_\_\_ BCC Formal 5/2/91  
(date) (date)

DEPARTMENT DES DIVISION Animal Control

CONTACT Mike Oswald TELEPHONE 248-4056

PERSON(S) MAKING PRESENTATION Mike Oswald

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 10 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: \_\_\_\_\_

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

To have the Board's approval on the proclamation for Be Kind To Animals Week. In addition, the announcement of the 3rd Annual Paw Print Ceremony.

*Sent copy of Proclamation to Mike Oswald 5-3-91.  
91-60*

(If space is inadequate, please use other side)

SIGNATURES:

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

Or

DEPARTMENT MANAGER Mrs Paul Yarbrough / bku

(All accompanying documents must have required signatures)

BOARD OF  
COUNTY COMMISSIONERS  
MULTI-NOMINAL COUNTY  
OREGON  
1991 APR 22 PM 4:39

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Proclaiming the Week        )  
of May 5-11, 1991, as Be Kind To Animals)     PROCLAMATION  
Week in Multnomah County, Oregon            )     91-60

WHEREAS we have been endowed not only with the blessings and benefits of animals, including companionship and great pleasure in our daily lives, but also with a firm responsibility to protect these fellow creatures with whom we share the earth from need, pain, fear and suffering; and

WHEREAS we recognize that teaching attitudes of kindness, consideration and respect for all living things through humane education in the schools and community helps to provide the basic values on which a humane and civilized society is built; and

WHEREAS the people in Multnomah County are deeply indebted to their animal control agency, other humane organizations and veterinarians for their invaluable contribution in caring for lost and unwanted animals, instilling humane values in our children through humane education programs, and promoting a true working spirit of kindness and consideration for animals in the minds and hearts of all people; and

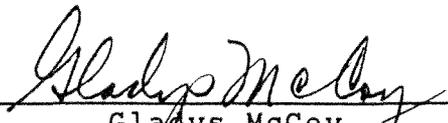
WHEREAS the year 1991 marks the Seventy-Sixth Anniversary of the American Humane Association's "Be Kind to Animals Week", a celebration co-sponsored by Multnomah County Animal Control, the Oregon Humane Society and the veterinarian community to observe the philosophy of kindness to animals;

NOW THEREFORE the Board of County Commissioners, proclaims and pronounces the week of May 5-11, 1991, as "Be Kind to Animals Week"; and does encourage all our citizens to fully participate in all the events related thereto in this County.

Dated this 2nd day of May, 1991.

MULTNOMAH COUNTY, OREGON



  
Gladys McCoy  
Multnomah County Chair

DATE SUBMITTED 4/23

(For Clerk's Use)  
Meeting Date MAY 02 1991  
Agenda No. R-4

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: VOLUNTEER RECOGNITION AWARDS

Informal Only\* \_\_\_\_\_  
(Date)

Formal Only MAY 2, 1991  
(Date)

DEPARTMENT CIC DIVISION \_\_\_\_\_

CONTACT CAROL WARD TELEPHONE 3450

\*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD MARY Schick

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

Commissioners will present volunteer awards to county volunteers.  
Followed by reception

9:30 A.M. Time Certain

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

ACTION REQUESTED:

INFORMATION ONLY     PRELIMINARY APPROVAL     POLICY DIRECTION     APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 1 1/4 hr

IMPACT:

PERSONNEL  
 FISCAL/BUDGETARY  
     General Fund  
 Other \_\_\_\_\_

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: J. Hegarty Exec. Dir.

BUDGET / PERSONNEL \_\_\_\_\_

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) \_\_\_\_\_

OTHER \_\_\_\_\_  
(Purchasing, Facilities Management, etc.)

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

McCoy

5th ANNUAL CIC VOLUNTARY AWARDS CEREMONY

1. Introduce Volunteer Awards Ceremony  
Sponsored by Citizen Involvement Committee
  
2. Introduce Mary Schick, CIC Volunteer Awards Committee Chair  
Chuck Herndon, CIC Chair  
John Legry, Executive Director
  
3. Commissioners will present awards
  - a. Commissioner Anderson
  - b. Commissioner Bauman
  - c. Commissioner Hansen
  - d. Commissioner Kelley
  - e. Chair McCoy

(Two persons will receive the award certificate and will also receive special certificates from the Planning Dept.)

(Two persons will receive the award certificates and special certificates from the East and West Soil and Water Conservation Boards.)
  
4. Recess meeting and attend reception in hallway.

Thank you!

MEMORANDUM

TO: Commissioner Pauline Anderson  
Commissioner Rick Bauman  
Commissioner Gary Hanson  
Commissioner Sharron Kelley  
Chair Gladys McCoy

FROM: Gloria Fisher  
Office of Citizen Involvement

The 5th Annual CIC Volunteer Award Ceremony, honoring persons who volunteer for the County and county-funded programs will be held on May 2nd at 9:30 p.m.

Enclosed is a copy of the "agenda". Each of you will be asked to present awards to some of the recipient. We have tried to assign these according to your areas of interest and give each of you approximately the same number.

Thursday morning you will find a packet on your desk in the board room that will have each certificate attached to the story about the person. The same articles are enclosed with this memo so you can look them over ahead of time. If you have any questions about pronunciation, please contact us or the nominating department.

Thanks for you help.

## WILLIAM SCHUYLER

William Schuyler transports Indian community elders to many cultural and spiritual events, and social services. William fills a void in the lives of many seniors as they consider him to be the "missing" family member -- a son, nephew, etc. A listener and friend to each, he makes each elder feel special. He also visits Native Americans who are hospitalized.

William videotapes events so elders who could not attend can experience the events. He has created a lending library of videos of Pow Wows and other cultural events that is available for seniors.

Nominated by: Vincent Wannassay (a 1990 award recipient)

**ALYCE J. ROSS**

Lace Ross is a volunteer mentor at Sellwood Middle School in the Linking Lifetimes Program, mentoring all African American male students. Sellwood is one of 14 schools in the nation where "senior mentors" visit the schools several times a week, providing a consistent caring adult for students and transmitting their knowledge and perspectives to the younger generation.

She volunteers one day a week as a receptionist at the OASIS program for senior citizens and is a Travel Club volunteer for that program.

Nominated by: Chair Gladys McCoy

**KATHERINE SOHM**

Katherine Sohm has volunteered hundreds of hours during the last three years to serve on the Oaks Bottom Coordinated Resource Management Plan group as a representative from SMILE. As a result of her leadership and work with this group, Oaks bottom has become the area's first regional urban wildlife refuge.

Nominated by: East Soil and Water Conservation District Board

**DICK PUGH**

Dick Pugh serves as a volunteer to the Oaks Bottom Coordinated Resource Management Plan group, representing Cleveland High School. He is a Key member of the group's Wetland Technical Advisory Committee, and has begun the development of a plan for planting native plants at the Bottoms.

Nominated by: East Soil and Water Conservation District Board

WEST MULTNOMAH SOIL AND WATER CONSERVATION DISTRICT BOARD

As directors of the board, these individuals have contributed hundreds of volunteer hours. Projects include:

Protect and restore Surgeon Lake, Prevent loss and damage of soil resources by erosion, Protect and enhance wetlands on private property, Promote the wise use of the County's forestland resources, Educate the community about our collective role in caring for the County's soil and water resources.

Board members:

Karin Hunt (pronounce Korin)  
Elmer Peterson  
Jane Hartline  
Bob Vetsch  
Joe Lucas  
Dick Courter  
Brian Lightcap

(Karin will accept award; call others to front. Some will not be present)

Nominated by: USDA Soil Conservation Service

## EAST MULTNOMAH SOIL AND WATER CONSERVATION DISTRICT

As members of the board, these individuals have contrivuted hundres of hours of volunteer service. Projects include:

Enhance and preserve significant wetland resources, Identify and promote natural resource planning in rapidly-developing watersheds in the County, Initiate and facilitate a summer youth employment program, Promote an increased awareness at local, state, and national levels, Promote wise use of all natural resources through the use of individual landowner conservation plan.

### Board members:

Dianna Pope  
Jerome Fulton  
Shirley Boothby  
Merlin "Pete" Smith

**Note:** Dianna will receive award. If she cannot come, Peggy Olds of USDA will accept award. Others will not be present.

Nominated by: USDA Soil Conservation Service

FRANKE THOMAS (pronounce Frank)

Franke Thomas initiated and advises an Environmental Club at Sam Barlow High School which has been on-going for three years. He has worked summers with disadvantaged youth on conservation projects and initiated a recycling program in the school and district.

Please present special "Conservation Teaching Award" from East Soil and Water Conservation

Nominated by: East Soil and Water Conservation District

**BRUCE TOLONEN**

Bruce Tolonen is participating in the development of the Mt. Hood National Forest's Management Plan for the Clackamas River. Among the programs he organized for his students at Centennial High School were: duck nest boxes at Oxbow, distribution of salmon to hatcheries and schools, field trips to Bull Run and other sites to demonstrate the need for protection of natural areas.

Please present special "Conservation Teaching Award" from East Soil and Water Conservation.

Nominated by: East Soil and Water Conservation District



# Citizen Involvement Committee

2115 SE MORRISON

PORTLAND, OREGON 97214

248-3450

## MEMORANDUM

TO: Chair Gladys McCoy  
Commissioner Sharron Kelley  
Sheriff Bob Skipper  
District Attorney Michael Schrunk  
Paul Yarborough, Director, DES  
Duane Zussy, Director, Dept. of Human Services  
Linda Alexander, Director, Dept. of General Services  
Ginnie Cooper, Multnomah County Library  
Paul Sunderland, OSU Extension Service  
Peggy Olds, USDA  
East & West Soil Conservation  
Oregon Legal Services Native American Program  
Senator Dick Springer  
Health Help Center

FROM: Mary Schick, Office of Citizen Involvement

DATE: April 16, 1991

RE: Volunteer Recognition Award Ceremony

The following persons, whom you nominated, will be honored by the Board of County Commissioners at the Multnomah County Volunteer Award Ceremony on May 2, 1991, at 9:30 a.m.

Alyce Ross <i>GM</i>	Jan Savidge <i>SK</i>	Katherine Staples <i>GH</i>
Delores Sample <i>GN</i>	Laurel Morris <i>GN</i>	James Kent <i>GH</i>
Edwina Gonzales <i>GN</i>	Linda Fotheringham <i>GN</i>	Kara Cumpston <i>GH</i>
A.A. Volunteers <i>GH</i>	Bonnie Catalan <i>GH</i>	Tim Dawdy <i>PA</i>
Mount Hood MHC/W'y <i>PA</i>	East Center	Rose City Roamers <i>PA</i>
Jack Webster <i>PA</i>	Brownie Troop #479 <i>PA</i>	East Co. Windwalkers <i>PA</i>
Gresham Outlook <i>SK</i>	Dean Alterman <i>PA</i>	Nils Bittner <i>PA</i>
Kathy Glankler <i>RB</i>	Mindy Eisan <i>RB</i>	Mary Harrison <i>RB</i>
Donna Lee Sather <i>RB</i>	Dr. Mai Huynh <i>RB</i>	Dr. Ken Kumasaks <i>RB</i>
Rosario Salazar <i>RB</i>	Victoria Yoshikai <i>RB</i>	Jan Tanigawa <i>RB</i>
Trent Stewart <i>RB</i>	Jay Owen <i>RB</i>	Doris McKinney <i>SK</i>
Jack Ostlind <i>SK</i>	LeRoy Byre <i>SK</i>	Winnie Francis <i>SK</i>
Barbara Schnabel <i>SK</i>	Charles Bushman <i>PA</i>	Evelyn Clink <i>PA</i>

*Multnomah*  
East Soil & Water Conservation Board *GM*  
West Soil & Water Conservation Board *GM*  
Evelyn Blanchard *GH* William Ray *GH*  
William Schuyler *GM* Charles Herndon *SK*  
Martha White *SK* Bob Luce *SK*  
Robert Richardson *PA* Georgina Jones *PA*  
Bruce Tolonen *GM* Franke Thomas *GM*

Dick Pugh *GM*  
Katherine Sohm *GM*  
Sid Galton *RB*  
Richard Levy *SK*  
Roy Washington *PA*  
Ruth Spetter *PA*

The ceremony will be held in Room 602 of the County Courthouse. There will be a reception following the ceremony to provide an opportunity to meet those receiving awards.

We hope you will join us in honoring these volunteers who have contributed so much of their time, energy and leadership to the County and its residents.

~~www~~

a:\award.dep

BUDGET MODIFICATION NO. DLS 5

(For Clerk's Use) Meeting Date

MAY 0 2 1991

Agenda No.

R-5

1. REQUEST FOR PLACEMENT ON THE AGENDA FOR \_\_\_\_\_

(Date)

DEPARTMENT Library

DIVISION

CONTACT Dave Boyer, Finance

TELEPHONE x3903

SUGGESTED AGENDA TITLE (to assist in preparing description for printed agenda)

Transfer from Library contingency to Library Retirement Trust Account for cost of living adjustments to former library employees.

2. DESCRIPTION OF MODIFICATION (Explain the changes this Bud Mod makes. What budget does it increase? What do changes accomplish? Where does the money come from? What budget is reduced? Attach additional information if you need more space.)

PERSONNEL CHANGES ARE SHOWN IN DETAIL ON THE ATTACHED SHEET

When the Library transferred to Multnomah County governance, current employees were merged into the PERS system. Former Library employees who retired under the old retirement system are not covered for cost of living. An amount of \$79,000 per year for the next 15 years will be paid to cover this amount.

The 1990-91 amount was estimated for the levy, but was not subsequently budgeted within the Library's operating budget modification, approved by the Board in December. This action will appropriate the \$79,000 as a cash transfer from the Library's contingency account to the Trust fund set up for this purpose.

EDWARD JEFF  
COUNTY COMMISSIONER  
1991 APR 23 PM 11:11  
MULTNOMAH COUNTY  
OREGON

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

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

Library Fund Contingency before this modification (as of 4/8/91) \$ 2,414,500

After this modification \$ 2,335,500

Originated By <i>Dave Boyer</i>	Date <i>4/15/91</i>	Department Director <i>Ginni Loagan</i>	Date
Budget Analyst <i>Shawn Cordova</i>	Date <i>4/15/91</i>	Employee Services	Date
Board Approval <i>Cerie A. Patterson</i>	Date <i>5-2-91</i>		

EXPENDITURE

TRANSACTION EEGM [ ] TRANSACTION DATE \_\_\_\_\_ ACCOUNTING PERIOD \_\_\_\_ BUDGET FY \_\_\_\_

Document Number	Action	Fund	Agency	Organization	Activity	Reporting Category	Object	Current Amount	Revised Amount	Change Increase (Decrease)	Subtotal	Description
DLS 5		162	080	9120			7700			(79,000)		Library Contingency
DLS 5		162	080	8000			76--			79,000		Cash Trans to Trust account
DLS 5		480	080	8980			6640			79,000		Pension Payment
										79,000		Total Expenditure Change

REVENUE

TRANSACTION EEGM [ ] TRANSACTION DATE \_\_\_\_\_ ACCOUNTING PERIOD \_\_\_\_ BUDGET FY \_\_\_\_

Document Number	Action	Fund	Agency	Organization	Activity	Reporting Category	Revenue Code	Current Amount	Revised Amount	Change Increase (Decrease)	Subtotal	Description
DLS 5		480	080	8980			7610			79,000		Cash Trans from Library
										79,000		Total Revenue Change

Meeting Date: MAY 0 2 1991

Agenda No.: R-6

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

SUBJECT: Resolution Unifying Community Correction/Accepting Modified CCA Plan

BCC Informal April 30, 1991 BCC Formal May 2, 1991  
(date) (date)

DEPARTMENT Community Corrections DIVISION Administration

CONTACT Robert A. Jackson TELEPHONE 248-3701

PERSON(S) MAKING PRESENTATION Robert A. Jackson

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 45 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: \_\_\_\_\_

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

The Department of Community Corrections recommends that Multnomah County assume full managerial responsibility for community correction in Multnomah County (Option I). The Community Corrections Plan has been modified to show the integration of supervision, treatment, and sanctions that would occur under Option I. Copies of the modified Community Corrections Plan and the Option I Analysis have been distributed.

*Held over / wk to 5-9-91.*

(If space is inadequate, please use other side)

SIGNATURES:

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

Or

DEPARTMENT MANAGER *Robert A. Jackson*

(All accompanying documents must have required signatures)

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Unifying Community            )  
Corrections Under Option I                    )

RESOLUTION

WHEREAS, Multnomah County and the State of Oregon currently share management responsibility for community corrections; and

WHEREAS, the County wishes to create the fully integrated system to deliver community corrections services possible under Option I; and

WHEREAS, Option I will allow a unification and integration of sanctions, treatment and supervision into a single system capable of providing more efficient, economical and effective community corrections services; and

WHEREAS, more than 80% of the felons sentenced in Multnomah County are put on probation it is vital to public safety that Community Corrections function efficiently and effectively; and

WHEREAS, effective and efficient responses to the offender population are furthered by unified community corrections management with a shared mission and vision; and

WHEREAS, Multnomah County has made a substantial investment in community corrections programs that will be enhanced by the assumption of full managerial control of the supervision components now managed by the State; and

WHEREAS, Option I will improve both community accountability and the local control of resources spent locally to provide community corrections services; and

WHEREAS, sufficient resources are available to maintain a credible community corrections program under Option I; and

WHEREAS, Option I will enable the County to provide unified and effective managerial support for line parole and probation officers; and

WHEREAS, in unifying Community Corrections under Option I, the County's ability to build its continuum of services is improved; and

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners hereby approves the revised Multnomah County Community Corrections Plan and directs the Director of the Department of Community Corrections to enter into negotiations with the Oregon Department of Corrections on a intergovernmental agreement regarding the details of Multnomah County assuming full Option I status as of July 1, 1991.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 1991.

MULTNOMAH COUNTY, OREGON

By \_\_\_\_\_  
Gladys McCoy  
Multnomah County Chair

REVIEWED;  
LAURENCE KRESSEL, COUNTY COUNSEL  
for Multnomah County, Oregon

By Sandra Duffy

Meeting Date: MAY 0 2 1991

Agenda No.: R-7

(Above space for Clerk's Office Use)

.....

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

Resolution Adopting Hearing Study Report

SUBJECT: Columbia River Highway (SE 181st Avenue to Sandy River)

BCC Informal April 30, 1991 BCC Formal May 2, 1991  
(date) (date)

DEPARTMENT Environmental Services DIVISION Planning & Development

CONTACT R. Scott Pemble TELEPHONE 248-3182

PERSON(S) MAKING PRESENTATION R. Scott Pemble

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 5 Minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: \_\_\_\_\_

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

Request adoption of a resolution recommending to the Oregon Department of Transportation selection of the "Build" alternative for Columbia River Highway (I-84) from NE 181st Avenue to Sandy River as the preferred alternative.

*Sent copy of Resolution 91-61 to Scott Pemble 5-3-91.*

BOARD OF  
COUNTY COMMISSIONERS  
MULTI-NOMINAL COUNTY  
OREGON  
1991 APR 24 PM 12:08

(If space is inadequate, please use other side)

SIGNATURES:

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

Or

DEPARTMENT MANAGER *Scott Pemble*

(All accompanying documents must have required signatures)

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

In the Matter of Supporting the Recommended )  
“Build” Alternative for the Columbia River )  
Highway (I-84, N.E. 181<sup>st</sup> to Sandy River) )

**RESOLUTION**  
91-61

**WHEREAS,** The Columbia River Highway (I-84) improvement between N.E. 181<sup>st</sup> Avenue and the Sandy River is one of several in an overall program to improve capacity, efficiency and safety of the I-84 corridor between N.E. 112<sup>th</sup> Avenue and the Sandy River; and,

**WHEREAS,** The recommended “Build” alternative would accommodate projected traffic growth for the next 20 years at an acceptable level of service and the “No-Build” alternative would not; and,

**WHEREAS,** The “Build” alternative” includes a N.E.207<sup>th</sup> Avenue interchange that will complement a proposed improvement to the north-south arterial system (the N.E. 207<sup>th</sup> Avenue connection to N.E. 223<sup>rd</sup> Avenue), alleviating the severe congestion predicted on the existing north-south arterials leading to the freeway; and,

**WHEREAS,** The Oregon Department of Transportation has modified the N.E. 207<sup>th</sup> Avenue interchange to reduce the impacts to the Quail Hollow Mobile Home Park as much as possible, and is investigating the possibility of acquiring adjoining property to expand the park to minimize the dislocation of some park tenants; and,

**WHEREAS,** Sound walls will be constructed to protect residences at all locations where it has been determined to be cost effective to include the Cherry Blossom, Quail Hollow, and Wood Village mobile home parks; and,

**WHEREAS,** The N.E. 238<sup>th</sup> Avenue interchange will be reconstructed, improving the safety and increasing capacity; and ,

**WHEREAS,** The East Multnomah County Transportation Committee has reviewed the project and recommends approval of the “Build” alternative; and

**NOW, THEREFORE BE IT RESOLVED** that Multnomah County selects the “Build” alternative for Columbia River Highway (I-84) from N.E. 181<sup>st</sup> Avenue to the Sandy River as the preferred alternative for improvements in this corridor, as described below:

1. Widen I-84 from four to six lanes;

2. Construct a new N.E. 207<sup>th</sup> Avenue full directional interchange that would connect to Sandy Boulevard and Halsey Street;
3. Renovate the existing N.E. 238<sup>th</sup> Avenue interchange to current standards and grade separate the railroad crossing on N.E. 238<sup>th</sup> Avenue;
4. Close the westbound and eastbound off-ramps to Sandy Boulevard in the vicinity of N.E. 244<sup>th</sup> Avenue; and,
5. Make improvements to the Troutdale interchange as identified in the Hearing Study Report for the "Build" Alternative.

ADOPTED THIS 2nd day of May 1991.



By Gladys McCoy  
Gladys McCoy, Chair  
Multnomah County, Oregon

REVIEWED:

Laurence Kressel, County Counsel  
for Multnomah County, Oregon

By John L. DuBay  
John L. DuBay, Deputy County Counsel

# **181st AVENUE to SANDY RIVER COLUMBIA RIVER HIGHWAY**

**MULTNOMAH COUNTY**



**DRAFT**

## **Public Hearing Study Report**

**Oregon Department of Transportation**

**Highway Division**

**OREGON DEPARTMENT OF TRANSPORTATION**

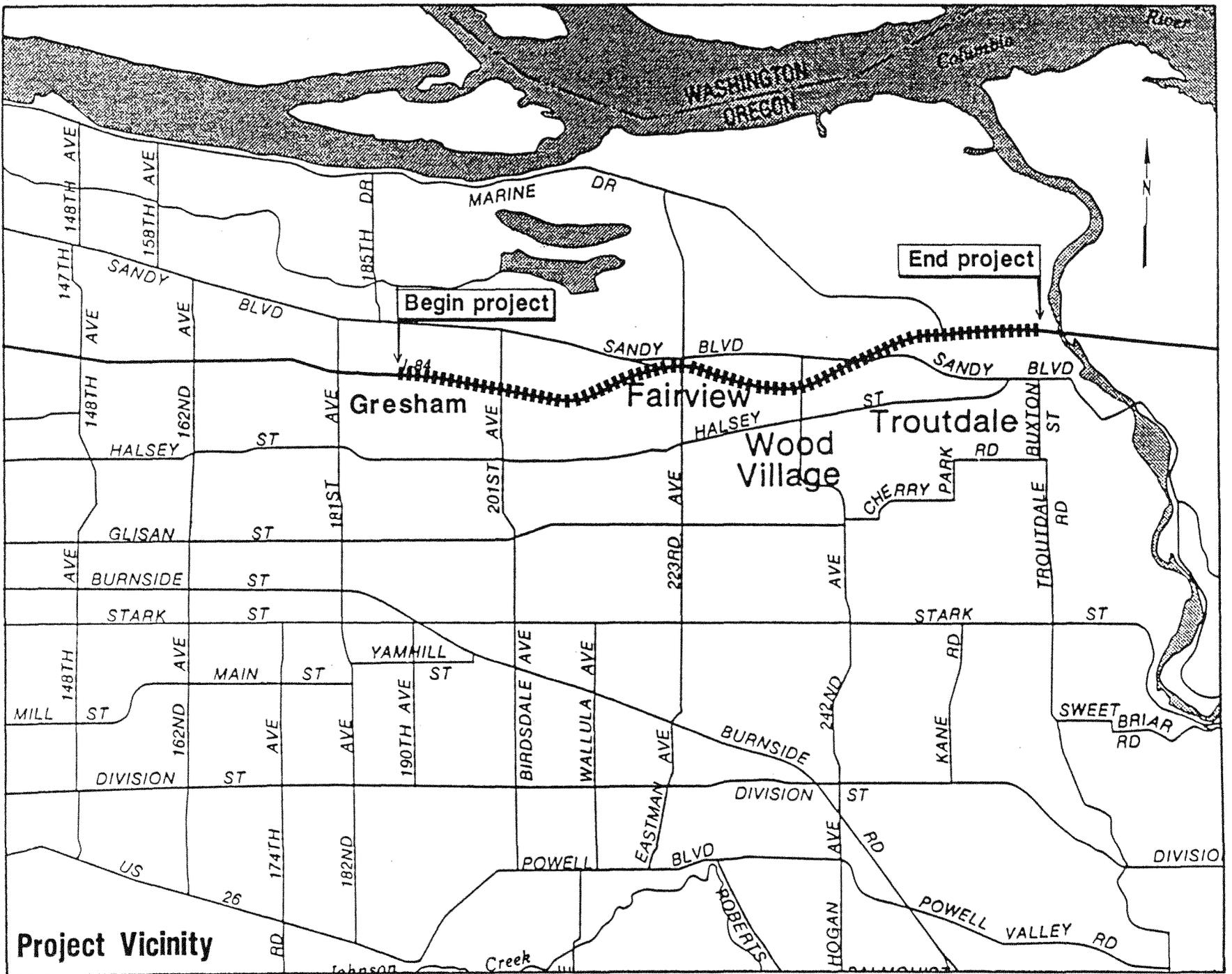
**HIGHWAY DIVISION**

**REGION 1**

**HEARING STUDY REPORT**

**181ST - SANDY RIVER SECTION  
COLUMBIA RIVER HIGHWAY  
MULTNOMAH COUNTY**

**Project Development Unit  
Dave Simpson**



**Project Vicinity**

1.

## RECOMMENDATION

The Oregon Department of Transportation (ODOT) recommends improving the 181st - Sandy River section of the Columbia River Highway (I-84) by widening the freeway to six lanes, constructing a full-directional interchange at NE 207th Avenue, and reconstructing the NE 238th Drive interchange. The project will improve the structure clearances, roadway curvature, and shoulder widths to current interstate standards. Existing safety problem areas will be corrected. The construction of the 207th Avenue interchange will accommodate a proposed improvement to the north-south arterial system.

This project has been the subject of two public hearings. The recommended design is based on testimony received at the hearings as well as input received during the project development process from public agencies, the Citizens Advisory Committee, and the general public. A majority of the testimony at the hearings generally supported the build alternative for widening and reconstructing the freeway; however, numerous concerns were raised regarding impacts to the Quail Hollow mobile home community due to the proposed 207th Avenue interchange. For this reason, the recommended design is a modification of the original build alternative with substantially fewer impacts to the mobile home community (nine homes compared with 17 originally).

Since the modified design still has some effects at Quail Hollow, many residents of the park have requested that ODOT purchase land adjacent to the park to replace the area needed for the highway and provide a place to relocate the affected homes. ODOT has contacted the Quail Hollow landowners to determine if they are interested in expanding their mobile home park on adjoining land. At this time, no reply has been received on the matter. The acquisition may or may not be possible as it would need to be on a willing buyer - willing seller basis.

The modified build alternative will meet the project goal of increasing the capacity of the freeway to accommodate projected traffic growth and also allow for improvement of the East Multnomah County arterial system, one of the project objectives.

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## HEARING STUDY REPORT

### Columbia River Highway (I-84) 181st - Sandy River Section Multnomah County

#### INTRODUCTION

The proposed project would rebuild the section of the Columbia River Highway (I-84) between the 181st Avenue interchange and the Sandy River in Multnomah County, Oregon. I-84 passes through the cities of Gresham, Fairview, Wood Village, and Troutdale (see vicinity map, page i). The existing roadway consists of a four-lane divided highway with two full and two partial interchanges. The freeway was constructed before the start of the interstate system and does not conform to modern interstate standards. As with other freeways in urban and urbanizing areas, I-84 carries both commuter and cross-country traffic.

The project Draft Environmental Impact Statement (DEIS) was published in September 1989 and a public hearing was held on October 24, 1989. Partly as a result of comments at the hearing, changes and additions were made to the design which resulted in an improved project and reduced impacts to surrounding uses. A Supplemental Draft Environmental Impact Statement (SDEIS) documenting the changes was published in August 1990. The supplemental public hearing was held on September 11, 1990. This Hearing Study Report summarizes the project's development and responds to the testimony from both hearings providing a basis for selecting either the build or no-build alternative.

#### PROJECT PURPOSE AND NEED

##### Purpose

The purpose of the project is to reconstruct I-84 to modern interstate standards, increasing the capacity to accommodate projected traffic growth in this rapidly urbanizing area over the next 20 years. Existing safety problem areas will be corrected including elimination of an at-grade railroad crossing on an intersecting arterial near the freeway interchange ramp terminals.

The project also will provide interchanges to accommodate proposed improvements to the north-south arterial system.

##### Need

This section of freeway was constructed in 1952, prior to the beginning of the interstate system in 1956. Very little construction has occurred since 1952. Horizontal curvature is substandard. The roadway surface is rough and uneven. The shoulders are inadequate in width with only three to four feet paved on the

outside shoulders. The inside shoulders are not paved. The grass median area is narrow. Figure 1 shows both the existing and proposed typical section; the proposed typical section meets interstate standards.

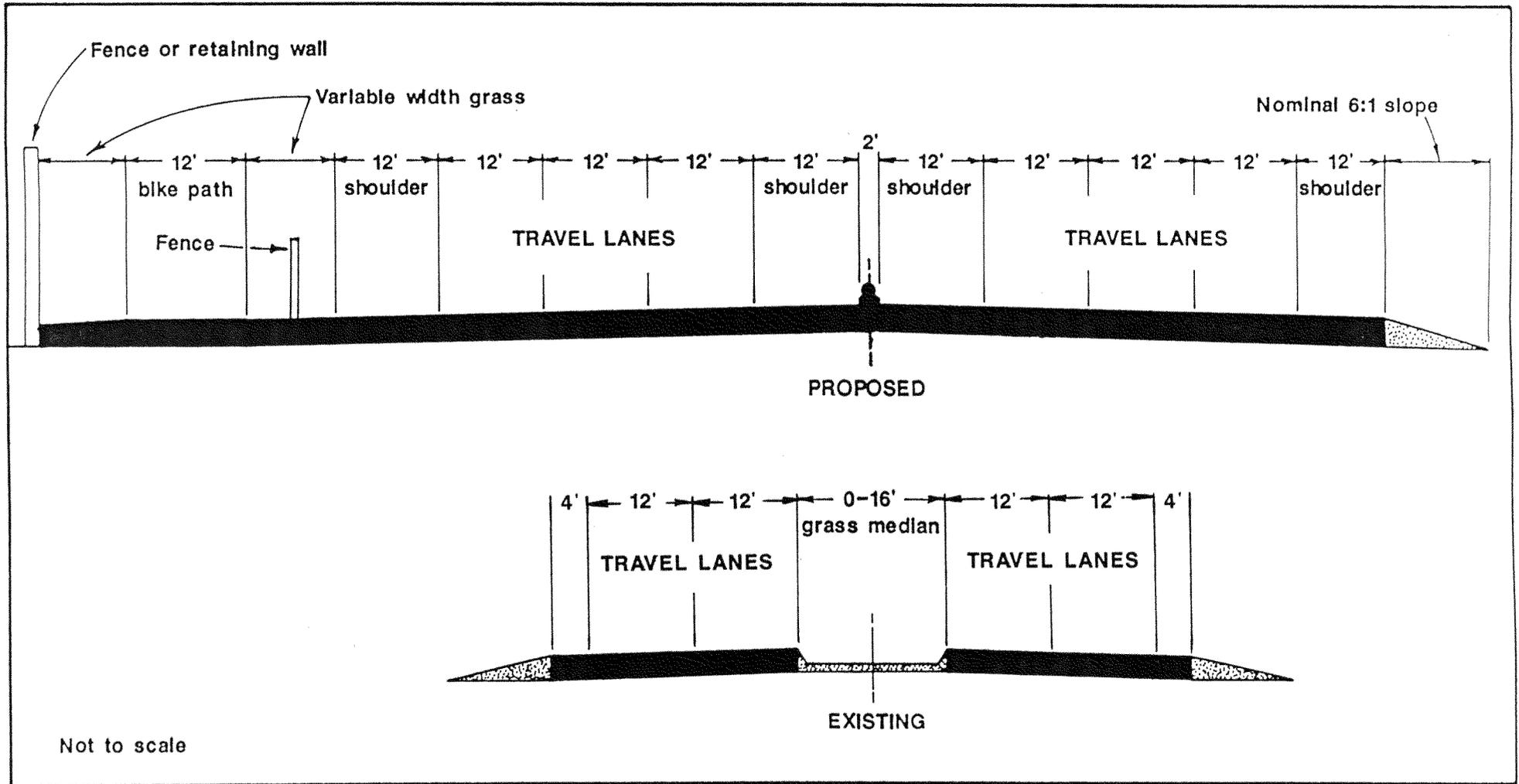
Each of the existing interchanges within the project section has inadequacies as noted below:

The half-interchange in Fairview provides access only to and from the east. Since the major traffic flow is to and from the west, this interchange does not satisfy the traffic demand or provide any relief to the adjacent full-directional interchanges. The ramps connect to Sandy Boulevard giving indirect access to 223rd Avenue, the main north-south street in Fairview. In terms of safety, the eastbound on-ramp entrance, combined with a narrow structure on the freeway, creates a merging problem.

The 238th Drive interchange is the most heavily used interchange in the project area. This interchange provides access to I-84 for the rapidly developing suburban area south of the freeway in Wood Village and Gresham. It has inadequate capacity for existing traffic volumes, with the eastbound off-ramp operating at level of service "F" during the PM peak. Predicted future increases in traffic volumes would aggravate this problem. Several safety problems also exist at the interchange. During evening peak hours, exiting eastbound traffic often backs up onto the freeway. This is partly due to an at-grade railroad crossing on 238th Drive just south of the ramp terminal intersection. Sight distance north across the structure over the freeway is also a problem at this unsignalized intersection. On the north side of the interchange, the tight curve design of the westbound on-ramp and the abrupt exit curve of the off-ramp create additional safety problems.

The half-interchange just east of 238th Drive provides access from eastbound I-84 to Crown Point Highway and from westbound I-84 to Sandy Boulevard. Both of these movements are lightly used and duplicate movements at nearby interchanges. These ramps are located too near the other interchanges to meet safe spacing requirements of the interstate system.

The split diamond interchange at Troutdale has frontage roads that connect to Graham Road and Marine Drive. The two-way frontage roads line up with the on- and off-ramps allowing potential wrong-way access onto the freeway. The vertical clearances beneath the freeway for Marine Drive and Graham Road, 13.5 to 14.5 feet, are less than the desirable 17 feet.



**Figure 1 Existing and Proposed Typical Sections**

## PROJECT DEVELOPMENT

### Advisory Committees

A Technical Advisory Committee (TAC) and a Citizens Advisory Committee (CAC) were established to provide technical and public review of study data, design guidance, and to function as a coordination point for all involved agencies and between the study and the public.

The 12 members of the CAC represented business, residential, and civic interests in the four communities. The TAC included representatives from the affected cities of Wood Village, Fairview, Troutdale, and Gresham, Multnomah County, Metropolitan Service District, Tri-Met, Federal Highway Administration, Union Pacific Railroad, Oregon Department of Environmental Quality, and ODOT engineering, environmental and traffic staffs.

Through a series of five meetings, each committee reviewed the design options developed for the project and made recommendations concerning the alternative(s) that would be advanced to the environmental document. Following publication of the DEIS, each committee met again to discuss the document.

### Public Meetings

Two public meetings were held during the alternative development phase. The first introduced the project and included a workshop to consider potential impacts and to list and prioritize concerns. The second presented four optional combinations of interchange locations and explained the advantages and issues related to each.

An additional public meeting was held following publication of the DEIS to review the document and the proposed build alternative.

### Project Objectives

To guide in the development and selection of alternatives, the following objectives were adopted by the CAC and TAC in December 1988:

1. Conform to and allow for improvement of east county arterial system.
2. Provide a full interchange in the vicinity of Fairview.
3. Accommodate projected traffic volumes for 2010 on freeway and ramps, and at intersections, and ensure safety of interchanges and corridor.

4. Minimize dislocations of, and loss of access to, existing residences and businesses.
5. Preserve Fairview and Wood Village community viability and quality of life.
6. Minimize traffic increases that would exceed capacity and erode safety on the NE 238th/242nd arterial.
7. Encourage economic development dependent on access to and from the freeway.
8. Maintain access to Troutdale and Columbia River Scenic Highway.
9. Minimize environmental impacts.
10. Coordinate the potential I-84 bikeway with existing and planned bikeways.

## ALTERNATIVES

### No-Build Alternative

The No-Build Alternative would maintain the present configuration of I-84 in this area. Only minor improvements as needed such as pavement overlay or patching would occur.

### Build Alternative

The Build Alternative would widen I-84 from four to six lanes between the 181st Avenue interchange and the Troutdale interchange. A 12-foot-wide bike path would be added parallel to the freeway.

All the interchanges within the project area would be modified. The current ramps to Sandy Boulevard in the vicinity of Fairview would be closed. A new interchange replacing the function of those ramps would be constructed in the theoretical vicinity of 207th Avenue. A new arterial roadway would be constructed from the interchange ramps to Sandy Boulevard on the north and Halsey Street on the south of I-84. The 207th interchange would serve all directions, unlike the existing interchange that only serves traffic to and from the east. The new interchange and arterial would relieve severe traffic congestion expected to occur on 181st and 238th near the interchanges if those streets and 257th were to remain the only feeders to I-84 in East County. (Note: 207th Avenue would be a county arterial. The County is currently developing a project which will define the

alignment of 207th Avenue south of Halsey connecting to the 223rd Avenue arterial near Glisan St.).

The interchange at 238th Drive would be revised to a standard diamond configuration. The current at-grade railroad crossing would be eliminated with a grade-separated crossing. The ramp from eastbound I-84 to Crown Point Highway and the ramp from I-84 westbound to Sandy Boulevard near 244th would be closed.

At the Troutdale interchange, the freeway would drop from six to four lanes. To accomplish this, a two-lane off-ramp from eastbound I-84 to Marine Drive is proposed. The road surfaces for both Marine Drive and Graham Road would be lowered to achieve the desired 17-foot vertical clearance below the freeway.

Graham Road would be realigned slightly and the two bridges carrying I-84 over Graham Road would be replaced. The intersections between the ramps and Marine Drive and Graham Road would be changed to include traffic signals and channelization. The design would minimize the possibility of wrong-way traffic on the off-ramps.

The Build alternative would provide standard shoulder widths, vertical clearances, and curvature on the freeway. In addition to the bridges at the interchanges, new bridges would be required over NE 201st Avenue and NE 223rd Avenue and just east of NE 238th Drive where the Union Pacific Railroad passes over I-84.

Figure 2 shows the proposed configuration of the new 207th Avenue interchange (and 207th Avenue from Sandy Boulevard to Halsey), while Figure 3 shows the configuration of the reconstructed 238th Drive interchange.

#### Alternatives Considered and Rejected

##### Relocate Railroad

The Union Pacific Railroad line parallels the freeway along its southern edge. Concepts that would eliminate this line and allow the freeway to expand to the south were explored. While there is another parallel railroad line north of the freeway, the line south of the freeway is the mainline. Elimination of this section would require connection of the norther line with the southern line at the western project limits. Construction costs of the connections were determined to outweigh the benefits that could be gained by the elimination of the southern line.

##### Wide Grass Median

Two different median widths were discussed. A wide, depressed median is typical of rural freeways, while a narrower median with a barrier is typical of urban

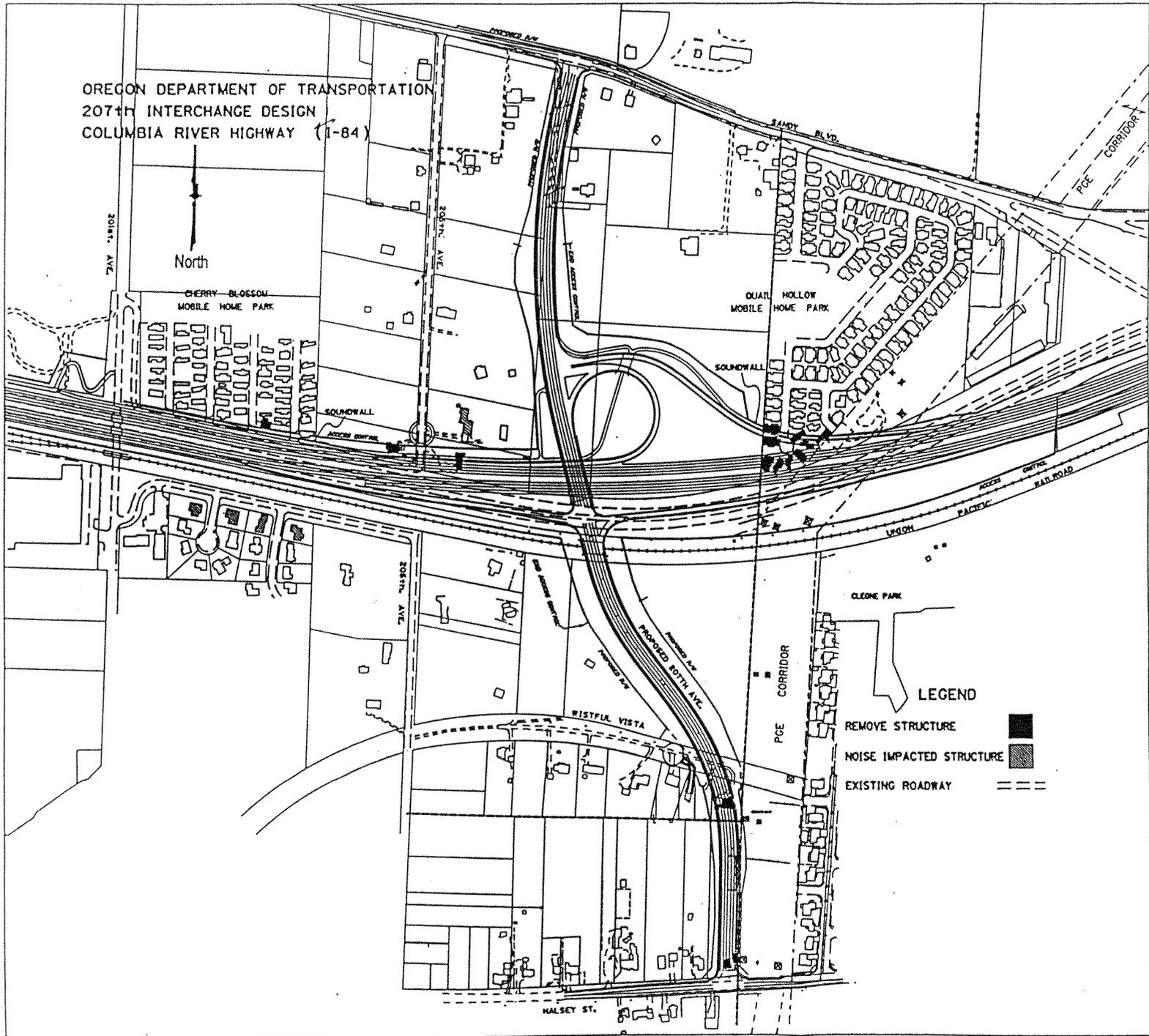
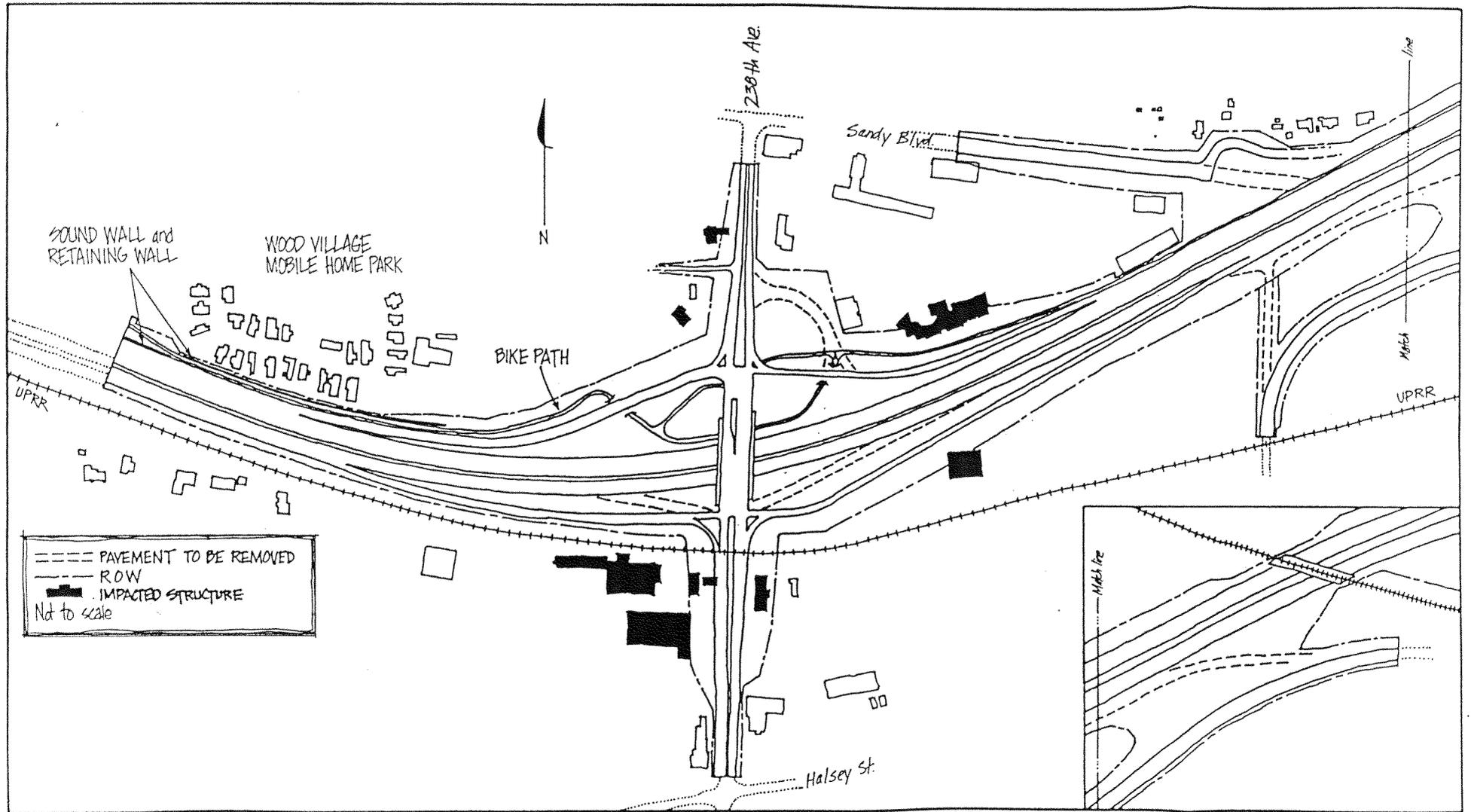


Figure 2 207th Avenue Interchange and 207th Avenue



**Figure 3 238th Avenue Interchange**

freeways. The freeway to the west has an urban median. The freeway east of this section has a relatively narrow median also. The wider rural median was eliminated from further consideration because it would not match adjoining sections and would require acquisition of much more right-of-way. Also, the area is urbanizing and the urban section would be more in character with the future land use patterns.

### Interchange Locations and Designs

Five different locations were explored for the Fairview and Wood Village area interchanges. Two-hundred-seventh Avenue and 238th Drive were selected for the build alternative as discussed earlier. Those locations which were rejected are discussed below.

#### 223rd Avenue and Sandy Boulevard

Several concepts were explored to improve the existing half-interchange west of 223rd Avenue connecting to Sandy Boulevard. The existing interchange serves traffic to and from the east. The Federal Highway Administration has a national policy not to fund partial interchanges. The consensus of opinion expressed at the public meetings and CAC meetings was that a full interchange should be provided. The half-interchange concepts were, therefore, not carried forward.

Several different full interchanges that would connect directly to 223rd Avenue or to Sandy Boulevard near 223rd Avenue were developed. The Sandy Boulevard connections would require out-of-direction travel for the majority of the commuters traveling to and from the south. The concepts that connected directly to 223rd Avenue did not have the out-of-direction travel problem, but the potential impacts on Fairview Creek and on the city of Fairview were relatively large. An interchange connecting to 223rd would require the widening of 223rd south of the freeway. This widening would be expensive and would have a large impact on the main street of Fairview. The overriding reason for elimination of interchange concepts at 223rd Avenue, however, was the conflict with 238th Drive interchange concepts. There is not enough length between the two avenues to provide sufficient weave length between the on- and off-ramps. While it is possible to combine the 223rd Avenue interchange with one at 244th Avenue, there was considerable opposition to the 244th interchange.

#### 244th Avenue

A 244th Avenue interchange would shift the Wood Village interchange to the east. While this would eliminate the need to widen 238th, it would also displace much of the current commercial area north of the freeway and make access to the current Wood Village "city center" circuitous. Interchange designs at 244th Avenue did not receive support at public meetings and were rejected.

## FUNDING AND COST

The freeway portions of the project will be funded from two federal-aid programs; Interstate and Interstate-4R, which cover original construction (Interstate) and reconstruction or rehabilitation (Interstate-4R) on the interstate highway system. Each program provides approximately 90 percent federal funding to be matched by State funds of roughly 10 percent of the project cost. No local funds will be used to build the freeway project.

The section from 181st - 223rd is funded for construction in fiscal year 1992, while the 223rd - Sandy River section is funded for 1995. The project costs are summarized on the following page:

Construction	
181st - 223rd	\$22,800,000
223rd - Sandy River	\$30,000,000
Right-of-Way	
181st - 223rd	\$ 4,600,000
223rd - Sandy River	<u>\$ 5,200,000</u>
Total Cost	\$62,600,000

These cost figures correspond to the work on I-84 and its interchanges and the construction of NE 207th Avenue between I-84 and Sandy Boulevard. As 207th Avenue will be a Multnomah County arterial street, no Interstate or Interstate - 4R funds can be used for its construction. Multnomah County is analyzing methods to fund the facility including other federal-aid sources or County funds.

## PUBLIC HEARINGS

Two formal public hearings were held on the project: the first on October 24, 1989 at Reynolds Middle School with 60 people attending, and the supplemental hearing at North Gresham Grade School on September 11, 1990, with 50 citizens in attendance. Both hearings were chaired by Don Adams, Region 1 Engineer.

The first hearing was on the overall project from 181st Avenue to the Sandy River while the supplemental hearing addressed design changes to the 207th Avenue interchange and the alignment of 207th Avenue from I-84 to Halsey Street, which was not identified at the time of the first hearing.

**HEARING TESTIMONY**

Much of the testimony given at the hearings and in subsequent letters was in regard to the 207th Avenue interchange as shown in the tables below. Forty-two individuals or organizations offered testimony; 31 of those concentrated on the interchange or 207th Avenue itself.

**SUMMARY OF TESTIMONY**

	<b>207th</b>	<b>I-84 Build</b>	<b>I-84 No-Build</b>	<b>I-84 Gen. Comm.</b>
Oral	6		1	4
Written	20	1		4
Hearing Cards	5			1
Total	31	1	1	9

**SUMMARY OF  
207TH AVENUE INTERCHANGE COMMENTS**

	<b>Build</b>	<b>No-Build</b>	<b>Design Changes</b>	<b>Replacement Land Requests</b>	<b>General Comments</b>
Oral		2	3	1	
Written	1	6	2	7	4
Hearing Cards		2	1	1	1
Total	1	10	6	9	5

**Summary of Petition Signatures**

Opposition to 207th Ave. Interchange (Quail Hollow):	65
Request for sound wall on south of I-84, 201st-205th Aves.:	21

Of the people who made comments on the overall 181st - Sandy River project, one favored the build alternative and one the no-build. Nine made general comments

on the project. Of those that made general comments or who commented on 207th, most generally favored building the 181st - Sandy River project. Some suggested design changes such as the inclusion of additional sound walls or realignment of the freeway in the vicinity of 207th Avenue.

Of the 31 that commented on 207th, 10 favored a no-build for the interchange and six requested changes in design. These comments were primarily in regard to impacts on Quail Hollow Mobile Home Community with the proposed design. Nine people requested ODOT to purchase land adjacent to Quail Hollow to relocate mobile homes affected by the project. Five people made general comments on the design.

Petition-type form letters were also received as testimony. Sixty-five were sent from residents of Quail Hollow in opposition to the 207th Avenue interchange. Twenty-one were sent from residents of the neighborhood south of the freeway between 201st and 205th avenues requesting the inclusion of a sound wall to protect the neighborhood from railroad and freeway noise.

Much of the opposition to the 207th Avenue interchange was received through the first public hearing. The design at that time affected 17 mobile homes at Quail Hollow. At the second hearing, the design had been modified to affect nine homes. The bulk of the requests to purchase adjacent land on which to relocate these mobile homes was received through the second public hearing with relatively little direct opposition to construction of the interchange.

### SUMMARY AND CONCLUSION

The build alternative would meet the project goal of increasing the capacity of the freeway to accommodate projected traffic growth over the next 20 years. The 207th Avenue interchange would complement a proposed improvement to the north-south arterial system (the 207th Avenue connection to 223rd Avenue) and alleviate the severe congestion predicted on the existing arterials leading to the freeway if the interchange is not built.

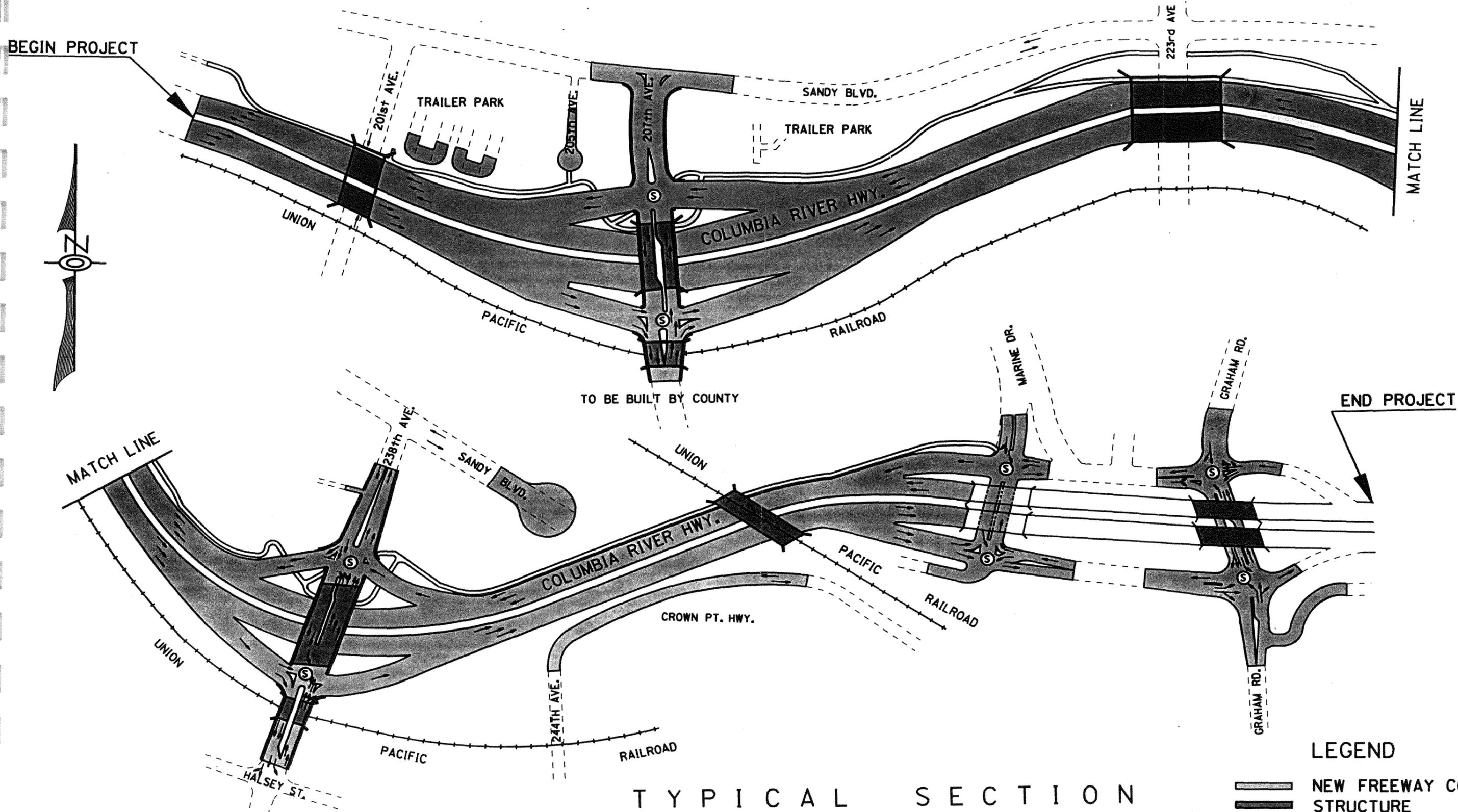
The no-build alternative would not meet the project goal or address the future traffic problems predicted in east Multnomah County.

ODOT has modified the 207th Avenue interchange design to reduce residential impacts as much as possible and is investigating the possibility of acquiring property adjacent to Quail Hollow so that the nine homes that are affected can be relocated off the project without leaving Quail Hollow. ODOT has contacted the Quail Hollow landowners to determine if they are interested in expanding their mobile home park on adjoining land. At this time, no reply has been received on the matter. The acquisition may or may not be possible as it would need to be on a willing buyer-willing seller basis.

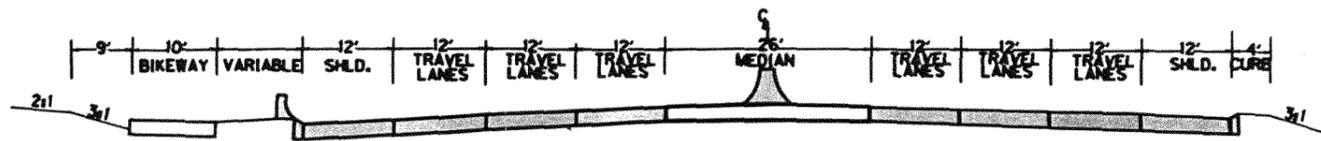
ODOT cannot exercise eminent domain to acquire property that is not required for public use.

Sound walls will be constructed to protect residences at the Cherry Blossom, Quail Hollow and Wood Village mobile home parks. The additional sound walls requested have not been determined to be cost effective; however, ODOT is continuing to work with the neighborhood along Thompson Street (south of I-84 from 201st - 205th Ave.) to determine if the cost of a barrier could be reduced.

HSRDS.E



TYPICAL SECTION



- LEGEND
- NEW FREEWAY CONCEPT
  - STRUCTURE
  - MEDIAN
  - SIDEWALK
  - BIKEWAY
  - SIGNAL
- NOT TO SCALE

OREGON DEPARTMENT OF TRANSPORTATION  
 CORRIDOR/DESIGN HEARING MAP  
**181ST - TROUTDALE SECTION**  
 COLUMBIA RIVER HIGHWAY  
 MULTNOMAH COUNTY  
 MAY 1989

OREGON DEPARTMENT OF TRANSPORTATION  
207th INTERCHANGE DESIGN OPTION  
COLUMBIA RIVER HIGHWAY (I-84)

North

CHERRY-BLOSSOM  
MOBILE HOME PARK

QUAIL HOLLOW  
MOBILE HOME PARK

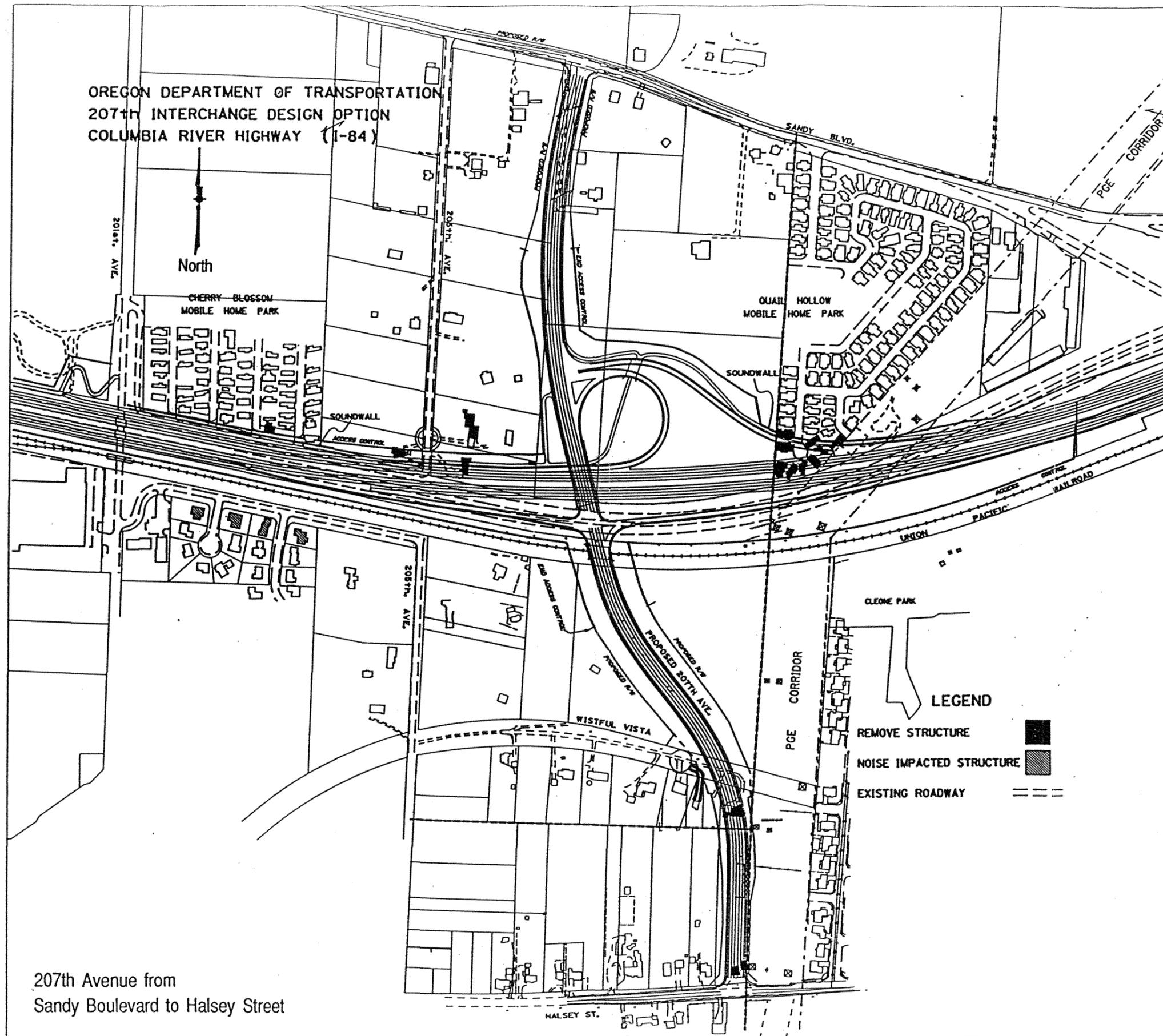
LEGEND

REMOVE STRUCTURE

NOISE IMPACTED STRUCTURE

EXISTING ROADWAY

207th Avenue from  
Sandy Boulevard to Halsey Street



**APPENDIX A**

**LOCAL JURISDICTION RESOLUTIONS**

When received, these documents will be incorporated into the finalized  
Hearing Study Report.

**APPENDIX B**

**HEARING COMMENTS AND RESPONSES**

Comment: The 207th interchange would better serve the East County area at 223rd where it could provide access to Marine Drive and to a future bridge across the Columbia River.

Response: An interchange location was considered at 223rd Avenue during early stages of design. It was shown that 223rd is too close to the 238th interchange to function properly. Also, it has been shown that 223rd is an important north-south circulation route and as such should not mix local circulation traffic with freeway-oriented traffic.

Comment: Traffic projections do not show a need for the 207th Avenue interchange.

Response: The traffic forecast was prepared based on growth called for in the adopted comprehensive plans of Gresham, Troutdale, Fairview, Wood Village and Multnomah County. The traffic forecast shows that even with added capacity at the 181st Avenue and 238th Avenue interchanges due to reconstruction, future travel demand cannot be handled by the street network approaching the freeway. A 207th interchange provides for an improved distribution of vehicle trips into the East County area and improved operation of the arterial system.

Comment: The 207th Avenue interchange will serve nothing except perhaps future businesses on Sandy Blvd.

Response: The 207th interchange will serve the large area between 181st and 238th Avenue north of Division and also serve future development designated in the adopted comprehensive plans. Without the 207th interchange, significant congestion can be expected on 181st and 238th near the interchanges as well as on Halsey east of 181st Avenue.

Comment: Adding lanes to the freeway will not reduce congestion - the freeway will be full as soon as the lanes are opened, the same as the I-5 to I-205 section when it was rebuilt.

Response: One of the primary purposes of this project (181st to Troutdale) is to provide the safety and capacity in this corridor to provide relief to the local streets and allow the through traffic to travel on the freeway rather than through parallel streets. The freeway is designed to carry a 20-year forecast traffic volume at a good level of service.

- Comment: There are 59 blocks between the 122nd and 181st Avenue interchanges, and 57 from 181st to 238th. An interchange at 207th would only be 26 blocks from 181st and 31 from 238th. Why are so many interchanges needed in this area?
- Response: With existing traffic and the forecast traffic in East County, it is essential to include good access to I-84 from this area. Good access allows traffic from the East County area to enter the freeway near its point of origin, rather than filling up local streets and creating unacceptable levels of congestion on the existing arterials in order to access the freeway system.
- Comment: This project supposedly makes provisions for commercial traffic. No more than 10 percent of the total traffic is ever truck traffic. We have wide enough roads right now to handle this truck traffic.
- Response: It is correct that trucks account for approximately 10 percent of the total traffic. Any trucks on the roadway require a reasonable roadway width in order to safely negotiate. Our standards would require the same roadway width even if there were no trucks on the system. The number of lanes is based on the total volume of traffic on the facility.
- Comment: Trucks can be put on rail cars and moved much more efficiently than they are now.
- Response: Some trucks are currently placed on rail for long distance travel. Most of the trucks in this study are local delivery trucks so that even if more emphasis were placed on rail movement, truck volumes would remain roughly the same along the project section.
- Comment: A sound wall should be provided for the property at 2506 NE 205th, which will be bordered by I-84 and 207th Ave.
- Response: Noise mitigation measures were investigated for this site but none were found to be cost effective. An earth berm 500 feet long and eight feet high would reduce the noise by 5 dBA; however, the cost effectiveness ratio of \$5000 per dBA reduction per dwelling unit is twice our limit of \$2500.
- Comment: The project should include more noise barriers.
- Response: Noise barriers were considered at five noise-impacted areas. Three walls are proposed for construction near the Cherry Blossom, Quail Hollow, and Wood Village mobile home parks.

Comment: The property remaining in the northwest quadrant of the 207th Avenue interchange will receive excess air pollution caused by trucks accelerating on the westbound on-ramp.

Response: In the revised folded diamond design, truck traffic will be accelerating on the loop ramp on the east side of 207th. The air quality analysis concluded that there would be minor increases in carbon monoxide, 0.3 - 1.7 parts per million with totals still well below the National Ambient Air Quality Standards.

Comment: The DEIS failed to study the effects of the project in regard to the residence that will be on the east side of the new 207th Avenue north of I-84.

Response: This was analyzed and discussed in the SDEIS. This house will not be impacted by noise.

Comment: The plans show 11 mobile home sites at Quail Hollow will be impacted by noise. Quail Hollow's policy is to reduce the base rent for negative factors associated with proximity to the highway. We will now have to reduce the rent for these 11 sites, reducing the value of the land and its earning potential.

Response: The revised design would require displacement of nine mobile homes. The current noise levels of those displaced ranges from 62 to 71 dBA. With the proposed noise barrier, predicted noise levels for the year 2010 for the 11 sites nearest I-84 would range from 62 to 65 dBA, which is below the 67 dBA threshold of impact. The noise barrier would mitigate the impacts to these homes.

Comment: The 207th Avenue interchange will destroy a wooded area which serves as habitat for birds.

Response: The loss of approximately 20 acres of current habitat was noted in the DEIS (pg. 49).

Comment: The project should include a noise barrier along the south side of the freeway for the four noise-impacted homes between 201st and 205th. The freeway and railroad traffic are already very noisy.

Response: Four homes in this area are impacted by noise. A concrete post and panel wall would cost about \$98,000, with a cost effectiveness ratio of \$5,000 per dBA reduction per dwelling unit. Oregon Highway Division is continuing to work with the neighborhood to determine if the cost of a wall can be reduced enough to make it cost effective.

Comment: The sound wall at Cherry Blossom Mobile Home Park will reflect noise back to the neighborhood south of the freeway.

Response: Highway Division experience has not found reflected noise to be a problem. The reflected noise is at a lower level than the noise directly from the source and does not raise the noise level noticeably.

Comment: The State considers it more important to build a bike path than to provide our home with a sound barrier (NW quadrant of 207th Avenue interchange).

Response: The inclusion of a bike path in this project has no bearing on the decision on the noise barrier. The noise barrier was analyzed and found not to be cost effective.

Comment: The State is discriminating against my property by not providing a sound barrier since it would protect only one home, even though I am impacted by noise.

Response: All walls are judged on the same criteria. It is difficult for walls or barriers to be cost effective for isolated homes.

Comment: The noise wall proposed near Quail Hollow will only minimally mitigate the noise impacts to the residents from 74 - 77 dBA without the wall to 62 - 65 dBA with the wall.

Response: The wall would provide a reduction of roughly 12 dBA. This would be perceived as approximately one-half the noise level without the wall (an increase of 10 dBA is perceived as a doubling of loudness).

Comment: The older people living at Quail Hollow cannot afford to move.

Response: ODOT's obligation is to put people into equal or better housing without loss to them. The government is obligated to provide decent, safe, and sanitary housing for people moved.

Comment: The alignment of 207th Avenue north of I-84 will destroy my ability to grow nursery stock on my property by leaving a remainder which is below the acreage qualification level for a green belt classification.

Response: ODOT is obligated to pay damages as determined by an appraisal to the remaining property, which would take into account the situation mentioned.

Comment: The 181st-Sandy River project will remove more homes than the entire 15-mile MAX light rail project.

Response: Light rail used an existing corridor which did not require extensive widening to meet standards.

Comment: A number of people will be greatly impacted by the prospect of giving up homes and places of business.

Response: Almost every time a new project is built, some people must be relocated. ODOT has an excellent relocation assistance program to help them through this experience.

Comment: Affected property owners must be properly compensated.

Response: This is correct - by law and the United States Constitution.

Comment: The noise and pollution impact of being next to a sound wall will be unbearable. ODOT should relocate our mobile home.

Response: ODOT cannot relocate mobile homes from property that is not physically required for the project's construction. The provision of a sound wall will significantly reduce the noise impacts expected due to future traffic increases.

Comment: ODOT should purchase adjacent land west of Quail Hollow to relocate those displaced by the project, without requiring them to leave Quail Hollow.

Response: ODOT is considering this request. The land owners have been contacted to determine if they are interested in expanding on adjoining land. The acquisition of this property would need to be on a willing buyer-willing seller basis as it is not required for public use.

Comment: Several of the affected homes are older, remodeled homes, the character and quality of which could not be replaced at reasonable cost in the current economic environment.

Response: ODOT's relocation program will strive to solve these problems.

Comment: Established businesses stand to lose greatly from the disruption of a move.

Response: The ODOT relocation program is designed to put people back in business with as little disruption as possible.

- Comment: The current design for the 207th Avenue interchange and a cul-de-sac on 205th will render the property at 2506 NE 205th unsellable.
- Response: This home was recently sold (after the hearing) and the new owner was aware of the project impacts prior to buying the property. The appraisal of this property will determine if it loses value and if so, how much. ODOT is required to pay for any land acquired and damages to the remainder.
- Comment: An easement road currently exists from Sandy Blvd. to the residence that will be located on the east side of the new 207th Ave. The taking of this road due to the location of NE 207th Ave. will require compensation.
- Response: Since access to the home will be provided from the new facility (207th Ave.), there are no damages to the property to warrant compensation.
- Comment: The construction of 207th Ave. will devalue the residential properties along it.
- Response: This is a guess at this point. There is a possibility that land use designations will change and cause an increase in value.
- Comment: The project should be redesigned to miss Quail Hollow completely by moving south closer to the railroad tracks.
- Response: The recommended design has been modified by shifting the I-84 alignment south, closer to the railroad as suggested. The shift in alignment has reduced the number of displacements in the Quail Hollow Mobile Home Park from 17 to nine.
- Comment: The State has wasted taxpayers' money by designing the 207th interchange six different ways before deciding on a design.
- Response: During early project development, a variety of interchange designs and locations were studied. Evaluating any and all potentially feasible designs is part of the requirements of the Oregon Action Plan and the guidelines of the National Environmental Policy Act, which this project is following.
- Comment: The proposed alignment of NE 207th Avenue north of the freeway puts the largest part of the fill in the lowest portion of the creek system where two streams join together.

Additionally, the current alignment proposed for 207th Avenue between I-84 and Sandy Boulevard is far more damaging to the creek than the original routing to the east.

Response: Both alignments have impacts to the creek. Measures have been taken to reduce impacts as much as possible by utilizing the currently proposed alignment. The proposed 207th and the interchange loop ramp cross tributaries of Osburn Creek. In these instances, the water will be piped to the existing channel. Where 207th parallels Osburn Creek, measures are being taken to avoid any impact to the channel by a combination of placement of the 207th alignment and a retaining wall. Additionally, mitigation to impacted wetlands is proposed.

Comment: The 207th Ave. interchange will destroy a spring which is a main supplier of Fairview Lake.

Response: Steps are being taken to preserve the springs located within the loop ramp. Runoff from springs will be intercepted and piped out to the existing channel.

Comment: The proposed alignment of 207th Ave. is based solely on the engineer's perception of aesthetics.

Response: North of I-84, 207th was sited in a manner that would keep the fills (associated with the roadway) to the west of Osburn Creek.

Comment: The 207th Ave. interchange creates a water quality hazard due to the potential of a hazardous material spill in close proximity to a creek feeding Fairview Lake and local water systems. The interchange should be moved to 205th.

Response: The recommended design includes construction of a hazardous material containment facility. This system is being designed to collect and contain curb-to-curb spills within the project limits. Moving the interchange to 205th is irrelevant to the containment of the potential spill.

Comment: The design of the runoff detention basins will need to consider factors such as short-circuiting flows, liner protection, and maintenance of the facilities.

Response: Containment, detention, and passive treatment basins will be designed hydraulically sound and to the requirements of the Federal Highway Administration in conjunction with EPA and the City of Portland.

Comment: The project design calls for the use of either lined ditches or curbs and a closed drainage system to contain any liquid chemical spills on the project section. Either system must be capable of capturing all runoff over the length of the project and delivering it to the detention basins.

Response: This is an accurate statement of the requirements placed upon this project. Spills occurring on the paved surface of the highway and within the project limits will be captured in the "containment" basin.

Comment: The runoff conveyance and detention system must be composed of materials which are chemically resistant to the chemicals potentially present, such as petroleum and organic solvents.

Response: The geo-membrane liner of the containment facility will be selected based upon its containment properties.

Comment: The project plans do not show my mobile home in its current location, and it most likely will need to be relocated. It is in space 26 at Cherry Blossom Mobile Home Park.

Response: The residence at space 26 will not require relocation.

Comment: I was informed by ODOT staff that the bike path could be moved south approximately 20 feet in the area of my business (22024 NE Sandy Blvd.), reducing impacts to my business operation.

Response: This modification has been incorporated into the recommended design and impacts to this business have been minimized.

Comment: Disruption of the spring near the 207th Ave. interchange could greatly reduce the water level in the lakes downstream.

Response: The interchange design will preserve the existing drainage pattern in the area.

Comment: ODOT should plan for 20 years into the future, not six.

Response: ODOT projects are designed to accommodate the projected traffic 20 years after completion, based on local comprehensive plan designations for land use and development. The Six-Year Highway Improvement Program allocates funding for projects over a six-year period and is updated every two years.

Comment: I recently moved into Quail Hollow and had no knowledge of the project or that it would affect my unit.

Response: The project's development began in 1986. Public and citizens advisory committee meetings were held and were widely announced. Unfortunately, some individuals did not know of the project. The management of Quail Hollow was aware of it early in the project development.

Comment: The older people living at Quail Hollow are not up to the stress and physical requirements of moving.

Response: ODOT's relocation assistance program is designed to move those people affected by the project with as little disruption as possible. ODOT also is investigating the purchase of land adjacent to Quail Hollow (to relocate affected homes without removing them from the park), which would need to be on a willing buyer - willing seller basis. The State cannot exercise eminent domain to acquire property that is not required for public use.

Comment: The Highway Division is not planning to allow any access to the 207th Ave. interchange.

Response: 207th Avenue itself will provide access to the interchange. Access to 207th Avenue will be restricted for a distance of 300 feet from the interchange ramps. Driveway access will be allowed beyond that distance.

Comment: Multnomah County has not shown significant support for the 207th Ave. interchange.

Response: At the initiation of the project's development, Multnomah County requested ODOT to investigate an interchange in the Fairview area which could hook up with the 223rd Avenue arterial to provide relief to 181st and 238th. The County is in full support of the 207th Avenue interchange and is developing the arterial connection between 223rd and 207th.

Comment: The access road north of the freeway between 201st and 205th should be replaced to provide access to Cherry Blossom Mobile Home Park.

Response: Access to the park is available from 201st Avenue. Replacing the frontage road is not considered cost effective and would require removal of at least one additional mobile home. The project will provide an internal circulation system for the mobile home park.

Comment: When this project first started, right-of-way acquisition was to begin in spring 1990 - it is now scheduled for 1991. ODOT needs to decide whether to proceed with the project and, if so, move forward and stay on schedule.

Response: Various factors have caused some delay in reaching the public hearing phase of the project. Currently, right-of-way acquisition is targeted to begin in late spring of 1991 with construction of the 181st - 223rd section scheduled to begin in late 1992. No further delays are anticipated.

Comment: The plans for the 207th Ave. interchange show a 500 gal./min. spring north of the freeway. This spring is actually located south of the freeway and is piped beneath it and through the property north of the freeway.

Response: This is correct. The plans have been changed to delete this error.

Comment: The State did not present an adequate informational hearing for a project requiring \$57 million expenditure of public funds.

Response: An informational public meeting was held two weeks in advance of the public hearing to review the project and answer the public's questions. At the hearing (as with all ODOT project hearings), presentations were kept to a minimum to allow more time for public testimony.

Comment: The State did not present enough information at the public hearing regarding projected traffic volumes attempting to access I-84.

Response: As noted with the previous comment, ODOT held a public meeting to address questions and describe the project in detail reserving the hearing for public testimony with little staff presentation.

Comment: No provision for access has been made for the residential property east of 207th.

Response: A driveway to this property will be provided on 207th Avenue.

Comment: To the south of the 207th Ave. interchange, there has been talk of a street going to Halsey or further but no one has seen any evidence of its planning in the works.

Response: This comment was made at the initial public hearing. The second hearing addressed 207th Avenue between Sandy Boulevard and Halsey Street. Multnomah County is proceeding with the

identification of the connection between Halsey Street and the 223rd/Glisan intersection.

Comment: 207th Ave. south of the freeway will impact some properties itself - this has not been addressed.

Response: The Supplemental Draft Environmental Impact Statement addresses 207th and its impacts as far south as Halsey. Multnomah County is preparing an environmental document which will address the remaining section between Halsey and Glisan.

Comment: The loss of a number of mobile home sites at Quail Hollow will reduce the income of the park.

Response: The appraisal of the property will take into account the potential loss of income resulting from a reduction in the number of sites. Additionally, ODOT is investigating the option of purchasing replacement land adjacent to the park, which would allow the number of sites to remain the same.

Comment: The RV storage yard at Quail Hollow will be taken out by the project. This is a lost convenience for residents and a loss of income for the park.

Response: The design in the vicinity of Quail Hollow has been modified and will result in replacement of the storage yard on the property. The access to the yard will need to be altered slightly as well.

Comment: The proposed design will require removal of the woodworking shop/laundry room building at Quail Hollow. This will cause a temporary loss of income from the laundry and a cost to replace the facility elsewhere on the site.

Response: Design modifications have resulted in no impact to this building.

Comment: The planned improvements to I-84 are vital to the health of East Multnomah County and the region. Of critical importance to the project and the functioning of the arterial system is the construction and reconstruction of two interchanges, 207th Ave. and 238th Drive, respectively.

Response: Traffic projections have shown that 181st Avenue and 238th Drive would each experience severe congestion without an additional arterial connection to the freeway, which is proposed at 207th Avenue.

Comment: No provisions have been made for a sidewalk serving the east side of 207th Ave., north of I-84, where the only residence along the street is located.

Response: A sidewalk will be provided on each side of 207th Avenue.

Comment: The loss of 17 mobile home sites will cause the owners of Quail Hollow to raise the monthly rates for those remaining to compensate for loss of income.

Response: The design has been modified to reduce the number of affected mobile home sites to nine, and ODOT is looking into the purchase of adjacent land for the replacement of those sites. If this is not possible, ODOT will be required to include consideration for loss of income in the damages paid to the owners of the park.

Comment: Open mobile home spaces are hard to find, particularly for some of the larger homes at Quail Hollow. Most parks cannot accommodate them.

Response: This is correct. Mobile home spaces are at a shortage in the Portland metropolitan area.

Comment: There are no comparable mobile home parks to relocate Quail Hollow residents to in the East Multnomah County area.

Response: ODOT's obligation is to place people in equal to or better housing without loss to them.

Comment: The project cost of \$57 million would fund a great deal of light rail or other mass transit construction.

Response: The project is funded with federal interstate freeway funds, which can only be used for construction or reconstruction on the interstate system. The funds cannot be used for light rail or other mass transit.

Comment: This project will increase the pressure to build the proposed Mt. Hood Parkway project through Gresham.

Response: This project is needed to address existing and predicted deficiencies regardless of whether the Mt. Hood Parkway is constructed. Actually, construction of the parkway may somewhat increase the need for the I-84 widening but not the other way around.

Comment: The access road between 201st and 205th north of the freeway provides parking space for residents of the Cherry Blossom park with more than two vehicles, which is the park's limit per unit.

Response: Although parking is allowed on the street, it is not the function of the frontage road to provide overflow parking for the mobile home park. Replacement of the road is not considered to be a cost effective expenditure of public funds.

Comment: Gresham wants the 207th Ave. interchange to allow easier access to the freeway from Gresham. No one in the immediate area wants it, so it should be eliminated.

Response: The 207th Avenue interchange is needed to provide relief to the existing East County arterial system, which will experience unacceptable congestion near I-84 without its construction. It will allow easier freeway access for all East County traffic.

Comment: The 207th Ave. interchange should be eliminated to avoid the impacts to Quail Hollow Mobile Park.

Response: As noted above, the 207th Avenue interchange is needed to provide relief to the arterial system. Design modifications have reduced the impacts to the park as much as possible. If possible, the purchase of adjacent land will mitigate the remaining impacts.

Comment: A message needs to be sent (by eliminating the 207th Avenue interchange) that the citizens will not allow willy-nilly development by anticipating something which is not clear and evident.

Response: The project, including the 207th Avenue interchange, is designed to accommodate future traffic volumes which are based on the development called for in the adopted comprehensive plans of Fairview, Wood Village, Troutdale, Gresham, and Multnomah County.

**APPENDIX C**  
**HEARING TRANSCRIPTS**



to emphasize that this is your meeting. We will give a brief description and overview of the project, an explanation of right-of-way acquisition procedures, and a brief statement about the Environmental Impact Statement, and after those presentations we will ask for your comments. Now we will accept--this is a formal hearing--and we will accept testimony in any of three ways. You can come to the podium and give oral testimony if you wish at the microphone; you can think about what you want to say and go home and write a letter to us as long as it gets to us within 15 days, which would be a deadline date of November 8. We will consider that. We will also consider any comments that you might want to write on the back of the card that you received when you entered this building, this room tonight. If you do want to make comments on that card, please give that card to one of the staff people tonight before you leave. All testimony written or oral will be given the same weight by the people considering the testimony on this project.

All testimony received will become part of a hearing study report. This report will determine whether to build the project as designed, modify the design, or do nothing and leave the highway as it is. No commitment or decision has been made by the Oregon Department of Transportation on whether or not to build this project or on the actual proposed design that should be built of the many that are presented here at the hearing. If you have any questions about the project, as I said before we have the maps at the back of the room, and if you would just indicate that you do have a question we'll be glad to answer it. I prefer not to answer questions during the actual formal hearing, in order to give everyone adequate time to make their comments. We want to make sure that we hear everyone's testimony that might want to, that might want to give it tonight. As you entered tonight, you received the card that I mentioned before

along with the display map. If you wish to give oral testimony, please fill out the card and hold it up right now if you haven't already handed it in, and if you'll hold it up--If you'd please hold it up, one of our staff will pick it up from you now. If you do not plan to testify tonight, please fill out the card anyway so we have a record of your attendance. Include any comments as I said before on the back if you wish.

The purpose of the project is to modernize and expand the freeway to increase capacity and safety and to improve access to and from the freeway. The entire 181st-Sandy section is below the current design standards, dating back to the early 1950's before the interstate system was actually begun. Funding for construction of the first part of the project from 181st to 223rd is estimated to cost \$27 million. This has been approved in the Six-Year Highway Improvement Program for funding in 1993 should we decide to build the project. The section from 223rd to the Sandy River is funded only through engineering and right-of-way acquisition phases, and the project would be funded through the interstate construction funds, again, if it is constructed.

The design, pardon me, the draft environmental impact statement describing the positive and negative impacts of the proposed improvements is available for further public review at the Gresham, Rockwood, and Central Branches of the Multnomah County Library. Several copies are available here tonight too if anyone wishes one. Again if you'd raise your hands, we'll have someone deliver one to you right now. Jeanette Kloos, who authored the document, will provide an overview a little later.

Project schedule following tonight's hearing: ODOT will analyze the hearing testimony and decide whether to build the project as designed or modify the project or do nothing. The testimony and the decision will be documented

in the hearing study report which will be forwarded to the four affected cities (those are the cities affected by this project) and Multnomah County for their concurrence. This is targeted to occur early next year. If the build alternative is selected, a final environmental impact statement will be published next summer, discussing the selected alternative. Right-of-way acquisition could start as early as 19, early 1991.

At this time I get to stop talking, and I'm going to let Dave Simpson briefly run through the key aspects of the project as we have it designed. Dave.

DAVE SIMPSON: I'm not sure if I'm going to be able--oh, it's pretty well taped on there--so if you can't hear me just holler or wave your hand and I'll try to speak up since I can't get to this. I'm just going to basically cover the design of the project for you real quick and cover the main points of it; if you have any particular questions about parts of it, it's all on the map at the back. We start roughly at the east end of the 181st Interchange Project that's currently going on right now, and go out through the Fairview and Wood Village areas out to the Troutdale Interchange here. We widen the freeway from the two lanes in each direction that you've got now, up to three lanes each way, six lanes total, with basically the median as you see to the west there, the barrier down the middle, and have a bike path on the north side of the freeway traveling along all the way out to Troutdale which is a requirement of these projects. You have to build a bike path along with these things. And that ties into both the 207th proposed Interchange and the 238th and then comes into Marine Drive out here. The two interchanges along the project, we've got a new one at 207th Avenue which basically replaces the half interchange that's at Fairview or Sandy Boulevard right now in this area. This would be full directional access

off and on in each direction. What we are showing here is a diamond interchange--that is one option of the design. What's looking more like it might be the one, is this design shown here, and we've changed from the diamond, which is what you see in your Environmental Impact Statement, basically because it was felt that with the grade going steep down the hill here it would be better for the dominant traffic move coming from the south to make a right turn as opposed to making a left across the traffic through a signal. So, that's why we've got this design and the other one--they're both options for the 207th Interchange. We also have a recent change to what we were probably going to build--this bridge over the railroad--at 207th. The Federal Highway Administration has questioned whether that should be funded as part of this project given the uncertainty of the county's road to the south. Basically the county is working on designing this road, but it isn't completely finally approved and guaranteed for construction yet, so procedurally it seems like this maybe should be in a different project. So, that's what you see here, not showing this railroad bridge as being constructed with this project. That's not absolutely positive yet, but that's what we're thinking it might be.

To move on to the east past 207th, we have the 238th Interchange which will be designed as a diamond interchange-standard, just straight off and back on, no loops like you've got today. Basically, this design shown here for 207th is what you've got today for 238th. And the future will just be a standard diamond interchange. That gets us also up and over the railroad here so we won't have the railroad crossing problems that you've got now, and the backups going back onto the freeway and things like that. So, that covers basically that. Sandy Boulevard--the exit there now that you go in to the back of Kreuger's, that won't be there anymore. That doesn't fit with the 238th Ave. Interchange here; it

doesn't meet the modern standards. Back in the fifties when we built this that was o.k. to have that much distance between ramps, but with the speeds the cars go now and the safety we try build into the freeway, it doesn't allow this ramp to be here or this one here now that goes off, oh, to the Humane Society and into Troutdale there. That one won't be there either. Further east we basically don't do too much at the Troutdale Interchange except for to provide a little more channelization or striping here to try to prevent wrong way entry onto the off ramps. There's very little change at the Troutdale area. We need to build new bridges over 201st and a new bridge for the railroad over us east of 238th and a new bridge over 223rd, and I believe that basically covers the project. If you have any further questions about the design, our staff at the back can help you just fine I would think. And I'll turn it back over to Don.

DON ADAMS: Thanks, Dave. Jeanette Kloos will give a brief summary of the major points covered in the Draft Environmental Impact Statement. Jeanette.

JEANETTE KLOOS: Thank You. The three major impacts that are discussed in the Environmental Impact Statement are wetlands impacts, noise, and the right-of-way impacts. The wetland impacts, there are six different wetland areas that are impacted. Most of these are seasonally flooded areas, and the total amount of wetland area that is expected to be filled is approximately an acre and a half. We expect to be able to mitigate this wetland impact by creating an acre and a half of wetland from the upland area. This area is between I-84 and the railroad south of the end of Marine Drive and is shown on the chart here to my right. The noise impact, currently there are thirty residences and one motel that are above the design noise levels that are the Federal Standard for noise impacts. With the no build alternative, there would

be sixty residences and one motel impacted by noise. With the build alternative, this number of residences is expected to decrease to forty-eight residences. The main reason for the decrease in the impacts is that twenty-seven residences and the motel are displaced by the project. We still believe that forty-eight residences are a lot to have impacted by noise, and we have investigated inclusion of noise walls in the project to lessen this noise impact. Three noise walls are proposed to be constructed. The first wall would protect twelve mobile homes in the Cherry Blossom Mobile Home Park; the second wall would protect nine mobile homes in the Quail Hollow Mobile Home Park; and the third wall would protect eleven homes in the Wood Village Mobile Home Park. The remaining residences, which are shown in pink on the map on the back of the wall, are still impacted by noise. All except for two of these residences are south of I-84 and south of the railroad.

The right-of-way impacts for the project are shown in black on the map in the rear. There are twenty-seven residences that would be displaced. The major location for these residential displacements is the Quail Hollow Mobile Home Park where seventeen mobile homes would be displaced. Three mobile homes would be displaced in the Cherry Blossom Mobile Home Park to connect the inner roadways in that mobile home park. And there would be three single-family residences at 207th, one of which would not be taken if we chose the folded diamond option rather than the standard diamond option. And the remainder of the homes are near 223rd and Sandy. There are also seven businesses that we believe would be displaced by this project. Most of them are at the 238th Avenue Interchange area. That includes three gas stations, the Carl Diebold Lumber Company, and the Shilo Inn. The additional two businesses are at 223rd and Sandy and include the Fix Body and Paint and the Mini-Storage. In additional design work that we

have continued to do since the environmental document was completed, we believe that the Fix Body and Paint and two less mobile homes may be required than were included in the document. I will also go the back of the room to answer questions that you have about the environmental document.

DON ADAMS: Thanks, Jeanette. She used a term that I think maybe I should explain. She said the diamond interchange and the folded diamond interchange. That drawing on the far side over there is the folded diamond interchange. Roger, would you like to fill us in on the right-of-way acquisition process?

ROGER HANSEN: Sure. The hearing being held today is to afford interested people the opportunity to express their views regarding the proposed improvements to Columbia River Highway (Interstate 84) from 181st Avenue to Sandy River. The right-of-way needed to be acquired for the construction of this project will require the displacement of occupants from twenty-seven residential units and seven businesses. Two leaflets, "Acquiring Land for Highways" and "Moving Because of the Highway," are available today. We have a supply up here on the front table and there's also some out in the hallway there. The first explains how the state obtains land for public projects, and the second explains the relocation benefits provided for occupants who must move. If part of your property would be required for this project or if you would have to relocate because of it, please take a copy of the leaflets and read them carefully. Please note that those who move from affected properties before an offer to purchase is made are not eligible for relocation benefits. Adequate time will be allowed for displaced persons to relocate from their homes and businesses. No residents will be required to move until comparable replacement housing has been made available to them, and no owner occupants will be required to move

until they have been paid for their property. The state is required to and will comply with all State and Federal laws in its dealing with owners and occupants of property needed for public purposes. If you have any questions about the right-of-way program, please feel free to contact me at the close of the hearing, or to contact me at our region office. My name is Roger Hansen; our office is located at 5821 Northeast Glisan, and my phone number is 238-8215. Thank you.

DON ADAMS: Thank you, Roger. Is the mailing address posted up on a wall that I can't see?

ROGER HANSEN: No, it's not.

DON ADAMS: O.k. If anyone thinks they might want to mail comments to me, if you'd write my address down, I'll give it to you now. It's Donald R. Adams--I still see people writing my name, so I'm waiting. The address is nine-thousand and two, 9002, Southeast McLoughlin Boulevard, Milwaukie, 97222. If you have questions about right-of-way, I think you can ask Roger a little bit later or you can write a letter to me if you forget what Roger's address is, and I'll see that Roger gets the mail. Before I open the public testimony portion of this hearing, I'd like to express the Department's thanks to the Citizen's Advisory Committee in the long time and effort that they've put into the process in helping us try to devise a project that would fit best into the neighborhood. The Oregon Action Plan calls for that kind of activity. I think it's an excellent activity; it requires quite a bit of citizens' time commitment, and I really appreciate that effort. If you wish to make a statement now and did not get one of these cards, please raise your hand and we'll have one delivered to you. If you decide later to testify--Jeanette, could you get this lady a card?--if you decide later to testify, raise your hand again and we'll try to get the card to you at that time. The reason I'm using the cards--they're

numbered and I'm taking them in serial numbers, so the first that was here will be the first person that we will hear in testimony. As you come forward--good thing you put that in there--as you come forward, if you'd please give your name and address for the record so we have it on tape. The first card is this person right here, B.J. Claflin. Would you, if you go up to the microphone we can pick you up on the tape recorder.

NAOMI CLAFLIN:                    Alright. I'm not used to this, so I don't know how good I'm going to do, but I am very, very unhappy. My property is being completely ruined. I have two acres off 205th off Northeast Sandy Boulevard, and from what I can see, we're not getting a sound barrier, but you're moving the freeway within about fifty feet of our property line, which will impact our trees. We've lived there for twenty-six years; my husband is not in good health; I'm not too sure I am either after all of this mess, but needless for me to say, it's very upsetting to know that you worked all your life for a home, and now it's being really messed up. We could go out there with a bull-dozer and bull-doze the whole thing up and not make any worse a mess out of it than the State is going to do. And I don't believe that it should be allowed to be done to one individual, and you're using our place for a complete dumping station. And that is my personal opinion. Because we're one person. And I really do not think that it's fair. You'll ruin our trees and not give us a sound barrier? Yet Quail Hollow and Cherry Blossom--and I'm very glad that you're doing it for these people because I feel they need it too--but my house is going to be just as close as their's.

DON ADAMS:                        Normally . . . are you done? I don't want to interrupt.

NAOMI CLAFLIN:                    I'm probably pretty much finished, unless I write

more, and I'll do my share. I guarantee you that.

DON ADAMS: I would suggest, if you haven't already talked to Jeanette, that you talk to Jeanette Kloos.

NAOMI CLAFLIN: I have talked to her several times. I wrote a letter to the State, and I also understand tonight that the freeway will be elevated coming along our place, which will put us down below the freeway, which does not do very much for resale value. By the time you put a cul-de-sac in the front, that ruins the front acre. A bike path on the back, that ruins the back acre. Now how would you like to even try to sell a piece of property like that?

DON ADAMS: I'm not sure whether I would or not.

NAOMI CLAFLIN: Would you like to buy one?

DON ADAMS: Possibly.

NAOMI CLAFLIN: Possibly. Well that don't fill in very much, does it? I know that you're not one person who can do anything about it--I realize that. But I wonder if any of you would like to be on the receiving end of the stick. I don't like it.

DON ADAMS: I don't think I would.

NAOMI CLAFLIN: I don't think you would either. Thank you very much.

DON ADAMS: Yes, ma'am. My next card is Rodney Mynatt.

RODNEY MYNATT: Rodney Mynatt. I live at 35 3rd Street in Fairview. And I don't think I have anything to complain about like a lot of these other people, but I just wanted to put my two cents in and say I would like it if the State or the Federal government would be a little more flexible, but my main issue is the noise. Put up some walls for people and it is going to affect a lot of people like she was saying. There's more than her I'm sure.

But I would like it if they could . . . I've seen a lot of freeways; I've seen them over in Washington; they got long walls; they got deep embedded freeways, and they got, if not a wall, a big mound of dirt and a lot of trees to help bound it out, and that's my main contribution, or comment if you will.

DON ADAMS: Thank you. I may comment a little later, but I'd like to go ahead with the hearing. Mel Campbell.

MEL CAMPBELL: I'm Mel Campbell, co-owner and manager of Quail Hollow Mobile Home Community. We have an awful lot of real nice people in Quail Hollow that are my age, almost seventy, lived there for ten or fifteen years, and the impact on these people alone is horrendous. Say nothing about the impact on our income and the impact on our investments. I've recommended to two or three of you people that you redraw this plan and move this freeway over near the railroad track, make a sharper turn and miss our community completely, that would be the number one choice that would be real easy to do. Number two, I think you should take a look at a twenty-year plan instead of a six-year plan. This whole interchange dumps off of the freeway into two lakes, which is ridiculous. Should dump off up by the dog track and go across the Marine Drive so you can eventually build another bridge across the Columbia. Now, you know I got another mobile home park over on Highway 212. They just opened that a few years ago. It wasn't six months until that was obsolete. Now it's the most busy and deadliest stretch of road in the State of Oregon. So, years ago, you build the freeway from Eugene up here and it wasn't six years before you tore all the overpasses down and extended them. That's a waste of taxpayers' money. So let's back off and take a twenty-year look at this thing and all of us old people. I'm about to have a heart attack up here right now.

DON ADAMS: Thank you, Mel. Tom Parsons.

TOM PARSONS: I'm Tom Parsons from Quail Hollow Mobile Home Park. Some of our residents are here tonight along with Mr. Campbell, the manager/co-owner. I agree with what Mr. Campbell says there. In fact, I've got a little bit more quarrel with this thing than he has. I just moved in to the area; in January I bought one of those mobile homes over there. I'm not saying I wouldn't have moved into the park, but I sure as the devil wouldn't have moved into this unit if I knew this was going to happen. The other thing is we've got some older people, in fact my neighbor Mrs. Lyle, Marge Lyle, lives right across the street from me, she's getting up there in years, and there's a lot of these people that just for one thing, they can't afford to move, and the other thing is they're just too old to move. So I think they should take a little bit longer look at this thing, revise it a little bit like Mr. Campbell says, and see if they can't help some of these older folks out a little bit. Thank you.

DON ADAMS: Thank you. Glen Handy is next.

GLEN HANDY: I'm Glen Handy and I'm the owner of Handy Nursery Company, and this year we're celebrating our fiftieth year in the nursery business in this area. We employ about thirty-five people and have for several years. I don't have any quarrel with the need that's . . . the problem here in east Multnomah County, because you don't have to go out onto the road very much until you can find out quite easily why these people are trying to build more interchanges and more access roads. I do have a little problem with the state Highway Department spending a lot of the taxpayers' money to build six interchanges to get one done. This one down here is number one. Six maps later, it's over here. I don't know how many more the taxpayers are going to pay for before they finally light on one and stay on it. But I suppose that's beside the point because it's only taxpayers' money. However, environmentally speaking,

and the Highway Department talks a lot about environment--environmentally speaking, this first map is much superior to this one over here because one of the main sources of water for this stream that flows down there which is the only one left so far as clean water into Fairview Lake will be impacted by this type of an application for an interchange. This will probably destroy this spring entirely. I've been over this several times and I don't see how it can be salvaged with this type of an application. Furthermore, I find fault with this roadway here because not only does it make the greatest landfill in the lowest portion of the creek where the two streams join together, but it runs down and goes across creek and out in, naturally out into my field, and then makes a slight curve back across this roadway which already exists in order to satisfy some engineer's idea of aesthetics. That's what I was told by the Highway Department. The interchange as was originally designed would have gone in a diamond interchange and would have gone off to the east and avoided the lower portion of this creek which runs into Fairview Lake. This field is an open field, and there is one house in it, but I don't think these people that will survive this interchange here are going to like it any better if they are left with a house that they can't live in as opposed to the Highway Department taking it entirely and making a full diamond interchange. Something was said to me that the reason they want to make this curve in the road is to avoid the creek. After slaughtering the creek up here for several hundred feet, we suddenly get down here somewhere and we get cold feet. We'd want to go close to the creek. I don't understand that either. I got a field of dogwoods in here, and when this fill is put in, they will destroy my ability to grow nursery stock in that area because it will be below the qualification level for greenbelt. So, in the process, we'll have to probably sell it or do something with it for commercial



anyone wanting it, and in fact you haven't convinced the county that they should connect up with it; it seems to go to no where, and about the only potential use is some unspecified, future businesses maybe on Sandy, maybe Boeing is going to expand or something since they've contaminated the well-water and other things along there, it's only destined for commercial use. But I just think that considering the impact on the water that's already talked about by Mr. Handy, and the impact on what I think is a stable and caring community and neighborhood, albeit they may be able to put wheels under their homes and move them somewhere else, it's still destroying a neighborhood. I think that you should eliminate the 207th Avenue access altogether. I don't think the case has been proven; it hasn't been proven by the statistics on traffic level or it certainly hasn't gained significant support by the county. Certainly you need to have maybe some better access at 238th, I'm not going to speak to those--those aren't areas that I know a great deal about--but I can certainly testify to the personal impact this is having on me and my family and the residents of Quail Hollow.

DON ADAMS: Thank you. Dave may not have covered it adequately, but there is partial interchange, Sandy Boulevard, today that will be closed and will be replaced by this interchange. This interchange will also add the rest of the directions so that you can access 207th from any direction that you choose. The county has supported the project and are moving ahead to advance the extension of 207th to the south. They're just not as far along as we are. Roy Porter.

ROY PORTER: Good evening. I'm Roy Porter, president of the Transit Riders Association. As you might expect, I have a little bias as I come to this meeting. I think that we need to challenge the conventional wisdom a little bit and realize that we want to move people here, not automobiles. Now I want you to look back, and I think we're just going to make a bad matter worse just



commercial traffic--this is an Oregon Access project as I understand. Is that correct?

DON ADAMS: That's correct.

ROY PORTER: So the argument is often made, well we have to make provisions for the commercial traffic. I have checked with the Highway Department, and they point out that at no time does the truck traffic ever exceed ten percent, and especially during the rush hour, no more than two and a half percent at certain heavily measured intersections. Of the total traffic flow, no more than ten percent ever is truck traffic. I think we've got roads wide enough right now we can move the truck traffic, and we should also consider rail traffic. We can put trucks on rail cars, move them much more efficiently than the situation that we're dealing with now. So, I hope you will reexamine this whole thing and decide against the whole project and talk to your legislators in this area, the city commissioners, the county commissioners, and the other governmental officials that will ultimately make the decisions that will either kill or prevent this project to operate. And do remember that the so-called Mount Hood Freeway that only went to 96th Street, didn't go to Mount Hood at all, was stopped by citizens like you bringing lawsuits. It was not stopped by Governor Neil Goldschmidt, though he seems to get a lot of credit or blame depending on who you talk to. It was citizens like you that sued and brought that to a halt, and that's probably the way this will be stopped. Thank you very much.

DON ADAMS: Thank you Mr. Porter. Don Chalmers.

DON CHALMERS: Sir, my comments were basically covered by other speakers.

DON ADAMS: Alright, thank you. Ann Springer.

ANN SPRINGER: As my card said, I'll leave a written letter for testimony.

DON ADAMS: O.K. Morris Rimes.

MORRIS RIMES: Good evening. My name is Morris Rimes. I live at 2500 Northeast 201st Street, space 40. That's Cherry Blossom Mobile Home Park. What they're doing to Cherry Blossom Mobile Home, they're taking out three homes, that's fine, but they're also taking away a county access road that goes from 201st all the way over to 205th. This I disagree with. I'd like to see a county access road put back in there that gives us freedom to travel to and from our homes without traveling in and out of the mobile home park. We have children in there. I run a carting business; I cart materials on my truck; I have a pick-up truck. It also allows me a parking space since the mobile home court according to our contracts only allows two vehicles in there. My girlfriend's a deputy sheriff, and she has to have a vehicle. She got one because of a death in the family. That gives her two. I have mine. Now I've been threatened three times to have mine towed away. I won't have it towed away. Secondly, looking at your map right here, I see a lot of potential hazard in this 207th Street Interchange. You have a watershed area here that comes in which feeds your lakes and your water supplies. I put nine years on the road driving tractor and trailer. I've seen too many potential accidents and accidents at intersections built like this. Hazardous chemicals, radioactive materials, petroleum products that sink directly into the ground can get right directly into the water system. By moving your intersection over to 205th, you eliminate that problem, or at least slow it down where you can actually work on it before you get too much damage done to the environment.

DON ADAMS: Did I hear you correctly? You're suggesting to

move this over to 205th--the interchange?

MORRIS RIMES: Yes, sir. Move it from 207th to 205th, you eliminate moving the number of homes you are now. You'll move some but not as many. And by putting in the access road back up to 205th, you only eliminate one more home out of Cherry Blossom. You're already putting in sections of the road as it is.

DON ADAMS: I think if we move the interchange to 205th, we'd pretty much wipe out Cherry Blossom Mobile Park.

MORRIS RIMES: Not really. Not the way it's designed right there. Not with your folded diamond.

DON ADAMS: I'm sorry. I'm looking at 201st.

MORRIS RIMES: It would also eliminate problems that the lady, our first speaker this evening . . . it would take her property but she would be compensated for it. It wouldn't just let her sit there and get no compensation and no noise barrier.

DON ADAMS: O.k. Thank you. Arthur Fix.

ARTHUR FIX: My name is Arthur Fix, and I live on 205th, and the last speaker certainly didn't thrill me. I'd like to stand in opposition to a 207th interchange for many of the same reasons that have already been proposed here. There are twenty-seven blocks from the 181st Interchange and thirty-seven blocks to the 238th Interchange. Yet going the opposite direction, there are eighty blocks before any access or egress from the freeway. The impetus, as I understand, for the 207th ramp is not really as far-fetched as it seems to be: apparently it is Gresham and not anyone around here who is interested in having a 207th Interchange so that they can get the people from Gresham onto the freeway. Of course that's fine because nobody in Gresham is

impacted by this thing, so no wonder they're for it. Anyway, the main thing is I object to having a 207th Interchange at all, and I think it ought to be eliminated.

DON ADAMS: Thank you. D. Backus.

DELORES BACKUS: My name is Delores Backus, and I live at 22404 Northeast Sandy. First of all, I'd like to ask, how long have these hearings been going on?

DON ADAMS: This is the formal hearing. Now the Citizen's Advisory Committee and all started when, Dave? Can you answer that?

DAVE SIMPSON: May '86, late '86.

DON ADAMS: O.k. May '86, late '86.

DELORES BACKUS: O.k. So we're three years into this at least. Three years ago then, when we first read about what the intentions were, we attended the hearing. We've attended all the hearings since that we've known about. Our property is to be one of those that will be acquired for the widening. We live just to the east of 223rd, obviously, by our address. We're currently only about forty feet from the freeway. In the thirty years that we've lived there--I don't know where this gentleman takes his statistics and what he was looking at--but, all you need to do is come to my house to find out if ten percent of the traffic is trucks. I'll tell you, it's not. That hasn't made any difference to us. We enjoy our home, we have a lot of privacy, we have two and a quarter acres, we raised our children there, and we had intended to stay there, and we were in the process of remodeling when all of this first came into being, or at least when you first started discussing it. Obviously after talking to some of the engineers, that changed our plans dramatically. We were told not to remodel, that we would not regain the money that we would be putting into our

home, to keep our house in good repair but not to do anything else. We went on for quite some time and did not hear anything further, so I took the opportunity to write to someone, and I'm sorry I did not look that name up prior to coming tonight. The letter that I received back was that the acquisitions were to start in the spring of 1990, which would be this coming spring. My husband and I had made our plans, not that we were really wanting to move, but it's like anything else: when you know something is going to happen eventually, you start looking at different lifestyles and changes in your plans. I attended the meeting that you had just prior to this, and all of the sudden I find that you're talking 1991. I'm getting a little bit sick and tired of people playing around with my life. I'd like to get on with it. Just like anybody else that's alive today, you're not getting any younger. We would like to know what we're going to be doing. If you're going to build, fine, let us know. Don't change your dates again. If you're not going to build, wonderful, we'd love to stay where we are. Just don't keep playing around with our lives. We're getting a little tired of it. I don't think that the people that live in Quail Hollow have realized what's been going on all these years. We've been living with this for a great number of years already, and it's not a very fun place to be. I'm sure that no one that's in this situation would envy us. Even if we wanted to sell, which we don't, we couldn't sell our property at this point. So we're caught in between a "catch-22," and I would implore you, make your plans, make them immediately, and stick with them. Thank you.

DON ADAMS: Thank you. Bob Leipper. (no response). I have gone through all the cards. Is there anyone else who would like to say something?

MRS. CLAFLIN: I do have one addition that I want to put on to this,

too. There is a five hundred-gallon per minute spring, supposedly on our property, which is not on our property. We do not have a spring on our property. The spring's to the south of the freeway, and it flows through our property. Not only that, I also want to add that when you bring 207th up from Sandy Boulevard, we're going to get the blunt of the whole thing when those trucks go to revving up and coming around the curve, they're going to be revving up to where we're going to get most of the pollution. At least the greater benefit of it, which does not make us too happy either. And I thank Mr. Handy for bringing the fact that you will be destroying the water in that section--I thank him for bringing that up. Thank you.

DON ADAMS: We're aware of the wells and concerned about trying to maintain the water flow of those wells. If that ends the testimony, then this hearing will stand adjourned. Remember that written testimony will still be received until November 8, post-marked November 8 would be fine. We will prepare a hearing study report that will try to evaluate the testimony that we have received. Then it will recommend to administrative staff, myself, and the State Highway Engineer whether or not to advance the project. We will get concurrence in that decision from the local governments, the four cities involved and the county. We have to have their concurrence to modify any of their roads. So we will get their concurrence. And we will receive some concurrence, not official, but some concurrence from the Federal Highway Administration. Their final approval will be at the time we prepare the final environmental impact statement which is the document that would follow the hearing study report. You understand the relationship: the State Highway is not directed by law to prepare environmental impact statements; the Federal Highway Administration is directed by law to have environmental impact statements prepared. We prepare the document

for the Federal Highway Administration. It is prepared for them, so they have to sign off on it eventually.

CARD COMMENTS:

ROBERT AND JOAN ANDREWS: What's the projected Hwy. flow in 207? Our concerns:

1. Devaluation of property for residences on 207.
2. Adequate access to property on 207.
3. No sidewalk on east side of on/off ramp useable for residents on 207.
4. Right-of-way compensation for the taking of Easement Road to property on 207.
5. Noise impact to property on 207.
6. Need particulars on access from on/off ramp to residents of 207

B.J. CLAFLIN: Discriminated against because of single home owner. More noise impacted than anyone. No spring on property--across freeway to south. Removing all resale value of property. More important to have a bike path than a sound barrier.

MR. AND MRS. JOHN KOSSLER: We will be next to the wall and are very concerned over the Noise Impact. Hopefully our home will be displaced also in view of future noise.

LLOYD G.A. LAMOTHE: I believe several homes could be saved in the Quail Hollow if the interchange as designed was moved to 205th Ave. and Sta. 631. If nothing else, the number of homes affected would be less. Therefore a dollar savings to the Dept. of Trans.

RODNEY MYNATT: I propose the construction of a sound (noise) reduction wall along the Fairview community to help with that problem. It is presently compounded by the presence of the Union Pacific Railroad and needs immediate implementation. Now is the time.

DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION  
PUBLIC HEARING TRANSCRIPT

181st Intch. - Sandy River Section  
(207th Avenue and Interchange)  
Columbia River Highway  
Multnomah County

September 11, 1990  
7:30 p.m.  
North Gresham Grade School  
Gresham, Oregon

DON ADAMS: Good evening ladies and gentlemen. Thank you for coming out tonight. This is a formal public hearing being held in conformance with federal statutes and regulations and the Oregon Action Plan to consider a part of the proposed transportation improvements for the I-84 freeway between the 181st Avenue interchange and Sandy River; specifically, the 207th Avenue interchange and 207th Avenue, a new arterial from Sandy Boulevard to Halsey Street.

My name is Don Adams. I'm a region engineer for the Oregon Department of Transportation and my office is in Milwaukie. I'll chair the meeting tonight. Assisting me will be Dave Simpson, the project coordinator on my far left, Jeanette Kloos, an environmentalist on my right, and Roger Hansen, right-of-way supervisor on my close left. There are several members of our design staff. I see that they've all clustered themselves over by the maps, so they are easily identified tonight.

The purpose of the hearing - Last October, on the 24th, O.D.O.T. held a hearing for improving and widening I-84 Freeway from 181st to the Sandy River. At that time, the routing of

207th Avenue between I-84 and Halsey was not identified. We have made some modifications to the 207th Avenue interchange since last October, primarily in response to comments we heard at that public hearing. The purpose of this evening's hearing is to receive your testimony on the new 207th Avenue interchange and the arterial, which are documented in the Supplemental Draft Environmental Impact Statement - the yellow booklet that was handed out tonight.

I want to emphasize that this is your meeting and we will give a brief description of the project, brief explanation of right-of-way acquisition procedures, and after the presentations, we will then ask for your comments in the form of formal testimony.

All testimony, written or oral, will be given the same weight. All testimony received will become part of the hearing study report. This report will combine the testimony received at our October, 1989 hearing, and the testimony received tonight on the new 207th Avenue arterial and its interchange, to formulate the Department's recommendation on the selected build or no-build alternative. No commitment or decision has been made by the Oregon Department of Transportation on the proposed design being presented at this hearing.

If you have any questions about the projects, we have the maps that you've been looking at on the side of the room and the staff is available for any questions. I would prefer not to answer questions during the formal hearing portion of the meeting unless it is to clarify your comments. The hearing will proceed more smoothly if we just hear your testimony and you ask questions of

the staff in the back of the room. We are here tonight to be sure that we receive all of the testimony that you want to give.

As you entered tonight, you received a copy of the display map, I hope - one of these - and a hearing attendance card - one of these white cards. If you wish to give oral testimony, please fill out one of the cards and hold it up and we'll pick it up. These will be my source for calling you forward to testify. If you do not plan to testify tonight, please fill out a card anyway so we have a record of your attendance. Include any comments you wish on the back of the card and turn it in to one of the staff and it will satisfy as testimony at this hearing.

The Supplemental Draft Environmental Impact Statement describing the positive and negative impacts of the proposed improvements is available for public review at the Rockwood Branch of the Multnomah County Library. Several copies are also available tonight at the entrance. Jeanette Kloos, who authored the document, will provide an overview later in the program.

At this time, I would like to ask Dave Simpson to briefly describe the proposed design. Dave.

DAVE SIMPSON:                   Okay, real fast I want to cover the 181st to Sandy River part of the project, which is shown on the map over there on the wall. That project is to basically modernize this piece of freeway to the modern standards and provide increased capacity for the increased traffic that we are expecting over the next twenty years. We plan to widen the freeway to six lanes and reconstruct the 238th Avenue interchange, the Wood Village

interchange, provide a slight improvement at Troutdale to increase the clearance underneath the structures that are on the freeway itself, and we'll also be planning to remove the partial interchange that exists right now with Sandy Boulevard in the Fairview area. There's a ramp to and from the east right now and, partially as a replacement for that removal, we are proposing to construct a 207th Avenue interchange. The primary reason for constructing this interchange is that both 181st and 238th Avenues are expected to experience severe increased congestion as the volumes of traffic increase due to the expected growth in the area over the next few years. The County is looking at probably having both of their arterials that feed into the freeway in this area cease to function as traffic increases. So, we've worked up with the County this plan to add another interchange in between 181st and 238th and to provide an arterial, 207th Avenue, which will help relieve both of those other arterials from being the only two feeders in the area to the freeway. If 181st and 238th, themselves, end up backing up, eventually it would back up onto the freeway, so it provides some relief for our system, too, if we do provide this. It is basically a problem with the arterial streets system and the need for an additional connection to the freeway.

The 207th interchange, as proposed, is configured, as Wood Village interchange is right now, with the basic on and off-ramp eastbound and then the off-ramp westbound will come out here. The on-ramp westbound will be a loop, so northbound traffic on 207th will just be able to free flow and go around the loop and come back

on here - that's where the heavy traffic move is expected to be. There will be a signal at the south end here where the ramps are; probably sometime in the future there will need to be a signal on the north side of the interchange.

207th Avenue will be a County road, five-lane arterial, with bike lanes and sidewalks on both sides. The part that's currently identified is from Sandy to Halsey -- the County is also now working to identify the rest of the alignment which would go south of Halsey and connect somewhere in the area of 223rd and Glisan and eventually then tie into 223rd, which the County has just improved from Glisan south. This would provide a connection from Sandy all the way down to Eastman Parkway once everything would be completed.

The alignment of 207th, basically, goes due south from Sandy Boulevard to hit the interchange here and then as you go south from the interchange from I-84 down to Halsey, it will go southeasterly to avoid cutting directly in half the neighborhood which is along Wistful Vista. We will be hitting one house along Wistful Vista here, the furthest east, and will be pulling up as close as we can to the existing PGE power line corridor, which runs north and south through there. As you get to Halsey, we are right up against the edge of that PGE corridor and we hit one more house here at Halsey Street.

Basically, that will cover the proposal that is being considered tonight - the 207th interchange and its arterial connection at least to Halsey. With that I will go ahead and give the floor back to Don. I'll be available with the rest of the

staff to answer questions.

DON ADAMS: I would like to have Jeanette Kloos briefly summarize the major points that she has made in the Supplemental Draft Environmental Impact Statement.

JEANETTE KLOOS: Thank you Don. The three main areas of environmental impact identified in the Supplemental Draft Environmental Impact Statement were wetland impacts, noise impacts, and right-of-way.

The wetland impacts include a point seven - 0.7 - of an acre impact on existing wetland areas. This wetland area includes three unnamed tributaries of Osborn Creek that emerge from springs and Osborn Creek that eventually drains into Fairview Lake. Some of the impacts include culverting of the streams underneath the widened freeway.

The proposed mitigation shown on the maps is an area that has existing ponds and the mitigation proposed was to increase that area to provide a marsh and pool complex. The use of this area would require the purchase of property and we had information that the people owning that property were willing to sell.

At least as much wetland needs to be created as would be impacted by the project. The area would need to be monitored for five years to make sure that the wetland actually is a success.

The noise impacts included four homes on the south side of I-84 near 201st and noise impacts were also in both the Cherry Blossom and Quail Hollow Mobile Home Parks. The impacts at Cherry Blossom and Quail Hollow Mobile Home Parks would be mitigated by

proposed walls so that there would be no more mobile homes in the noise impacted category. If the home proposed in the wetland mitigation site were not acquired, it would be impacted by noise.

For right-of-way, we have ten mobile homes, total, and four single family residences. This would be increased by one if the wetland mitigation site were chosen, as proposed, for a total of five single family residences.

The impacts on Quail Hollow have decreased from 17 to 9 by the changes in the main line of I-84 and the changes in the interchange since the hearing last year.

Roger Hansen will describe the right-of-way acquisition procedures and I will pass it over to Roger.

ROGER HANSEN: The hearing being held today is to afford interested people the opportunity to express their views regarding the proposed improvements to the Columbia River Highway from 181st Avenue to Sandy River. The right-of-way needed to be acquired for the construction of this portion of the project will require the displacement of occupants from eighteen residential units and one business. This represents a substantial reduction in the number of residential displacements and was a result of design changes based upon information and testimony gathered at the previous public hearing.

Two leaflets, one entitled Acquiring Land for Highways and Moving Because of the Highway, which are the pink and blue brochures out on the table, are available today. The first explains how the State obtains land for public projects and the

second explains the relocation benefits provided for occupants who must move. If part of your property would be required for this project, or if you have to relocate because of it, please help yourself to a copy of these leaflets and read them carefully. Please note that those who move from affected properties, before an offer to purchase is made, are not eligible for relocation benefits. So, if you move before we contact you to make arrangements to purchase your property, you would not be eligible for relocation benefits described in the brochures.

Adequate time will be allowed for displaced persons to relocate from their homes or businesses. No resident will be required to move until comparable replacement housing has been made available to them, and no owner-occupants will be required to move until they have been paid for their property.

The State is required to, and will comply with, all State and Federal laws in its dealings with owners and occupants of properties needed for public purposes. If you have any questions about the right-of-way program, you can contact me or Rodger Jarmer, the grey-haired gentleman sitting over there by the table, at the close of the hearing, or you can contact us at our right-of-way office, which is located at 5821 NE Glisan Street in Portland. Our phone number is 238-8215. Thank you.

DON ADAMS: Thank you Roger and Jeanette. We are now ready to hear your comments on the project and we'll accept testimony in three ways: You may come forward to give your oral testimony at the microphone in front of me; you may turn in written testimony this evening or mail it in within fifteen days following the hearing, which will be September 26th, to the address posted up here to my left on the chalkboard; you can write your comments also on the back of the card that you received as you entered tonight and turn the card in to one of the staff members that are here tonight.

Now I noticed that there are a few people that came in a little late, and if you would like to testify, we need to get you to sign up on one of these cards. Dave, can you pick up some cards over here and pass them out to those who would like to testify.

If you decide to testify right now, please raise your hand and Dave will pass out one of these cards to you. When I finish going through the cards that I have, I will give an opportunity to anyone else who would like to speak.

As you come forward to the microphone to testify, please state your name and address for the record. I only have three people that have indicated they wanted to testify. My first card is Mr. Ted Bell.

TED BELL: My name is Ted Bell and I'm the manager of Quail Hollow Mobile Home Park.

DON ADAMS: Hang on a second. Can you pick him up? Could you sit down at the mike? Thank you very much.

TED BELL: My name is Ted Bell and I'm the manager of Quail Hollow Mobile Home Park at 21100 NE Sandy Boulevard in Troutdale. We would like to know if you can get authorization now to look into the possibility of acquiring the land next to Quail Hollow so that the families that will be losing their home sites can remain in the park where they want to be. This parcel is for sale and it seems to us that it would be to everyone's advantage to start negotiations now and when it comes time, it would be set and ready. Thank you.

DON ADAMS: Thank you very much. We understand your interest and we'll certainly take that into account as we move forward with the project. I'm not sure how quickly we can go forward with that idea of yours. Ed Lyle.

ED LYLE: My name is Ed Lyle. I live in downtown Portland. My mother is a resident of Quail Hollow, and I spoke here at the meeting last year. I'm quite appreciative of the fact that you have redesigned the program, at least to save her residence. However, it has blighted and destroyed personal friends of hers who live right across the street, and has presented a twelve-foot high wall within about fifty feet of her house, and probably presented her, also, with innumerable nights of rumbling and thundering at decibel rates which you admit are only going to be mitigated minimally by this wall. As I understand your statement, you say that it is from 77 to 74 without the wall, and it will go down to 62 to 65 with the wall. I don't know if you've stood next to a 65 decibel noise - it's not something that one really likes to

do and I don't think that the quality of life, at least at her house, is going to be enhanced by this project at all.

At least it is saved, however. But for what? And is this the right project is my question? I tried to address that at the last meeting, and just before the meeting tonight, we drove up to Halsey and I noticed that there was one of your cars also sitting up at 212th, or 207th, or 205th where this proposed road is going to be - It just deadends at Halsey. It doesn't connect with the bulk of the population in the Gresham area. It really, apparently, has little value and other than perhaps allowing you to inflate your request to the Federal Department of Transportation so that maybe you could eliminate it at a future date, it really is not serving this neighborhood well. I drove out on the freeway this evening, and from 122nd and to 181st, there were no exits. That's a total of fifty-nine blocks and, currently, if you were to eliminate the one in the vicinity of where this proposed one would be, from 181st to 238th is fifty-seven blocks. I don't really see that if you have a very densely populated area that has fifty-seven, fifty-nine blocks between entrances and exists, why you need one in a much more rural setting that's twice as accessible.

There have been no major development plans for the area. The projections that you have on traffic flow, while they may be appropriate and even accurate, I don't think are going to overload the newly developed 181st ramp or the 238th ramp. It seems like this is really the wrong project and that we've all been sort of fooled into presenting our testimony here because it would be so

easy for you to not put the project in at all. Unless there's some movers and shakers out in the audience - some Gresham City Council people or Mayors or County Commissioners that really see this as a pet project, I don't know what the State of Oregon is doing with this at all right now. It seems like entirely the wrong project and it's certainly sending the wrong message to potential people who would be living or working in the City of Portland.

Right now I know there's a number of people who live in East County that commute to Beaverton because they don't like the headaches living out towards Hillsboro. I think that at least we can let Washington County go. If it wants to develop, let it. But I'll be damned if I'm going to sit back as a resident of Portland or East County and watch the foothills of Mount Hood go. I think that it's very important that we send a message that we are not going to just allow willy-nilly development by anticipating something which is not clear and evident. I think that this project does not belong on our agenda at all. It can easily be dispensed with and that the flow of traffic for the next twenty or thirty years can quite adequately be taken care of with the two proposed interchanges and the existing one.

APPLAUSE

DON ADAMS: Thank you, Mr. Lyle. Marjorie Lyle?

MARJORIE LYLE: I'll pass. I think my son ...

DON ADAMS: Okay. I have other cards, but they did not indicate that they wish to comment, testify, so are there any cards that have not been picked up? Raise your hand, Dave will

pick them up. Okay. Would anyone else like to make a comment at this time? Come forward please. Please state your name.

ARTHUR FIX: Arthur Fix, 2240 NE 205th Street. And I would just like to say the same thing I mentioned last time we had this meeting, that I really would like to know what kind of opposition the residents at 148th and 162nd put forth to stop an interchange at those areas so that we can marshall the same force here. Sounds like from the number of claps here that everybody here feels the same way. We would really not like to see a 207th interchange at all and I feel that it's inappropriate.

DON ADAMS: Thank you. I don't think there was any opposition at those other two locations that was mustered that I could help you with. I can't advise you what they did because they didn't do anything. This one's a proposal - there was never a proposal at those two locations for an interchange.

ARTHUR FIX: I have the wrong one - it was at 122nd.

UNIDENTIFIED WOMAN: Between 122nd and 121st. There was once ... they did try to put through an arterial through there, which was opposed.

DON ADAMS: Okay, I don't know about that then. I don't know what they did then. I can't help you. There was someone else behind ...

UNIDENTIFIED WOMAN: I would like to make a comment ...

DON ADAMS: Would you come forward so that we can get it here, please. Thank you.

ANN SPRINGER: I'm Ann Springer from Quail Hollow and there are a number of our neighbors here in support of us. And I do feel that they are not making comments because several of us wrote notes and handed it in as written testimony already. A great number of the support for the nine of us who will be displaced there, which includes us, are asking that you please keep us together, try to get, buy the "pasture property" that's down right next to Quail Hollow and move the nine of us down there together. We have looked at other places, do not find the quality of a mobile home park that we presently are living in, and other places where we could move to. And a great number of us could not even move our homes to another park because their spaces will not accommodate it. Whereas, if you could acquire the property, that could be taken into consideration and there would be room enough for our homes.

And I want to say I appreciate the support - probably about forty - of the people from Quail Hollow who are here.

APPLAUSE

DON ADAMS: Okay, thank you. I have ten letters here, or ten written comments here, that will go in as part of the testimony and that's what I think you were referring to.

ANN SPRINGER: Yes.

DON ADAMS: Anyone else? That was pretty brief! If there is no one else then that wishes to testify, this public hearing will be adjourned. Remember written testimony may still be submitted to my office through September 26th and that's my address up on the board. Now if you would still like to visit a little bit

on this, I'm sure my staff will be around to hear your additional comments or answer any questions you might have.

Thank you very much for coming out. I appreciate this very well attended public hearing. Have a safe trip.

CARD COMMENTS:

Mr. and Mrs. Wesley A. Betts: We believe this is unnecessary as a new interchange will just attract more traffic and is not necessary at this time.

John and Wilma Minick: We want to be moved on the property next door, please.

Helen Rowley: I have presented a written statement to be considered.

Jacquie Rozales: Please scrap the whole project. It doesn't seem worthwhile or cost effective. We want the project discontinued.

Mrs. Wallace N. Evans: I'm concerned regarding the fumes and noise we will be subject to.

Joel Abercrombie:

My only comment is that you try as you may to purchase land next door to Quail Hollow for my neighbors. They would like to stay there and the land is available; please try to keep these people where they would like to stay.

LaRane Grey: Would like to know if sound barrier being installed before construction.

Virginia A. Schroeder: 1 - Air pollution; 2- loss of atmosphere, tree, etc.; 3 - noise; 4 - compensation to loss of resale value of lot facing ramp and home and lot; 5 - loss of good neighbors.

Mr. and Mrs. B.J. Claflix: I will write a letter later when I'm a little more collected than at present. Mrs. Claflix P.S. I've already talked to everyone except Don Adams -

End of hearing



1900 GARDEN ROAD, SUITE 220 • MONTEREY, CA 93940 • (408) 649-0661

October 19, 1989

Oregon Department of Transportation  
9002 S.E. McLoughlin Boulevard  
Milwaukie, OR 97222

RE: I-84 181ST TO SANDY RIVER IMPROVEMENT

Dear Sirs:

Having attended the public informational meeting on October 10 to become more familiar with the referenced project, it is appropriate to articulate our position as owners of Quail Hollow Mobilehome Community and to make that position a part of the public testimony.

We have reviewed the Draft Environmental Impact Statement (DEIS) and the information concerning the proposed folded loop design for the 207th Avenue interchange. Our analysis of the plan for this interchange indicates the potential for significant impact on our investment in a number of areas. This letter will list and briefly discuss each of these.

1. A loss of homesites

The most recent plan (as presented on October 10) shows the loss of fifteen (15) mobilehome sites in the park. The affect on the residents of these homesites is obvious; they will have to move. If there are spaces available in Quail Hollow, we would be glad to have them relocate in the park; if not however, they will have to defray the cost to move elsewhere. At a minimum, they will lose their landscaping and possibly suffer damage to their awnings and storage buildings. We will lose good neighbors, current income and future income stream. At present, one of these homesites is occupied by a home we own and rent to the current resident. This resident will also incur the cost of a move. The loss of this homesite will mean loss of the rental income on the home as well as the revenue from the land. We will not only lose the use of the land and the revenue we derive from it but the land itself. The land is leased by the park under a lease that expires March 13, 2030. The owners are Larry Vernazza, P.O. Box 1398, San Bruno, CA 94066 and Joe Calcagno Jr., 10755 S.E. 92nd Ave., Portland, OR 97266.

2. Noise impact

Twelve (12) structures, eleven (11) of them mobilehomes, will be impacted by noise according to your latest diagram. It has been our policy to reduce our base rental rates by a set dollar amount for negative factors associated with the proximity of homesites to the highway. To be consistent and fair, we will now have to reduce our current base rent on these eleven (11) homesites. Both the value of the homesite and its present and future earning potential will be degraded.

3. Loss of RV storage yard

We currently offer a large storage facility in the southeast corner of the park where, for a fee, our residents can store their recreational vehicles (RV), boats, trailers and other large items in a secure, lighted area. This facility also has sewer access and provides a dumpstation into which those vehicles with bathroom holding tanks can empty upon returning home. Replacing the RV storage area will require replacing this service. This is a convenience for residents and an added source of revenue to us, both of which will be lost by the taking of this property.

4. Loss of access to right of way

In addition to losing the RV storage area, we will also lose the access road currently leading from the existing storage area of the park onto our land along the power line right of way. For this land to be of any use to us, we will have to build an access road of some kind which, under the circumstances, will most likely require the loss of an additional homesite and the revenue associated therewith.

5. Potential loss of additional facility

Under the original plan (diamond interchange), we would stand to lose our woodworking shop (a recreational facility provided for residents) and our laundry room and drying yard. This building is a conventionally-built structure on a poured concrete foundation and is not mobile. The drying yard is a convenience for our residents; however, the laundry is a source of revenue to the park. If this building has to be moved, redesigned or otherwise modified, we will lose that revenue for a period of time, while at the same time, attempting to cover the construction costs associated with whatever changes are required.

The remaining spaces along the new right-of-way line will have to be redesigned and reconstructed to meet code requirements for cul-de-sac streets. There would be a loss of income while this work is underway as well as costs associated with the required construction.

Sincerely,

A handwritten signature in cursive script, appearing to read "Buz Altshuler". The signature is written in dark ink and is positioned above the typed name.

Buz Altshuler  
Regional Property Manager

/cjr

cc: Department of Transportation  
Highway Division  
Transportation Building  
Salem, OR 97310

PAULINE ANDERSON  
Multnomah County Commissioner  
District 1



605 County Courthouse  
Portland, Oregon 97204  
(503) 248-5220

November 7, 1989

Don Adams, Metro Region Engineer  
Oregon Department of Transportation, Highway Division  
902 S.E. McLoughlin Blvd.  
Milwaukie, Oregon 97222

RE: I-84 DEIS (181st to Sandy River)

Dear Mr. Adams,

The East Multnomah County Transportation Committee would like to go on record supporting the proposed improvements to I-84 as identified to DEIS.

Of critical importance to this project and the functioning of the arterial system in East County is the improvement of two interchanges: 207th and 238th.

The traffic study prepared for ODOT in 1987 for the I-84 project indicates that the addition of an interchange at 207th will provide for evenly distributed traffic and better traffic flow on the other interchanges at 181st and 238th. This in turn allows the arterial system to better accommodate the traffic demand from the interstate system.

If 207th is not constructed and/or 238th Avenue not upgraded, the existing and future demand for access to the interstate would not be met. For these reasons, the full 207th interchange with touchdowns at logical termini should be addressed in the Final Environmental Impact Statement.

The improvement to I-84 is vital to the health of East Multnomah County and the region. And the construction and improvement of the interchanges at 207th, 238th and 257th is critical to the success of this important project.

Sincerely,

Pauline Anderson, Chair  
East Multnomah County

25 Oct. 1989

RECEIVED  
OCT 30 1989  
Region 1  
P.P.M. ME  
P.E.S. TAM  
C.S.A. P.S.C.

Non R. Adams -

I attended the public meeting on I 84 freeway changes, last night, Oct. 24 at Reynolds Middle School.

My concern is the fact that my mobile home is not shown on your map. Yet, it most likely will have to be relocated, apparently the map of the homes in Cherry Blossom Mobile Manor was made prior to Aug. 1988. This is when my home was moved in to space. My home is a double wide (28 feet) that replaced a 12 foot wide single home. That one was not shown on your map to be moved.

Could someone inspect or measure to let me know if my home is in position to be relocated if the freeway goes on as planned?

I would also like to voice my agreement with several of the

individuals that spoke last  
night, concerning the doubt  
that the 207<sup>th</sup> interchange  
is really needed or wanted.  
If Sandy continued down  
the northside of the freeway  
to 238<sup>th</sup>. where there is an  
interchange, the new one at  
207<sup>th</sup> could be avoided.

Thank you

Ernest L. Allerg  
2500 NE 20<sup>th</sup> #26  
Troutdale, OR 97060

MY NAME IS TED BELL AND I AM MANAGER OF QUAIL HOLLOW MOBILEHOME COMMUNITY FOR ACTIVE PEOPLE OVER 55, LOCATED AT 21100 N.E. SANDY BLVD. IN FAIRVIEW, OR.

FIRST OF ALL I'D LIKE TO SAY, I SEE NO NEED FOR THIS INTERCHANGE AT ALL.

TO THE NORTH IT EMPTIES INTO A TWO LANE ROAD AND CAN NEVER GO ANY FURTHER, BECAUSE TWO LAKES STAND IN THE WAY OF IT REACHING THE RIVER AND TO THE SOUTH THERE IS TALK OF A STREET, BUT NO ONE HAS SEEN ANY EVIDENTS OF ITS PLANNING IN THE WORKS, AND IF IT DOES GET BUILT-----

#1 IT BY ITSELF WILL UPROOT ANYONE IN ITS WAY, A SUBJECT NO ONE HAS BROUGHT UP AT ALL.

#2 IF THE ROAD (207th) DON'T GET BUILT FOR FIVE YEARS THEN THE INTERCHANGE WILL BE OBSOLETE AND SOME MORE PEOPLE WILL SUFFER.

SO IT SEEMS WE HAVE A HIGHWAY DEPARTMENT FOLLY WITHOUT TOO MUCH LONG RANGE PLANNING.

IF YOU FEEL , AFTER EVERTHING IS SAID AND DONE, THAT YOU MUST BUILD IT, THEN I SAY THIS ABOUT QUAIL HOLLOW AND IT RESIDENTS.

YOU TALK OF RELOCATING THESE PEOPLE WHO HAVE PLANNED TO LIVE THEIR LIFE IN A PLACE AND A SITUATION EQUAL TO THE ONE THEY NOW HAVE, AND I SAY ITS IMPOSSIBLE, YOU CANNOT EQUAL ~~OUR~~ PARK IN THIS AREA, YOU CANNOT MOVE THEIR FRIENDS, THEIR WAY OF LIFE, THEIR LOCATION.

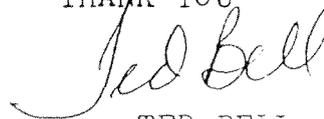
EVEN IF YOU TRIPLE THE VALUE OF WHAT THEY HAVE NOW, YOU COULD NOT BETTER THEIR LIFE THE WAY THEY CHOOSE TO LEAD IT.

SO I BELIEVE THE ONLY VIABLE ALTERNATIVE IS TO BUY A LARGE ENOUGH PIECE OF LAND TO THE WEST OF US. BUILD AN EXTENTION TO THE PARK LARGE ENOUGH TO ACCOMMODATE OUR DISPLACED AND PROFITABLE TO THE OWNERS OF QUAIL HOLLOW.

DON'T CRUSH THE LIFE AND PLANS OF SO MANY CITIZENS , WHO I MIGHT ADD, HAVE BEEN PAYING TAXES LONGER THAN MOST OF YOU HAVE BEEN ALIVE.

THEY DESERVE BETTER"

THANK YOU



TED BELL  
RESIDENT MANGER

# THE GRESHAM OUTLOOK

TO THE EDITOR,

DAVE PINSON'S ARTICLE RE. THE PUBLIC HEARING ON THE I-84 WIDENING PROJECT (WEDNESDAY'S 10/25 OUTLOOK) HIGHLIGHTS A SERIOUS FLAW ASSOCIATED WITH THE WAY THE PROJECT WAS PRESENTED TO THOSE ATTENDING. CONCERNS BROUGHT OUT IN THE PUBLIC DISCUSSION PERIOD MADE IT ABUNDANTLY CLEAR MANY ASPECTS OF THIS PROJECT WERE NOT ADEQUATELY PRESENTED.

WHILE THE SUBJECT OF THE OUTDATED, UNSAFE CONDITION OF THE EXISTING FREEWAY WERE TOUCHED ON AND DETAILS OF INTERCHANGE DESIGN WERE DISCUSSED, MANY IMPORTANT FACTORS WERE NOT PRESENTED.

IN FACT, VERY LITTLE SPECIFIC INFORMATION WAS PRESENTED REGARDING THE PROJECTED VOLUME OF VEHICLES ATTEMPTING TO GAIN ACCESS TO I-84 GENERATED BY THE EVER INCREASING DEVELOPMENT IN EAST MULTNOMAH COUNTY

CERTAINLY THE CONCERNS OF LOCALLY IMPACTED CITIZENS NEED TO BE CAREFULLY ADDRESSED, BUT WHERE WAS THE VOICE REPRESENTING THE VEHICULAR TRAFFIC PROJECTED AT 150%?

MR. ADAMS, REPRESENTING THE OREGON TRANSPORTATION DEPARTMENT, AND HIS STAFF HAVE THESE FIGURES AVAILABLE, WHY WEREN'T THEY PRESENTED?

IN MY OPINION THEY MISSED A GREAT OPPORTUNITY FOR PROVIDING AN ADEQUATE INFORMATIONAL HEARING AND MADE A PRESENTATION FAR SHORT OF WHAT WOULD BE

APPROPRIATE FOR A 57 MILLION DOLLAR EXPENDITURE  
OF PUBLIC FUNDS. IS IT POSSIBLE THAT THIS WAS  
JUST ANOTHER CITIZENS MEETING TO SATISFY FEDERAL  
HIGHWAY FUNDING REQUIREMENTS?

DON CHALMERS

1615 N.E. 201

TRONTDALE, OK

97060

665-2493

Sent to  
Marilyn  
Fairview

RECEIVED  
10/31/89  
RECORDER'S OFFICE  
CITY OF TROUTDALE

RECEIVED NOV 6  
Troutdale Ore  
Oct. 28, 1989

Dear Sir:

RECEIVED

NOV 07 1989

RECORDERS OFFICE  
CITY OF FAIRVIEW

The folded diamond design for the 207th interchange is not in my opinion to impression. In the book it says the cost is the same for construction purposes & you are only eliminating our house along 205th. They are that party. You will ruin my property by enclosing with 207 on the back & the freeway on the south. The freeway will be very noisy with them peaking up speed from 20th onto the freeway. They plan on no noise barrier for us because we are only one family. A bike path is more important than our health.

By the time they take a piece from the back <sup>(for bike path)</sup> & a piece from the front area for Cullersee plus elevating the free way (which will put us down into a hole) as I was told by Radger Garner. This ruining our trees from the freeway - I would say you have done an excellent job -

We have lived here for 36 years & now this. My husbands health is bad & we have been hoping to remain here but you are ruining it. Mr Garner has suggested

that we sell. I hope we can find  
a buyer as we have a piece of heaven  
here & your turning it into a right-  
mare.

You have shown on the map a  
500 gal. per minute spring on our  
property. (There is none) Our  
Creek comes from an artesian well  
on the south side of the freeway  
on Paul Schatz property.

Your 1st plan is much  
the best. However at the last  
meeting (tho it could not be heard)  
there were a lot of people who thought  
the interchange was not needed —

Sincerely

Mrs. B. J. Claffin  
Bernard J. Claffin

2506 NE 201

Troutdale Or 97060

P.S. Who ever came up with this  
500 Gal per Min spring sure didn't  
do their home work —

No spring as  
shown to do  
your loop  
Design

21100 NE Sandy #32  
Troutdale OR 97060  
December 4, 1989

Dear Mr. Adams,

Frankly I don't expect my feelings about the 207th Street Interchange to have much effect on the Highway Commission, but at least I have to let you know what it would mean to this one individual, personally.

In February 1982 when my husband and I moved into Gwail Hollow we were delighted to have found such a nice place to live, and anticipated spending the rest of our lives here, barring unforeseen circumstances. Our home was comfortable and easy to care for, our neighbors were friendly and helpful, the community a pleasant and attractive place to live - but one you now wish to disrupt.

In 1985 my husband died, but with that trauma to adjust to, at least I had the comfort

of living in a place where I had close neighbors who had known him and cared about us both. These kind of people become extended family.

In fact, that's the main reason I chose to continue living here - it's a place with shared memories of a loved one. And I'm not alone in that. I can think of others who would be affected in the same way - at least one who has no other close family but this Quail Hollow family. This would be a painful disruption, as well as the work and worry of the physical move.

My friends to the south and directly east would be gone, along with their gardens, leaving me a concrete wall to look at. There would be nobody able to see the south side of my house - in case some stranger was loitering around while I was gone (or even if I was home).

AT The present, the plans<sup>(3)</sup>  
show my home staying where  
it is, but who knows if that  
will be changed again? I  
don't think my house would  
stand moving again, and I  
surely couldn't afford to  
buy another one, with  
today's prices.

You see, in 1926 I let the  
park owners move me one  
space north, for their con-  
venience, and mobile homes  
arent meant to do much  
moving, and I'm afraid of  
how mine would be affected  
by another move.

Because of illness I was  
not able to attend the hear-  
ings at Reynolds school,  
but I'm sure others voiced  
some similar emotions and  
objections to this project. A  
lovely wooded area which is  
habitat & cover for many  
birds would also be destroyed,  
as well as a favorite spot  
to walk and enjoy those  
birds & the out-of-doors.

And finally, I'm not convinced<sup>4</sup> that this interchange is necessary, though I know the highway needs widening. To me, that, plus the upgrading of the 181<sup>st</sup> and perhaps the 230<sup>th</sup> interchanges would be sufficient to meet the needs — but then it's the potential construction on 207<sup>th</sup> that threatens to tear up my neighborhood! Please, before that's permitted to happen, make sure it's absolutely necessary — I'd hate to lose these friends & neighbors and have this pleasant, familiar environment destroyed. — it's home.

Sincerely,  
Mitzel Connolly  
Quail Hollow

 Mitzel Connolly  
21100 NE Sandy Blvd #32  
Troutdale OR 97060

21100 NE Sandy #32  
Troutdale OR 97060  
September 10, 1990

Dear Sir:

In the original plan I saw for the impact of this project on Pearl Hollow, my house was due to be moved. I was dismayed to say the least. The owners of the park had moved my house once, and too many moves can be very detrimental to my kind of house. I am happy to say that I am no longer scheduled to be moved, but I'm writing this to urge you with all my heart to try to acquire the adjacent property so that those who will be dispossessed will have a place to move and still be part of our community. They are

not only neighbors, but  
also friends who want  
to stay here. Please  
give it most serious  
consideration. Not only  
from a point of showing  
concern for human  
needs, but it seems to  
be the most economical  
way to go. Nothing else  
would involve a shorter  
move, but it would also  
replace property taken  
from the ownership of  
Geal Hollow, and I believe,  
cost less.

Thank you for the  
changes you have made  
for our sake - I pray  
this one will be looked  
on with favor by you.

Sincerely

Mary Connolly.

Tenants of Quail Hollow  
have been together in the  
park for some years. Our  
friends & acquaintances  
are here, we are involved  
in many activities together.  
We also tend to look out  
for each other.

It would present a  
great hardship both physically  
and mentally if we were  
to be transplanted to a  
different area.

Russ & Jeanne Dahlberg  
Quail Hollow #15  
Mobile Park.

F. June Dobie  
21100 NE Sandy Blvd.  
Troutdale, Oregon

November 2, 1989

Oregon State Transportation Dept.

Re: Relocation of my home  
at the above address

To Whom It May Concern:

February 19, 1978 I moved into Quail Hollow Mobile Park. Previously to that date I had checked out many other mobile parks and found none of them came up to Quail Hollow standards.

If I had a choice, I would not move from Quail Hollow. However, I can understand that progress must take place at times.

There is a quality of living at this park that I do not care to give up. Therefore, as has been suggested, I would like to go on record as favoring the Transportation Department purchasing the land, or a portion of the land directly to the west of Quail Hollow Mobile Park, putting in enough spaces to accommodate those homes being displaced and leasing said land to Quail Hollow Mobile Park.

If this were to take place, I would not feel I was being forced to live in another mobile park, or to sell my home.

Hopefully the Transportation Department will give this their most serious attention.

Respectfully,



F. June Dobie

FIX BODY & PAINT  
22024 N.E. Sandy Blvd.  
Troutdale, Oregon 97060

October 30, 1989

Region I Engineer  
Oregon State Highway Department  
9002 S.E. McLoughlin  
Milwaukie, Oregon 97222-7394

Dear Mr. Adams:

This letter is in regards to the I-84 expansion with respect to my business, which is located at 22024 N.E. Sandy Blvd.

I spoke with Tom Weatherford at the informational meetings and was informed that the bike path could be moved south approximately 20 feet. The building has an access door for cars on the south side of the building, facing I-84. Moving the bike path south 20 feet would still permit easy access through that door.

In closing, this is my written request to change that section of the proposal and move the bike path to the south approximately twenty (20) feet. Thank you.

Sincerely,



Todd A. Fix, Owner  
FIX BODY & PAINT

TAE/ams

Don Adams

Highway Dept

9002 SE McLaughlin Blvd.

• Milwaukie, Ore 97222

Re: 207<sup>th</sup> Interchange

Dear Sir:

I am a resident of Quail Hollow Maple Court and am very concerned about the talk of disrupting our Park when it really doesn't seem like the best route has been chosen.

Relocating would be very hard on the older residents - as well as being <sup>im</sup>possible to find equal living conditions elsewhere.

Please be Consider -

Eulala Herbert

21100 NE Sandy # 73

Troutdale, Ore 97060

Sept. 11, 1990

To Whom it may concern:

In regard to the tenants that will have to be replaced from Quail Hollow. I feel this matter will take a lot of consideration most of these folks have lived here for a long time. The quality of life we have here is good - neighbors looking after neighbor. It is my hope that adjacent property can be purchased so these people can stay in our community.

Hazel Remondino  
Quail Hollow #2

Sept

Mr. Don R. Adams  
Region 1 Engineer -Oregon Highway Division  
9002 S E McLoughlin  
Milwaukie, OR 97222

RE: Proposed N E 207th Interchange

I am one of the residents of Quail Hollow Mobile Home Community that will be displaced by the proposed Interchange.

Over the past few months I have been actively looking for another park in the East County area. In the seven parks I checked, there was not one available space for my mobile home.

I am seriously concerned for myself and the other residents who are facing the stressful fact that there is no place like the home we now have in Quail Hollow.

Three years ago I bought my place here because it was close to my family, my work, my friends, and provided a very secure, well-maintained environment.

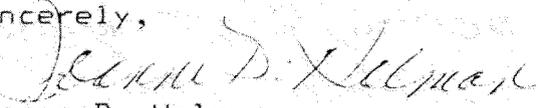
Quail Hollow provides a quality of life for us that we chose, in an area that we want to live. Some of the people being displaced are elderly, some are widows, - none of us need the stress involved in having to move away from the place we chose to live.

I find it horrific that people work hard all of their lives, put away money for retirement, find a place they want to spend their retirement years, and then, can be so readily dumped out on the street. There are enough other problems in life to face, without adding something like this.

If there were indeed, other parks in this area that provide a comparable quality of life, (or even had spaces available) it would be easier to handle - but there aren't.

Therefore, if nothing can be done to abort this Interchange at 207th, please put all of your effort into acquiring adjacent property to Quail Hollow, so that our group of nine homes may remain a part of this community - our home.

Sincerely,

  
Joanne D. Holman

Space 23  
21100 N E Sandy Blvd  
Troutdale, OR 97060

cc: Right of Way Office  
Quail Hollow Mgmt  
Oregonian

3 8-  
NOV. 17, 1989

DEAR MR. ADAMS;

My name is GRACE JACOBS.  
I live in Quail Hollow Mobilhome Park,  
located at 21100 N.E. Sandy Blvd. in  
Fairview, Or. This has been my  
home for 13 years. I'm a widow  
and am 85 years old.

I have been told that the state  
of Oregon plans to build an Interchange  
from the freeway in part of our  
park. It will take all my neighbors  
on one side and leave only a  
big cement wall next to me.

I would hope that the state  
planners could use their skills better  
and create the interchange where  
it would not affect the Senior  
citizens on fixed or modest income.  
There seems to be sufficient land

21100 N.E. SANDY BLVD.

TROWDALE, OR. 97060 #16

OM RE OE PPM CE

TOS RECEIVED ME

FAS NOV 21 1989 ~~PPM~~

CSA TAM

RJS Region 1 RSO

JAS PA EM TNG LM

near here that could be used.

I can not understand why an interchange needs to be built here anyway. There are no streets for it to connect to and Sandy Blvd. has enough traffic on it at this time.

Please reconsider your plans for this interchange and inconvenience it will make to me and my neighbors.

Thank you,

Grace Jucan

# Johnson Electric Construction Co., Inc.



2421 NE 205th Ave.  
Troutdale, Oregon 97060  
503/661-7669

November 1, 1989

Donald R. Adams  
Project Engineer, I-84 Expansion Project  
Oregon State Highway Department  
9002 S.E. McLaughlin Blvd.  
Milwaukie, OR 97222

Dear Mr. Adams:

I am taking this opportunity to express my opposition to the new 207th Street overpass project and offer this letter as testimony, subsequent to your public hearing on October 24, 1989 in the Reynolds Middle School Cafeteria. My reasons for opposition are outlined in long form as follows:

- I. Possible disruption of a spring located in the path of the proposed 207th Street overpass: The interruption of even part of the water supplied from this spring could greatly reduce the water levels in several of the lakes down gradient from this project. The tax base in these areas to the south of Sandy Boulevard is considerable, and I am afraid that the already tedious task of local community improvement could be adversely affected by litigation arising from this debacle.
- II. Disruption of Senior Citizens: Many of the people in the effected areas are infirm senior citizens and are physically incapable of the stress involved in such a move at this late stage of their lives. I understand that these people have considered the option of class action litigation against your agency, and frankly, I would stand in favor and support of such a decision.
- III. Community Disruption: A number of people, myself included, will be greatly impacted by the prospect of giving up homes and places of business in an old and established neighborhood, to the new face of a more commercial neighborhood created by the project. Several of the homes in the area, my own home included, are older remodeled homes that have stood in the area since the early 1930's, and are as yet sound and comfortable homes. The character and quality of these homes could not be replaced at reasonable cost in today's economic environment.  
Other people, also including myself, have established businesses in the effected area. We stand to lose greatly from such a disruption as a move. The implications of moving an established business are staggering, affecting every aspect of the lives of

**Johnson Electric  
Construction Co., Inc.**



2421 NE 205th Ave.  
Troutdale, Oregon 97060  
503/661-7669

Donald R. Adams  
November 1, 1989  
Page 2

those involved. I can't begin to express the affects of the stress that has already been suffered by the people of this household, and of, I know, the other households and businesses in the area.

In summary, I can say that I am not opposed to the expansion of I-84, nor do I oppose the repair and upgrade of accessways and overpasses along this corridor; these are reasonable solutions to the obvious traffic problems on this highway. I do however, believe that with the creation of a brand new overpass, proper compensations should be made, and reasonable consideration should be awarded to those who have suffered such great losses.

So that I may properly assure myself that the Highway Department has reviewed this testimony, I would require that you acknowledge in writing this correspondence at your earliest convenience, busy schedules not withstanding.

Sincerely,

Michael F. Johnson

cc: M.P. Ryan  
Attorney at Law

MFJ:sr

9-11-90

State Department of Transportation,  
I urge for the State Highway  
Department to see if they could  
not ~~displace~~ the people  
in our neighbors we live in  
Quail Hollow. Our home is close  
to Sandy Boulevard there is  
lot of traffic that go much  
faster than 45 that is what  
is post on the sign. But they  
come off like they are going to  
house on fire.

I do not think it very fair  
for people that are retirement  
or have limited income it  
would be very hard on them.  
So why dont you give a break.  
If the State of Transportation  
would let the purchase or  
move over to the pasture that

would be nice addition  
and have a place for the  
people that would have to  
move they would not have  
to drive long to get to  
their job or family or  
doctor that is something  
very important because  
lot of people do not drive  
so they have to ask someone  
else that is not easy thing  
to do.

Space 59

Mrs Ilets Kerns  
21100 N.E. Sandy Blvd  
Tritdale Oreg  
99060

Mr. & Mrs. John Kessler  
21100 N.E. Sandy Sp. 29  
Stoutdale, Ok. 97060

State Dept. of Transportation.

When are these displaced people going to go? There isn't a court large enough in this area to take their homes. They have lived here many years and have lasting friendships. We think it is fair that you purchase the property in the pasture, next to Zivic Hollow as a replacement for them.

Sincerely  
John & Mary Kessler

November 4, 1989

Don Adams  
9002 SEMcLoughlin Blvd  
Milwaukie, OR 97222

Dear Sir:

This letter is in protest of the proposed interchange at 207<sup>th</sup>.

I am against this proposal because it will cause several of my friends to lose their mobile home spots, causing them to have to move to another location at great cost to them.

I also fear that Quail Hollow would then feel it had to raise its monthly rates to compensate for the ~~loss~~ of income due to the lost mobile home spaces this interchange would cause. We receive yearly increases as it is, and on fixed incomes, as many of us are, this becomes more of a financial burden to us each year.

Sincerely,

Jala S. Lawson

Space 126 - Quail Hollow

9-10-90

Dept. of Transportation

Dear Sirs:

I do not believe the proposed 207th interchange is justified anywhere, except at 201st, 205th, or 223 RD.

223 RD. is already widened from Sawell Blvd. to Glison, a natural off ramp east bound could be put through the old railroad station at 222ND, and Westbound on ramp would only disturb one home at the East side of 223RD, and possibly two homes West of 223RD.

JOHN McREYNOLDS

SP. 142

QUAIL HOLLOW

MOBILE HOME COURT

John McReynolds

John McReynolds

November 14, 1989

Mr. Don Adams  
9002 S.E. McLoughlin Boulevard  
Milwaukie, Oregon 97222

Dear Mr. Adams:

RE: RESIDENT SP. # 20  
21100 N.E. Sandy Boulevard  
Troutdale, Oregon 97060

My wife and I have purchased a mobile home in Quail Hollow Park where we are planning to retire in the near future.

The rent for the space was just about what we could afford to pay as we will have to live on our Social Security income. We have spent most of our savings on the mobile home along with some up-grading on the inside.

I am 70 years old and my wife is 67 and we do not need the news that our mobile home is one that would have to be re-located if you go through with your plan.

We certainly hope you will reconsider.

Sincerely,

John and Wilma Minick

*John Minick*  
*Wilma Minick*

*cc: Roger Hansen*

Sept. 11. 1990

The State Department of Transportation

My name is John Misuk, my wife and I live in Quail Hollow Park in space 20. One of the homes that has to be moved.

We bought our home about 2 years ago not knowing this moving problem was going to happen.

We looked at homes in several Parks and finally decide we liked Quail Hollow better than any other Park, so we bought the home in space 20.

We like our neighbors and the mgmt. and we do not want to leave Quail Hollow.

John and Wilma Misuk  
Space 20

# ADVANCE DEVELOPMENT CORP.

*Residential & Commercial Land Consultants & Developers*

---

October 27th, 1989

Mr Don Adams  
Oregon Department of Transportation  
9002 SE McLoughlin Boulevard  
Milwaukee, Oregon 97222

Re: Proposed 207th Off Ramp;

Dear Mr Adams;

My name is Jim Pace, I am president of Advance Development Corporation and intend to construct an apartment project on a site adjacent to the proposed 207th Street Off Ramp.

I attended the hearing on October 24th, 1989 to assess the public reaction and concerns to the mentioned project. The comments were as I had expected. It is very unfortunate, and certainly regrettable that certain individuals will always be affected by progress. It is important that the total scheme of benefits not be altered by the concerns of a few. I felt it inappropriate to make comment last Tuesday since I wished to have my comments made to you personally and in writing.

**I support the proposed 207th off ramp and the improvements to 207th street.**

I believe the few concerns voiced at the hearing were mostly unfounded and strictly emotional with little regard for the balance of the tax paying public. I wish to comment on some of the remarks.

**1. The need:** I have affected a Comprehensive Plan Amendment and Zone Change for the Weedin property so that I may develop and construct a 152 unit apartment project on the site. This property is directly west of the proposed 207th off ramp. The next property directly west of my site is also zoned for a multifamily project and anticipates at least 77 units. The parcel to the North and directly across Sandy Boulevard from the proposed 207th off ramp is sold and anticipates a 17 acre shopping center. I expect at least 250 units and a shopping center in the location with in one year. I am sure that you and your staff would perceive the need for this improvement project based on the above information.

**2. Displacement:** The State of Oregon and the taxpayers have a generous and more than adequate remedy for the persons individually displaced. As far as the increased noise level is concerned, the difference between living within 100 feet more or less of the present I-84 Freeway and an improved I-84 Freeway is not relevant.

Page Two:  
ODOT, Don Adams:

**3. Income loss, Quail Hollow:** The concern of lose of income for the Quail hollow Mobile Park is also minimum. The State will make restitution and the owner will be able to raise his space rent due to the convenience of the new access. Plus the additional payroll generated by the new development will enhance the City/County tax rolls benefiting the community.

**4. Mr Handy, Employment concern:** Mr Handy has only a small portion of his Nursery Business located on the site near the proposed roadway. The bulk of his stock and business is now located on Sandy Boulevard to the West of the site which he mentioned in his statement. It would appear that employment would only be enhanced by the proposed new shopping center and related service companies that would most certainty gravitate to an area such as this proposed access point.

**5. Gentleman, Mothers health concern:** It would be seem less than sensitive to locate ones aging mother in a mobile home so close to a very busy freeway with presently poor access. I am sure that there must be state agencies that may wish to review and possibly discuss this persons current motives with regard as to what may constitute good safe health care for the aging.

**6. Rapid Transit:** One of the few relative concerns that were expressed. Unfortunately, the solution was less than realistic. I support an effective transit system, However, the American public loves the automobile, and mandates your Department to provide access, thorough proper planning, and the ability to travel freely in their automobile from place to place.

Thank you for reviewing my thoughts and comments, I trust that you will proceed forward with the proposed 207th Off Ramp for the convenience and betterment of the area as a whole.

Respectfully,

A handwritten signature in cursive script, appearing to read "R Jim Pace", written over a horizontal line.

R Jim Pace  
President

CC: City of Fairview;

MODERO 9-10-98

Gentlemen:

We feel that the Dept of transportation should find accommodations for the nine homes which will be displaced because of the 207th Avenue Interchange.

The pasture adjacent to Quail Hollow could hopefully be purchased to accommodate the nine tenants.

Some of these people have been here quite a number of years and this has been their home; moving in one's senior years can be quite traumatic.

Sincerely  
Catherine M. Teleco  
Gertrude H. Spicer  
Quail Hollow Mobile Home  
Community



CITY OF

**PORTLAND, OREGON**

BUREAU OF WATER WORKS

Mike Lindberg, Commissioner  
Edward Tenny, Administrator  
1120 S.W. 5th Avenue  
Portland, OR 97204-1926  
Information (503) 796-7404

OM RE OE PPM CE  
TOS RECEIVED ME  
EAS  
CSA OCT 23 1989 PDM WQ 5.4  
RUS Region 1 TAM  
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October 18, 1989

David R. Simpson, P.E.  
Project Coordinator  
Oregon Department of Transportation  
9002 SE McLoughlin, Milwaukie, Oregon 97222

Subject: DEIS for I-84, 181st to Sandy River

Dear David:

The City of Portland Water Bureau has reviewed the Draft Environmental Impact Statement for the widening of I-84 from 181st Avenue to Sandy River. We appreciate the opportunity to offer comments.

I-84 is located south of the City of Portland well field. The well field is the back-up water supply for 700,000 people; it is used whenever the water supply from Bull Run is inadequate to meet the needs of our customers, and for blending of water. Since groundwater moves in a northward direction, there is the potential for liquid spills on I-84 to contaminate the groundwater system. We are pleased that the design contains features to contain any spills.

The design calls for the use of either lined ditches or curbs and a closed drainage system. Either system must be capable of capturing all runoff over the length of the project, and delivering it to the detention basins. We assume that the conveyance system is composed of materials which are chemically resistant to the chemicals potentially present, such as petroleum and organic solvents.

The detention basins are being sized for a 10,000 gallon spill, in addition to a 10 year storm event. It is not clear as to what is the associated duration and drainage areas, which determines the volume of water which must be accommodated?

We assume that the detention basins will be properly designed to consider factors such as short circuiting, liner protection and maintenance of these facilities.

David R. Simpson, P.E.  
October 16, 1989  
Page 2

Subject: DEIS for I-84, 181st to Sandy River

The proposed containment system is a sound approach. We are gratified that the Oregon Department of Transportation has recognized the importance of protecting our groundwater resource. Should you have any questions or comments, please don't hesitate to call me at 796-7598.

Sincerely,



Jeff Leighton, P.E.  
Groundwater Specialist

JPL:djs      WP:I84

cc: WC Gaffi, BES

September 10, 1990

Oregon Dept. of Transportation  
To whom it may concern:

As residents of Quail Hollow  
Mobile Home Park, we do not wish to  
see our neighbors and friends  
uprooted + deposited in various  
less desirable parks due to the  
interstate project.

Through no fault of their own, +  
certainly not by choice, we would lose  
folks who are an integral part of  
the organization + function of this  
most desirable mobile community.

A natural solution right at  
your fingertips, promises to produce  
the least upheaval in their life-  
style (and ours). The adjoining  
pasture to the west would provide  
a most satisfactory addition to this  
community and eliminate any long  
distance transporting for you.

Please consider this efficient  
alternative which offers benefits to  
all parties concerned.

Sincerely  
Helen L. Rowley  
Quail Hollow #37

I'm concerned with the impact  
I-84 and 207<sup>th</sup> Extension will make on  
my property. Living on a dead-end  
street, I have had privacy with beautiful  
trees and protected from the elements with  
lovely natural surroundings. Also, the  
neighbor whose house will be taken out  
keeps to keep the road open for me in  
the winter. This will cause problems  
getting to the store & Doctors appointments.

Also without a noise barrier, I  
will not be able to sleep at night.  
I have severe allergies and the  
exhaust fumes will make it worse.  
I won't even be able to open my  
windows or sit in my front yard.

The wild rabbits and pheasants  
will be a thorn of the fact in  
my yard. This may not seem  
important but it is to me.

I'm 62 yrs old and on social -  
security. Please consider buying  
my property as it will be no  
value to me or anyone else  
should the freeway go past my  
house. My health will suffer.

Thank you,

Virginia Schneider

Des Connall  
Daniel C. Lorenz  
Wayne Mackeson  
J. Bradford Shiley  
Gayle Kvernland

## FILE COPY

**DES CONNALL**  
A PROFESSIONAL CORPORATION  
ATTORNEYS AT LAW

October 19, 1989

Eb Engelmann  
Environmental Section  
Oregon State Highway Division  
324 Capitol Street NE  
Salem, OR 97310

Re: Environmental Impact Statement  
N.E. 181st Avenue  
Sandy River-Columbia River Highway  
My clients, Robert and Joan Andrews  
20708 N.E. Sandy Blvd., Troutdale

Dear Mr. Engelmann:

My clients are the owners of a single family residence located at 20708 N.E. Sandy Blvd., Troutdale, Oregon. They have received the Environmental Impact Statement regarding the above highway improvements and have asked me to comment on that statement to you.

There has been no Environmental Impact Study, particularly noise study, of the effect of the improvements at 207th as it might affect the residence of the Andrews. For that reason, they object to the Environmental Impact Statement as prepared.

Also, there has been no provision for access to their property since the extension of 207 (which is, in effect, the exit from I-84). That extension as presently planned would take all of their existing driveway access on which they have an easement for ingress and egress in perpetuity. Obviously, this would require that they receive substantial compensation. I am afraid that at the preliminary hearings on this matter, those representing the department have provided them with inaccurate information on their right to compensation.

Eb Engelmann  
October 19, 1989  
Page 2

I am sure things will go ahead as a difference in the overall scheme of things; however, it is necessary to make certain that everyone understands their position for the record and the nature of their present objections.

Very truly yours,

DES CONNALL  
A Professional Corporation  
Attorneys at Law

J. Bradford Shiley

JBS/jfs  
1/101989/00LgAA00  
cc J. Andrews  
Federal Highway Administration  
Dale Wilkin

21100 N. E. Sandy #21  
Troutdale, Oregon 97060

October 24, 1989

Department of Transportation

Gentlemen:

RE: Widening I-84

We are one of the mobile homes that will be affected by the widening of I-84, living in Quail Hollow.

In our particular instance we have an 1800 square foot new mobile home that was purchased and placed in Quail Hollow on March 15, 1989. We chose this location because of the quality of the park and anticipate living in a comparable setting. Because of the size of our home, we do not have many choices, especially considering we would like to stay in East Multnomah County where our children and our friends are located.

I am asking that the State purchase land just to the west of Quail Hollow and move all of the homes that have to be relocated in that area. This would keep all of us with the friends that we have made in our present location and should not be such a traumatic move for some of the older people.

Thank you for this consideration.

Sincerely,

  
Orville and Ann Springer

October 31, 1989

Oregon Department of Transportation

Gentlemen:

RE: I-84 Interchange at 207th

Please accept this as public testimony in opposition to the interchange at 207th Avenue.

First, we see no reason for an interchange that is between one at 181st and another at 238th -- twenty blocks on each side of the proposal. Second, it would seem if another interchange was mandated, consideration would be given to putting this on a street that could go through to Marine Drive and eventually connect with another bridge that has often been indicated as a necessity across the Columbia River. In other words, this planning should be done now -- not after an interchange has been established.

If all else fails, and you determine that there is no other suitable place for an interchange and it is absolutely necessary, we are asking that you purchase property just to the west of Quail Hollow Mobile Home Park and move the displaced persons there.

It is our understanding that the State will assist the displaced persons in locating comparable parks to move our mobile homes to. In our opinion, it will be impossible to find a comparable park that will be able to take our mobile home. We have a new (March 1989) 1800 square foot home and this is the only park in East Multnomah County that had a space large enough to accommodate our home. Therefore, I do not see how one is going to mysteriously appear on the scene and be available for us to move to.

In addition, by moving the entire group of Quail Hollow residents into this area next to our present location, we would be staying with our same friends, would be less traumatic for the older persons that have to move, and we would have the same style of living that all are accustomed to.

Your consideration of our suggestions -- first, dropping the idea of an interchange at 207th and, second, if that fails, to purchase land just west of Quail Hollow and move all of us together -- will be greatly appreciated.

Sincerely,

*Orville and Ann Springer*

Orville and Ann Springer  
21100 N. E. Sandy #21  
Troutdale, Oregon 97060  
665-9216

as

21100 N. E. Sandy #21  
Troutdale, Oregon 97060

November 27, 1989 .

Don Adams  
Highway Division  
9002 S. E. McLoughlin Boulevard  
Milwaukie, Oregon 97222

Dear Mr. Adams:

RE: N. E. 207th Interchange

We are residents of Quail Hollow Mobile Home Community that will be affected by construction of an interchange at N. E. 207th Avenue.

We see no need for this interchange, considering there is one at 181st Avenue and another planned east of 207th Avenue. In addition, 207th Avenue would have to become a two-lane road that could never go any farther because two lakes stand in the way of its reaching the Columbia River. To the south, there is talk of 207th continuing, but definite plans are not out for the public.

If the 207th interchange is not built for five or more years from now, will your current thoughts still be the way to go? How much long-range planning has taken place?

You talk of relocating Quail Hollow Mobile Park residents to a place and location equal to the one we presently enjoy. We feel this is impossible -- at least in East County.

Please do not uproot our lives and plans that we have made to enjoy our Golden Years in Quail Hollow Mobile Home Community. Leave us as we are; we are happy here.

Sincerely,

  
Orville and Ann Springer

21100 N. E. Sandy #21  
Troutdale, Oregon 97060

September 11, 1990

Department of Transportation

Gentlemen:

RE: 207th Avenue Interchange

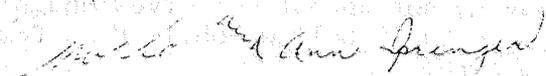
As one of the residents in Quail Hollow who will be displaced because of the 207th Avenue Interchange on I-84, we appreciate your accomplishments in cutting that number so that only nine of us are affected.

Now we are urging you to purchase property in the adjacent pasture to Quail Hollow and move us there as a group. We are wanting to stay in Quail Hollow and there are no vacant spaces in the park at this time.

In addition, because of the size of our mobile home, there is no place that we know of to accommodate our home within East Multnomah County -- where we have made our home since 1967. We looked both prior and since moving here and have found nothing comparable or available.

We encourage you to take steps toward property purchase now so that we will know what will be happening to us.

Sincerely,

  
Orville and Ann Springer

Meeting Date: MAY 0 2 1991

Agenda No.: R-8

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

SUBJECT: Exempt Classification/Compensation Ordinance

BCC Informal \_\_\_\_\_ (date) BCC Formal May 2, 1991 \_\_\_\_\_ (date)

DEPARTMENT General Services DIVISION Employee Services

CONTACT Colette Umbras TELEPHONE 248-5015

PERSON(S) MAKING PRESENTATION Curtis Smith

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 15 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: \_\_\_\_\_

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):  
This Ordinance implements the exempt portion of the Classification/Compensation Study. Funds required for implementation are currently included in the 1990-91 budget.

*1st Reading Approved. 2nd Reading 5-23-91.*

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL Lynda Alexander

Or

DEPARTMENT MANAGER \_\_\_\_\_

(All accompanying documents must have required signatures)

BOARD OF  
COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
1991 APR 24 PM 1:11

ORDINANCE FACT SHEET

Title Exempt Compensation Plan Effective Date July 1, 1990

Brief Statement of purpose of ordinance (include the rationale for adoption of ordinance, a description of persons benefited, and other alternatives explored).

This Ordinance implements the exempt portion of the Classification/Compensation Study.

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

N/A

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

N/A

What authority is there for Multnomah County to adopt this legislation? (State statute, home rule charter). Are there constitutional problems?

Home Rule Charter; Multnomah County Code, Title 3, Chapter 3.10.120.

Fiscal Impact Analysis

Implementation costs are estimated at \$37,260, which had already been budgeted for in the 1990-91 FY budget. No additional funds are requested for implementation.

(If space is inadequate, please use other side)

SIGNATURES:

Office of County Counsel \_\_\_\_\_

Department Head Linda Alexander

Liaison Commissioner \_\_\_\_\_



# MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS  
GLADYS McCOY  
PAULINE ANDERSON  
GARY HANSEN  
RICK BAUMAN  
SHARRON KELLEY

DEPARTMENT OF GENERAL SERVICES  
PORTLAND BUILDING  
1120 SW FIFTH, 14TH FLOOR  
PORTLAND, OR 97204-1934

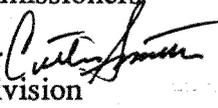
OFFICE OF THE DIRECTOR  
EMPLOYEE SERVICES (503) 248-3303  
FINANCE (503) 248-5015  
LABOR RELATIONS (503) 248-3312  
(503) 248-5135

AT OTHER LOCATIONS:

ADMINISTRATIVE SERVICES (503) 248-5111  
ASSESSMENT & TAXATION (503) 248-3345  
ELECTIONS (503) 248-3720  
INFORMATION SERVICES (503) 248-3749

## MEMORANDUM

TO: County Chair  
Board of County Commissioners

FROM: Curtis Smith, Director   
Employee Services Division

THROUGH: Linda Alexander, Director  
Department of General Services

DATE: April 23, 1991

SUBJECT: Exempt Compensation Ordinance

This Ordinance reflects the efforts of County management over the last two and a half years to implement the Board's directive to conduct a classification and compensation study. The results of the study were implemented on July 1, 1990, for employees represented by Local 88 and the Oregon Nurses Association. Now we are requesting that the exempt portion of this study be implemented. The reasons for doing so are as follows:

- The Board stated its commitment formally, by resolution, to pay equity in 1986, and again in 1988 when it funded the Classification and Compensation Study.
- Implementation of the study for Local 88 and ONA employees has created a number of equity and compression issues, which passage of this Ordinance would help correct. An example of this is that there are several instances of supervisory employees at a considerably lower rate of pay than their subordinate employees.
- The cost to implement this Ordinance is approximately \$81,260. Implementation of Local 88 and ONA cost approximately \$650,000.

- In order for managers and supervisors to obtain equity between exempt and non-exempt classifications, implementation of the new compensation plan should be retroactive to July 1, 1990, the date both Local 88 and ONA were implemented. This would allow those exempt staff who have been topped out in their range to receive regular anniversary merit increases for FY 1990-91, similar to Local 88 and ONA members.
- The Library Department will be the final step of this study, with both exempt and non-exempt employees due to be reclassified July 1, 1991, per the union agreement and Ordinance 649. We will be basing our recommendations for exempt Library classes on the classification and compensation structure that this Ordinance provides.

1                   BEFORE THE BOARD OF COUNTY COMMISSIONERS

2                   FOR MULTNOMAH COUNTY, OREGON

3                   ORDINANCE No. \_\_\_\_\_

4                   An ordinance adopting salary ranges for fiscal year  
5 1990-91 for employees covered by the Exempt Classification/  
6 Compensation Plan and repealing Ordinance No. 667.

7                   Multnomah County ordains as follows:

8                   Section I. Findings

9                   (A) Multnomah County, Oregon (hereinafter "County")  
10 employs a variety of individuals excluded from any collective  
11 bargaining agreement referred to as "Exempt" employees.

12                   (B) It is the County's policy to establish an Exempt  
13 Compensation Plan that provides such salaries and fringe  
14 benefits as necessary for the County to recruit, select, and  
15 retain qualified management, supervisory, administrative and  
16 professional employees; that recognizes employee performance,  
17 growth, and development; that maintains an appropriate internal  
18 relationship between classifications based on job responsi-  
19 bilities, qualifications, and authority; and that maintains  
20 parity between equivalent exempt and nonexempt positions.

21                   (C) The Personnel Officer is responsible for  
22 developing and recommending compensation plan adjustment  
23 recommendations to the Multnomah County Board of Commissioners  
24 (hereinafter "Board").

25  
26                   April 22, 1991: 2

1 (D) The County has reviewed and evaluated each exempt  
2 position based on the position's required expertise, decision  
3 making impact and independence, supervisory/management  
4 responsibility, type and purpose of contacts with others, and  
5 physical working conditions.

6 (E) A salary survey of comparable and competing  
7 public employers was conducted to determine the County's  
8 position in the relevant labor market.

9 (F) Taking into consideration the data development  
10 through the job evaluation process and salary survey described  
11 in (D) and (E) above, the County's pay policy line for exempt  
12 classifications was established.

13 (G) At the November 6, 1990 election the voters  
14 approved an amendment to the Home Rule Charter, requiring the  
15 Board of County Commissioners to set the salary of the County  
16 Sheriff. The Charter amendment further required that the  
17 Sheriff's salary be not less than that for any member of the  
18 Sheriff's Office. This Ordinance carries out the Charter  
19 amendment and establishes the Sheriff's salary at the same rate  
20 as other experienced department managers.

21 Section II. Adoption of Salary Ranges

22 (A) The job titles and salary ranges for exempt  
23 employee classifications as shown in Exhibit A to this  
24 Ordinance ("Exempt Salary Ranges Effective July 1, 1990") are  
25 adopted. Notwithstanding adoption of these ranges, or the  
26 provisions of this or any other previously adopted ordinance,

1           there shall be no cost-of-living adjustment (COLA) granted to  
2           exempt employees during fiscal year 1991-92.

3                   (B) Except as provided in paragraphs (C) through (G)  
4           of this section, adoption of this Ordinance shall not change  
5           the salary rate being paid any exempt employee on the effective  
6           date of this Ordinance. "Exempt employee" under this Ordinance  
7           covers only those persons in exempt positions as of the  
8           effective date of this Ordinance.

9                   (C) An exempt employee whose salary rate on the  
10          effective date of this Ordinance is below the minimum rate  
11          established for the employee's position by Exhibit A shall  
12          receive an increase to the minimum hourly rate. The increase  
13          shall take effect on the effective date of this Ordinance.

14                   (D) An exempt employee whose salary rate as of July  
15          1, 1990 was such that the employee was ineligible for all or  
16          part of the three percent (3%) FY 90-91 rate adjustment under  
17          Ordinance 438, Section 7 (c) (anniversary date salary  
18          adjustment), shall be eligible for that anniversary adjustment,  
19          retroactively, if the maximum rate for the position under  
20          Exhibit A is greater than the previously established maximum.

21                   (E) An exempt employee whose salary rate on the  
22          effective date of the Ordinance exceeds the applicable maximum  
23          established by Exhibit A shall remain at the current rate until  
24          the maximum for the range is increased by the Board of County  
25          Commissioners.

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(F) No exempt employee shall be reduced in pay as a result of the implementation of this Ordinance.

(G) The salary for the Sheriff shall be \$33.60 per hour.

Section III. New or Revised Classifications

When exempt classifications are established or substantially revised, the Personnel Officer shall recommend compensation plan adjustments to the Board which are consistent with the County's pay policy line for exempt classifications adopted by this Ordinance.

Section IV. Repeal of Ordinance No. 667

Ordinance No. 667 is hereby repealed.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 1991, being the date of its second reading before the Board of County Commissioners of Multnomah County.

By \_\_\_\_\_  
GLADYS McCOY  
Multnomah County Chair

REVIEWED:

LAURENCE KRESSEL  
County Counsel for  
Multnomah County, Oregon

By   
County Counsel

1052ES2

**EXHIBIT A  
EXEMPT SALARY RANGES  
EFFECTIVE JULY 1, 1990**

<u>Job Title</u>	<u>Min.</u>	<u>Mid.</u>	<u>Max.</u>
A & T Manager, Senior	22.96	27.55	32.14
AA/EEO Officer	16.31	19.58	22.84
Accounts Payable Supervisor	15.54	18.65	21.76
Administrative Analyst	12.79	15.35	17.90
Administrative Services Manager	19.83	23.80	27.77
Administrative Services Officer	16.31	19.58	22.84
Adult Housing Administrator	15.54	18.65	21.76
Aging Services Branch Administrator	15.54	18.65	21.76
Aging Services Manager, Senior	22.96	27.55	32.14
Aging Services Program Manager	19.83	23.80	27.77
AIDS Program Manager	18.88	22.66	26.44
Alcohol/Drug Administrator	17.98	21.58	25.18
Alternative Community Services Manager	17.13	20.56	23.98
Animal Care Supervisor	14.10	16.92	19.74
Animal Control Manager	19.83	23.80	27.77
Animal Control Supervisor	14.10	16.92	19.74
Assessment Information Resources Manager	18.88	22.66	26.44
Assistant County Counsel 1	14.80	17.76	20.72
Assistant County Counsel 2	16.31	19.58	22.84
Assistant Health Officer	26.46	31.76	37.05
Assistant Health Services Manager	17.13	20.56	23.98
Assistant Social Services Manager	17.98	21.58	25.18
Benefits Administrator	17.13	20.56	23.98
Board of Equalization Admin.	12.79	15.35	17.90
Bridge Maintenance Administrator	16.31	19.58	22.84
Bridge Maintenance Supervisor	14.10	16.92	19.74
Bridge Operations Supervisor	9.54	11.45	13.36
Bridge Services Manager	18.88	22.66	26.44
Business Services Administrator	17.13	20.56	23.98
Cable Telecommunications Admin.	17.13	20.56	23.98
Captain	24.76	27.24	29.71
Cartography Supervisor	12.79	15.35	17.90
Case Management Supervisor	14.10	16.92	19.74
Chaplain	12.17	14.61	17.05
Chief Appraiser/Commercial	17.13	20.56	23.98
Chief Appraiser/Residential	17.13	20.56	23.98
Chief Assistant County Counsel	21.86	26.24	30.61
Chief Deputy/Sheriff's Office	28.05	30.86	33.66
Chief Deputy Medical Examiner	18.88	22.66	26.44
Childrens Clinical Services Admin.	17.13	20.56	23.98
Childrens M.H. Partner's Proj. Supv.	15.54	18.65	21.76
Civil Process Supervisor	13.43	16.12	18.80
Commercial Appraisal Supervisor.	14.10	16.92	19.74
Community Action Program Admin.	16.31	19.58	22.84
Community Action Program Supervisor	14.10	16.92	19.74
Community Corr. Program Services Mgr.	18.88	22.66	26.44
Community Development Manager	19.83	23.80	27.77
Community Services Administrator	16.31	19.58	22.84
Computer Operations Administrator	15.54	18.65	21.76
Construction Projects Administrator	17.98	21.58	25.18
Contracts Administrator	15.54	18.65	21.76

**EXHIBIT A  
EXEMPT SALARY RANGES**

Page 2

Corrections Captain	22.90	25.19	27.48
Corrections Counselor Supervisor	14.80	17.76	20.72
Corrections Health Manager	18.88	22.66	26.44
Corrections Lieutenant	21.40	23.54	25.68
Corrections Major	24.50	26.95	29.40
County Counsel	26.46	31.76	37.05
County Surveyor	16.31	19.58	22.84
Data Base Administrator	17.13	20.56	23.98
Data Control & Scheduling Supervisor	12.79	15.35	17.90
Data Systems Administrator	15.54	18.65	21.76
Data Systems Manager	17.13	20.56	23.98
Dental Health Officer	21.86	26.24	30.61
Dentist	20.56	22.27	23.98
Department Director, D.C.C.	26.46	31.76	37.05
Department Director, D.E.S.	26.46	31.76	37.05
Department Director, D.G.S.	26.46	31.76	37.05
Department Director, D.H.S.	26.46	31.76	37.05
Deputy Director, D.E.S.	19.83	23.80	27.77
Deputy District Attorney/Chief	22.96	27.55	32.14
Deputy District Attorney/First Asst.	0	0	0
Deputy Labor Relations Manager	17.98	21.58	25.18
Developmental Disabilities Admin.	15.54	18.65	21.76
Developmental Disabilities Manager	18.88	22.66	26.44
Direct Clinical Services Supervisor	15.54	18.65	21.76
Distribution Supervisor	12.17	14.61	17.05
D.A. Operations Manager	15.54	18.65	21.76
Elections Administrator	14.80	17.76	20.72
Elections Manager	19.83	23.80	27.77
Electrical Supervisor	14.80	17.76	20.72
Emergency Management Administrator	16.31	19.58	22.84
Emergency Medical Services Admin.	17.13	20.56	23.98
Employee Services Manager	19.83	23.80	27.77
Employee Services Specialist 1	12.17	14.61	17.05
Employee Services Specialist 2	14.10	16.92	19.74
Engineering Services Administrator	15.54	18.65	21.76
Engineering Services Manager	18.88	22.66	26.44
Environmental Health Administrator	17.13	20.56	23.98
Executive Assistant	0	0	0
Executive Assistant/Sheriff's Office	19.83	23.80	27.77
Expo Manager	19.83	23.80	27.77
Expo Operations Supervisor	14.10	16.92	19.74
Facilities Building Manager	17.13	20.56	23.98
Facilities Building Supervisor	14.10	16.92	19.74
Facilities Coordinator	11.60	13.92	16.24
Facilities Environmental Coord.	14.80	17.76	20.72
Facilities Maintenance Manager	18.88	22.66	26.44
Facilities Maintenance Supervisor	14.80	17.76	20.72
Facilities Manager, Senior	21.86	26.24	30.61
Facilities Refurbishment Manager	17.13	20.56	23.98
Fair/Expo Administrator	14.10	16.92	19.74
Family Services Manager	18.88	22.66	26.44
Finance Manager	19.83	23.80	27.77
Fiscal Specialist Supervisor	15.54	18.65	21.76
Fiscal Specialist/D.H.S.	14.10	16.92	19.74
Fleet & Electronics Manager	19.83	23.80	27.77
Fleet Maintenance Supervisor	14.80	17.76	20.72
General Accounting Administrator	17.13	20.56	23.98
Geographic Information Records Mgr.	18.88	22.66	26.44

EXHIBIT A  
 EXEMPT SALARY RANGES  
 Page 3

Health Officer	29.18	35.02	40.85
Health Operations Supervisor	11.60	13.92	16.24
Health Services Administrator	16.31	19.58	22.84
Health Services Manager	19.83	23.80	27.77
Health Services Manager, Senior	22.96	27.55	32.14
Health Supply Administrator	12.17	14.61	17.05
Information Services Manager, Senior	21.86	26.24	30.61
Information Systems Manager	18.88	22.66	26.44
Inmate Program Manager	20.83	25.00	29.16
Juvenile Counseling Services Manager	18.88	22.66	26.44
Juvenile Counselor Supervisor	14.80	17.76	20.72
Juvenile Detention Manager	18.88	22.66	26.44
Juvenile Justice Manager, Senior	21.86	26.24	30.61
Juvenile Justice Program Manager	17.13	20.56	23.98
Labor Relations Manager	18.88	22.66	26.44
Labor Relations Specialist	12.17	14.61	17.05
Laboratory Administrator	16.31	19.58	22.84
Laundry Supervisor	11.60	13.92	16.24
Law Clerk	11.60	13.92	16.24
Legislative/Administrative Secretary	0	0	0
Lieutenant	23.14	25.46	27.77
Litigation Counsel	20.83	25.00	29.16
Long Term Care Administrator	17.13	20.56	23.98
Loss Control Specialist	13.43	16.12	18.80
Major	25.50	28.05	30.60
Management Assistant, D.C.C.	17.13	20.56	23.98
Management Assistant, D.G.S.	17.13	20.56	23.98
Management Assistant, D.H.S.	17.98	21.58	25.18
Management Auditor 1	11.60	13.92	16.24
Management Auditor 2	12.79	15.35	17.90
MCSO Personnel Administrator	17.13	20.56	23.98
MCSO Planning & Fiscal Admin.	17.13	20.56	23.98
M.E.D. Program Manager	18.88	22.66	26.44
Office Automation Administrator	17.13	20.56	23.98
Office Manager/County Counsel	12.79	15.35	17.90
Operations Administrator	14.10	16.92	19.74
Operations Supervisor	11.60	13.92	16.24
Operations/Telecommunications Mgr.	18.88	22.66	26.44
Park Manager	19.83	23.80	27.77
Parks Maintenance Supervisor	14.80	17.76	20.72
Payroll Supervisor	15.54	18.65	21.76
Personal Property Appraisal Supv.	14.10	16.92	19.74
Pharmacist	17.76	19.24	20.72
Pharmacist Supervisor	19.58	21.21	22.84
Physician*	24.11	28.93	33.75
Planning Manager	19.83	23.80	27.77
Planning/Budget Administrator	16.31	19.58	22.84
Planning/Budget Manager	19.83	23.80	27.77
Planning/Budget Specialist	13.43	16.12	18.80
Probation Services Manager	19.83	23.80	27.77
Probation/Parole Supervisor	14.80	17.76	20.72
Property Management Supervisor	14.10	16.92	19.74
Public Affairs Coordinator	17.13	20.56	23.98
Public Guardian	16.31	19.58	22.84
Purchasing Agent	17.98	21.58	25.18
Purchasing Specialist Supervisor	14.80	17.76	20.72

EXHIBIT A  
 EXEMPT SALARY RANGES  
 Page 4

Records Administrator	16.31	19.58	22.84
Regional Drug Initiative Prog. Supv.	14.80	17.76	20.72
Regional Park Supervisor	13.43	16.12	18.80
Residential Appraisal Supervisor.	14.10	16.92	19.74
Risk Manager	17.98	21.58	25.18
Road Maintenance Manager	18.88	22.66	26.44
Road Maintenance Supervisor	13.43	16.12	18.80
Safety Specialist/Transportation	13.43	16.12	18.80
Sheriff	26.46	31.76	37.05
Sheriff's Operations Administrator	14.10	16.92	19.74
Social Services Manager, Senior	22.96	27.55	32.14
Sr. Administrative Analyst	14.10	16.92	19.74
Sr. Assistant County Counsel	18.88	22.66	26.44
Sr. Data Analyst	14.10	16.92	19.74
Sr. Dentist	22.66	24.55	26.44
Sr. Employee Services Specialist	14.80	17.76	20.72
Sr. Fiscal Specialist	14.10	16.92	19.74
Sr. Management Auditor	14.10	16.92	19.74
Sr. Program Development Specialist	14.80	17.76	20.72
Staff Assistant	0	0	0
Staff Assistant/Sheriff's Office	14.10	16.92	19.74
Systems Administrator	17.13	20.56	23.98
Tax Collection Manager	18.88	22.66	26.44
Technical Support Manager	18.88	22.66	26.44
Telecommunications Administrator	17.13	20.56	23.98
Traffic Aids Manager	18.88	22.66	26.44
Traffic Aids Supervisor	13.43	16.12	18.80
Transportation Manager, Senior	22.96	27.55	32.14
Transportation Support Services Mgr.	17.98	21.58	25.18
Transportation Planning & Oper. Admin.	15.54	18.65	21.76
Transportation Planning & Oper. Supv.	14.80	17.76	20.72
Treasury Administrator	17.13	20.56	23.98
Undersheriff	22.96	27.55	32.14
Valuation Manager	20.83	25.00	29.16
Victim Services Administrator	15.54	18.65	21.76
Womens Transition Services Manager	17.13	20.56	23.98
Worker's Compensation Specialist	12.79	15.35	17.90
Youth Services Administrator	17.13	20.56	23.98

NOTE: Salary for elected officials' staff to be determined by respective elected official pursuant to Ord. 438 Section 4.B.

\*Premium pay up to 10% over base salary when physician is assigned extra responsibilities for medical program.

42391/920ES2

1. REQUEST FOR PLACEMENT ON THE AGENDA FOR \_\_\_\_\_

DEPARTMENT Human Services DIVISION Social Services  
CONTACT Susan Clark/Kathy Tinkle TELEPHONE 248-3691

NAME OF PERSON MAKING PRESENTATION TO BOARD Duane Zussy

SUGGESTED AGENDA TITLE (To assist in preparing a description for the printed agenda:  
Budget Modification DHS # 35 reduces the Youth Program Office budget by a net  
of \$6,826 and makes adjustments to reflect projected revenues and expenditures for  
fiscal year 90-91.

(ESTIMATED TIME NEEDED ON THE AGENDA )

2. DESCRIPTION OF MODIFICATION (Explain the changes this bud mod makes. What budget does it increase? What do changes accomplish? Where does the money come from? What budget is reduced? Attach additional information if you need more space.)

[X] PERSONNEL CHANGES ARE SHOWN IN DETAIL ON THE ATTACHED SHEET

Budget modification DHS # 35 adjusts the Youth Program Office budget by a reduction of \$6,826 to reflect actual projected expenditures and revenues for FY 90/91. Various changes accomplished with this modification are:

Civic Action Teams (CATS): This project was included as part of the Youth Program Office operational budget. In August, Janis Youth Programs, a subcontract agency, agreed to act as agent for CATS during its start up phase. This modification transfers the funding to YPO contracts budget.

Technical Changes: The modification makes technical changes that reflect projected costs for the remainder of the fiscal year within both Operations and Contracts. It moves budgeted funds from Contracted Services to Operations for the Great Start, NW Strategies contract and reduces United Way revenue \$12,000 which is being directly contracted between United Way and Burnside Projects as support for the Youth Shelter.

3. REVENUE IMPACT

- Decreases United Way grant by \$12,000
- Increases County General Fund by \$4,574
- Decreases service reimbursement F/S fund to Insurance fund by \$1,565
- Decreases service reimbursement F/S fund to Telephone fund by \$1,390
- Increases service reimbursement F/S fund to General fund by \$4,574

MULTNOMAH COUNTY BOARD OF COUNTY COMMISSIONERS  
1991 APR 23 PM 1:12  
OREGON

4. CONTINGENCY STATUS (To be completed by Finance/Budget.) No change.

Originated by: <u>Susan Clark</u>	Date: <u>4-17-91</u>	Department Director: <u>Duane Zussy</u>	Date: <u>4-19-91</u>
Finance/Budget: <u>Calvin Durr</u>	Date: <u>4/22/91</u>	Employee Relations: <u>S. Ayers</u>	Date: <u>4/22/91</u>
Board Approval: <u>Carris A. Peterson</u>	Date: <u>5-2-91</u>		

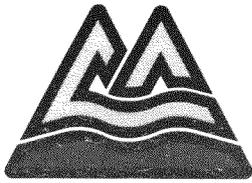
PERSONNEL DETAIL FOR BUD MOD DHS #35

5. ANNUALIZED PERSONNEL CHANGES (compute on a full year basis even though this action affects part of the fiscal year).					
		ANNUALIZED			
FTE	POSITION TITLE	BASE PAY	FRINGE	INSURANCE	TOTAL
	None				
TOTAL CHANGE (ANNUALIZED)					

6. CURRENT YEAR PERSONNEL CHANGES (calculate costs or savings that will take place within this fiscal year: these should explain the actual dollar amounts changed on the Bud Mod.					
		CURRENT FISCAL YEAR			
FTE	POSITION TITLE / EXPLANATION	BASE PAY	FRINGE	INSURANCE	TOTAL
n/a	PDS new hire @ a lower step	(2,500)			(2,500)
n/a	CATS Temporary	(37,137)	(2,841)	(1,565)	(41,543)
TOTAL CHANGE		(39,637)	(2,841)	(1,565)	(44,043)

EXPENDITURE TRANSACTION		EB [ ]	GM [ ]	TRANSACTION DATE		ACCOUNTING PERIOD		BUDGET FISCAL YEAR		
Document				Object	Current	Revised	Increase			
Number	Action	Fund	Agency	Organization	Code	Amount	Amount	(Decrease)	Subtotal	Description
		156	010	1502	5100			( 2,500)		Permanent
		156	010	1502	5200			(37,137)		Temporary
		156	010	1502	5500			( 2,841)		Fringe
		156	010	1502	5550			( 1,565)		Insurance
									(44,043)	PS Subtotal
		156	010	1502	6110			143,889		Professional Svcs
		156	010	1502	6120			( 993)		Printing
		156	010	1502	6200			(1,000)		Postage
		156	010	1502	6170			(6,000)		Rentals
		156	010	1502	6230			(4,000)		Supplies
		156	010	1502	6310			(3,000)		Education & Training
		156	010	1502	6330			(3,000)		Travel
		156	010	1502	7100			5,239		Indirect Costs
		156	010	1502	7150			(1,390)		Telephones
									129,745	M&S Subtotal
		156	010	1502	8400			2,500		Equipment
									88,202	Org 1502 Total
		156	010	1505	6060			(94,963)		Pass Thru
		156	010	1505	7100			(665)		Indirect Costs
									(95,628)	Org 1505 Total
		400	040	7531	6520			(1,565)		Insurance
		402	040	7990	6140			(1,390)		Telephone
		100	010	0104	7608			4,574		Cash Transfer
TOTAL EXPENDITURE CHANGE								(5,807)	TOTAL EXPENDITURE CHANGE	

REVENUE TRANSACTION		RB [ ]	GM [ ]	TRANSACTION DATE		ACCOUNTING PERIOD		BUDGET FISCAL YEAR		
Document				Revenue	Current	Revised	Increase			
Number	Action	Fund	Agency	Organization	Source	Amount	Amount	(Decrease)	Subtotal	Description
		156	010	1502	2773			(25,000)		City of Portland
		156	010	1502	6815			(8,300)		Public Private Ventures
		156	010	1502	7601			(13,498)		CGF
		156	010	1505	2773			25,000		City of Portland
		156	010	1505	6815			8,300		Public Private Ventures
		156	010	1505	7601			18,072		CGF
		156	010	1502	2398			135,000		Great Start
		156	010	1505	2398			(135,000)		Great Start
		156	010	1505	6813			(12,000)		United Way
		400	040	7531	6602			(1,565)		Svs Reim F/S to Ins Fund
		402	040	7990	6602			(1,390)		Svs Reim F/S to Tele Fund
		100	045	7410	6602			4,574		Svs Reim F/S to Gen Fund
TOTAL REVENUE CHANGE								(5,807)	TOTAL REVENUE CHANGE	



# MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES  
SOCIAL AND FAMILY SERVICES DIVISION  
ADMINISTRATIVE OFFICES  
426 S.W. STARK ST., 6TH FLOOR  
PORTLAND, OREGON 97204  
(503) 248-3691  
FAX (503) 248-3379

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

## MEMORANDUM

TO: Gladys McCoy  
Multnomah County Chair

VIA: Duane Zussy, Director *Duane Zussy*  
Department of Human Services

FROM: Gary Smith, Director *GS*  
Social Services Division

DATE: April 17, 1991

SUBJECT: Approval of Budget Modification DHS # 35

**RECOMMENDATION:** The Social Services Division recommends County Chair and Board approval of the attached budget modification DHS # 35 which decreases the Youth Program Office budget by a net total of \$ 6,826.

**ANALYSIS AND BACKGROUND:** This budget modification accomplishes various adjustments with the most significant being the adjustment for the Civic Action Teams (CATS) project. This project was included in the YPO adopted FY 90-91 budget as being directly operated within the County. After the budget was adopted, Janis Youth Programs, a YPO subcontract agency, agreed to act as agent for CATS during its start up phase. This budget modification transfers the funding to the YPO contracts budget. Funding for CATS is provided by the City of Portland, Multnomah County and Public Private Ventures.

The modification decreases United Way revenue by \$12,000 to reflect actual receipts for FY 90-91. In the past United Way has contributed to the funding of the Burnside Project Youth Shelter via a contract through the County. This year United Way is contracting directly with Burnside Projects.

In addition, the modification makes technical adjustments which reflect projected costs for the remainder of the fiscal year.

(041501/KT)

BUDGET MODIFICATION NO. DHS #36

(For Clerk's Use) Meeting Date MAY 0 2 1991  
Agenda No. R-10

1. REQUEST FOR PLACEMENT ON THE AGENDA FOR \_\_\_\_\_

(Date)

DEPARTMENT: Human Services DIVISION: AGING SERVICES/Community Action

CONTACT: Cilla Murray/Bill Thomas TELEPHONE: 248-3646

\*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD: Duane Zussy/Jim McConnell

SUGGESTED AGENDA TITLE (To assist in preparing a description for the printed agenda)  
DHS Budget Modification #36 reduces the Aging Services Division/Community Action budget by \$4,677 Low Income Energy Assistance Program funds for pass-through contracted services based on revenue contract amendment #10.

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

DHS Budget Modification #36 reduces pass-through contracted services in the Community Action budget by \$4,677, to reflect lower than planned federal revenues.

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

- Reduce Org. 1730 by \$4,677 LIEAP Energy funds.
- Reduce General Fund Indirect Support for Community Action by \$33.
- Reduce Service Reimbursement from F/S to General Fund by \$33.

CLERK OF COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
1991 APR 28 PM 11 12

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

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

Originated By <u>James W. Cornell</u>	Date <u>4/12/91</u>	Department Manager <u>Duane Zussy</u>	Date <u>4/19/91</u>
Finance/Budget	Date	Employee Relations	Date
* <u>Walter Jones</u>	Date <u>4/22/91</u>	* _____	
Board Approval	Date		
* <u>Chris A. Parkerson</u>	Date <u>5-2-91</u>		

cabm7/wp

File Name: CABM7  
EXPENDITURE

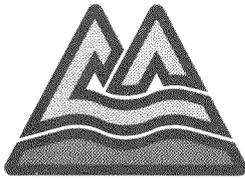
TRANSACTION EB [ ]      GM [ ] TRANSACTION DATE \_\_\_\_\_      ACCOUNTING PERIOD \_\_\_\_\_      BUDGET FY 1990-91

Document Number	Action	Fund	Agency	Organization	Activity	Reporting Category	Object	Current Amount	Revised Amount	Change Increase (Decrease)	Subtotal	Description
		156	010	1730			6060			(4,677)		Pass Through Funds
		156	010	1730			7100			(33)	(4,710)	Indirect TOTAL, ORG 1730
		100	010	0105			7608			(33)		Cash Transfer
TOTAL EXPENDITURE CHANGE										(4,743)	TOTAL EXPENDITURE CHANGE	

File Name: CABM7  
REVENUE

TRANSACTION RB [ ]      GM [ ] TRANSACTION DATE \_\_\_\_\_      ACCOUNTING PERIOD \_\_\_\_\_      BUDGET FY 1990-91

Document Number	Action	Fund	Agency	Organization	Activity	Reporting Category	Revenue Source	Current Amount	Revised Amount	Change Increase (Decrease)	Subtotal	Description
		156	010	1730			2072			(4,677)		LIEAP Energy
		156	010	1730			7601			(33)	(4,710)	Gen Fund Indirect Support TOTAL, ORG 1730
		100	045	7410			6602			(33)		Serv.Reimb./Gen.Fund
TOTAL REVENUE CHANGE										(4,743)	TOTAL REVENUE CHANGE	



# MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES  
AGING SERVICES DIVISION  
AREA AGENCY ON AGING  
421 S.W. 5TH, 3RD FLOOR  
PORTLAND, OREGON 97204  
(503) 248-3646  
TDD: 248-3683

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

## MEMORANDUM

TO: Gladys McCoy, County Chair

VIA: Duane Zussy, Director *Duane Zussy*  
Department of Human Services

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

DATE: April 18, 1991

SUBJECT: DHS Budget Modification #36

Recommendation: The Aging Services Division/Community Action Program recommends Board of County Commissioner approval of DHS Budget Modification #36.

Analysis: DHS Budget Modification #36 reduces the Community Action budget by \$4,677 in federal Low Income Energy Assistance Program (LIEAP) funds to reflect lower than anticipated revenues through Omnibus Contract Amendment #10. The Budget Modification reduces pass-through, contracted funds. These LIEAP funds are passed through to contractors to provide eligibility determinations and intake for low income households to receive assistance with their utility bills. The reduction in funds does not affect current contracts.

Background: The State Community Services Omnibus contract amendment #10, which is being processed simultaneously to this Budget Modification, increases LIEAP funds for Community Action. The amount in the revenue contract, \$14,616, is less than the amount the State indicated it was allocating to the County, which amount was incorporated into the Community Action budget through DHS Budget Modification #31. This DHS Budget Modification #36 is adjusting the County Budget to actual revenues. Contracts to allocate the additional \$14,616 will be processed separately.

cabm7z

MAY 0 2 1991 Meeting Date: ~~APR 25 1991~~

R-11

Agenda Date: ~~R-4~~

(Above space for Clerk's Office Use)

AGENDA PLACEMENT FORM  
(For Non-Budgetary Items)

Subject: Lease Agreement with State of Oregon

BCC Informal: \_\_\_\_\_ BCC Formal: \_\_\_\_\_

Date

Date

DEPARTMENT: Human Services

DIVISION: Aging Services

CONTACT: Don Keister

TELEPHONE: 248-5464

PERSON(S) MAKING PRESENTATION: Duane Zussy/Jim McConnell

ACTION REQUESTED:

INFORMATIONAL ONLY       POLICY DIRECTION       APPROVAL

ESTIMATED TIME NEEDED ON AGENDA: 5 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: XX

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

Approval is requested on a lease agreement with the State of Oregon which uses state Title XIX grant funds to pay for six additional dedicated parking spaces for clients, visitors, and necessary staff at the Aging Services Division West Branch. The West Branch Aging Services Division recently moved from the Northwest Service Center to a downtown location.

SIGNATURES:

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

OR

DEPARTMENT MANAGER: Duane Zussy

(All accompanying documents must have required signatures)

bcclease  
1/90

*Sent Original Lease to Bob Oberst 5-2-91.*

1991 APR 16 PM 2:15  
MULTI-NOMAN COUNTY  
OREGON  
CLERK OF COUNTY COMMISSIONERS



# MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES  
AGING SERVICES DIVISION  
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## MEMORANDUM

**TO:** Gladys McCoy, County Chair

**VIA:** Duane Zussy, Director *Duane Zussy*  
Department of Human Services

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

**DATE:** April 4, 1991

**SUBJECT:** Lease Agreement for West Branch Aging Services Division

**Retroactive Status:** This lease agreement is retroactive to March 18, 1991, the date agreed to by affected parties. Multnomah County Department of General Services initiated the lease agreement, which was received by Aging Services Division on April 1, 1991 for processing.

**Recommendation:** The Aging Services Division recommends Board of County Commissioner approval of the attached lease agreement between Multnomah County and the State of Oregon, for the period March 18, 1991 until cancelled.

**Analysis:** It is necessary to have 16 dedicated parking spaces available for clients, visitors, and necessary staff to support the daily activity at the new downtown West Branch location. This lease adds 6 parking spaces that will be funded by State Title XIX grant funds currently in the approved County Budget.

**Background:** At the time the original lease for West Branch was signed, there were only 10 parking spaces available for client, visitor, and necessary staff parking. A total of 16 spaces are necessary to adequately serve the daily activity at this location. On March 18, 1991, 6 additional spaces became available for dedicated use and are the basis for this month to month lease.

leasez.wp



# MULTNOMAH COUNTY OREGON

## REAL PROPERTY LEASE DESCRIPTION FORM

- |  |                                       |   |
|--|---------------------------------------|---|
| <input type="checkbox"/> Revenue             | <input type="checkbox"/> County Owned | <input checked="" type="checkbox"/> Intergovernmental Agreement _____ |
| <input checked="" type="checkbox"/> Expense  | <input type="checkbox"/> Road Fund    | <input type="checkbox"/> Private                                      |
| <input type="checkbox"/> Rent Free Agreement | <input type="checkbox"/> Tax Title    |   |
|  | <input type="checkbox"/> Sublease     |   |

Property Management  
 Contact Person Bob Oberst Phone 248-3322 Date 3-28-91  
 Division Requesting Lease Aging Services Division  
 Contact Person Don Keister Phone 248-3646

Lessor Name Dept. of General Services/  
 Mailing Address 1225 Ferry St., SE  
Salem, OR. 97310-1565  
 Phone Portland# 229-5271  
 Lessee name Multnomah County  
 Mailing Address 2505 SE 11th Ave.  
Portland, OR. 97202  
 Phone 248-3322

State of Oregon  
 Effective Date 3-18-91  
 Termination Date Cancellation  
 Term of Lease Month to month  
 Total Amount of Agreement \$ 282.00 per month for duration  
 Payment Terms  
 Annual \$ \_\_\_\_\_  Monthly \$ 282.00  
 Other \$ \_\_\_\_\_

FUND	AGENCY	ORGANIZATION	ACTIVITY	OBJ	SUB OBJ	REV SOURCE	SUB REV	REPT CATEG
156	010	1920	AS01	6170		-1727		1727

Address of 1400 SW 4th Ave.  
 Lease Property Portland, OR. 97204  
 Purpose of Lease Six parking spaces for ASD West Branch personnel utilizing autos in work performance.

**REQUIRED SIGNATURES:**

Department Head *Duane Zussyo* Date 4/5/91  
 County Counsel *A. A. ...* Date 4.8.91  
 Budget Office \_\_\_\_\_ Date \_\_\_\_\_  
 Risk Manager \_\_\_\_\_ Date \_\_\_\_\_  
 Property Management *Bob Oberst* Date 3-28-91  
 County Executive/Sheriff *Gladyson ...* Date 5-2-91

FOR ACCOUNTING / PURCHASING ONLY											
VENDOR NAME		YEAR		AUTHORIZATION NOTICE					ENCUMBRANCE "APRON" ONLY		
LINE NO.	NUMBER	FUND	AGENCY	ORGANIZATION	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	DESCRIPTION	AMOUNT	INC. DEC. IND.
	30171-1										



# MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES  
AGING SERVICES DIVISION  
AREA AGENCY ON AGING  
421 S.W. 5TH, 3RD FLOOR  
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VIA: Duane Zussy, Director *Duane Zussy*  
Department of Human Services

FROM: Jim McConnell, Director *Jim McConnell*  
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DATE: April 4, 1991

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leasez.wp

STATE OF OREGON  
DEPARTMENT OF GENERAL SERVICES  
STATE PARKING  
1225 FERRY ST. SE  
SALEM, OREGON 97310-1565  
(Telephone: 378-5090)

PARKING APPLICATION  
FOR INVOICE CUSTOMERS

I hereby request parking privileges from the Department of General Services:

CONTACT NAME Oberst Robert J. AGENCY NUMBER \_\_\_\_\_  
(please print) LAST FIRST M.I.

AGENCY NAME Facilities and Property Management / Mult. Co. DES  
(Department/Division/Section)

BILLING ADDRESS 2505 SE 11th Portland, OR 97202 PHONE NUMBER 348-3851  
Street/City/State/Zip Code

DRIVER NAME (if different than Contact Name) Hillman Wendy  
Bergherr Terry  
(please print) LAST FIRST M.I.

VEHICLE DESCRIPTION:

VEHICLE #1-MAKE Dodge LICENSE NXL 866  COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) Hillman  
ADDRESS \_\_\_\_\_

VEHICLE #2-MAKE Nissan LICENSE RFS 778  COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) Bergherr  
ADDRESS \_\_\_\_\_

VEHICLE #3-MAKE Subaru LICENSE PMD 390  COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) \_\_\_\_\_  
ADDRESS \_\_\_\_\_

I understand that parking regulated by the Department of General Services is subject to the provisions of OAR Chapter 125 and ORS Chapters 98, 276 and 283. By accepting any parking assignment made by the Department, I agree to abide by these rules and laws.

I hereby request and authorize the Department of General Services to charge the above listed agency in the manner specified for all sums payable by the agency for the parking privileges the agency has been assigned. I understand that the parking charge may increase or decrease. This request and authorization will remain in force until CANCELLED BY THIS AGENCY IN WRITING AND RETURN OF ANY PARKING PERMIT OR STICKER to the Department of General Services, State Parking, and the agency agrees to pay applicable fees until State Parking receives such notification. Monthly Invoicing is done in arrears, Yearly and Biennial Invoicing is done in advance.

AUTHORIZED BY (please print) Don Keister TITLE Program Service Manager  
AUTHORIZED SIGNATURE Don Keister DATE 4-2-91

===== (office use only) =====

LOT/SPACE ASSIGNED \_\_\_\_\_ I.D. # ASSIGNED \_\_\_\_\_  
DATE ASSIGNED \_\_\_\_\_ MONTHLY RATE AT DATE ASSIGNED \_\_\_\_\_  
SENIORITY DATE \_\_\_\_\_ PERMIT/RECORD NUMBER \_\_\_\_\_  
7008H/4

STATE OF OREGON  
DEPARTMENT OF GENERAL SERVICES  
STATE PARKING  
1225 FERRY ST. SE  
SALEM, OREGON 97310-1565  
(Telephone: 378-5090)

PARKING APPLICATION  
FOR INVOICE CUSTOMERS

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CONTACT NAME Oberst Robert J AGENCY NUMBER \_\_\_\_\_  
(please print) LAST FIRST M.I.

AGENCY NAME Facilities and Property Management / Mult. Co. DES  
(Department/Division/Section)

BILLING ADDRESS 2505 SE 11th Portland, OR 97202 PHONE NUMBER 248-3851  
Street/City/State/Zip Code

DRIVER NAME (if different than Contact Name) Rossini Peter  
Kribs Lynne  
(please print) LAST FIRST M.I.

VEHICLE DESCRIPTION:

VEHICLE #1-MAKE Honda LICENSE CWR 432 COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) Rossini  
ADDRESS \_\_\_\_\_

VEHICLE #2-MAKE Mazda LICENSE NCZ 207 COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) Rossini  
ADDRESS \_\_\_\_\_

VEHICLE #3-MAKE Ford LICENSE JTH 239 COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) Kribs  
ADDRESS \_\_\_\_\_

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AUTHORIZED BY (please print) Don Keister TITLE Program Services Manager  
AUTHORIZED SIGNATURE Don Keister DATE 4-2-91

=====  
(office use only)

LOT/SPACE ASSIGNED \_\_\_\_\_ I.D. # ASSIGNED \_\_\_\_\_  
DATE ASSIGNED \_\_\_\_\_ MONTHLY RATE AT DATE ASSIGNED \_\_\_\_\_  
SENIORITY DATE \_\_\_\_\_ PERMIT/RECORD NUMBER \_\_\_\_\_  
7008H/4

STATE OF OREGON  
DEPARTMENT OF GENERAL SERVICES  
STATE PARKING  
1225 FERRY ST. SE  
SALEM, OREGON 97310-1565  
(Telephone: 378-5090)

PARKING APPLICATION  
FOR INVOICE CUSTOMERS

I hereby request parking privileges from the Department of General Services:

CONTACT NAME Oberst Robert W. AGENCY NUMBER \_\_\_\_\_  
(please print) LAST FIRST M.I.

AGENCY NAME Facilities and Property Management / Mult. Co. DES  
(Department/Division/Section)

BILLING ADDRESS 2505 SE, 11<sup>th</sup>, Portland, OR 97202 PHONE NUMBER 248-3851  
Street/City/State/Zip Code

DRIVER NAME (if different than Contact Name) Burnett Lisa M.I. \_\_\_\_\_  
(please print) LAST FIRST

VEHICLE DESCRIPTION:

VEHICLE #1-MAKE Nissan LICENSE FRF 406  COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) \_\_\_\_\_

ADDRESS \_\_\_\_\_

VEHICLE #2-MAKE Subaru LICENSE HSZ 506  COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) \_\_\_\_\_

ADDRESS \_\_\_\_\_

VEHICLE #3-MAKE \_\_\_\_\_ LICENSE \_\_\_\_\_ COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) \_\_\_\_\_

ADDRESS \_\_\_\_\_

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AUTHORIZED BY (please print) Don Keister TITLE Program Services Manager

AUTHORIZED SIGNATURE Don Keister DATE 4-2-91

=====  
(office use only)

LOT/SPACE ASSIGNED \_\_\_\_\_ I.D. # ASSIGNED \_\_\_\_\_

DATE ASSIGNED \_\_\_\_\_ MONTHLY RATE AT DATE ASSIGNED \_\_\_\_\_

SENIORITY DATE \_\_\_\_\_ PERMIT/RECORD NUMBER \_\_\_\_\_

7008H/4

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AGENCY NAME Facilities and Property Management / Mult.Co. DES  
(Department/Division/Section)  
BILLING ADDRESS 2505 S.E. 11th Portland, OR 97202 PHONE NUMBER 248-3851  
Street/City/State/Zip Code  
DRIVER NAME (if different than Contact Name) Rabe Nancy  
Seaman Nancy  
(please print) LAST FIRST M.I.

VEHICLE DESCRIPTION:

VEHICLE #1-MAKE Plymouth LICENSE QMY 018  COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) Rabe  
ADDRESS \_\_\_\_\_

VEHICLE #2-MAKE GMC S-15 LICENSE GQX 512 COMPACT OR  STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) Seaman  
ADDRESS \_\_\_\_\_

VEHICLE #3-MAKE Ford P/U LICENSE RVU 395 COMPACT OR  STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) \_\_\_\_\_  
ADDRESS \_\_\_\_\_

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AUTHORIZED BY (please print) Don Keister TITLE Program Services Manager  
AUTHORIZED SIGNATURE Don Keister DATE 4-2-91

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LOT/SPACE ASSIGNED \_\_\_\_\_ I.D. # ASSIGNED \_\_\_\_\_  
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AGENCY NAME Facilities and Property Management / Mult. Co. DES  
(Department/Division/Section)

BILLING ADDRESS 2505 S.E. 11<sup>th</sup>, Portland, OR 97202 PHONE NUMBER 248-3851  
Street/City/State/Zip Code

DRIVER NAME (if different than Contact Name) Walker Linda  
(please print) LAST FIRST M.I.

VEHICLE DESCRIPTION:

VEHICLE #1-MAKE Dodge LICENSE MFP 432 COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) \_\_\_\_\_

ADDRESS \_\_\_\_\_

VEHICLE #2-MAKE Mitsubishi LICENSE CARBIBE COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) \_\_\_\_\_

ADDRESS \_\_\_\_\_

VEHICLE #3-MAKE \_\_\_\_\_ LICENSE \_\_\_\_\_ COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) \_\_\_\_\_

ADDRESS \_\_\_\_\_

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AUTHORIZED BY (please print) Don Keister TITLE Program Services Manager

AUTHORIZED SIGNATURE Don Keister DATE 4-2-91

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(office use only)

LOT/SPACE ASSIGNED \_\_\_\_\_ I.D. # ASSIGNED \_\_\_\_\_

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(Department/Division/Section)  
BILLING ADDRESS 2505 SE 11th, Portland, OR 97202 PHONE NUMBER 248-3851  
Street/City/State/Zip Code  
DRIVER NAME (if different than Contact Name) Ogilvie Tina  
Betteridge Lynn  
(please print) LAST FIRST M.I.

VEHICLE DESCRIPTION:

VEHICLE #1-MAKE Hyundai LICENSE NT4177  COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) Ogilvie  
ADDRESS \_\_\_\_\_

VEHICLE #2-MAKE Nissan LICENSE QPP980  COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) Betteridge  
ADDRESS \_\_\_\_\_

VEHICLE #3-MAKE \_\_\_\_\_ LICENSE \_\_\_\_\_ COMPACT OR STANDARD?  
(circle one)

REGISTERED OWNER (if diff.) \_\_\_\_\_  
ADDRESS \_\_\_\_\_

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AUTHORIZED SIGNATURE Don Keister DATE 4-2-91

===== (office use only) =====

LOT/SPACE ASSIGNED \_\_\_\_\_ I.D. # ASSIGNED \_\_\_\_\_  
DATE ASSIGNED \_\_\_\_\_ MONTHLY RATE AT DATE ASSIGNED \_\_\_\_\_  
SENIORITY DATE \_\_\_\_\_ PERMIT/RECORD NUMBER \_\_\_\_\_  
7008H/4

# 4

DATE 2 MAY '91

NAME KEVIN G. KIDD

ADDRESS PARAGON CABLE  
STREET

CITY

ZIP CODE

I WISH TO SPEAK ON AGENDA ITEM # \_\_\_\_\_

SUBJECT CITIZEN COMMENT - PROGRESS  
REPORT

FOR \_\_\_\_\_ AGAINST  
PLEASE PRINT LEGIBLY!



PARAGON  
CABLE

*Regular Meeting  
5-2-91  
Handout #2  
Kevin Kidd*

**PARAGON CABLE  
PORTLAND/MULTNOMAH  
INSTALLS  
ITS  
100,000TH  
CUSTOMER  
IN APRIL, 1991**

**CUSTOMER GROWTH  
COMES FROM  
TWO SOURCES**

- ◆ **ACQUISITION**
- ◆ **RETENTION**

**THE FUTURE  
CHALLENGE**

---

**TO CONTINUE  
CUSTOMER  
GROWTH**

## CABLE ATTRIBUTES

- ◆ PERCEIVED VALUE FOR THE MONEY IS NOT SUFFICIENT TO JUSTIFY PURCHASE
  
- ◆ NONSUBSCRIBERS BELIEVE THAT CABLE PURCHASE MUST BE JUSTIFIED BY USAGE -- THAT THEY WOULD HAVE TO WATCH "A LOT" OF TELEVISION IN ORDER TO JUSTIFY PAYING FOR CABLE
  
- ◆ BECAUSE CABLE APPEAL IS STRONGEST AMONG A GROUP OF PEOPLE WHO SEE VALUE IN THE PRODUCT BUT HAVE DIFFICULTY PAYING FOR IT, IT IS REASONABLE TO ASSUME THAT UNLESS CURRENT MARKETING STRATEGIES (PRICING, PACKAGING AND/OR POSITIONING) ARE CHANGED, THE PERCENT OF CABLE HOMES PASSED WHO ARE "CHRONICALLY CHURNING" IN AND OUT OF CABLE WILL CONTINUE TO GROW, AS THIS GROUP IS PRESENTLY BEING FUELED BY CURRENT MARKETING EFFORTS

\* SOURCE: BORTZ & COMPANY, INC. DECEMBER 20, 1990; CTAM

## **BASIC CABLE -- ACQUISITION ISSUES**

**IMPORTANTLY, OVER THE LAST 10 YEARS, AS CABLE PENETRATION HAS INCREASED, FACTORS THAT HAVE HISTORICALLY EXPLAINED CABLE PURCHASE DYNAMICS HAVE NARROWED AND BECOME MORE DISTINCT:**

- ◆ **FROM A DEMOGRAPHIC PERSPECTIVE, INCOME IS NOW THE KEY DISCRIMINATOR BETWEEN SUBSCRIBING AND NOT SUBSCRIBING TO CABLE TELEVISION. IT IS THEREFORE NOT SURPRISING THAT PRICE/VALUE PERCEPTIONS ARE STRONG INHIBITORS TO PURCHASING CABLE.**
  - **FOR THE MORE DOWNSCALE NONSUBSCRIBER, WHO SEES VALUE IN CABLE TELEVISION, IT IS MORE SPECIFICALLY A "CAN'T AFFORD:" ISSUE.**
  - **THERE IS A SEGMENT OF MORE UPSCALE AND EDUCATED NONSUBSCRIBERS, HOWEVER, WHO ARE LESS LIKELY TO BE CABLE SUBSCRIBERS FOR REASONS OTHER THAN AFFORDABILITY.**
    - . **INDEED, FROM A PSYCHOGRAPHIC PERSPECTIVE, A PRINCIPAL BARRIER TO CABLE IS A PERCEPTION THAT USAGE OF CABLE WOULD BE INSUFFICIENT TO JUSTIFY SUBSCRIBING.**
- ◆ **ADDITIONAL RATIONALE OFFERED IN RESISTING CABLE IS PRODUCT-RELATED, WITH A PRIMARY FOCUS ON "DUPLICATION" CONCERNS.**

\* SOURCE: BORTZ & COMPANY, INC. DECEMBER 20, 1990; CTAM

## NONSUBSCRIBER RESEARCH DATA

### ◆ INCOME OF SUBSCRIBERS VS. NON-SUBSCRIBERS

	<u>SUBS</u>	<u>NON-SUBS</u>
< \$30,000	31%	43%
\$30,000-\$49,000	25%	20%
\$50,000 +	19%	13%
REFUSED	25%	25%

### ◆ ONE REASON THAT BEST DESCRIBES WHY NOT SUBSCRIBING TO CABLE (NEVERS)

PRICE	50%
NOT INTERESTED	27%
ALL OTHER	23%

### ◆ ONE REASON THAT BEST DESCRIBES REASON FOR DISCONNECTING (FORMER CUSTOMERS WHO DID NOT MOVE)

PRICE	55%
NOT INTERESTED	10%
ALL OTHER	35%

\* SOURCE: BORTZ & COMPANY, INC. DECEMBER 20, 1990; CTAM

## **NONSUBSCRIBER PROFILE**

- ◆ **THE MAJORITY OF THE KEY DIFFERENTIATING DEMOGRAPHIC FACTORS BETWEEN SUBSCRIBERS AND NONSUBSCRIBERS ARE INCOME RELATED:**
  - **NONSUBSCRIBERS ARE MORE LIKELY TO:**
    - (1) HAVE LOWER HOUSEHOLD INCOMES**
    - (2) FEWER PEOPLE IN THE HOUSEHOLD EMPLOYED**
    - (3) RENT THEIR HOMES**
    - (4) LIVE IN MULTIPLE DWELLING UNITS**
  
- ◆ **NONSUBSCRIBERS ARE LIGHTER CONSUMERS OF TELEVISION**
  
- ◆ **NEVER SUBSCRIBERS TEND TO BE OLDER, SINGLE WITH NO CHILDREN, AND ARE LESS LIKELY TO BE EMPLOYED**

\* SOURCE: BORTZ & COMPANY, INC. DECEMBER 20, 1990; CTAM

## FORMER SUBSCRIBER RESEARCH

"WHAT IF ANYTHING WOULD GET YOU TO RECONNECT?"

	<u>VOLUNTARY DISCONNECT</u>	<u>NON-PAY DISCONNECT</u>
LOWER PRICE	42%	38%
IF I COULD AFFORD	6%	7%

\* SOURCE: CONSUMER METRICS, ATLANTA, GA. MARCH, 1990

**BROADCAST TIER**  
**EAST MULTNOMAH COUNTY**  
**APRIL, 1991**

<u>CHANNEL</u>	<u>SERVICE</u>
4	KATU
6	KOIN
8	KGW
9	WTBS
10	KOPB
11	COMMUNITY ACCESS NETWORK
12	KPTV
13	KPDX
15	WGN
21	MULTNOMAH COMMUNITY TELEVISION

PRICE: \$2.11 PER MONTH

CUSTOMERS: 24

LAUNCHED: MAY 1, 1988

**EXPANDED BROADCAST TIER**  
**EAST MULTNOMAH COUNTY**  
**MAY 6, 1991**

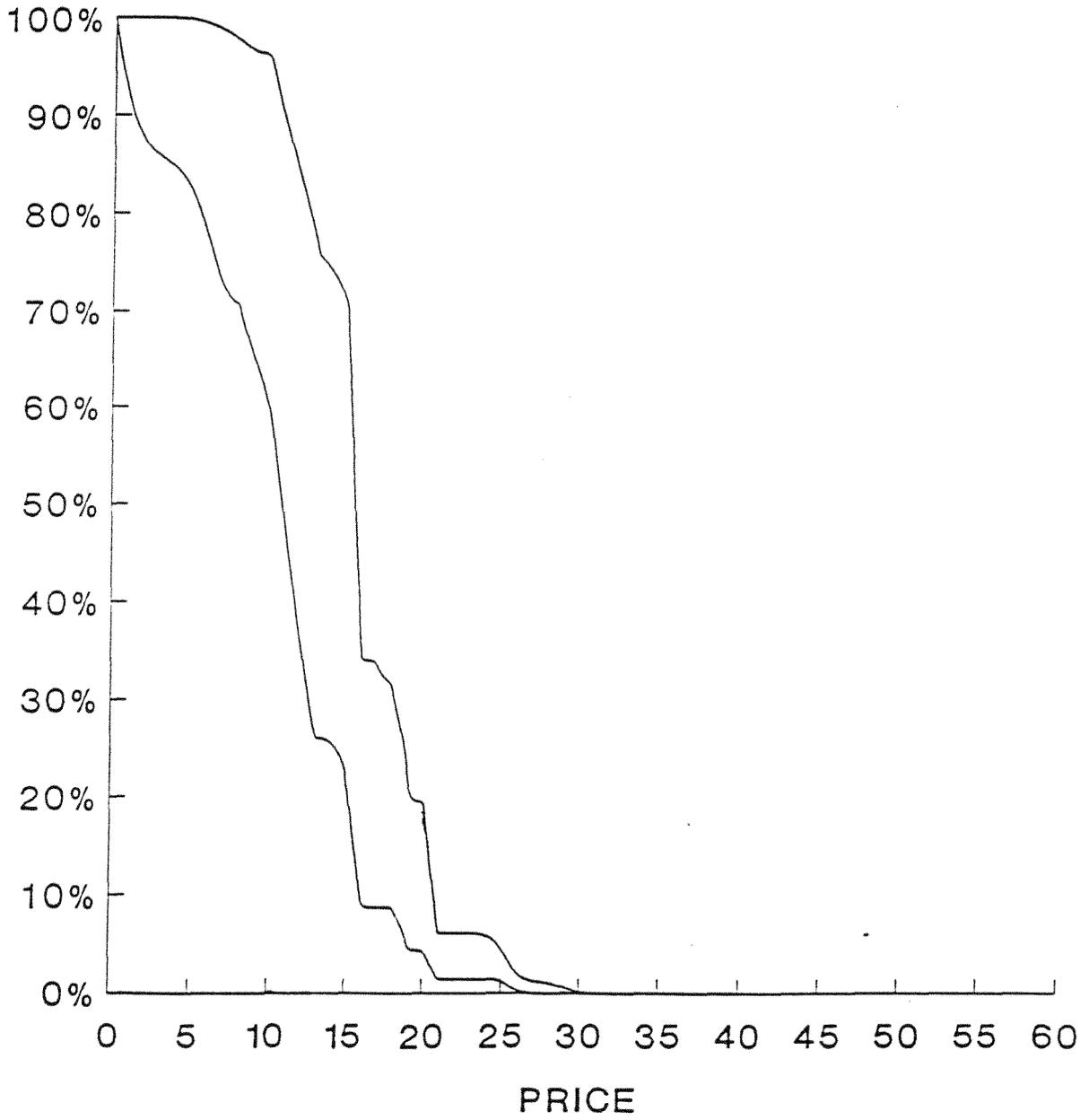
<b><u>CHANNEL</u></b>	<b><u>SERVICE</u></b>
2	PREVUE GUIDE
3	CNN HEADLINE NEWS
4	KATU
5	LIFETIME
6	KOIN
7	CBN THE FAMILY CHANNEL
8	KGW
9	WTBS
10	KOPB
11	COMMUNITY ACCESS NETWORK
12	KPTV
13	KPDX
15	WGN
21	MULTNOMAH COMMUNITY TELEVISION
* 14	HBO

PRICE: \$8.95 PER MONTH

CUSTOMERS: 500 +

\* OPTIONAL PREMIUM SERVICE

# PRICE SENSITIVITY ANALYSIS PORTLAND SYSTEM



**RANKING OF PARAGON CHANNELS**  
**BASED ON CUSTOMERS' PERCEPTIONS**

<b><u>SERVICE</u></b>	<b><u>VALUE RANK</u></b>
CNN HEADLINE NEWS	2
WTBS	5
WGN	8
CBN THE FAMILY CHANNEL	14
PREVUE GUIDE	15
LIFETIME	22

THE EXPANDED BROADCAST TIER CHANNEL LINEUP  
CONTAINS 5 OF THE 15 MOST HIGHLY VALUED CHANNELS  
OFFERED BY PARAGON.

\*SOURCE: CONSUMER METRICS, ATLANTA, GA. FEBRUARY, 1991

## **BASIC CABLE -- RETENTION ISSUES**

- ◆ **SERVICE RESPONSE**
- ◆ **TELEPHONE RESPONSE**
- ◆ **PICTURE QUALITY**
- ◆ **CUSTOMER EDUCATION/INFORMATION**

## RETENTION ACCOMPLISHMENTS

### ◆ SERVICE RESPONSE

- INCREASED FIELD TECHNICIANS BY 33%
- EXTENDED FIELD HOURS TO 8:00 PM
- IMPLEMENTED NEW CALL DISPATCH SYSTEM

### ◆ TELEPHONE RESPONSE

- INSTALLED AN ADVANCED COMPUTERIZED CALL MANAGEMENT SYSTEM
- INCREASED PHONE OPERATORS BY 36%
- ADJUSTED STAFFING LEVELS TO MEET PEAK CALL VOLUME PERIODS
- FAST FONE

### ◆ PICTURE QUALITY

- COMPLETED SYSTEM SWEEP/BALANCE
- MONTHLY PERFORMANCE TESTING
- EQUIPMENT UPGRADES
- FIBER TRUNK TO MT. HOOD COMMUNITY COLLEGE
- SYSTEM REDESIGN TO IMPROVE PERFORMANCE WHERE POSSIBLE

### ◆ CUSTOMER EDUCATION/INFORMATION

- QUARTERLY NEWSLETTER
- BILLING INSERTS
- IMPROVED INSTALLATION PACKETS
- EMPLOYEE TRAINING/CROSS-TRAINING
- INFOMERCIALS