

REVISED TUESDAY, JANUARY 10, 1988

AGENDA

Tuesday, January 10, 1988

9:30 AM

Room 602 County Courthouse

- ✓ 1. Review of efforts to accomplish consolidation of management and operation of the Coliseum and other city facilities with the Oregon Convention Center, and a discussion to determine County roles, especially regarding the Expo Center
- ✓ 2. Legislative Briefing - Fred Neal, Intergovernmental Relations Officer

Tuesday, January 10, 1989 - 1:30 PM

Multnomah County Courthouse, Room 602

EXECUTIVE SESSION

EXECUTIVE SESSION - for the purpose of reviewing Litigation allowed under ORS 192.660(1)(h)

IMMEDIATELY FOLLOWING THE EXECUTIVE SESSION, THE FOLLOWING WILL BE HEARD:

INFORMAL

1. Informal Review of Bids and Requests for Proposals:
 - a) Cab & Chassis
 - b) Wetland Interpretive Center - Blue Lake Park
2. Briefing regarding East Burnside Sewer Project - Grant Nelson
3. Informal Review of Formal Agenda of January 12

DATE SUBMITTED January 5, 1989

(For Clerk's Use)

Meeting Date 1/10/89

Agenda No. ~~14~~

1 A.M.

INFORMAL

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Regional Facilities Consolidation

Informal Only* 1/10/89 A.M.
(Date)

Formal Only _____
(Date)

DEPARTMENT Board of County Commissioners DIVISION _____

CONTACT Fred Neal TELEPHONE 248-3308

*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD Mike Lindberg, Ted Runstein, Mike Ragsdale
Rena Cusma

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

Review of efforts, to date to accomplish a consolidation of management and operation of the Colisium and other city facilities with the Oregon Convention Center, and a discussion with the County BCC regarding the County's role, expecially in regards to the Expo Center

(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 90 Minutes Time Certain 9:30am

IMPACT:

PERSONNEL

FISCAL/BUDGETARY

General Fund

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Gladys Mc Coy

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.

Legislative Briefing
1/10/89 # 2 A.M.
Submitted by
Fred Pearce.

Directives to the Office of Intergovernmental Affairs

1. **Name a key contact person.**

This person will report to City Council annually on all progress made regarding the directives. This person also will serve as the contact for other agencies, bureaus and interested citizens on issues related to these directives.

2. **Pursue state enabling legislation to provide for a city receivership program.**

Most states across the country that have property receivership programs do so under state statute. Oregon has no such law. Proposed legislation has been prepared by the Task force. IGA should include this in the Portland legislative package for the upcoming Legislative session.

3. **Pursue state legislation to provide for limited property tax abatement for owner occupant home repair and newly constructed single family houses, in target areas.**

A number of state laws already exist which provide limited property tax abatement on the increased values that result from rehabilitation of investor owned property. These laws encourage reinvestment in deteriorating parts of the city. The concept should be extended to owner occupants of single family houses and encourage the construction of quality infill housing in target areas.

~~4.~~ **Pursue state legislation to allow a portion of the funds raised within a Urban Renewal district to be spent for the purpose of housing and community development in low and moderate income neighborhoods outside the district.**

The State of California has statutes that allow, in fact require, the use of urban renewal funds for this purpose. IGA should work with the City Attorney to craft similar legislation and seek approval of it by the Legislature.

5. **Pursue legislation to fund an expanded Portland Homestead Program and/or to establish a state funded, statewide homestead program.**

Funding for an expanded Portland Homestead Program has been included in the governor's proposed budget. IGA should seek approval of this proposal. As an alternative, a state funded homestead program should be designed involving vacant properties held by public and private lenders. IGA should work with PDC to draft the legislation and seek support for it at the upcoming Legislative session.

\$1.8 million

1/10/89



MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
ROOM 605, COUNTY COURTHOUSE
1021 S.W. FOURTH AVENUE
PORTLAND, OREGON 97204

GLADYS McCOY • Chair • 248-3308
PAULINE ANDERSON • District 1 • 248-5220
GRETCHEN KAFOURY • District 2 • 248-5219
CAROLINE MILLER • District 3 • 248-5217
POLLY CASTERLINE • District 4 • 248-5213
JANE McGARVIN • Clerk • 248-3277

1989 MULTNOMAH COUNTY LEGISLATIVE DELEGATION

Senate District	Name	Address	Phone
3	Bob Shoemaker	S-212	378-8080
6	Dick Springer	S-310	378-8850
7	Shirley Gold	S-216	378-8845
8	Bill McCoy	S-209	378-8804
9	Frank Roberts	S-206	378-8803
10	Jane Cease	S-217	378-8073
11	Glenn Otto	S-211	378-8806
House District			
10	Vera Katz	269	378-8533
11	Tom Mason	H-280	378-8826
12	Phil Keisling	H-278	378-8864
13	Judith Bauman	H-286	378-8036
14	Beverly Stein	H-292	378-8035
15	Gene Sayler	H-383	378-8029
16	Rodger Wehage	H-471	378-8059
17	Mike Burton	H-486	378-8782
18	Margaret Carter	H-478	378-8823
19	Ron Cease	H-279	378-8822
20	Jon Minnis	H-371	378-8018
21	Lonnie Roberts	H-481	378-8837
22	Rick Kotulski	H-491	378-8832

Letters to members should be addressed to their office number, State Capitol, Salem, Oregon 97310.
AN EQUAL OPPORTUNITY EMPLOYER

Oregon legislative committee chairs

SENATE

Joint Ways and Means—Sen. Mike Thorne, Pendleton; Rep. Jeff Gilmour, Jefferson, co-chairs. **Revenue & School Finance**—Jane Cease, Portland. **Agriculture & Natural Resources**—Dick Springer, Portland. **Business, Housing & Finance**—Jim Hill, Salem. **Education**—Shirley Gold, Portland. **Government Operations & Elections**—Glenn Otto, Troutdale. **Health Insurance & Bio-Ethics**—Bob Shoemaker, Portland. **Human Resources**—Bill McCoy, Portland. **Judiciary**—Joyce Cohen, Lake Oswego. **Labor—Grattan Kerans, Eugene. Rules**—Frank Roberts, Portland. **Telecommunications & Consumer Affairs**—Peg Jolin, Cottage Grove. **Joint Committee on Trade & Economic Development**—Sen. Wayne Fawbush, Hood River; Rep. Margaret Carter, Portland, co-chairs. **Transportation**—Joan Dukes, Astoria.

HOUSE

Revenue & School Finance—Carl Hosticka, Eugene. **Agriculture, Forestry & Natural Resources**—Bernie Agrons, Klamath Falls. **Consumer & Business Affairs**—Dave McTeague, Milwaukie. **Education**—Bruce Hugo, Scappoose. **Environment & Energy**—Ron Cease, Portland. **Housing & Urban Development**—Judy Bauman, Portland. **Human Resources**—Rick Kotulski, Corbett. **Intergovernmental Affairs**—Al Young, Hillsboro. **Judiciary**—Tom Mason, Portland. **Labor**—Bob Shiprack, Beavercreek. **Legislative Rules, Operations & Reform**—Dave Dix, Eugene. **State & Federal Affairs**—Lonnie Roberts, Portland. **Transportation**—Jim Whitty, Coos Bay. **Joint Committee on Water Policy**—Rep. Bill Dwyer, Springfield; **Sunset Review**—Bill Dwyer, Springfield.



Approved #1
1/10/89

MULTNOMAH COUNTY OREGON

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

GLADYS McCOY
COUNTY CHAIR

MEMORANDUM

TO: Jane McGarvin, Clerk of the Board

FROM: Lillie M. Walker, Director, Purchasing Section

DATE: January 4, 1989

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

BOARD OF
COUNTY COMMISSIONERS
1989 JAN - 6 AM 11:01
MULTNOMAH COUNTY
OREGON

The following Formal Bids and/or Professional Services Request for Proposals (RFPs) are being presented for Board review at the Informal Board on Tuesday, January 10, 1989.

Bid/RFP No.	Description/Buyer	Initiating Department
B06-200-3295	ONE TON CAB & CHASSIS	DES
	Buyer: Roger Bruno Ex. 5111	Contact: Tom Guiney Phone: 5050
B61-700-3296	WETLAND INTERPRETATIVE CENTER - BLUE LAKE PARK	DES
	Buyer: Frank Lopez Ex. 5111	Contact: Nancy Chase Phone: 5050
	Buyer: Ex. 5111	Contact: Phone:

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

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

TO: DAILY JOURNAL OF COMMERCE

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

MULTNOMAH COUNTY

Proposals Due: January 24, 1989 at 2:00 P.M.

Proposal No. B06-200-3295

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

The Purchase of one new, current standard model, production
dual wheel One Ton Cab & Chassis with 14,500 #GVW

as per specifications on file with the Purchasing Director. No proposal will be received or considered unless the proposal contains a statement by the bidder as part of his bid that the requirements of ORS 279.350 shall be included. Multnomah County reserves the right to reject any or all proposals.

Specifications may be obtained at: Multnomah County Purchasing Section
2505 S.E. 11th Avenue
Portland, OR 97202
(503) 248-5111

Lillie M. Walker, Director
Purchasing Section

PUBLISH: January 12, 1989

AD2:PURCH2

TO: The Portland Business Today/DJC

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

MULTNOMAH COUNTY

WETLAND INTERPRETATIVE CENTER - BLUE LAKE PARK

Bids Due January 31, 1989 at 2:00 P.M.
Bid No. B61-700-3296

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

Installation of asphalt paths, construction of wood decks and bridges, and planting of trees, upland shrubs, and wetland plantings.

Plans and Specifications are filed with the Purchasing Director and copies may be obtained from the above address for a \$5.00 non-refundable fee. **CHECKS AND MONEY ORDERS ONLY.** Plans and Specifications will not be mailed within the Tri-County area.

PREBID CONFERENCE: M A N D A T O R Y - January 17, 1989, 10:00 am, Blue Lake Park
Project Site, 20500 NE Marine Drive, Fairview, Oregon

PREQUALIFICATION OF BIDDERS Pursuant to the Multnomah County Public Contract Review Board Administrative Rules (AR 40.030) Prequalification shall be mandatory for this project for the following class(es) of work: LANDSCAPING - HIGHWAYS, STREETS, ROADS, PARKS, AND REST AREAS (ROADSIDE SEEDING, LAWNS, SHRUBS, TREES, IRRIGATION SYSTEMS)

Prequalification applications or statements must be prepared during the period of one year prior to the bid date. Prequalification application and proof of prequalification by the Oregon Department of Transportation must be actually received or postmarked to Multnomah County Purchasing Section by not later than 10 days prior to bid opening.

All bidders must comply with the requirements of the prevailing wage law in ORS 279.350.

Details of compliance are available from the Purchasing Section, Department of General Services, 2505 S.E. 11th Avenue, Portland, OR 97202, (503) 248-5111.

Contractors and subcontractors must be licensed for asbestos abatement work if the project involves working with asbestos.

NONDISCRIMINATION Bidders on this work will be required to comply with the provisions of Federal Executive Order 11246. The requirements for Bidders and Contractors are explained in the Specifications.

No proposal will be considered unless accompanied by a check payable to Multnomah County, certified by a responsible bank, or in lieu thereof, a surety bond for an amount equal to ten percent (10%) of the aggregate proposal. The successful bidder shall furnish a bond satisfactory to the Board in the full amount of the contract.

Multnomah County reserves the right to reject any or all bids.

LILLIE WALKER, DIRECTOR
PURCHASING SECTION

Publish January 12, 1989

INFORMAL

DATE SUBMITTED 12/8/1988

(For Clerk's Use)
Meeting Date 1/10/89
Agenda No. # 2

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: E. Burnside Sewer Project

Informal Only* December 20, 1988 PM
(Date)

Formal Only _____
(Date)

DEPARTMENT Chair DIVISION _____

CONTACT G. Nelson TELEPHONE 248-3308

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD G. Nelson, P. Yarborough et. al:

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

Development of a County response to the City of Portland's request that the County help provide relief for property owners connecting to sewers along E. Burnside.

F

(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 20 minutes

IMPACT:

PERSONNEL
 FISCAL/BUDGETARY
 General Fund
 Other _____

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1988 DEC - 9 PM 12:00

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: [Signature]

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.



GLADYS McCOY, Multnomah County Chair

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

January 11, 1989

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1989 JAN 25 AM 11:13

Hon. J. E. "Bud" Clark
Mayor, City of Portland
1220 S. W. Fifth Avenue, Room 321
Portland, Oregon 97204

Commissioner Earl Blumenauer
Portland City Hall
1220 S. W. 5th Avenue, Room 407
Portland, Oregon 97204

Commissioner Bob Koch
Portland City Hall
1220 S. W. 5th Avenue, Room 211
Portland, Oregon 97204

Commissioner Mike Lindberg
Portland City Hall
1220 S. W. 5th Avenue, Room 414
Portland, Oregon 97204

Commissioner Dick Bogle
Portland City Hall
1220 S. W. 5th Avenue, Room 404
Portland, Oregon 97204

Dear Mayor Clark and Commissioners:

Since receiving your letter of November 14th, I have had members of my staff reviewing the issues raised regarding your request that Multnomah County consider paying a portion of a projected shortfall to the City's sewerage fund. After careful consideration of your request we have concluded that if you proceed with the proposal outlined in your letter, it would be appropriate for the City of Portland to deal with any shortfall to the sewerage fund caused by any charges you may wish to reduce.

The concept of allowing connections to sewers to be made at the rates in effect when the sewer line to which connection would be made was constructed has never been one that has been followed or promoted by the Central County Sewer District. However, if the City of Portland wishes to follow such a policy it is certainly free to do so.

In the event that the City does choose to roll back charges to 1985 rates for properties along East Burnside, we would suggest that revenue from the connection of new sewer users to lines which have already been paid off be used to offset any losses to the sewerage fund. According to our estimates, connections to paid off lines would generate more than \$600,000 which would more than cover your projections of a sewerage fund shortfall.

Hon. J. E. "Bud" Clark
Portland City Council
January 11, 1989
Page 2

It would also be appropriate for all of us to recall that Multnomah County's leadership in obtaining loans made possible the installation of a dry sewer line in East Burnside. The line was laid before, not after, the light rail line was constructed. These actions have saved those faced with mandatory sewerage more than \$4 million compared to the cost of post light rail construction costs.

It remains my wish that the City and East Burnside property owners arrive at a mutually satisfactory resolution of the sewer installation charge issue. If I can be of any further assistance, please do not hesitate to contact me.

Sincerely,



Gladys McCoy
Multnomah County Chair

As a result of the City and County policies on urban services, the County began phasing out its involvement with sewers in 1983. In 1986, most of the service area of the Central County Service District was transferred to the City of Portland including the East Burnside line. Less than \$400,000 remained to be paid on CCSD's portion of the DEQ loan when the 1986 transfer took place. Along with the East Burnside line, CCSD transferred to the City paid off lines in N. E. 162nd Avenue, N. E. 148th Avenue, N. E. Halsey Street, N. E. Sandy Blvd., N. E. 122nd Avenue and some other miscellaneous sewer lines.

In April 1986, the State Environmental Quality Commission followed up on their earlier finding of a threat to drinking water by mandating sewerage in the so-called affected area to be completed by 2005. Therefore what had previously been a necessity for new construction to take place was required for existing properties as well.

Owners of property on East Burnside have been given until May 1, 1989 to connect their properties to the sewer line. Although more than forty have already paid the connection costs to the City of Portland, some citizens have taken a position that they should be granted some relief from these costs. One argument is based on a proposal that had been discussed by County employees in 1983 regarding sewer line financing (see material attached to letter from City Council). Further, it is contended that in charging standard line and branch charges, the City will generate more revenue than the City incurred in costs in acquiring the line.

DRAFT 3571G

DRAFT

January 11, 1989

Hon. J. E. "Bud" Clark
Mayor, City of Portland
1220 S. W. Fifth Avenue, Room 321
Portland, Oregon 97204

Commissioner Earl Blumenauer
Portland City Hall
1220 S. W. 5th Avenue, Room 407
Portland, Oregon 97204

Commissioner Bob Koch
Portland City Hall
1220 S. W. 5th Avenue, Room 211
Portland, Oregon 97204

Commissioner Mike Lindberg
Portland City Hall
1220 S. W. 5th Avenue, Room 414
Portland, Oregon 97204

Commissioner Dick Bogle
Portland City Hall
1220 S. W. 5th Avenue, Room 404
Portland, Oregon 97204

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The concept of allowing connections to sewers to be made at the rates in effect when the sewer line to which connection would be made was constructed has never been one that has been followed or promoted by the Central County Sewer District. However, if the City of Portland wishes to follow such a policy it is certainly free to do so.

DRAFT

In the event that the City does choose to roll back charges to 1985 rates for properties along East Burnside, we would suggest that revenue from the connection of new sewer users to lines which have already been paid off be used to offset any losses to the sewerage fund. According to our estimates, connections to paid off lines would generate more than \$600,000 which would more than cover your projections of a sewerage fund shortfall.

It would also be appropriate for all of us to recall that Multnomah County's leadership in obtaining loans made possible the installation of a dry sewer line in East Burnside. The line was laid before, not after, the light rail line was constructed. These actions have saved those faced with mandatory sewerage more than \$4 million compared to the cost of post light rail construction costs.

It remains my wish that the City and East Burnside property owners arrive at a mutually satisfactory resolution of the sewer installation charge issue. If I can be of any further assistance, please do not hesitate to contact me.

Sincerely,

GM



GLADYS McCOY, Multnomah County Chair

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

MEMORANDUM

TO : Portland City Council

FROM : Hank Miggins
Executive Assistant
to the Chair

THRU : Gladys McCoy
Multnomah County Chair

DATE : November 28, 1988

RE : Sewer Charges on East Burnside

We have received the Council's letter of November 14th requesting that we consider paying a portion of a projected \$298,000 shortfall to the City's sewerage fund. Commissioner McCoy is very interested in helping the City arrive at a satisfactory resolution of this matter.

We would like to obtain some additional information from the City for the County to consider in seeking to reach some conclusion in this matter. I have directed our staff to meet with Bureau of Environmental Services staff to clarify some of the points in your letter.

HCM:ddf



CITY OF
PORTLAND, OREGON

OFFICE OF THE MAYOR

Office of
J.E. Bud Clark, Mayor
1220 S.W. 5th
Portland, Oregon 97204
(503) 248-4120

November 14, 1988

NOV 17 1988

Gladys McCoy, Chair
County Board of Commissioners

Loren Wyss, Chair
Tri-Met Board

Re: Sewer Charges on East Burnside Between 96th Avenue and 162nd Avenue

Some property owners along the portion of E. Burnside between 96th Ave. and 162nd Ave. have requested the City Council to reduce the normal City sewer charges they must pay at the time of connecting their property to that sewer line. Their request is based on statements made orally and in written form that previous employees of the Central County Service District and Tri-Met made during the installation of this line and the construction of Light Rail facilities along this portion of East Burnside Avenue back in 1984. In essence, the statements made by these employees, were that single family properties would not be charged any portion of the sewer construction costs and that the costs of sewer construction would be borne totally by multiple family and commercial properties. Consequently, when these property owners were notified in April this year by the city that they must connect to the line within one year and pay the City's charges for line costs and connection fees, they have requested that the City accommodate the previous statements and reduce the normal City charges for this type of service.

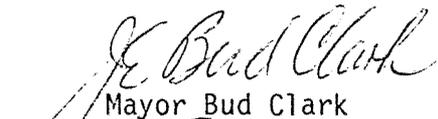
During an informal Council meeting on Tuesday, October 25, the City Council discussed the request and concluded we should ask you to consider having the County and Tri-Met pay for a portion of these property owner's sewer costs. Doing so will honor the statements made by your agency's employees and satisfy the resultant expectations of the E. Burnside property owners.

The specific proposal that seems to make sense is to require of these property owners (from 96th to 146th, as east of 146th was under Gresham's jurisdiction), Portland charges that were in effect in 1985 when the sewer line installation was complete, but was unable to be used because it was not connected to any downstream receiving sewer. If these 1985 costs are charged the property owners, a shortfall of \$298,000 from existing charges would occur in the City's sewerage fund. We are, therefore, requesting that you consider contributing all or a portion of the \$298,000 to help pay these property owner's sewer costs. This would also provide an average reduction in cost of \$1,170 per property. We believe your commitment to honoring statements made by your employees is important in maintaining government integrity and trust.

Because of the need to provide these individuals with a firm answer of what their costs will be before the time period expires in which they must connect to the sewer line, we are requesting that you give an indication of the willingness of the County/Tri-Met to pay for part of these costs no later than November 28. This will allow the City Council time to consider your response and make a final decision on these property owner's requests by December 1 of this year.

We and staff from the City's Bureau of Environmental Services, are available to meet with you or County/Tri-Met staff to more thoroughly review and discuss this issue. If such a meeting is desirable, please call Commissioner Bob Koch at 248-4151.

Sincerely,


Mayor Bud Clark


Commissioner Earl Blumenauer


Commissioner Dick Bogle


Commissioner Bob Koch


Commissioner Mike Lindberg



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-5000

DENNIS BUCHANAN
COUNTY EXECUTIVE

BURNSIDE STREET SEWER CONSTRUCTION CENTRAL COUNTY SERVICE DISTRICT

As part of the Banfield transitway Project, a sewer line will be constructed under the Burnside Street roadway between I-205 and Gresham. From 146th eastward the sewer will be immediately operable. West of 146th, the sewer will be dry until the 122nd Avenue interceptor between Burnside and Sacramento is built, connecting the Burnside line to the Inverness Plant. The District will be taking actions to make construction of the 122nd Avenue interceptor possible, so that the Burnside line will also be immediately operable.

Financing

The construction of the sewer is being financed by the Central County Service District/Multnomah County and the City of Gresham with a \$3 million loan from the State Department of Environmental Quality. The loan will be repaid through connection fees.

The decision to include the sewer line in the Light Rail Project on Burnside Street was made in order to avoid tearing up a brand new roadway for sewer construction just after the Light Rail is completed. The decision to finance the loan with connection fees will save single family home owners from having to pay both the cost of constructing a sewer and the cost of connecting. The connection fees to commercial and multi-family users will be considerably higher than to single family property owners to recover the cost of the construction of the line.

Connection

At this time, there is no County requirement for a property owner to connect to the sewer. There may be a requirement to connect or pay sewer charges in the future. Connection fees at this time are \$600 per single family equivalent.

House Branches

The Tri-Met contractor will be excavating and placing "house branches" from the sewer line to the existing property line of every property along Burnside (though in a few instances, properties at corners may be served from the side street, rather than from Burnside Street - this will be done where it is more economically or engineeringly feasible to serve the property from a street other than Burnside).

Representatives of the District will contact each property owner to determine where the house plumbing is located, in order to locate the lateral from the Burnsideline (or side street) in the right place on the property and where the

Right-of-Way and Property Lines

In many cases, Tri-Met will acquire additional right-of-way in order to complete sidewalks. The Project will be constructed in two phases:

- 1) Roadway, curbs, utility relocations, sewer installation
- 2) Sidewalks, retaining walls, driveways, trackway

The right-of-way lines will change in some areas after the sewers are installed. This may leave a gap between the end of the house branch and the new property line. Tri-Met staff will be contacting each property owner affected by a future right-of-way acquisition in order to discuss this and other conditions affecting their property. If a property owner wishes, the Tri-Met contractor can extend the house branch to the new property line (though not yet acquired at time of sewer construction) at no cost to the property owner at the time the sewer line and house branches are constructed. This will save the owner money when the actual connection to the sewer line is made, and will avoid having to excavate under the sidewalk at a later date.

If you wish to extend the house branch line from the existing property line to the proposed property line, your permission must be obtained. If the contractor does not receive permission to enter your property, the house branch can only be built to the limit of the County right-of-way. Grass, shrubbery, on-site features will be put back into their original state.

Line Sizing and Future Development

Existing zoning in the Project area covers a range from low density residential to high density commercial. Zoning changes contemplated by the County Planning Division will increase the residential density and the commercial and office development. Density minimums of 15 units per acre for medium density and 20 units per acre for high density residential are proposed, and zoning will be oriented to promote development in presently vacant tracts and re-development of existing underutilized areas. Commercial zones at 102nd and 122nd Avenues will be increased and enlarged. The sewer designs took this projected development into account, and the proposed line sizing will accommodate the sewage flows generated by this new development.

For further information, contact Multnomah County:

Burke Raymond
Sewer Development Manager
248-3297

or

Judi Mandt
Staff Assistant
248-3596

STAFF REPORT FOR THE DECISION OF
THE BOARD OF MULTNOMAH COUNTY COMMISSIONERS

IN THE MATTER OF:

A resolution requesting the Metropolitan Service District (Metro) to apply on the behalf of Gresham and Multnomah County to the Oregon Department of Environmental Quality (DEQ) with legislative review by the Emergency Board for a loan to construct a sanitary sewer dry line in Burnside from 102nd Avenue to 197th Avenue.

RECOMMENDED BOARD ACTION:

Approve the resolution submitted by the Department of Environmental Services for Board action.

PURPOSE:

To secure funding for sewers in Burnside to be constructed simultaneously with the Banfield Light Rail Transit (LRT) system.

To avoid exorbitant future costs and massive inconvenience of placing sewers in Burnside after light rail is complete.

To comply with the DEQ rule prohibiting cesspools and seepage pits and Multnomah County's commitment to provide sewers in unserviced areas in East Multnomah County by 1990.

BACKGROUND:

Cost Savings

Immediate substantial cost savings can be realized if sewers are installed in Burnside Street along with the Banfield LRT. The current design for the Banfield system calls for dual light rail tracks down the center of the street and one auto lane on each side of the tracks. The project currently does not provide for sewers in the Central County Service District or the Gresham Basin. Placement of sewers after the light rail system is constructed would require tearing out both sides of the right-of-way for the entire length of the project from 102nd to 197th and using expensive sheet piling excavation. Department of Environmental Services engineering staff estimate that it would conservatively cost \$7 to \$8 million to install sewers after the light rail system is complete. The estimate to install sewers simultaneously with light rail construction is \$2.5 to \$3 million. This would pay for the construction of a dry line only. It does not include the connection to the existing Gresham system or the connection to the Inverness Plant or the Inverness Plant expansion.

Inconvenience

The presence of light rail and the relatively narrow auto lanes would mean that if sewer were installed after light rail, Burnside would be rendered inoperable for all practical purposes during sewer construction. This is different from normal in-street sewer construction where traffic can merely be shifted.

Compliance with DEQ

On April 6, 1982, the County Executive received a letter from DEQ reaffirming an order of March 1981 which directed that no building permits would be issued without sewers after January 1, 1985. At the strong urging of DEQ in December 1979, Multnomah County passed Ordinance No. 216 committing to sewer 90 percent of the unserved area of the Inverness basin by 1990.

Unique Situation

Special notice should be paid to the facts that this is a unique situation in that:

1. The Banfield LRT is the only rail system currently being constructed in Oregon;
2. As part of the \$211.7 million investment in light rail, the State has committed \$21.7 million; and
3. It is extremely difficult to charge people now for a dry line which they cannot use in the short-run.

Development

Investments in sewers and light rail would create substantial benefits for the community. In East Multnomah County, Economic Research Associates (ERA) sees a strong market force for residential uses. In fact, market demand exists for 20 percent of all residential development in the County, east of the Willamette River, to occur within a five minute walk of light rail. According to ERA, the only major constraint to achieving new private development around the Burnside Street stations is a lack of sanitary sewers.

\$2.5 MILLION INVESTMENT IN SEWERS PRODUCES THESE BENEFITS

<u>Residential</u>	<u>by 1985</u>	<u>by 2000</u>
New residential units	250 - 550 units	2,950 - 4,350 units
Jobs from new units	640 person years	5,840 person years
Direct wages from new units	\$12 million	\$109.5 million
Assessed value of new units	\$26 million	\$237.25 million
Annual property taxes	\$624,000	\$5,696,000
Building Permit fees	\$240,000	\$2,190,000
Average fed/state/local taxes	\$1.9 million	\$17.5 million
New daily ridership on LRT	480-640 riders	4,860-6,480 riders
New neighborhood retail	---	55,000-70,000 sq. ft.
New office	---	100,000-150,000 sq. ft.

Source: Economic Research Associates
1980 Econometric Model, National Association of Home Builders

Time Constraints

The County is in a process of designing sewers for placement in Burnside from 102nd to 148th with the firm of Kramer, Chin and Mayo. Gresham is designing sewers from 148th to 197th with in-house staff. In order to coordinate with the design for the LRT, these designs must be complete by October 1, 1982. Tri-Met intends to bid construction on Burnside in November 1982, and to sign a contract for construction in January 1983. If sewers are to be constructed simultaneously with the building of the LRT, the decision on financing must be made now.

Intergovernmental Agreement

Prior to receiving loan proceeds, an Intergovernmental Agreement between Gresham, Multnomah County and Metro will be in place which will provide for repayment of the loan to the State and for the delineation of the ownership of the system which divides approximately at 148th Avenue.

Alternative Financing

There is very little likelihood of voter approval for a General Obligation Bond for construction of sewers in a single street. In addition, the time frame for this project precludes the feasibility of General Obligation Bond financing. The Economic Recovery Act of 1981 provides tax incentives for private investment in public facilities. The Act, however, does not have sufficient experience to risk public facilities financing of the nature of this project without thorough analysis--the urgency of the timing involved in this project precludes this as an option at this time.

A local improvement district (LID) is impractical since the property owners would be asked to pay now for a dry line they cannot use in the short-run. Based on ERA projections for new development, it would be unfair to ask current property owners to pay for a dry line benefiting new development since new development means a change of ownership.

Recommended Financing

It is proposed that Metro supported by Gresham and Multnomah County will request a loan from State Pollution Control Bond funds, administered by the EQC. The rate of interest will not exceed the rate of interest the State is paying, plus administrative overhead costs, at the time the loan is made. The funds would be made available to Tri-Met for the construction of the sewer line at the time of light rail construction.

It is the intention to defer principal and interest payments for a period of several years until development can begin to occur as a result of light rail and sewer construction.

A payback period of 10 years from the time of project completion would be guaranteed. This is predicated on the anticipated development in the Corridor projected by ERA. The development will be relied upon to help pay construction costs, and the development will not be occurring until after the light rail system is complete.

Repayment

There are several options for repayment of this loan:

1. General Obligation Bonds may be issued in a timely manner in the Central County Service District and in Gresham for the combination of sewer improvements.
2. Loan repayment could come from a District and Gresham tax base.
3. A local improvement district could be formed along Burnside Street from 102nd to 197th at a later date.
4. **A special connection zone for the Burnside Corridor will be established to generate special fees imposed upon new multi-family units and commercial development. The connection fee would be determined by the final amount of the EQC loan.**
5. The County could request EQC to implement the provisions of SB 853, allowing issue of General Obligation Bonds without voter approval. This would

be used only as a last resort. To use this method, the EQC must identify a potential threat to public health. Gresham and the County would have to be directed by EQC to provide sewers as a solution to the problem and Gresham and the County would then sell bonds to generate the necessary revenues which would make the sewers operable.

FINDINGS OF FACT

1. Finding: Cost Savings

Substantial cost savings can be realized by constructing sewers simultaneously with the LRT.

2. Finding: Inconvenience

Massive inconvenience would result from installing sewers after the light rail system is constructed.

3. Finding: Committed Investment

Investment in the LRT is approximately \$211.7 million of which \$21.7 million has been provided through the State of Oregon. An investment of \$2.5 to \$3.0 million in sewers would maximize the return on already committed public funds.

4. Finding: Development Potential

Substantial development will occur along Burnside Street from 102nd to 197th as a direct result of the construction of the LRT and sewers. However, this development will be unrealized unless sewers as well as light rail are constructed.

5. Findings: Compliance

DEQ has restricted development in East Multnomah County in the unsewered area by precluding all building permits along Burnside after January 1, 1985, without connections to sewers. This coincides with projected light rail transit system completion dates.

6. Finding: Timing

Time is of the essence in order to coordinate with Tri-Met's timelines for design and construction of the light rail.

7. Finding: Alternative Financing

Alternative financing through General Obligation Bonds or private sector financing is unlikely and cannot meet the time constraints.

8. Finding: Pollution Control Bonds

Pollution Control Bonds are the only viable source of funds immediately available to construct sewers in Burnside simultaneously with light rail construction.

SB/srb
6329B/304

SEWER CONSTRUCTION

As part of the Banfield Transitway Project, a sewer will be constructed under the south half of the roadway along Burnside Street from I-205 to Gresham.

Because of the terrain, sewage will run east from 146th to the Gresham Sewage Plant. It will run west from 146th and east from I-205 to the Inverness Sewage Plant.

Financing

The construction of the sewer is being financed by the Central County Service District/Multnomah County and the City of Gresham with the help of a \$3 million loan from the Oregon Department of Environmental Quality. The loan will be repaid through connection fees.

The decision to include the sewer in the Light Rail Project was made in order to avoid tearing up a brand new roadway for sewer construction just after the Light Rail is completed.

The decision to finance the loan with connection fees will save single-family property owners from having to pay both the cost of constructing a sewer *and* the cost of connecting.

The connection fee to commercial and multi-family property owners will be higher than those paid by single-family property owners in order to recover the costs of construction.

Connection

At this time, there is no County requirement for a property owner to connect to the sewer.

There may be a requirement to connect or pay monthly charges once the sewer is up and operating in 1987.

Connection fees at this time are \$600 per property.

House Branches

The Tri-Met roadway contractor will be excavating and placing "house branches" from the sewer line to the existing property line of every property along Burnside.

In many cases, additional right-of-way will need to be purchased from property owners in order to accommodate the sidewalk. This will leave a gap between the end of the house branch and the new property line.

If a property owner wishes, the Tri-Met contractor can extend the house branch to the new property line at no cost at the time the sewer line and house branches are constructed. This will save the owner money when he eventually connects to the sewer, and will avoid having to excavate under the sidewalk at a later date.

Below is a form giving the contractor permission to go onto your property to extend the house branch to the new property line or to the toe of slope (level ground). Grass, shrubbery, or site features will be put back into their original state.

If the contractor does not receive permission to enter your property, the house branch can only be built to the limit of the County right-of-way.

Questions about the sewer can be directed to Burke Raymond (248-3297) or Judy Mandt (248-3596), both of Multnomah County.

Temporary Sewer Construction Permit

_____ (Name[s] of Legal Owner) hereby grants permission to Tri-Met and its Contractor to enter onto my property at _____

_____ (Address) for the purpose of installing a sewer "house branch" line from the County right-of-way to a location on my property which will facilitate future sewer connection. In most cases this will be a few feet inside the property line or to the toe of slope (level ground). Tri-Met agrees to restore any grass, shrubbery or site features to as close to the original state as is reasonably possible.

SEWER CONSTRUCTION

Exhibit C

#2

As part of the Banfield Transitway Project, a sewer will be constructed under the south half of the roadway along Burnside Street from I-205 to Gresham.

Because of the terrain, sewage will run east from 146th to the Gresham Sewage Plant. It will run west from 146th and east from I-205 to the Inverness Sewage Plant.

Financing

The construction of the sewer is being financed by the Central County Service District/Multnomah County and the City of Gresham with the help of a \$3 million loan from the Oregon Department of Environmental Quality. The loan will be repaid through connection fees.

The decision to include the sewer in the Light Rail Project was made in order to avoid tearing up a brand new roadway for sewer construction just after the Light Rail is completed.

Connection

At this time, there is no Gresham requirement for a property owner to connect to the sewer. Only new dwellings and failed cesspool systems will be required to connect once the system is operational in 1987.

For more information on connection and connection fees, call the City of Gresham at the number below.

House Branches

The Tri-Met roadway contractor will be excavating and placing "house branches" from the sewer line to the existing property line of every property along Burnside.

In many cases, additional right-of-way will need to be purchased from property owners in order to accommodate the sidewalk. This will leave a gap between the end of the house branch and the new property line.

If a property owner wishes, the Tri-Met contractor can extend the house branch to the new property line at no cost at the time the sewer line and house branches are constructed. This will save the owner money when he eventually connects to the sewer, and will avoid having to excavate under the sidewalk at a later date.

Below is a form giving the contractor permission to go onto your property to extend the house branch to the new property line or to the toe of slope (level ground). Grass, shrubbery, or site features will be put back into their original state.

If the contractor does not receive permission to enter your property, the house branch can only be built to the limit of the County right-of-way.

Questions about the sewer can be directed to Bill Cameron (661-3000) of the City of Gresham.

Temporary Sewer Construction Permit

_____ (Name(s) of Legal Owner) hereby grants permission to Tri-Met and its Contractor to enter onto my property at _____

_____ (Address) for the purpose of installing a sewer "house branch" line from the County right-of-way to a location on my property which will facilitate future sewer connection. In most cases this will be a few feet inside the property line or to the toe of slope (level ground). Tri-Met agrees to restore any grass, shrubbery or site features to as close to the original state as is reasonably possible.

Signature _____ Date _____