

## ANNOTATED MINUTES

Tuesday, February 27, 1990 - 9:00 AM  
Multnomah County Courthouse, Room 602

### INFORMAL

1. Informal Review of Formal Agenda of March 1, 1990
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Tuesday, February 27, 1990 - 9:30 AM  
Multnomah County Courthouse, Room 602

### INFORMAL BRIEFINGS

1. Multnomah County Audit Follow-up Report to the Board. Presented by Daniel A. Ivancie and Jim Pitts.
2. Presentation on the Status of Land Use Planning and the Northwest Timber Compromise. Presented by Mike Heilman.

### **MIKE HEILMAN TO ARRANGE A FUTURE FOREST TOUR FOR THE BOARD.**

3. Summary of Proposed Funding of Activities to Protect Association of Oregon and California Land Grant Counties' Receipts. Presented by Ray Doerner.

### **CHAIR McCOY DIRECTED FRED NEAL TO ADVISE PLANNING AND DEVELOPMENT AND PLANNING AND BUDGET OF PROPOSED FUNDING REQUEST.**

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Tuesday, February 27, 1990 - 1:30 PM  
Multnomah County Courthouse, Room 602

### INFORMAL BRIEFINGS

1. Discussion/Clarification Regarding Firearms Safety Training Course. Presented by Sheriff's Office.
2. Briefing from Children and Youth Services Commission. Presented by Michael Morrissey and Children and Youth Services Commission Co-Chairs Bill Prows and Sharon McCluskey.
3. Briefing on Efforts to Fully Implement County Recycling Ordinances. Presented by F. Wayne George, Estella Ehelebe and Lillie Walker.

**SUGGESTED TARGET DATE FOR COMPLETE  
IMPLEMENTATION SET FOR APRIL 22, 1990.  
DISCUSSION ON RECYCLING NEWSPAPERS.  
CONSENSUS ON NEED FOR PAPER REDUCTION IN  
THE WORKPLACE.**

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Thursday, March 1, 1990 - 9:00 AM  
Multnomah County Courthouse, Room 602

**EXECUTIVE SESSION**

1. Executive Session scheduled pursuant to ORS 192.660(1)(e) for the purpose of discussing a certain real property transaction.

**CANCELLED.**

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Thursday, March 1, 1990 - 9:30 AM  
Multnomah County Courthouse, Room 602

**FORMAL AGENDA**

Chair Gladys McCoy convened the meeting at 9:30 a.m., with Vice-Chair Gretchen Kafoury, Commissioners Pauline Anderson, Rick Bauman and Sharron Kelley present.

**CONSENT CALENDAR**

- C-1 Appointment of Richard J. Brown to the Metropolitan Arts Commission for a Term Ending June, 1990

**UPON MOTION OF COMMISSIONER KAFOURY,  
SECONDED BY COMMISSIONER ANDERSON, C-1  
WAS UNANIMOUSLY APPROVED.**

**NON-DEPARTMENTAL**

- R-2 Resolution in the Matter of Support for the 1990 Census

**HARVEY LOCKETT READ RESOLUTION. BOARD  
COMMENTS. UPON MOTION OF COMMISSIONER  
KELLEY, SECONDED BY COMMISSIONER  
ANDERSON, RESOLUTION 90-22 WAS UNANIMOUSLY  
APPROVED.**

- R-3 Ratification of Intergovernmental Agreement Between City of Portland and

**UPON MOTION OF COMMISSIONER KAFOURY,  
SECONDED BY COMMISSIONER ANDERSON, R-3  
WAS UNANIMOUSLY APPROVED.**

R-4      Resolution in the Matter of Approving Ballot Title for the Rockwood Water  
People's Utility District Election on District Formation

**LARRY KRESSEL EXPLANATION, PRESENTATION  
OF PORTLAND AND GRESHAM PROPOSED BALLOT  
TITLES AND RESPONSE TO BOARD QUESTIONS AND  
DISCUSSION. COMMISSIONER BAUMAN MOVED  
AND COMMISSIONER ANDERSON SECONDED,  
APPROVAL OF BALLOT TITLE OPTION B. DUANE  
ROBINSON, RUTH SPETTER, JEAN HOOD, HERB  
BROWN AND PAT BROWN TESTIMONY AND  
RESPONSE TO BOARD QUESTIONS. UPON MOTION  
OF COMMISSIONER ANDERSON, SECONDED BY  
COMMISSIONER KAFOURY, IT WAS UNANIMOUSLY  
APPROVED THAT THE DISTRICT TITLE BE  
CORRECTED TO READ "PEOPLE'S UTILITY  
DISTRICT" INSTEAD OF PUBLIC UTILITY DISTRICT.  
MR. KRESSEL AND BOARD DISCUSSION  
REGARDING CAPTION, QUESTION AND SUMMARY.  
UPON MOTION OF COMMISSIONER KAFOURY,  
SECONDED BY COMMISSIONER BAUMAN, IT WAS  
UNANIMOUSLY APPROVED THAT THE CAPTION BE  
AMENDED TO READ "FORMS ROCKWOOD WATER  
PEOPLE'S UTILITY DISTRICT; AUTHORIZES LEVY  
FOR REPORT". UPON MOTION OF COMMISSIONER  
KAFOURY, SECONDED BY COMMISSIONER  
BAUMAN, IT WAS UNANIMOUSLY APPROVED THAT  
THE QUESTION BE AMENDED TO READ "SHALL  
ROCKWOOD WATER PEOPLE'S UTILITY DISTRICT  
(PUD) BE FORMED WITH AUTHORITY TO IMPOSE  
SPECIAL LEVY FOR ENGINEER'S REPORT?" UPON  
MOTION OF COMMISSIONER KAFOURY, SECONDED  
BY COMMISSIONER BAUMAN, IT WAS  
UNANIMOUSLY APPROVED THAT THE SUMMARY  
BE AMENDED TO INCLUDE "A ONE-TIME ONLY  
\$3,000 LEVY WOULD COST APPROXIMATELY \$.19  
FOR A \$60,000 HOME." UPON MOTION OF  
COMMISSIONER ANDERSON, SECONDED BY  
COMMISSIONER KELLEY, RESOLUTION 90-23 WAS  
UNANIMOUSLY APPROVED WITH CORRECTION OF**

**DISTRICT NAME AND AMENDED LANGUAGE TO  
BALLOT TITLE, CAPTION, QUESTION AND  
SUMMARY.**

The meeting was recessed at 10:45 a.m. and reconvened at 10:50 a.m.

**DEPARTMENT OF JUSTICE SERVICES**

- R-5      Budget Modification Non#5 Authorizing Transfer of \$5,845.00 in Office of Justice Planning Salary Savings to the Department of Justice Services Administration Professional Services, to Cover the Cost of Secretarial Support Services for the Interdisciplinary Team Project at Columbia Villa to be Provided by the Housing Authority of Portland From December 20, 1989 to April 30, 1990.
- R-6      Ratification of Personal Services Agreement Between Multnomah County and the Housing Authority of Portland to Provide Clerical Support Services for the Interdisciplinary Team Project at Columbia Villa

**UPON MOTION OF COMMISSIONER KAFOURY,  
SECONDED BY COMMISSIONER KELLEY, R-5 AND  
R-6 WERE UNANIMOUSLY APPROVED.**

**DEPARTMENT OF GENERAL SERVICES**

- R-7      Second Reading of an Ordinance Relating to the Business Income Tax, and Amending MCC 5.70. Proposed Ordinance Amends Multnomah County Code so that it is Consistent with ORS Reference Changes Made During 1989 Legislative Session

**PROPOSED ORDINANCE READ BY TITLE ONLY.  
COPIES AVAILABLE. COMMISSIONER KELLEY  
MOVED AND COMMISSIONER BAUMAN SECONDED,  
APPROVAL OF THE SECOND READING AND  
ADOPTION. NO ONE WISHED TO TESTIFY.  
ORDINANCE 644 UNANIMOUSLY APPROVED.**

**DEPARTMENT OF HUMAN SERVICES**

- R-8      Resolution in the Matter of County Costs for Emergency Mental Holds (Set Over from February 22, 1990)

**COMMISSIONER BAUMAN MOVED AND  
COMMISSIONER KELLEY SECONDED, APPROVAL  
OF R-8. STAN ADAMS, PETER STOLOFF, ED  
COCHRAN, JEFF CUSHING AND LOIS DAVIS  
TESTIMONY IN OPPOSITION TO PROPOSED**



**RESOLUTION AND RESPONSE TO BOARD QUESTIONS. GARY SMITH AND CHIP LAZENBY COMMENTS IN RESPONSE TO TESTIMONY AND BOARD QUESTIONS. BOARD DISCUSSION. UPON MOTION OF COMMISSIONER BAUMAN, SECONDED BY COMMISSIONER KAFOURY, IT WAS UNANIMOUSLY APPROVED THAT THE RESOLUTION BE AMENDED TO INCLUDE LANGUAGE REQUIRING FINAL BOARD APPROVAL. RESOLUTION 90-24 UNANIMOUSLY APPROVED, AS AMENDED.**

**STATE SENATOR GLENN E. OTTO AND RICHARD WHELAN, CHAIR OF THE GRESHAM HUMAN RELATIONS COMMITTEE APPEARED BEFORE THE BOARD REQUESTING PROPERTY AND/OR FINANCIAL ASSISTANCE FOR THE HOMELESS AND MIGRANT POPULATION IN EAST MULTNOMAH COUNTY. COMMISSIONER KELLEY TO FOLLOW UP AND REPORT BACK TO BOARD.**

Vice-Chair Gretchen Kafoury left at 11:45 a.m.

**DEPARTMENT OF ENVIRONMENTAL SERVICES**

- R-9 Resolution in the Matter of Recommending Approval of the Multnomah County Twenty Year 1989-2008 Capital Improvement Plan and Program for Willamette River Bridges
- R-10 Resolution in the Matter of Recommending Approval of the Multnomah County Five Year 1990-1994 Transportation Capital Improvement Plan and Program

**LARRY NICHOLAS AND SCOTT PEMBLE PRESENTATION.**

Commissioner Pauline Anderson left at 11:55 a.m.

**MR. PEMBLE AND MR. NICHOLAS RESPONSE TO BOARD QUESTIONS. MIKE BAUER TESTIMONY IN SUPPORT OF R-10.**

The meeting was recessed at 12:10 p.m. and reconvened at 1:35 p.m., with Commissioners McCoy, Kafoury, Anderson, Bauman and Kelley present.

**COMMISSIONER ANDERSON MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-9. MR. PEMBLE RESPONSE TO BOARD**

**QUESTIONS. RESOLUTION 90-25 UNANIMOUSLY APPROVED.**

**COMMISSIONER ANDERSON MOVED AND COMMISSIONER BAUMAN SECONDED, APPROVAL OF R-10. MR. PEMBLE RESPONSE TO BOARD QUESTIONS AND DISCUSSION. RESOLUTION 90-26 UNANIMOUSLY APPROVED.**

- R-11      Consideration of Bids for Purchase of Tax Foreclosed Property by Private Sale Pursuant to ORS 275.200. Legal Description: GLEN HARBOR - EXC PT IN ST, LOT 2, BLOCK 7.
- R-12      Consideration of Bids for Purchase of Tax Foreclosed Property by Private Sale Pursuant to ORS 275.200. Legal Description: GLEN HARBOR - EXC PT IN ST, LOT 4, BLOCK 7.
- R-13      Consideration of Bids for Purchase of Tax Foreclosed Property by Private Sale Pursuant to ORS 275.200. Legal Description: GLEN HARBOR - EXC PT IN ST, LOT 5, BLOCK 7.
- R-14      Consideration of Bids for Purchase of Tax Foreclosed Property by Private Sale Pursuant to ORS 275.200. Legal Description: GLEN HARBOR - INC PT IN ST WLY OF & ADJ LOTS 1 & 2, BLOCK 8.

**LARRY BAXTER EXPLANATION. UPON MOTION OF COMMISSIONER ANDERSON, SECONDED BY COMMISSIONER KELLEY, ITEMS R-11 THROUGH R-14, (ORDERS 90-27, 90-28, 90-29 AND 90-30) WERE UNANIMOUSLY APPROVED.**

- R-15      Order in the Matter of an Intergovernmental Agreement Between the City of Portland and Multnomah County for Foreclosure Sales for Collection of City and County Liens

**UPON MOTION OF COMMISSIONER ANDERSON, SECONDED BY COMMISSIONER BAUMAN, ORDER 90-31 WAS UNANIMOUSLY APPROVED.**

- R-16      Ratification of Intergovernmental Agreement Between City of Portland and Multnomah County to Facilitate Foreclosure Sales for Collection of City and County Liens

**UPON MOTION OF COMMISSIONER ANDERSON, SECONDED BY COMMISSIONER BAUMAN, R-16 WAS UNANIMOUSLY APPROVED.**

- R-17      Order in the Matter of Authorizing Execution of a Deed from Multnomah County, a Political Subdivision of the State of Oregon, for Certain Real Property for Dedicated Street Purposes

**UPON MOTION OF COMMISSIONER ANDERSON,  
SECONDED BY COMMISSIONER BAUMAN, ORDER  
90-32 WAS UNANIMOUSLY APPROVED.**

**SERVICE DISTRICTS**

(Recess as the Board of County Commissioners and convene as the Governing Body of the Dunthorpe Riverdale Service District No. 1)

- R-18      Order in the Matter of Designating a Registered Office and Registered Agent for Dunthorpe Riverdale Service District No. 1

**UPON MOTION OF COMMISSIONER ANDERSON,  
SECONDED BY COMMISSIONER BAUMAN, ORDER  
90-33 WAS UNANIMOUSLY APPROVED.**

(Recess as the Governing Body of the Dunthorpe Riverdale Service District No. 1 and convene as the Governing Body of West Hills Service District No. 2)

- R-19      Order in the Matter of Designating a Registered Office and Registered Agent for West Hills Service District No. 2

**UPON MOTION OF COMMISSIONER BAUMAN,  
SECONDED BY COMMISSIONER ANDERSON, ORDER  
90-34 WAS UNANIMOUSLY APPROVED.**

(Recess as the Governing Body of West Hills Service District No. 2 and convene as the Governing Body of Central County Service District No. 3)

- R-20      Order in the Matter of Designating a Registered Office and Registered Agent for Central County Service District No. 3

**UPON MOTION OF COMMISSIONER BAUMAN,  
SECONDED BY COMMISSIONER KELLEY, ORDER  
90-35 WAS UNANIMOUSLY APPROVED.**

(Recess as the Governing Body of Central County Service District No. 3 and convene as the Governing Body of Mid County Service District No. 14)

- R-21      Order in the Matter of Designating a Registered Office and Registered Agent for Mid County Service District No. 14

**UPON MOTION OF COMMISSIONER ANDERSON,  
SECONDED BY COMMISSIONER KELLEY, ORDER  
90-36 WAS UNANIMOUSLY APPROVED.**

(Recess as the Governing Body of Mid County Service District No. 14 and  
convene as the Public Contract Review Board)

**PUBLIC CONTRACT REVIEW BOARD**

R-22      Order in the Matter of an Exemption from Public Bidding a Contract with  
Ackerley Communications for Removal and Relocation of an Advertising  
Billboard Sign

**UPON MOTION OF COMMISSIONER BAUMAN,  
SECONDED BY COMMISSIONER KELLEY, ORDER  
90-37 WAS UNANIMOUSLY APPROVED.**

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

The meeting was recessed at 1:55 p.m. and reconvened at 2:00 p.m. for the  
following work session.

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Thursday, March 1, 1990 - 1:30 PM  
Multnomah County Courthouse, Room 602

**WORK SESSION**

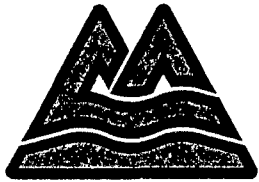
Work Session Regarding Multnomah County Restitution Center

**SHERIFF ROBERT SKIPPER, BILL WOOD AND GARY  
WALKER PRESENTATION AND RESPONSE TO  
BOARD QUESTIONS AND DISCUSSION. WORK  
SESSION TO DISCUSS FUTURE OF CORRECTIONAL  
ALTERNATIVES AND MULTNOMAH COUNTY  
RESTITUTION CENTER SCHEDULED FOR MARCH  
15, 1990 IMMEDIATELY FOLLOWING FORMAL  
BOARD MEETING.**

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

OFFICE OF THE BOARD CLERK  
for MULTNOMAH COUNTY, OREGON

Deborah L. Bogstad  
Deborah L. Bogstad



# 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  
RICK BAUMAN • DISTRICT 3 • 248-5217  
SHARRON KELLEY • DISTRICT 4 • 248-5213  
JANE McGARVIN • Clerk • 248-3277

## AGENDA

### MEETINGS OF THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS

#### FOR THE WEEK OF

FEBRUARY 26 - MARCH 2, 1990

Tuesday, February 27, 1990 9:00 AM - Informal Agenda Review . Page 2  
Tuesday, February 27, 1990 - 9:30 AM - Informal Briefings . . Page 2  
Tuesday, February 27, 1990 - 1:30 PM - Informal Briefings . . Page 3  
Thursday, March 1, 1990 - 9:00 AM - Executive Session . . . . Page 3  
Thursday, March 1, 1990 - 9:30 AM - Formal Meeting . . . . . Page 4  
Thursday, March 1, 1990 - 1:30 PM - Work Session . . . . . Page 6

(PLEASE NOTE 9:00 AM STARTING TIMES 2/27 & 3/1)

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

Tuesday, February 27, 1990 - 9:00 AM  
Multnomah County Courthouse, Room 602

INFORMAL

1. Informal Review of Formal Agenda of March 1, 1990

\* \* \* \* \*

Tuesday, February 27, 1990 - 9:30 AM  
Multnomah County Courthouse, Room 602

INFORMAL BRIEFINGS

1. Multnomah County Audit Follow-up Report to the Board. Presented by Daniel A. Ivancie. (Set over from February 20, 1990.)
2. Presentation on the Status of Land Use Planning and the Northwest Timber Compromise. Presented by Mike Heilman and John D. Berry.
3. Summary of Proposed Funding of Activities to Protect Association of Oregon and California Land Grant Counties' Receipts. Presented by Fred Neal.

PUBLIC TESTIMONY WILL NOT BE TAKEN AT INFORMAL MEETINGS

Tuesday, February 27, 1990 - 1:30 PM

Multnomah County Courthouse, Room 602

INFORMAL BRIEFINGS

1. Discussion/Clarification Regarding Firearms Safety Training Course. Presented by Sheriff's Office.
2. Briefing from Children and Youth Services Commission. Presented by Michael Morrissey and Children and Youth Services Commission Co-Chairs.
3. Briefing on Efforts to Fully Implement County Recycling Ordinances. Presented by F. Wayne George and Lillie Walker.

PUBLIC TESTIMONY WILL NOT BE TAKEN AT INFORMAL MEETINGS

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Thursday, March 1, 1990 - 9:00 AM

Multnomah County Courthouse, Room 602

EXECUTIVE SESSION

1. Executive Session scheduled pursuant to ORS 192.660(1)(e) for the purpose of discussing a certain real property transaction.

Thursday, March 1, 1990 - 9:30 AM

Multnomah County Courthouse, Room 602

FORMAL AGENDA

CONSENT CALENDAR

- C-1 Appointment of Richard J. Brown to the Metropolitan Arts Commission for a Term Ending June, 1990

NON-DEPARTMENTAL

- R-2 Resolution in the Matter of Support for the 1990 Census
- R-3 Ratification of Intergovernmental Agreement Between City of Portland and Multnomah County Sheriff's Office to Provide Background Investigations for the Bureau of Emergency Communications
- R-4 Resolution in the Matter of Approving Ballot Title for the Rockwood Water Public Utility District Election on District Formation

DEPARTMENT OF JUSTICE SERVICES

- R-5 Budget Modification Non#5 Authorizing Transfer of \$5,845.00 in Office of Justice Planning Salary Savings to the Department of Justice Services Administration Professional Services, to Cover the Cost of Secretarial Support Services for the Interdisciplinary Team Project at Columbia Villa to be Provided by the Housing Authority of Portland From December 20, 1989 to April 30, 1990.
- R-6 Ratification of Personal Services Agreement Between Multnomah County and the Housing Authority of Portland to Provide Clerical Support Services for the Interdisciplinary Team Project at Columbia Villa

DEPARTMENT OF GENERAL SERVICES

- R-7 Second Reading of an Ordinance Relating to the Business Income Tax, and Amending MCC 5.70. Proposed Ordinance Amends Multnomah County Code so that it is Consistent with ORS Reference Changes Made During 1989 Legislative Session

DEPARTMENT OF HUMAN SERVICES

- R-8 Resolution in the Matter of County Costs for Emergency Mental Holds (Set Over from February 22, 1990)



## DEPARTMENT OF ENVIRONMENTAL SERVICES

- R-9 Resolution in the Matter of Recommending Approval of the Multnomah County Twenty Year 1989-2008 Capital Improvement Plan and Program for Willamette River Bridges
- R-10 Resolution in the Matter of Recommending Approval of the Multnomah County Five Year 1990-1994 Transportation Capital Improvement Plan and Program
- R-11 Consideration of Bids for Purchase of Tax Foreclosed Property by Private Sale Pursuant to ORS 275.200. Legal Description: GLEN HARBOR - EXC PT IN ST, LOT 2, BLOCK 7.
- R-12 Consideration of Bids for Purchase of Tax Foreclosed Property by Private Sale Pursuant to ORS 275.200. Legal Description: GLEN HARBOR - EXC PT IN ST, LOT 4, BLOCK 7.
- R-13 Consideration of Bids for Purchase of Tax Foreclosed Property by Private Sale Pursuant to ORS 275.200. Legal Description: GLEN HARBOR - EXC PT IN ST, LOT 5, BLOCK 7.
- R-14 Consideration of Bids for Purchase of Tax Foreclosed Property by Private Sale Pursuant to ORS 275.200. Legal Description: GLEN HARBOR - INC PT IN ST WLY OF & ADJ LOTS 1 & 2, BLOCK 8.
- R-15 Order in the Matter of an Intergovernmental Agreement Between the City of Portland and Multnomah County for Foreclosure Sales for Collection of City and County Liens
- R-16 Ratification of Intergovernmental Agreement Between City of Portland and Multnomah County to Facilitate Foreclosure Sales for Collection of City and County Liens
- R-17 Order in the Matter of Authorizing Execution of a Deed from Multnomah County, a Political Subdivision of the State of Oregon, for Certain Real Property for Dedicated Street Purposes

## SERVICE DISTRICTS

(Recess as the Board of County Commissioners and convene as the Governing Body of the Dunthorpe Riverdale Service District No. 1)

- R-18 Order No. 90-1 in the Matter of Designating a Registered Office and Registered Agent for Dunthorpe Riverdale Service District No. 1

(Recess as the Governing Body of the Dunthorpe Riverdale Service District No. 1 and reconvene as the Governing Body of West Hills Service District No. 2)

SERVICE DISTRICTS - CONTINUED

R-19 Order No. 90-1 in the Matter of Designating a Registered Office and Registered Agent for West Hills Service District No. 2

(Recess as the Governing Body of West Hills Service District No. 2 and reconvene as the Governing Body of Central County Service District No. 3)

R-20 Order No. 90-1 in the Matter of Designating a Registered Office and Registered Agent for Central County Service District No. 3

(Recess as the Governing Body of Central County Service District No. 3 and reconvene as the Governing Body of Mid County Service District No. 14)

R-21 Order No. 90-1 in the Matter of Designating a Registered Office and Registered Agent for Mid County Service District No. 14

(Recess as the Governing Body of Mid County Service District No. 14 and reconvene as the Public Contract Review Board)

PUBLIC CONTRACT REVIEW BOARD

R-22 Order in the Matter of an Exemption from Public Bidding a Contract with Ackerly Communications for Removal and Relocation of an Advertising Billboard Sign

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

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Thursday, March 1, 1990 - 1:30 PM

Multnomah County Courthouse, Room 602

WORK SESSION

Work Session Regarding Multnomah County Restitution Center

0700C.51-56/dr

# SUPPLEMENTAL AGENDA

The Thursday, March 1, 1990 - 9:00 AM Executive Session for the purpose of discussing a certain real property transaction is CANCELLED.



# GLADYS McCOY, Multnomah County Chair

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

## MEMORANDUM

TO : Jane McGarvin  
Carrie Parkerson  
Debbie Rogers

FROM : Delma Farrell

DATE : 2/20/90

RE : AGENDA SUBMISSIONS  
Week of 2/26-3/2/90

## INFORMAL SUBMISSIONS:

1. Submitted by Fred Neal. Presentation by Mt. Hood National Forest Service on the status of land use planning and the Northwest Timber Compromise. *1 hr.*
2. Submitted by Teri Duffy. Briefing on efforts to fully implement the County Recycling Ordinances. *30 min.*
3. Submitted by Fred Neal. Summary by O & C Counties on proposed funding of activities to Protect O & C Receipts. *30 min.*
4. Submitted by Judy Boyer. Presentation from Children & Youth Services Commission. *30 min.*

## OTHER SUBMISSIONS

5. To be submitted by Pauline Anderson's Office. Safety Training. Request 15-30 minutes. ALSO REQUEST OF TIME CERTAIN AT 1:30.
6. To be submitted by Auditor's Office. Audit Follow Up. Follow up materials will be delivered by Friday noon 2/23.

## FORMAL SUBMISSIONS:

1. DES Submitted by Larry Baxter - Private Sale
  - a. GLEN HARBOR EXC PT IN ST, LOT 2, BLOCK 7
  - b. GLEN HARBOR EXC PT IN ST, LOT 4, BLOCK 7
  - c. GLEN HARBOR EXC PT IN ST, LOT 5, BLOCK 7
  - d. GLEN HARBOR INC PT IN ST WLY OD & ADJ LOTS 1 & 2

2. DES Submitted by Lillie Walker/Lennie Sobocinski. Request PCRB exemption to contract w/Ackerly Communications of the Northwest, Inc. for removal and relocation of an advertising billboard sign.
3. " Submitted by Stan Ghezzi. Request for adoption of the Multnomah County 20 year Capital Improvement Plan and Program for the Willamette River Bridges. ✓
4. " Submitted by ~~Stan Ghezzi~~ *Scott Renske*. Request for adoption of the Multnomah County Five Year 1990-94 Transportation Capital Improvement Plan and Program. ✓
5. " Submitted by Larry Baxter. Intergovernmental Agreement between Multnomah County and the City of Portland for the sale of properties which have been deeded to the County through tax foreclosure on which there are special City assessments.
6. " Submitted by Dick Howard. Order designating registered office and registered agent for:
- a. Dunthorpe Riverdale Service District #1
  - b. Mid-County Service District No. 14
  - c. Center County Service District #3
  - d. West Hills Service District No. 2
7. " Submitted by Dick Howard. Order authorizing Chair of the Board of County Commissioners to execute deed for Multnomah County owned property to the public for road purposes.

REQUEST FOR EXECUTIVE SESSION:

*THURS*

*9:00*

Submitted by Nancy Chase through Paul Yarborough, Director Department of Environmental Services. Executive Session regarding a real estate transaction. ✓

\* **Resolution**  
Ballot title  
Formation  
Rochwood People's  
~~Water~~

*MCRC  
WORK SESSION  
1:30  
pm SHERIFF*

*64*

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. 3/1/90 - 9<sup>00</sup> am

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Executive Session

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

Formal Only 3/1/90  
(Date)

DEPARTMENT Environmental Services

DIVISION Parks Services

CONTACT Nancy Chase *NC*

TELEPHONE 248-5050

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Nancy Chase

BRIEF SUMMARY

Executive session regarding a real estate transaction

ACTION REQUESTED:

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☐ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 15 minutes

IMPACT:

☐ PERSONNEL

☐ FISCAL/BUDGETARY

☒ General Fund

Other \_\_\_\_\_

SIGNATURES:

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

BUDGET/PERSONNEL 1

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) *[Signature]*

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

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

3706V/2983p

BOARD OF  
COUNTY COMMISSIONERS  
1990 FEB 20 PM 3:18  
MULTI-COUNTY  
OREGON

DATE SUBMITTED 2/22/90

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. C-1

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Appointment to Metropolitan  
Arts Commission

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

Formal Only 3/1/90  
(Date)

DEPARTMENT Nondepartmental DIVISION County Chair's Office

CONTACT Judy Boyer TELEPHONE 248-3308

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD \_\_\_\_\_

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

Appointment of Richard J. Brown to Metropolitan Arts  
Commission. Term ending 6/90.

(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 5 minutes

IMPACT:

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

BOARD OF  
COUNTY COMMISSIONERS  
1990 FEB 22 PM 12:09  
MULTI-COUNTY  
OREGON

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Heads McCay

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.

appt. 6/90



# MULTNOMAH COUNTY OREGON

## BOARDS AND COMMISSIONS

### INTEREST FORM FOR BOARDS AND COMMISSIONS

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

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

METROPOLITAN ARTS COMMISSION

B. Name RICHARD J. BROWN

Address 10 N.E. AINSWORTH

City PORTLAND State OR Zip 97211

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

Home Phone 289-0707

C. Current Employer SELF-EMPLOYED

Address 10 N.E. AINSWORTH

City PORTLAND State OR Zip 97211

Your Job Title PHOTOGRAPHER

Work Phone 289-0707 (Ext) \_\_\_\_\_

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

D. Previous Employers Dates Job Title

<u>SOIL CONSERVATION SERVICE</u>	<u>MAR 76 - ?</u>	<u>TECH</u>
<u>U.S.A.F.</u>	<u>FEB 1956 - MAR 1976</u>	

CONTACT:

GLADYS McCOY, MULTNOMAH COUNTY CHAIR  
1021 SW 4TH, ROOM 134  
PORTLAND, OREGON 97204  
(503) 248-3308



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

Name of Organization	Dates	Responsibilities
NORTHEAST COALITION OF NEIGHBORHOODS	PRESENT	2ND VICE CHAIRMAN
OREGON FOLK ARTS & FOLKLIFE ADVISORY COMM	PRESENT	BOARD MEMBER
BLACK UNITED FRONT SATURDAY SCHOOL	PRESENT	COORDINATOR

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study

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

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

None

I. Affirmative Action Information

M / AFRICAN AMERICAN  
sex / racial ethnic background

birth date: Month FEB Day 5 Year 1939

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

Signature

*Michael Brown*

Date

17 FEB 90

DATE SUBMITTED 2/22/90

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-2

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Resolution of Support for  
the 1990 Census

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

Formal Only 3/1/90  
(Date)

DEPARTMENT Nondepartmental DIVISION County Chair's Office

CONTACT Judy Boyer TELEPHONE 248-3308

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Judy Boyer

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

Resolution of Support for the 1990 Census

*copy of #90-22 sent to Judy Boyer 3/2/90*

(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 5 minutes

IMPACT:

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

1990 FEB 22 PM 11:10  
COUNTY CLERK  
OREGON

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Gladys McCarty

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.

1                   BEFORE THE BOARD OF COUNTY COMMISSIONERS  
2                               FOR MULTNOMAH COUNTY, OREGON

3  
4   In the Matter of support)                   RESOLUTION  
5                               )                   for the 1990 Census                   )  
6

7                   WHEREAS Multnomah County is anticipating and  
8   planning strategy to meet the 1990's health and social  
9   services and other needs of its ever increasing population;  
10   and,

11                   WHEREAS meeting future health, social, housing and  
12   other needs of populations situated within Multnomah County  
13   are and will continue to be dependent upon the level of  
14   federal funds received; and,

15                   WHEREAS the Bureau of the Census Portland District  
16   Office is responsible for conducting a complete count of the  
17   population within the County of Multnomah on or about April  
18   1, 1990; and,

19                   WHEREAS the 1990 Census will be the basis upon  
20   which significant amounts of federal funds will be granted  
21   to the County and other public entities; and,

22                   WHEREAS Multnomah County has the largest population  
23   of all thirty-six counties within the State of Oregon; and,

24                   WHEREAS increasing numbers of this population are  
25   homeless, in need of medical, dental, and other health and  
26   human services; and,

1           WHEREAS the 1990 Census will enumerate the homeless  
2 population in a one-night operation called "Shelter and  
3 Street Night Enumeration"; and,

4           WHEREAS the 1990 Census will provide counts needed  
5 to apportion seats in the U.S. House of Representatives, and  
6 determine state legislative district boundaries;

7           NOW, THEREFORE, BE IT RESOLVED that the Multnomah  
8 County Board of Commissioners encourage all persons living  
9 in Multnomah County to participate in the 1990 Census so as  
10 to ensure an accurate count which will enable the County to  
11 better meet the future needs of its population; and,

12           BE IT FURTHER RESOLVED that all Multnomah County  
13 facilities shall post 1990 Census promotional material to  
14 reinforce outreach efforts to conduct a complete count; and,

1 BE IT FURTHER RESOLVED that the Multnomah County  
2 Board of Commissioners supports the Bureau of Census efforts  
3 to recruit Multnomah County residents for census jobs.  
4

5  
6 ADOPTED this \_\_\_\_\_ day of February, 1990.

7  
8 MULTNOMAH COUNTY, OREGON

9  
10 By \_\_\_\_\_  
11 Gladys McCoy, County Chair

12  
13 REVIEWED:

14 LAWRENCE KRESSEL, County Counsel  
15 for Multnomah County, Oregon

16  
17 By \_\_\_\_\_  
18  
19  
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21  
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26

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the Matter of support)                      RESOLUTION  
                                      )  
for the 1990 Census          )                      90-22

WHEREAS Multnomah County is anticipating and planning strategy to meet the 1990's health and social services and other needs of its ever increasing population; and,

WHEREAS meeting future health, social, housing and other needs of populations situated within Multnomah County are and will continue to be dependent upon the level of federal funds received; and,

WHEREAS the Bureau of the Census Portland District Office is responsible for conducting a complete count of the population within the County of Multnomah on or about April 1, 1990; and,

WHEREAS the 1990 Census will be the basis upon which significant amounts of federal funds will be granted to the County and other public entities; and,

WHEREAS Multnomah County has the largest population of all thirty-six counties within the State of Oregon; and,

WHEREAS increasing numbers of this population are homeless, in need of medical, dental, and other health and human services; and,

1           WHEREAS the 1990 Census will enumerate the homeless  
2 population in a one-night operation called "Shelter and  
3 Street Night Enumeration"; and,

4           WHEREAS the 1990 Census will provide counts needed  
5 to apportion seats in the U.S. House of Representatives, and  
6 determine state legislative district boundaries;

7           NOW, THEREFORE, BE IT RESOLVED that the Multnomah  
8 County Board of Commissioners encourage all persons living  
9 in Multnomah County to participate in the 1990 Census so as  
10 to ensure an accurate count which will enable the County to  
11 better meet the future needs of its population; and,

12           BE IT FURTHER RESOLVED that all Multnomah County  
13 facilities shall post 1990 Census promotional material to  
14 reinforce outreach efforts to conduct a complete count; and,

1 BE IT FURTHER RESOLVED that the Multnomah County  
2 Board supports the Bureau of Census efforts to recruit  
3 Multnomah County residents for census jobs.  
4

5 ADOPTED this 1st day of <sup>MARCH</sup>~~February~~, 1990.  
6

7  
8 MULTNOMAH COUNTY, OREGON

9 (SEAL)

10 By Gladys McCoy  
11 Gladys McCoy, County Chair  
12

13 REVIEWED:

14 LAWRENCE KRESSEL, County Counsel  
15 for Multnomah County, Oregon  
16

17 By [Signature]  
18  
19  
20  
21  
22  
23  
24  
25  
26



201190

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)

Meeting Date MAR 01 1990Agenda No. R-3

## REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Ratification of Intergovernment Agreement withCity of Portland - BOEC Applicant Backgrounds

Informal Only\* \_\_\_\_\_

(Date)

Formal Only \_\_\_\_\_

February 9, 1990

(Date)

MARCH 1, 1990DEPARTMENT Sheriff's OfficeDIVISION ServicesCONTACT R. ShowalterTELEPHONE 255-3600\*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD Sheriff Robert Skipper

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

Intergovernmental agreement with City of Portland - BOEC for the Sheriff's Office to provide background personnel as requested.

2/2/90 Originals sent to R. Showalter

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

## ACTION REQUESTED:

☐ INFORMATION ONLY
 ☐ PRELIMINARY APPROVAL
 ☐ POLICY DIRECTION
 ☒ ~~APPROVAL~~ RATIFICATION

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA \_\_\_\_\_

## IMPACT:

## PERSONNEL

☐ FISCAL/BUDGETARY☐ General Fund

Other \_\_\_\_\_

 BOARD OF  
 COUNTY COMMISSIONERS  
 1990 FEB - 8 PM 2:04  
 MULTNOMAH COUNTY  
 OREGON

## SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Robert Skipper

SHERIFF

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

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) Sandra Duff

OTHER \_\_\_\_\_

(Purchasing, Facilities Management, etc.)

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



MULTNOMAH COUNTY OREGON

## CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

Contract # 2-0119-0

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

<b>CLASS I</b> <input type="checkbox"/> Professional Services under \$10,000	<b>CLASS II</b> <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 checked="" type="checkbox"/> Revenue	<b>CLASS III</b> <input type="checkbox"/> Intergovernmental Agreement <p style="text-align: center;"><b>RATIFIED</b>  <b>Multnomah County Board</b>  <b>of Commissioners</b>  <del>3/1/90</del> R-3 3/1/90</p>
---	--	--

Return to: R. Snowwater 313/225  
 Contact Person MRX GARY R. WALKER 251-2436 Phone 255-3600 Date 01-02-90  
 Department MCSO 789-7382 Division SERVICES Bldg/Room 313/228  
 Description of Contract PROVIDE BACKGROUND INVESTIGATIONS FOR THE BUREAU OF EMERGENCY COMMUNICATIONS

RFP/BID # \_\_\_\_\_ Date of RFP/BID \_\_\_\_\_ Exemption Exp. Date \_\_\_\_\_  
 ORS/AR # \_\_\_\_\_ Contractor is ☐ MBE ☐ WBE ☐ QRF

Contractor Name BUREAU OF EMERGENCY COMMUNICATIONS

Mailing Address 2960 S.E. 103rd Drive  
Port, Or 97266

Phone 760-6730

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

Effective Date 7/1/89Termination Date 6/30/90Original Contract Amount \$ 15,000 no/100

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

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

## Payment Term

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

## REQUIRED SIGNATURES:

Department Manager Carol M. Amador

Purchasing Director Gary R. Walker  
 (Class II Contracts Only)

County Counsel Sandra Duffy

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

Date 1-11-90Date 1-14-90Date 1-23-90

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.	100	020	3602			Rev Svc					
02.						2773					
03.											

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING

CANARY - INITIATOR

PINK - CLERK OF THE BOARD

GREEN - FINANCE

**INTERAGENCY AGREEMENT BETWEEN CITY OF PORTLAND  
AND MULTNOMAH COUNTY SHERIFF'S OFFICE**

**THIS AGREEMENT** is made and entered into this 1<sup>st</sup> day of July, 1989, by and between **MULTNOMAH COUNTY**, (hereinafter referred to as County), a political subdivision of the State of Oregon, and the **CITY OF PORTLAND**, (hereinafter referred to as Portland) a municipal corporation of the State of Oregon.

**WHEREAS**, the County's Sheriff's Office has the capability to provide background investigations and;

**WHEREAS**, City of Portland, Bureau of Emergency Communications, (BOEC), desires to purchase for a fee certain said services;

**NOW, THEREFORE**, in consideration of the mutual covenants contained herein, the parties agree as follows:

**A. GENERAL SCOPE**

The Sheriff shall conduct background investigations at the request of the Bureau of Emergency Communications.

Oregon revised statutes in Chapter 190 provides for intergovernmental agreements. Therefore, the Sheriff and BOEC agree to the following:

1. The Sheriff's Office shall assign one Sheriff's Office Sergeant/Detective to perform the functions as outlined in Attachment "A".
2. The Sheriff's Office shall bill BOEC in the amount of \$104.00 per individual background for the Sergeant's services. The billing will be made on a monthly basis for the duration of time requested to conduct background investigations. BOEC shall pay the amount due to the Sheriff's Office within 30 days of each billing.
3. The Sheriff's Office shall have administrative authority for the performance standards utilized by the Background Investigator.  
  
In event of a dispute between the parties as to the extent and nature of the duties and functions of personnel assigned to conduct BOEC applicant Backgrounds, the resolution shall be made by the BOEC and the Sheriff or their delegated representatives.
4. The Bureau of Emergency Communications agrees to provide adequate work space for the Sheriff's Office Background Investigator(s), including, but not limited to, necessary forms, telephonic communications and temporary secretarial assistance.
5. All Sheriff's Office personnel performing the function of Background Investigator shall remain employees of the Sheriff's Office. The Bureau of Emergency Communications shall not be called upon to assume any liability for the direct payment of

any salaries, wages, insurance, or other compensation or indemnity to any Sheriff's Office employee for any injury or sickness arising out of his participation in Background Investigation. No Sheriff's Office employee shall have any City of Portland pension or other status rights under the provision of this employment.

9. Both parties are subject to the Oregon State Tort Claims Act, ORS 30.265, et. seq. The scope and limits of any and all liability for injury or damaged property of any third person shall be imposed in accordance with this law.

B. TERM

This agreement shall extend from July 1, 1989, through, and including, June 30, 1990, unless earlier terminated in accordance with Paragraph C of this agreement.

C. TERMINATION

1. This agreement may be terminated upon 60 days mutual written consent of the parties or upon 90 days written notice by one party.
2. Termination under any provision of this paragraph shall not affect any rights, obligations, or liability of the City or County which accrued prior to such termination.

D. MODIFICATION

This agreement may be modified by mutual consent of the parties. Any modification to provisions of this agreement shall be reduced to writing and signed by both parties.

E. INTEGRATION

This agreement contains the entire agreement between the parties and supersedes all prior written or oral agreements.

F. NOTICES

All notices pursuant to the terms and billings of the agreement shall be addressed as follows:

Notices to the City: Bureau of Emergency Communications.

Notices to County: R. Showalter, Manager, Fiscal Unit  
Multnomah County Sheriff's Office.  
12240 NE Glisan Street  
Portland, Oregon 97230  
(503) 255-3600

201190  
COUNTY OF MULTNOMAH, OREGON

By

Robert G. Skipper, Sheriff

Date

By

Date

Reviewed:

Laurence Kressel  
County Counsel for Multnomah County

By

*Sandra Duff* 1-23-90

24-ZPLAN

**RATIFIED**  
**Multnomah County Board**  
**of Commissioners**  
MARCH 1, 1990

CITY OF PORTLAND, OREGON

By

Mayor J. E. Bud Clark

Date

By

Auditor, City of Portland

Date

Approved as to Form:

Jeffrey L. Rogers  
City Attorney

By

Manager  
Preliminary #20 Dist

Date 3-1-90

NAME DIANE E. ROBINSON

ADDRESS 271 NE GINSENG DR.

Street  
ESTACADA, OR. 97023  
City Zip

I wish to speak on Agenda Item # 24

Subject prop Ballot title

       FOR   K   AGAINST

PLEASE WRITE LEGIBLY!

NAME

Ruth Spetter

Date

3-1

ADDRESS

1220 SW 5th

Street  
Pah

City

OR

97204

Zip

I wish to speak on Agenda Item #

R-4

Subject

FOR

AGAINST

Date 3-1-90

NAME Jean Hood

ADDRESS 2134 SE 124

Portland 97233  
Street City Zip

I wish to speak on Agenda Item # R-4  
Subject \_\_\_\_\_

\_\_\_\_ FOR ☒ AGAINST

PLEASE WRITE LEGIBLY!



NAME

Date

3-1-90

ADDRESS

Herb Brown

1546 SE 138 Ave

Street

Port Land

City

97233

Zip

I wish to speak on Agenda Item #  
Subject

PUD-R-4

FOR

AGAINST

PLEASE WRITE LEGIBLY!

NAME

Pat Brown

Date

3/1/90

ADDRESS

1546 SE 138th Ave

Street

Portland

City

97233

Zip

I wish to speak on Agenda Item #

R-4

AKWd ABC

Subject

FOR

AGAINST

PLEASE WRITE LEGIBLY!

DATE SUBMITTED 2/22/90

(For Clerk's Use)

Meeting Date MAR 01 1990

Agenda No. R-4

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Resolution - Ballot Title -

Rockwood Water PUD

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

Formal Only 3/1/90  
(Date)

DEPARTMENT Nondepartmental DIVISION County Counsel's Office

CONTACT Larry Kressel TELEPHONE X-3138

\*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD Larry Kressel

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

Resolution - Ballot Title Rockwood Water PUD

*Certified copies Resolution # 90-23 sent to Vicki Ervin/Elections  
3/2/90*

(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 5-10 minutes

IMPACT:

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

NOTED  
1990 FEB 27 PM 4:00  
COUNTY COUNCIL

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Gladys McCarty

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.

Draft sent to Ruth Spetter, City Atty Office at  
Kreseels Request 2/26/90 Jan



# MULTNOMAH COUNTY OREGON

OFFICE OF COUNTY COUNSEL  
1120 S.W. FIFTH AVENUE, SUITE 1530  
P.O. BOX 849  
PORTLAND, OREGON 97207-0849  
(503) 248-3138  
FAX 248-3377

BOARD OF COUNTY COMMISSIONERS  
GLADYS McCOY, CHAIR  
PAULINE ANDERSON  
RICK BAUMAN  
GRETCHEN KAFOURY  
SHARRON KELLEY

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

TO: Delma Farrell  
Office Manager (101/134)

FROM: Larry Kressel *JK*  
County Counsel (106/1530)

DATE: February 22, 1990

RE: Ballot Title; Rockwood Water PUD

COUNTY COUNSEL  
LAURENCE KRESSEL  
CHIEF ASSISTANT  
JOHN L. DU BAY  
ASSISTANTS  
SANDRA N. DUFFY  
J. MICHAEL DOYLE  
GERALD H. ITKIN  
H. H. LAZENBY, JR.  
PAUL G. MACKEY  
MATTHEW O. RYAN  
MARK B. WILLIAMS

I enclose ballot titles for the Rockwood Water PUD. Please place this on the agenda for March 1. (The cover Resolution will follow today.)

The Board should note there are two alternate ballot titles for consideration. The version marked "A" was drafted by Mr. Josselson, legal counsel to the petitioners. I drafted the version marked "B." The differences are in the summary.

The legal standards are as follows:

1. Caption (10 word maximum) must reasonably identify the subject of the measure;
2. Question (20 word maximum) must plainly phrase the chief purpose of the measure so that an affirmative response to the question corresponds to an affirmative vote on the measure and
3. Statement (85 word maximum) must be concise and impartial, summarizing the measure and its major effect.

Delma Farrell  
February 22, 1990  
Page 2

In order to meet all election law deadlines, the Board should adopt the resolution at the March 1 hearing.

cc Frank Josselson, Esq.  
Ruth Spetter, Assistant City Attorney for Portland  
Tom Sponsler, Gresham City Attorney  
Vicki Ervin  
Hank Miggins

1ATTY.92/mw

BALLOT TITLE

CAPTION: FORMATION OF ROCKWOOD WATER PEOPLE'S UTILITY DISTRICT

QUESTION: Shall Rockwood Water People's Utility District be formed to provide water service within the current Rockwood Water District's boundaries?

SUMMARY: Creates people's utility district governed by locally elected board to supply water within the current Rockwood Water District boundaries. If measure is not approved, most Rockwood Water District customers will be divided among Gresham, Fairview and Portland, according to annexations and withdrawals. Rockwood Water District would go out of business when unable to serve remaining customers. Measure also allows levy of no more than \$3,000 for an engineer's report. A \$3,000 levy would cost less than \$.19 for a \$60,000 home.

EXHIBIT 1

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Approving a Ballot    )  
Title for the Rockwood Water         )  
Public Utility District Election       )  
on District Formation                 )  
\_\_\_\_\_)

RESOLUTION

WHEREAS, the Multnomah County Board of Commissioners received a petition requesting formation of a public utility district to be known as Rockwood Water Public Utility District (P.U.D.); and

WHEREAS, the Board of County Commissioners determined the boundaries of the proposed P.U.D. in accord with the petition for district formation and called the election for May 15, 1990; and

WHEREAS, a ballot title for the measure has been prepared;

NOW, THEREFORE, BE IT RESOLVED that

1. The ballot title attached to this Resolution as Exhibit 1 is approved; it is certified to the Director of Elections;



2. The Clerk shall promptly forward this Resolution and ballot title to the Elections Director for further action as required by law.

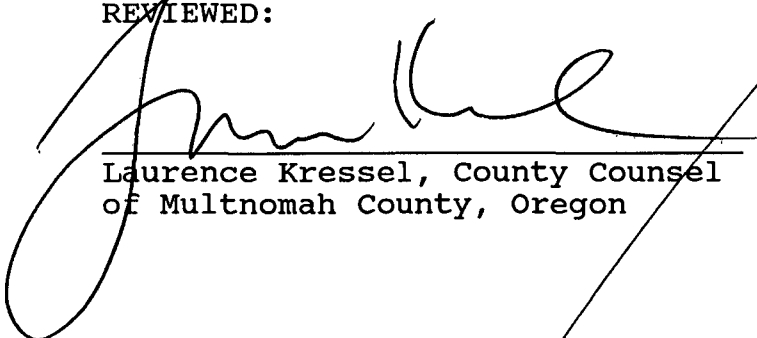
ADOPTED this \_\_\_\_ day of February, 1990.

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

(SEAL)

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

REVIEWED:

  
\_\_\_\_\_  
Laurence Kressel, County Counsel  
of Multnomah County, Oregon

(2/22/90/1)  
1ATTY.96/mw

BALLOT TITLE

CAPTION: FORMATION OF ROCKWOOD WATER PEOPLE'S UTILITY DISTRICT

QUESTION: Shall Rockwood Water People's Utility District (PUD) be formed to provide water service within current boundaries of Rockwood Water District?

SUMMARY: Creates People's Utility District (PUD) governed by 5-member board elected from within district. If approved, PUD would supply domestic water within area now known as Rockwood Water District. If PUD is not approved, most Rockwood Water District customers will be divided among Gresham, Fairview and Portland. Measure also authorizes district to levy tax of \$3,000 to finance engineer's report on revenue bonds for acquisition or construction of the utility system.

EXHIBIT 1



CITY OF  
**PORTLAND, OREGON**  
OFFICE OF CITY ATTORNEY

Jeffrey L. Rogers, City Attorney  
1220 S.W. 5th Avenue  
Portland, Oregon 97204  
(503) 248-4047

February 28, 1990

INTEROFFICE MEMORANDUM

TO: Board of County Commissioners

FROM: Ruth Spetter  
Senior Deputy City Attorney

SUBJ: Submission of Ballot Title/Exhibit 1 "C"

The City of Portland requests that the Board of County Commissioners adopt Exhibit 1 "C" as the ballot title for the Rockwood PUD. The City apologizes for the late submission but it only received a copy of both ballot titles at 4:30 yesterday.

The City's proposal incorporates language from ballot title "A" as well as language similar to language in the Pioneer ballot title approved by the Board in the recent past. This refers to language which addresses the levy.

RS:ts rs\misc\corr\ballot.cc

RECEIVED  
BOARD OF  
COUNTY COMMISSIONERS  
1990 MAR -1 AM 7:22  
MULTNOMAH COUNTY  
OREGON

PROPOSED BALLOT TITLE

CAPTION:           FORMATION OF ROCKWOOD PEOPLE'S UTILITY DISTRICT.  
AUTHORIZES LEVY FOR REPORT.

QUESTION:        SHALL ROCKWOOD PEOPLE'S UTILITY DISTRICT BE  
FORMED WITH AUTHORITY TO IMPOSE SPECIAL LEVY FOR  
ENGINEER'S REPORT?

SUMMARY:        CREATES PEOPLE'S UTILITY DISTRICT GOVERNED BY  
LOCALLY ELECTED BOARD TO SUPPLY WATER WITHIN THE  
CURRENT ROCKWOOD WATER DISTRICT BOUNDARIES THIS  
TERRITORY HAS LARGELY BEEN ANNEXED TO THE CITIES  
OF GRESHAM AND PORTLAND. IF THE PUD IS NOT  
APPROVED MOST ROCKWOOD CUSTOMERS WOULD BE SERVED  
BY PORTLAND, GRESHAM AND FAIRVIEW. MEASURE ALSO  
AUTHORIZES SPECIAL LEVY (PROPERTY TAX) OF \$3,000  
FOR ENGINEER'S REPORT.

rs\misc\corr\ballot.cc



# MULTNOMAH COUNTY OREGON

OFFICE OF COUNTY COUNSEL  
1120 S.W. FIFTH AVENUE, SUITE 1530  
P.O. BOX 849  
PORTLAND, OREGON 97207-0849  
(503) 248-3138  
FAX 248-3377

BOARD OF COUNTY COMMISSIONERS  
GLADYS McCOY, CHAIR  
PAULINE ANDERSON  
RICK BAUMAN  
GRETCHEN KAFOURY  
SHARRON KELLEY

## MEMORANDUM

TO: Jane McGarvin  
Clerk of the Board (101/605)

FROM: Larry Kressel *(Signature)*  
County Counsel (106/1530)

DATE: March 2, 1990

RE: Approved Ballot Title, Rockwood Water  
PUD

COUNTY COUNSEL  
LAURENCE KRESSEL  
CHIEF ASSISTANT  
JOHN L. DU BAY  
ASSISTANTS  
SANDRA N. DUFFY  
J. MICHAEL DOYLE  
GERALD H. ITKIN  
H. H. LAZENBY, JR.  
PAUL G. MACKAY  
MATTHEW O. RYAN  
MARK B. WILLIAMS

I enclose the approved (3/1/90) resolution and ballot title for the Rockwood Water PUD. Please have it signed by the chair ASAP and immediately transmitted to the Elections Director.

1ATTY.102/mw

Encl.

cc. Vicki Ervin  
Frank Josselson  
Ruth Spetter  
Tom Sponsler

BOARD OF  
COUNTY COMMISSIONERS  
1990 MAR -2 AM 10:46  
MULTNOMAH COUNTY  
OREGON

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Approving a Ballot	)	
Title for the Rockwood Water	)	RESOLUTION
People's Utility District Election	)	90-23
on District Formation	)	
<hr/>		

WHEREAS, the Multnomah County Board of Commissioners received a petition requesting formation of a people's utility district to be known as Rockwood Water People's Utility District (P.U.D.); and

WHEREAS, the Board of County Commissioners determined the boundaries of the proposed P.U.D. in accord with the petition for district formation and called the election for May 15, 1990; and

WHEREAS, a ballot title for the measure has been prepared;

NOW, THEREFORE, BE IT RESOLVED that

1. The ballot title attached to this Resolution as Exhibit 1 is approved; it is certified to the Director of Elections;

2. The Clerk shall promptly forward this Resolution and ballot title to the Elections Director for further action as required by law.

ADOPTED this 1ST day of <sup>MARCH</sup>~~FEBRUARY~~, 1990.



BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

By

Gladys McCoy  
Gladys McCoy, Chair  
Multnomah County, Oregon

REVIEWED:

Laurence Kressel  
Laurence Kressel, County Counsel  
of Multnomah County, Oregon

BALLOT TITLE

CAPTION: FORMS ROCKWOOD WATER PEOPLE'S UTILITY DISTRICT;  
AUTHORIZES LEVY FOR REPORT

QUESTION: Shall Rockwood Water People's Utility District (PUD) be formed with authority to impose special levy for engineer's report?

SUMMARY: Creates People's Utility District (PUD) governed by 5-member board elected from within the district. If approved, the PUD would have authority to supply domestic water within the area now known as Rockwood Water District.

The measure also authorizes district to levy tax of \$3,000 to finance an engineer's report on revenue bonds for acquisition or construction of the utility system. A one-time only \$3,000 levy would cost approximately \$.19 for a \$60,000 home.

EXHIBIT 1



DATE SUBMITTED \_\_\_\_\_

BOARD OF  
COUNTY COMMISSIONERS

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-5 & R-6

1990 FEB 20 PM 3:54

REQUEST FOR PLACEMENT ON THE AGENDA  
MULTIPLA COUNTY  
OREGON  
Subject: \_\_\_\_\_

Informal Only\* 2/27/90  
(Date)

Formal Only 3/1/90  
(Date)

DEPARTMENT Justice Services DIVISION Administration and Planning

CONTACT Grant Nelson/B Vandever TELEPHONE 248-3701

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Grant Nelson

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

A contract with Housing Authority of Portland to provide clerical support services for the interdisciplinary team project at Columbia Villa

*# Buo MOD NON #5*

*3/2/90 original Buo mod & copy of contract to P&B*

*3/2/90 original contract & copy of Buo mod to Grant Nelson*

(IF ADDITIONAL SPACE IS NEEDED, PLEASE USE REVERSE SIDE) OF Buo mod to Grant Nelson

ACTION REQUESTED:

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 5 minutes

IMPACT:

PERSONNEL

☐ FISCAL/BUDGETARY

☐ - General Fund

Other \_\_\_\_\_

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Grant Nelson

BUDGET / PERSONNEL Sharon Cordova

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) John Bell

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

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

BUDGET MODIFICATION NO. Nov #5

(For Clerk's Use) Meeting Date MAR 01 1990  
Agenda No. R-5

1. REQUEST FOR PLACEMENT ON THE AGENDA FOR \_\_\_\_\_ (Date)

DEPARTMENT Justice Services

DIVISION Administration/Planning

CONTACT Grant Nelson/B Vandever

TELEPHONE \_\_\_\_\_

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD \_\_\_\_\_

SUGGESTED

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

A budget modification transferring \$5,845 from the Office of Justice Planning's Personal Services to the Department of Justice Services Administration Professional Services.

(Estimated Time Needed on the Agenda)

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

This budget modification would transfer \$5,845 in Office of Justice Planning salary savings to the Department of Justice Services Administration Professional Services to cover the cost of secretarial support services for the interdisciplinary team project at Columbia Villa to be provided by the Housing Authority of Portland from December 20, 1989 to April 30, 1990. Salary saving results from the vacant Justice Planning Coordinator position. The related intergovernmental agreement provides for clerical/secretarial support.

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

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

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

Originated By	Date	Department Director	Date
		<i>Grant Nelson</i>	2/14/90
Finance/Budget	Date	Employee Relations	Date
<i>Shawn M. Cordeiro</i>	2/20/90		
Board Approval	Date		
<i>DEBORAH C. ROGERS</i>	MARCH 1, 1990		

TRANSACTION EB [ ]

GM [ ]

TRANSACTION DATE

ACCOUNTING PERIOD

BUDGET FY

Document  
Number

### Action

Fund

**Agency**

## Organization

### Activity

Reporting Category

### Object

Current  
Amount

Revised  
Amount

Change  
Increase  
(Decrease)

Sub-  
Total

### Description

TOTAL EXPENDITURE CHANGE										0	TOTAL EXPENDITURE CHANGE
--------------------------	--	--	--	--	--	--	--	--	--	---	--------------------------

REVENUE

TRANSACTION RB [ ]

GM [ ]

TRANSACTION DATE

ACCOUNTING PERIOD

BUDGET FY

**Document  
Number**

### Action

Fund

Agency

## Organization

### Activity

Reporting Category

Revenue  
Source

Current  
Amount .

Revised  
Amount

Change  
Increase  
(Decrease)

Sub-  
Total

### Description

TOTAL REVENUE CHANGE			TOTAL REVENUE CHANGE
----------------------	--	--	----------------------

TOTAL REVENUE CHANGE.

# PERSONNEL DETAIL FOR BUD MOD NO. NON#5

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

		A n n u a l i z e d			
FTE Increase (Decrease)	POSITION TITLE	BASE PAY Increase (Decrease)	Increase (Decrease) Fringe	Ins.	TOTAL Increase (Decrease)
	No annualized change.				
	TOTAL CHANGE (ANNUALIZED)				

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

		C u r r e n t F Y			
Permanent Positions, Temporary, Overtime, or Premium	Explanation of Change	BASE PAY Increase (Decrease)	Increase (Decrease) Fringe	Ins.	TOTAL Increase (Decrease)
Director, OJP	Reducing Director position by .11 FTE for FY 89-90	4,799	572	474	5,845

DEPARTMENT OF JUSTICE SERVICES

PERSONAL SERVICES AGREEMENT

THIS CONTRACT, made and entered into as of the 20th day of December, 1989, by and between MULTNOMAH COUNTY, a home rule political subdivision of the State of Oregon (hereinafter referred to as "County"), and Housing Authority of Portland (hereinafter referred to as "Contractor").

WHEREAS, County's Department of Justice Services requires services which Contractor is capable of providing, under terms and conditions hereinafter described; and

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

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

1. Term.

The term of this agreement shall be from December 20, 1989, to and including April 30, 1990, unless sooner terminated under the provisions hereof.

2. Services.

The scope of Contractor's services under this Agreement are set forth in Exhibit "A". All provisions and covenants contained in Exhibit "A" are hereby incorporated by reference and shall become a part of this Agreement as if fully set forth herein.

3. Contractor Identification.

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

4. Compensation.

A. County agrees to pay Contractor a maximum of \$5,845.00 for performance of those services provided hereunder, which payment shall be paid upon receipt of Contractor's monthly bill in accordance with the agreed-upon rate set forth in Exhibit "A".

B. County certifies that sufficient funds are available and authorized for expenditure to finance costs of this contract.

5. Contractor is Independent Contractor.

A. Contractor's services shall be provided under the general supervision of County's project director or his or her designee, but Contractor shall be an independent contractor for all purposes and shall be entitled to no compensation other than the compensation provided for under Paragraph 4 of this Agreement.

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

C. Contractor shall maintain workers' Compensation insurance coverage for all non-exempt workers, employees and subcontractors either as a carrier insured employer or a self-insured employer as provided in Chapter 656 of Oregon Revised Statutes. A certificate showing current Workers' Compensation insurance, or copy thereof, is attached to this agreement as Exhibit \_\_, and is incorporated herein as part of this agreement.

D. In the event that contractor's Workers' Compensation insurance coverage is due to expire during the term of this agreement, contractor agrees to renew such insurance before such expiration and to provide Multnomah County a certificate of Workers' Compensation insurance coverage under such renewal contracts.

6. Early Termination.

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

1. by mutual written consent of the parties;
2. by County, effective upon delivery of written notice to contractor by certified mail or in person.

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

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

7. Subcontractor and Assignments.

Unless expressly authorized in Paragraph 2 of this Agreement, Contractor shall neither subcontract with others for any of the work prescribed herein, nor assign any of Contractor's rights acquired hereunder without obtaining prior written approval from County; County by this Agreement incurs no liability to third persons for payment of any compensation provided herein to Contractor.

8. Access to Records.

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

9. Work is Property of County.

All work performed by Contractor under this Agreement shall be the property of County.

10. Adherence to Law.

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

B. Contractor shall adhere to all applicable laws, regulations and policies relating to equal employment opportunity, nondiscrimination in services and affirmative action, including all regulations implementing Executive Order No. 11246 of the President of the United States, Section 402 of the Vietnam Readjustment Assistance Act of 1974, and Section 503 of the Rehabilitation Act of 1973. County shall maintain copies of said laws and regulations on file with its duly-appointed Affirmative Action Officer.

11. Modification.

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

12. Integration.

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

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

CONTRACTOR

MULTNOMAH COUNTY, OREGON

By \_\_\_\_\_

By *Gladys McCoy*

\_\_\_\_\_  
Contractor's Federal ID #

93-6002309

\_\_\_\_\_  
County's Federal ID #

**RATIFIED**

**Multnomah County Board  
of Commissioners**

MARCH 1, 1990

APPROVED AS TO FORM:

LAURENCE KRESSEL  
County Counsel for  
Multnomah County, Oregon

By *Sandra Duffry*



HOUSING AUTHORITY OF PORTLAND

DATE: JANUARY 5, 1990

SUBJECT: CLERICAL POSITION

The individual in this position will provide clerical support for the Interdisciplinary Team Project at Columbia Villa. This position is of limited duration. The cost for this position is \$1,352.00 per month. This amount includes an hourly wage of \$6.00 and \$1.80 per hour for fringe benefits, or \$7.80 an hour.

jd/0353P

RECEIVED  
JAN 24 1990

COUNTY COUNSEL FOR  
MULTNOMAH COUNTY, ORE.

Attachment A

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date FEB 22 1990  
Agenda No. R-3

REQUEST FOR PLACEMENT ON THE AGENDA

MAR 6 1 1990  
R-7

Subject: Business Income Tax

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

Formal Only February 22, 1990  
(Date)

DEPARTMENT General Services DIVISION Finance

CONTACT David Boyer TELEPHONE 248-3312

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD David Boyer

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

Amend MCC 5.70.75 & 5.70.85 to be consistent with ORS reference changes made during 1989 legislative session. Also amends these sections to provide for adoption of the ORS statutes and Oregon Department of Revenue administrative rules. Dept. of Revenue administers the County Business Income Tax collections.

*3/2/90 #644 sent to Ordinance List & David Boyer*

(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 2-3 minutes

IMPACT: NONE

PERSONNEL

☐ FISCAL/BUDGETARY

☐ General Fund

Other \_\_\_\_\_

**SIGNATURES:**

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

BUDGET / PERSONNEL [Signature]

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) [Signature]

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

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

1990 FEB 13 PM 4:11  
CLERK OF COUNTY  
OREGON

ORDINANCE FACT SHEET

Title Business Income Tax Effective Date As stipulated in ORS

Brief Statement of purpose of ordinance (include the rationale for adoption of ordinance, a description of persons benefited, and other alternatives explored). Amend Multnomah County Code so that it is consistent with ORS reference changes made during 1989 Legislative session.

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

NONE

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  
No Constitutional problems.

Fiscal Impact Analysis

NONE

(If space is inadequate, please use other side)

SIGNATURES:

Office of County Counsel \_\_\_\_\_

Department Head DP \_\_\_\_\_

Liaison Commissioner \_\_\_\_\_

9448E

BEFORE THE BOARD OF COMMISSIONERS

For the County of Multnomah

ORDINANCE # 644

An Ordinance relating to the Business Income Tax, and amending MCC 5.70. (Language in brackets is to be deleted; underlined language is new.)

Multnomah County Ordains as follows:

Section I. Findings.

The collection of business income taxes under Multnomah County Code 5.70 is administered by Oregon Department of Revenue according to certain Oregon Administrative Rules and Oregon Revised Statutes.

- A. The purpose of the ordinance is to have Multnomah County Code 5.70 correspond to the Oregon Administrative Rules and Oregon Revised Statutes.

Section II. MCC 5.70.075 is amended to read:

5.70.075 State laws incorporated by reference. The following [statutes of] Oregon revised statutes (1989 edition) relating to taxes on or measured by net income, together with the Oregon Administrative Rules relating to those statutes, are hereby adopted by reference and made a part of this chapter to the extent they are consistent with other provisions of this chapter, provided that, for the purposes of this chapter, "to" means "to and including," and "State" or "Oregon" as used in those Oregon Revised Statutes shall mean "County" unless a different meaning is clearly required:

- (A) ORS 305.005
- [(A) ORS 305.100 to 305.155]
- [(B) ORS 305.190 to 305.200]
- [(C) ORS 305.217 to 305.280]
- [(D) ORS 305.290 to 305.295]
- [(E) ORS 305.375 to 305.385]
- [(F) ORS 305.405 to 305.510]
- [(G) ORS 305.515 (3) (a)]
- [(H) ORS 305.515 (3) (c) to 305.540]
- [(I) ORS 305.545 to 305.555]
- [(J) ORS 305.560 to 305.575]
- [(K) ORS 305.620 to 305.640]
- [(L) ORS 305.655]
- [(M) ORS 305.810 to 305.830]
- [(N) ORS 305.845 to 305.992]
- [(O)] (B) ORS 314.011 [to 314.140]
- (C) ORS 314.085
- [(P)] (D) ORS 314.210 to 314.230
- [(Q)] (E) ORS 314.276 to [314.466] 314.302 except 314.300
- [(R)] (F) ORS 314.605 to 314.670

(G) ORS 314.680 to 314.690  
(H) ORS 314.712 to 314.744  
[(S) ORS 314.805 to 314.991]  
[(T)] [(I) ORS 316.002 to 316.022]  
[(U)] [(J) ORS 316.032]  
(K) ORS 316.076  
[(V)] [(L) ORS 316.267 to 316.279]  
[(W) ORS 316.347]  
[(X)] [(M) ORS 316.372 to 316.467]  
[(Y)] [(N) ORS 316.707 to [316.716] 316.718]  
[(Z)] [(O) 316.729 (1) and (3) (a)]  
[(AA)] [(P) ORS 316.737]  
(Q) ORS 316.785  
[(BB)] [(R) ORS 316.849]  
[(CC)] [(S) ORS 316.970]  
[(DD)] [(T) ORS 317.005 to 317.056]  
[(EE)] [(U) ORS 317.067 to 317.080]  
[(FF)] [(V) ORS 317.190 to 317.195]  
[(GG)] [(W) ORS 317.259 to 317.273]  
[(HH)] [(X) ORS 317.288 to 317.392]  
[(II)] [(Y) ORS 317.476 with respect to savings associations]  
[(JJ)] [(Z) ORS 317.478]  
[(KK)] [(AA) ORS 317.504 to 317.665]  
[(LL)] [(BB) ORS 317.920 to 317.950]  
[(MM)] [(CC) ORS 318.010 to 318.020]  
[(NN)] [(DD) ORS 318.031 except reference to ORS 317.102, ORS 317.116, ORS 317.140, ORS 317.281, ORS 317.476, ORS 317.845 and ORS 317.850]  
[(OO)] [(EE) ORS 318.040 and 318.060]

Section III. MCC 5.70.085 is amended to read:

5.70.085 Administration of State Department of Revenue.

(A) The County is authorized to enter into an agreement with the Department of Revenue of the State of Oregon in accordance with ORS 305.620 to administer, collect and enforce this chapter.

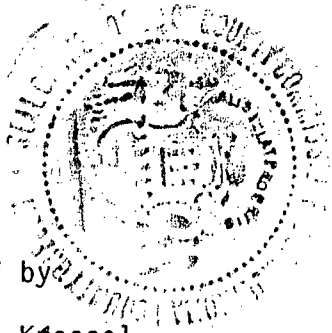
(B) The provisions of ORS Chapters 305 (1989) and 314 (1989) as to the filing of returns, audits and examination of reports and returns, determination of deficiencies, interest, penalties, assessments, collections, claims for refund, conferences, appeals to the Director of the Department and appeals to the Oregon Tax Court, and the procedures relating thereto, shall apply to the determination and collection of taxes, penalties and interest under this chapter, except where the context requires otherwise. A Taxpayer may utilize the procedure respecting appeals to the small claims division of the Oregon Tax court.

Section IV. All amendments, repeals and new matter contained in this ordinance apply to the taxable years that correspond to the applicable Statutes.

Section V. Adoption.

Adopted this 1st day of March, 1990, upon passage following its second reading before the Board of County Commissioners of Multnomah County, Oregon.

(SEAL)



By:

Gladys McCoy  
Gladys McCoy  
Multnomah County Chair

Reviewed by

Laurence Kressel  
County Counsel for  
Multnomah County, Oregon

By:

Laurence Kressel  
County Counsel

40FINANCE/DB/sls

Date 3/1/90

NAME STANLEY W. Adams

ADDRESS 2233 N.E. 159th

Street

PORTLAND

City

97230

Zip

I wish to speak on Agenda Item # R-8

Subject \_\_\_\_\_

\_\_\_\_ FOR ~~FOR~~ X AGAINST

PLEASE WRITE LEGIBLY!

*Hall County Park*

Date 3/1/90

NAME Peter Stoloff

ADDRESS 121 S.W. Morrison Suite 1000  
Street  
Portland 97204  
City Zip

I wish to speak on Agenda Item # R-8  
Subject Emergency Medical  
       FOR X AGAINST it

PLEASE WRITE LEGIBLY!



*Advocate's  
Hospital*

Date 3/1/90

NAME

ED COCHRANE

ADDRESS

35566 SE SNURFIN

Street

ESYACADA OR

City

97023

Zip

I wish to speak on Agenda Item #

R-8

Subject

       FOR

X

AGAINST

PLEASE WRITE LEGIBLY!

*Christina  
Ogawa*  
NAME

Date 3/1/90

ADDRESS Jeff Cushing  
1225 NE 2nd Ave

Portland  
Street  
City

OR

97232  
Zip

I wish to speak on Agenda Item # R-8  
Subject Hold patents  
       FOR X AGAINST

PLEASE WRITE LEGIBLY!

0456.

Date 3/1/90

NAME

Lois Davis

ADDRESS

5036 SW Baird

Street

Portland, Or.

City

97219

Zip

I wish to speak on Agenda Item #

R-8

Subject

Psychiatric reimbursement  
meet

FOR

☒ AGAINST

PLEASE WRITE LEGIBLY!

DATE SUBMITTED 2/12/90

(For Clerk's Use)  
Meeting Date FEB 22 1990  
Agenda No. R-7

REQUEST FOR PLACEMENT ON THE AGENDA

MAR 01 1990  
R-8

Subject: EMERGENCY MENTAL HOLDS RESOLUTION

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

Formal Only February 22, 1990  
(Date)

DEPARTMENT HUMAN SERVICES DIVISION SOCIAL SERVICES

CONTACT Gary Smith TELEPHONE \_\_\_\_\_ Ext. 3691

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Duane Zussy/Gary Smith

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

In conjunction with planning to enhance care for and contain costs of local acute psychiatric emergencies, MED is considering strategies to manage services and costs for local hospitalizations: Approval of a Board Resolution (attached) which specifies a per diem rate of reimbursement for precommitment hospitalizations which is based on the AFS reimbursement structure for Diagnostic-Related Groupings (DRGs), plus a small factor for incentive; and discussion of an RFP process which would achieve the level of availability of hospital-based services needed in the acute care system at a rate which reflects reasonable costs.

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

ACTION REQUESTED:

2/2/90 copy of Resolution # 90-24 sent to Gary Smith & Duane Zussy

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ RATIFICATION

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 20 Minutes

IMPACT:

SET OVER 2/22/90 → 3/1/90

PERSONNEL

☐ FISCAL/BUDGETARY

☐ -General Fund

Other \_\_\_\_\_

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Duane Zussy

BUDGET / PERSONNEL 1

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) [Signature]

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

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

CLERK OF  
COUNTY COMMISSIONER  
1990 FEB 13 PM 4:12  
MULTI-COUNTY  
OREGON

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

IN the matter of COUNTY COSTS ) RESOLUTION  
FOR EMERGENCY MENTAL HOLDS ) 90-24

WHEREAS, ORS Chapter 426 requires counties to pay the cost of emergency psychiatric care, custody and treatment of mentally ill persons detained or admitted to approved hospitals prior to formal committment hearings; and

WHEREAS, Multnomah County has unsuccessfully tried to negotiate a reasonable and actual expenditure agreement with local facilities for several years; and

WHEREAS, it is necessary for Multnomah County to have some certainty regarding these budgetary allotments; and

WHEREAS, the State of Oregon's Adult and Family Services (AFS) pays for similar services through the use of a Diagnostic Related Grouping based rate (DRG) and physician reimbursement rates; and

WHEREAS the adoption of such a system would best serve the twin aims of assuring treatment and care for the mentally distressed and assuring the local care facilities and physicians of some reimbursement for such treatment.

NOW, THEREFORE, THE BOARD OF COUNTY COMMISSIONERS DO HEREBY  
RESOLVE:

The Director of the Department of Human Services or a delegatee may develop a Diagnostic Related Grouping system of per diem and physician rates for the provision of these services subject to final Board approval. This system shall be modeled upon and derived from the State AFS rates for similar services. Adjustments shall be made to accommodate local circumstances within the discretion of the Director.

ADOPTED this 1st day of MARCH, 1990.

By Gladys McCoy  
Gladys McCoy, Chair  
Multnomah County, Oregon

REVIEWED:

LAURENCE KRESSEL, COUNTY COUNSEL  
FOR MULTNOMAH COUNTY, OREGON

By H. H. Lazenby, Jr.  
Assistant County Counsel

Revised 2/23/90

## BEFORE THE BOARD OF COUNTY COMMISSIONERS

## FOR MULTNOMAH COUNTY, OREGON

In the matter of COUNTY COSTS  
FOR EMERGENCY MENTAL HOLDS

) RESOLUTION  
)

WHEREAS, ORS Chapter 426 requires counties to pay the cost of emergency psychiatric care, custody and treatment of mentally ill persons detained or admitted to approved hospitals prior to formal committment hearings; and

WHEREAS, Multnomah County has unsuccessfully tried to negotiate a reasonable and actual expenditure agreement with local facilities for several years; and

WHEREAS, it is necessary for Multnomah County to have some certainty regarding these budgetary allotments; and

WHEREAS, the State of Oregon's Adult and Family Services (AFS) pays for similar services through the use of a Diagnostic Related Grouping based rate(DRG) and physician reimbursement rates; and

WHEREAS the adoption of such a system would best serve the twin aims of assuring treatment and care for the mentally distressed and assuring the local care facilities and physicians of some reimbursment for such treatment.

NOW, THEREFORE, THE BOARD OF COUNTY COMMISSIONERS DO HEREBY RESOLVE:

The Director of the Department of Human Services or a delegatee may develop a Diagnostic Related Grouping system of per diem and physician rates for the provision of these services. This system shall be modeled upon and derived from the State AFS rates for similar services. Adjustments shall be made to accommodate local circumstances within the discretion of the Director.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 1990.

(SEAL)

By \_\_\_\_\_

Gladys McCoy, Chair  
Multnomah County, Oregon

REVIEWED:

LAURENCE KRESSEL, COUNTY COUNSEL  
FOR MULTNOMAH COUNTY, OREGON

BY \_\_\_\_\_

H. H. Lazenby, Jr.  
Assistant County Counsel

02/08/90:1

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the matter of COUNTY COSTS ) RESOLUTION  
FOR EMERGENCY MENTAL HOLDS )

WHEREAS, ORS Chapter 426 requires counties to pay the cost of emergency psychiatric care, custody and treatment of mentally ill persons detained or admitted to approved hospitals prior to formal committment hearings; and

WHEREAS, Multnomah County has unsuccessfully tried to negotiate a reasonable and actual expenditure agreement with local facilities for several years; and

WHEREAS, it is necessary for Multnomah County to have some certainty regarding these budgetary allotments; and

WHEREAS, the State of Oregon's Adult and Family Services (AFS) pays for similar services through the use of a Diagnostic Related Grouping based rate(DRG); and

WHEREAS the adoption of a DRG based rate would best serve the twin aims of assuring treatment and care for the mentally distressed and assuring the local care facilities of some reimbursment for such treatment.

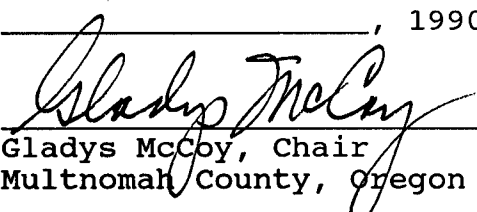
NOW, THEREFORE, THE BOARD OF COUNTY COMMISSIONERS DO HEREBY RESOLVE:

The Director of the Department of Human Services or a delegatee may develop a Diagnostic Related Grouping system of per diem rates for the provision of these services. This system shall be modeled upon and derived from the State AFS rates for similar services. Adjustments shall be made to accommodate local circumstances within the discretion of the Director.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 1990.

(SEAL)

By

  
Gladys McCoy, Chair  
Multnomah County, Oregon

REVIEWED:

LAURENCE KRESSEL, COUNTY COUNSEL  
FOR MULTNOMAH COUNTY, OREGON

By

  
H. H. Lazenby, Jr.  
Assistant County Counsel



*Dense*  
*Gary, As you know, I concur with your recommendation - I want to give the BCC a complete briefing and present the ordinance parallel to the RFP so we can go for the DRG's if the RFP fails to produce desired results. Please prepare the briefing & schedule for BCC*

## 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

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: Duane Zussy  
FROM: Gary Smith *JS*  
DATE: February 6, 1990  
SUBJECT: Emergency Holds

#### ISSUE

The Social Services Division has been working on a per diem payment rate covering both hospitals and physician services for acutely mentally ill persons for whom the County is responsible for payment under the provisions of state statutes. In consultation with County Counsel, we have been under the assumption that the BCC will be requested to consider an ordinance that would specify payment amounts for hospital and physician charges. However, in a meeting with the State Mental Health Division last week, another option arose. This option is to RFP hospital services as a part of our overall acute care system development.

#### BACKGROUND

Attached you will find the latest draft of a memo containing proposed per diem rates for physician and hospital charges based on the current AFS DRG's. Chip Lazenby is preparing an ordinance to enact these rates if the Board is inclined to do so. We have scheduled a Board staff meeting and a Board informal during the next few weeks to discuss the per diem option.

The acute care system planning that has been going on for almost a year is nearing culmination. The January E-Board earmarked \$800,000 for Multnomah County, and set aside \$1.1 million in reserve. The expectation is that we will return to the March E-Board with a plan and request for the remaining \$1.1 million. The earlier mentioned meeting with the State last week served to clarify our acute care system design and the order in which the various pieces of the system should be put in place as funds become available and services are ready to become operational. Our current thinking is that services should begin in the following order:



1. County gains control over eligibility determination and client disposition and payment.
2. Triage function (including mobile outreach) is inaugurated.
3. County RFP's hospital based services.
4. Intensive non-hospital residential program begins.
5. Community-based alternatives are begun (e.g. crisis respite, outpatient, group homes, etc).

#### DISCUSSION

It was the consensus of the State and County staff attending our meeting last week that, ideally, an orderly progression of service development should take place. All of this hinges, of course, on a favorable action by the March E-Board regarding the remaining \$1.1 million. It was felt that a Board ordinance would serve in the short term to contain costs, but might destabilize the comprehensive acute care system we're planning. I emphasized the seriousness of the County's budget situation and our need to contain hospital costs. The State offered the assistance of a consultant they have retained to help us draft an RFP for hospital services that would both "cap" our costs and achieve the level of availability of hospital based services that we project will be needed. This consultant recently participated in a similar RFP in Southern Oregon that resulted in per diem reimbursement similar or slightly better than we are hoping for here. Of course, Southern Oregon is not Multnomah County.

Staff will develop pros and cons of both the per diem ordinance and the RFP approach for consideration by me, you, and perhaps the Board.

#### RECOMMENDATION

I recommend that we continue to develop the ordinance in case we need it. I further recommend that we accept the State's offer to develop an RFP for hospital services and issue an RFP as soon as possible. If the RFP does not have the desired results, we have the ordinance as a backup which could be immediately adopted.

An analysis of the pros and cons of these options will help you and the Board decide which way to go. I'll use our time together tomorrow morning to go over this memo and answer any questions you may have.

cc: Chip Lazenby  
Susan Clark  
Rex Surface  
Nancy Barron

M E M O R A N D U M

TO: Board of Commissioners

FROM: County Clerk

DATE: February 26, 1990

RE: March 1, 1990 Agenda Item R-8

Enclosed please find a copy of an amended Resolution in the matter of County Costs for Emergency Mental Holds submitted by the Department of Human Services for Board consideration on March 1, 1990. Thank you.

0700C.58/dr  
enclosure

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the matter of COUNTY COSTS                     )  
FOR EMERGENCY MENTAL HOLDS                 ) RESOLUTION

WHEREAS, ORS Chapter 426 requires counties to pay the cost of emergency psychiatric care, custody and treatment of mentally ill persons detained or admitted to approved hospitals prior to formal committment hearings; and

WHEREAS, Multnomah County has unsuccessfully tried to negotiate a reasonable and actual expenditure agreement with local facilities for several years; and

WHEREAS, it is necessary for Multnomah County to have some certainty regarding these budgetary allotments; and

WHEREAS, the State of Oregon's Adult and Family Services (AFS) pays for similar services through the use of a Diagnostic Related Grouping based rate (DRG) and physician reimbursement rates; and

WHEREAS the adoption of such a system would best serve the twin aims of assuring treatment and care for the mentally distressed and assuring the local care facilities and physicians of some reimbursement for such treatment.

NOW, THEREFORE, THE BOARD OF COUNTY COMMISSIONERS DO HEREBY  
RESOLVE:

The Director of the Department of Human Services or a delegatee may develop a Diagnostic Related Grouping system of per diem and physician rates for the provision of these services. This system shall be modeled upon and derived from the State AFS rates for similar services. Adjustments shall be made to accommodate local circumstances within the discretion of the Director.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 1990.

(SEAL)

By Gladys McCoy, Chair  
Multnomah County, Oregon

REVIEWED:

LAURENCE KRESSEL, COUNTY COUNSEL  
FOR MULTNOMAH COUNTY, OREGON

By H. H. Lazenby, Jr.  
H. H. Lazenby, Jr.  
Assistant County Counsel

Testimony before Board of Commissioners, Multnomah County, Oregon  
March 1, 1990

I am Stanley W. Adams, Vice President for Finance at Portland Adventist Medical Center. I would like to enter the following comments into the record, on the proposed resolution relating to Emergency Mental Holds.

1. The resolution correctly cites Oregon Revised Statutes, Chapter 426, which requires counties to pay for the cost of emergency psychiatric care, prior to a commitment hearing.
2. During the past ten years, PAMC's contract with the county has paid a percentage of charges for this emergency care, based on the previous Adult and Family Services (AFS) Medicaid cost-to-charges ratio. Since each bill is manually reviewed to determine that only "emergency" services are paid by the County, it is a very labor intensive process.
3. I have advocated a flat per diem rate payment mechanism since June, 1986 and expressed PAMC's willingness to contract on that basis. See my letter of August 26, 1986.
4. I disagree with the statement in the proposed resolution that the County "has unsuccessfully tried to negotiate a reasonable and actual expenditure agreement with local facilities for several years".

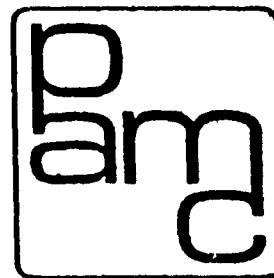
I received a revised contract from Gary Smith on May 3, 1989, proposing a \$400 per diem rate. In my letter of June 7, 1989 PAMC counterproposed a \$576 per diem, with a list of questions about new contract language.

To date, the County has shown no effort to continue negotiation or even respond to the contract language issues.

5. The Medicaid Program has become severely underfunded in Oregon during the past five years, and currently pays PAMC less than 70 % of actual costs. At current payment levels, this program does not meet Federal requirements to pay for the actual cost of caring for program patients by an efficient and economical healthcare provider. We are unable to shift this growing shortfall to other patients in our community.

Therefore, it seems inadvisable to base County payments for emergency mental health treatment on these inadequate payments.

6. The current Medicaid payment for DRG #430 (Psychoses), a common diagnosis for County patients, works out to \$348 per day for an average stay of 4.9 days. Portland Adventist Medical Center would be unwilling to contract with the county for payments below our cost of caring for these patients. However, we are willing to negotiate a reasonable payment level.



August 26, 1986

PORTLAND  
ADVENTIST  
MEDICAL  
CENTER  
10123 SE  
MARKET STREET  
PORTLAND, OREGON  
97215  
(503) 257-2500

Duane Brown  
Multnomah County Social Services Division  
426 S.W. Stark, 6th floor  
Portland, OR 97204

Dear Mr. Brown,

I am writing to confirm our recent telephone conversations regarding the proposed contract with Portland Adventist Medical Center for the period July 1, 1986 through June 30, 1987. We are very interested in renewing this contract with you, but we need to update some obsolete wording in paragraph 2A on page 1. The Oregon Medicaid program no longer pays hospitals on a retrospective cost basis, therefore there is no longer an interim rate which was used to pay an approximate settlement for each hospital claim based on a percentage of charges. The new payment mechanism is based on the Medicare DRG concept where a fixed payment is made for each hospital discharge with a different price for each of 470 DRG categories.

Since it is the county's intent to pay for only the portion of the hospital stay prior to a commitment hearing, as outlined in paragraph 2B, I recommend that we contract with the county for an all-inclusive per diem rate for those patient days. This could be accomplished by ending paragraph 2A with a period after the words, "Oregon county," and deleting the phrase, "provided at the hospital's most recent or current Medicaid interim rate." Then in paragraph 2C we could insert to the phrase, "at the all-inclusive per diem rate of \$ \_\_\_\_\_ for," and delete the phrase, "only for those services which constitute," from that paragraph.

As I mentioned to you last week, our current average charges are running \$523 per day in the Mental Health Unit, and I would be willing to contract with you for 80% of that figure, or \$418 per day.

I look forward to discussing these matters further with you when you have secured appropriate administrative and legal reviews.

Sincerely,

*Stanley W. Adams*  
Stanley W. Adams  
Vice President, Finance

SWA:hrh

June 7, 1989

Gary W. Smith, Director  
Multnomah County  
Social Services Division  
426 S.W. Stark, 6th Floor  
Portland, OR 97204

Dear Gary,

I apologize for the delay in responding to your transmittal letter of April 24, 1989, which arrived in my office on May 3 with copies of your proposed contract. Unfortunately, I was out of town at that time and it has been extremely busy here during the remainder of May.

After reviewing 50 cases paid between July 1988 and March 1989, I am unable to accept your proposal of \$400 per day for care of involuntary patients, which is far below our cost. The covered charges for these patients averaged \$771 per day; the average payment (at 71.8% under our current contract) amounts to \$554 per day. Since these patients are dangerous to themselves and/or others, they tend to require closer supervision than voluntary patients, often resulting in intermediate or maximum isolation levels of nursing care, in addition to psychological testing, pharmacy, laboratory, etc.

I believe we could complete a new contract, effective July 1, if we can agree on price and modify some of the new contract language. In view of anticipated cost increases through June 30, 1989, I would propose a 5% increase from the historical payment level above, to \$582 per day. If payments are received within 30 days of billing, a 1% discount might be justified, resulting in a net price of \$576 per day.

You will find a list of questions and concerns regarding specific changes from the previous contract language. Perhaps we could meet on or before June 15 to discuss these issues. I will be on vacation from June 16 through 26, and look forward to meeting with you before I leave if your schedule permits.

Sincerely,



Stanley W. Adams  
Vice President, Finance

SWA:hrh

xc: Keith Casebolt  
Robert Wolgamott, MD  
Dieter Zimmer

PETER F. STOLOFF, P.C.

ATTORNEY AT LAW  
ONE FINANCIAL CENTER  
121 S.W. MORRISON, SUITE 1000  
PORTLAND, OREGON 97204

TELEPHONE  
(503) 224-4664  
TELECOPIER  
(503) 228-1741

March 1, 1990

Board of County Commissioners  
Multnomah County Oregon  
1021 SW Fourth Avenue  
Portland, Oregon 97204

Re: Inpatient Psychiatric Services

Dear Board of County Commissioners:

I represent Holladay Park Medical Center (HPMC) in connection with the proposed Resolution scheduled to be discussed and acted upon at the March 1, 1990 meeting of the Multnomah County Board of Commissioners. HPMC is a nonprofit charitable Oregon corporation which contracts with Multnomah County to provide inpatient psychiatric services.

The Resolution, if adopted, would direct the Multnomah County Department of Human Services to enact a new per diem payment plan to hospitals with which it contracts for inpatient psychiatric services. The per diem rate would be derived from the current Adult and Family Services Diagnosis Related Groups (DRG).

HPMC strongly objects to the proposed Resolution for the following reasons:

1. ORS 426.241(1) requires that the "cost" of emergency psychiatric care shall be paid by the County, after offsetting any costs collected by the hospital from the patient or the patient's third party payors.

2. Under its current contract with the county, HPMC is paid for its costs. The payment is based on HPMC's most recent Medicaid cost report. That cost report currently shows a cost to charge ratio of approximately 76%, which results in HPMC being paid by the County for its costs, which are 76% of the allowable charges.

It should be pointed out that the cost reimbursement which HPMC currently receives from Multnomah County is not a per diem reimbursement or a DRG reimbursement.

3. There is no statutory authority for Multnomah County to adopt a per diem rate derived from the Adult and Family Services DRGs for inpatient psychiatric services. The per diem rate based on DRGs will not result in payment for the "cost" of emergency psychiatric care, as required in ORS 426.241(1).

4. Specific statutory authority is required in order to establish a reimbursement system based on DRGs. For example, the 1987 Oregon legislature specifically gave the Director of the Department of Insurance and Finance statutory authority to establish a DRG system for reimbursement for workers' compensation patients who receive inpatient hospital services. See, ORS 656.248(9). The Director of the Department of Insurance and Finance has not yet established a DRG system for reimbursement of workers' compensation patients.

5. Furthermore, both the federal Department of Health and Human Services (DHHS) and CHAMPUS (Civilian Health and Medical Program of the Uniformed Services) have determined that a DRG-based system is not appropriate for reimbursement of inpatient psychiatric services because hospital costs in connection with mental health care, unlike those for medical and surgical care, are not significantly associated with the diagnosis being treated. 53 Fed. Reg. at page 20586 (June 3, 1988) (copy attached). In other words, DRGs for mental disorders are unreliable in predicting the cost of necessary treatment because of a lack of consensus on specific treatment interventions for most mental illnesses.

5.1 In developing the CHAMPUS regulations for reimbursing inpatient mental health care for the CHAMPUS population, the Department of Defense arranged for the RAND Corporation to perform a feasibility analysis of a per diem payment system for inpatient mental health care. RAND found that the main determining factor in charges for mental health care is the patient's length of stay in the hospital and that other factors, such as the patient's diagnosis or DRG, are much less important. 53 Fed. Reg. at page 20586.

5.2 The RAND analysis also found that DRGs do not work for mental health services, because they "do a poor job of classifying patients according to costs". Systematic differences were found in the cost of treatment by different types of providers unaccounted for by the DRG system. 53 Fed. Reg. at page 20586.



5.3 The RAND study also found that for mental health services, the first day of treatment is the most costly because of the significantly greater amount of medical resources consumed during the first day of psychiatric care. 53 Fed. Reg. at page 20587. After the first day, the RAND study found that the daily charge did not vary substantially between facilities. Based on the RAND study, CHAMPUS proposed regulations which would establish a higher per diem payment in the first day compared to subsequent days in the course of treatment for inpatient psychiatric patients.

5.4 In summary, the RAND study found that all of the psychiatric DRGs failed to accurately predict resource use or cost.

6. HPMC believes that the County's proposed per diem payment plan based on DRGs is unfair because it is not based on costs, as required by ORS 426.241, and because it will inadequately compensate HPMC for the first day of treatment because of the higher costs which HPMC incurs during the first day of treatment. In addition, the proposed per diem rate based on DRGs will inadequately compensate HPMC for longer lengths of stay resulting from delays in the commitment of the allegedly mentally ill persons to the Mental Health Division under ORS Chapter 426. ORS 426.175(2) provides that a commitment hearing must be held within 5 judicial days of the time the allegedly mentally ill person is admitted to the hospital. However, the same statute also permits the court to allow postponement of the commitment hearing. HPMC has experienced long delays between the admission of the allegedly mentally ill persons and the time that they are committed by court order to the Mental Health Division. These delays are totally beyond HPMC's control. A DRG-based reimbursement to HPMC for these patients would clearly be unfair for cases in which such patients stay at HPMC beyond their normal lengths of stay due to delays caused by the commitment procedure and the court system.

7. The effect of the proposed DRG-based reimbursement on HPMC is demonstrated in the attached document. HPMC currently receives approximately 62% of billed charges (and 76% of allowable charges) from Multnomah County for emergency inpatient psychiatric patients. The proposed DRG-based reimbursement would result in HPMC receiving approximately 45.4% of its billed charges (and approximately 55% of allowable charges) which is clearly below HPMC's cost of approximately \$508 per case in 1989. The proposed DRG-based reimbursement would result in payment of approximately \$371 per case, or 27% less than HPMC's cost of providing the care to emergency inpatient psychiatric patients. This shortfall in reimbursement does not meet the statutory command in ORS 426.241

Board of County Commissioners  
Multnomah County Oregon  
March 1, 1990  
Page 4

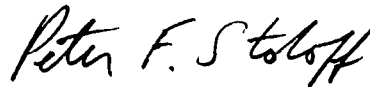
that the County pay the "cost" of emergency psychiatric care.

8. HPMC takes issue with the portion of the proposed Resolution which states that the County has unsuccessfully tried to negotiate a reasonable expenditure agreement with local facilities for several years. HPMC has been very responsive in negotiating with the County in the past and it intends to be responsive in the future. However, HPMC need to recover its costs of providing inpatient psychiatric care in order to provide a quality program which meets the staffing, structural, and physical requirements of the Mental Health Division.

CONCLUSION

In conclusion, HPMC urges that the proposed Resolution be rejected and that Multnomah County enter into a competitive bidding process and request proposals from interested hospitals for the provision of emergency inpatient psychiatric care based on the cost of providing the care, as required in ORS 426.241.

Sincerely,



PETER F. STOLOFF

PFS:kan  
enc.  
cc: Jane Cummins  
Jeff Cushing

Holladay Park Medical Center  
Multnomah County ICP Analysis

28-Feb-90

R/A Date	Patients	Billed Charges	Actual Payment	Payment Percent	Proposed Payment	Proposed Payment Percent	Payment Decline To HPMC
02/13/89	21	81,696	57,582	70.48%	35,798	43.82%	(21,784)
03/21/89	12	54,544	31,167	57.14%	20,456	37.50%	(10,711)
04/12/89	27	89,646	63,942	71.33%	46,026	51.34%	(17,916)
06/07/89	13	56,109	29,586	52.73%	22,161	39.50%	(7,425)
07/28/89	18	74,784	39,183	52.39%	30,684	41.03%	(8,499)
09/18/89	31	105,293	67,234	63.85%	52,845	50.19%	(14,389)
11/16/89	19	53,744	34,169	63.58%	32,389	60.27%	(1,780)
02/02/90	35	144,991	88,738	61.20%	59,664	41.15%	(29,074)
	176	660,807	411,601	62.29%	300,024	45.40%	(111,577)
Per Patient Day		834	520		379		(141)

(4) *Apply the cost to charge ratio.*

Each charge is to be reduced to a representative cost by using the Medicare cost to charge ratio. This amount shall be increased by 1 percentage point in order to reimburse hospitals for bad debt expenses attributable to CHAMPUS beneficiaries.

(5) *Preliminary base year*

*standardized amount.* A preliminary base year standardized amount shall be calculated by summing all costs in the database applicable to the large urban, other urban, or rural group and dividing by the total number of discharges in the respective group.

## (E) \*\*\*

(1) *Outliers.* The DRG-based payment to a hospital shall be adjusted for atypical cases. These outliers are those cases that have either an unusually short length-of-stay or extremely long length-of-stay or that involve extraordinarily high costs when compared to most discharges classified in the same DRG. Cases which qualify as both a length-of-stay outlier and a cost outlier shall be paid at the rate which results in the greatest payment.

## (i) \*\*\*

(bb) *Long-stay outliers.* Any discharge which has a length-of-stay (LOS) exceeding the lesser of 3.00 standard deviations or 24 days from the DRG's geometric mean LOS shall be classified as a long-stay outlier. Long-stay outliers shall be reimbursed the DRG-based amount plus 60 percent (90 percent for DRGs related to burn cases) of the per diem rate for the DRG for each covered day of care beyond the long-stay outlier cutoff. The per diem rate shall equal the DRG amount divided by the geometric mean LOS for the DRG.

(ii) *Cost outliers.* Any discharge which has standardized costs that exceed a threshold of the greater of two times the DRG-based amount or \$27,000 shall qualify as a cost outlier. The standardized costs shall be calculated by multiplying the total charges by the factor described in paragraph (a)(1)(iii)(D)(4) and adjusting this amount for indirect medical education costs. Cost outliers shall be reimbursed the DRG-based amount plus 80 percent (90 percent for DRGs related to burn cases) of all costs exceeding the threshold. Additional payment for cost outliers shall be made only upon request by the hospital.

(4) *Children's Hospital Differential.*

The appropriate adjusted standardized amount for any hospital which qualifies as a children's hospital under the

Medicare Prospective Payment System as contained in 42 CFR 412.23 shall be increased by a children's hospital differential. The differential shall recognize the higher costs experienced by children's hospitals and shall be equal to the difference between a specially calculated adjusted standardized amount for children's hospitals and the adjusted standardized amount which would otherwise be applicable during the base period.

## (G) \*\*\*

(3) *Information necessary for payment of capital and direct medical education costs.* Any hospital subject to the CHAMPUS DRG-based payment system which wishes to be reimbursed for allowed capital and direct medical education costs must submit a request to the CHAMPUS contractor. Such request shall cover the one-year period corresponding to the hospital's Medicare cost-reporting period. The first such request may cover a period of less than a full year—from the effective date of the CHAMPUS DRG-based payment system to the end of the hospital's Medicare cost-reporting period. All costs reported to the CHAMPUS contractor must correspond to the costs reported on the hospital's Medicare cost report. (If these costs change as a result of a subsequent audit by Medicare, the revised costs are to be reported to the hospital's CHAMPUS contractor within 30 days of the date the hospital is notified of the change.) The request must be signed by the hospital official responsible for verifying the amounts and shall contain the following information.

(vi) Total inpatient days provided to all patients in units subject to DRG-based payment.

(vii) Total allowed CHAMPUS inpatient days provided in units subject to DRG-based payment.

Linda Bynum,  
Alternate OSD Federal Register Liaison  
Officer, Department of Defense.  
May 26, 1988.

[FR Doc. 88-12310 Filed 6-2-88; 8:45 am]  
BILLING CODE 3810-01-M

## 32 CFR Part 199

[DoD 6010.8-R]

**Civilian Health and Medical Program of the Uniformed Services (CHAMPUS); Per Diem Based Payment Method for Mental Health Services**

AGENCY: Office of the Secretary, DoD.

**ACTION:** Proposed rule.

**SUMMARY:** This proposed rule, if adopted, would revise the comprehensive CHAMPUS regulation, 32 CFR Part 199 [DoD 6010.8-R], to establish a new method of paying for mental health hospital care. Rather than continuing to pay billed charges, the new method would pay hospitals based on prospectively set fixed rates for each day of hospital services provided. These per diem rates would be calculated to be revenue neutral in the base period of calculation, with full adjustments for price inflation. The result will be nearly revenue neutral in fiscal year 1989 with respect to CHAMPUS payments for inpatient mental health services.

**DATES:** Written comments must be received not later than July 5, 1988. The Department expects to consider comments and proceed with issuance of a final rule by September 1, 1988, which would take effect with respect to hospital admissions that occur on or after October 1, 1988.

**ADDRESS:** Send comments to: Office of the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS), Office of Program Development, Aurora, Colorado 80045-6900.

For copies of the *Federal Register* containing this notice, contact the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402, (202) 783-3238.

The charge for the *Federal Register* is \$1.50, payable by check or money order to the Superintendent of Documents.

**FOR FURTHER INFORMATION CONTACT:** Stan Regensberg, Office of Program Development, OCHAMPUS, telephone (303) 361-3572 and Stephen Knight, Office of Demonstrations and Special Projects, OCHAMPUS, telephone (202) 697-8975.

**SUPPLEMENTARY INFORMATION:****I. Synopsis**

This proposed rule proposes the establishment of a new method under CHAMPUS to pay for the hospital portion of mental health care provided to CHAMPUS beneficiaries. This new method is to pay predetermined per diem amounts for each day of hospital care.

The proposal to establish a per diem payment method is based on three primary principles. The first is that CHAMPUS can no longer afford to purchase services on the basis of reimbursing providers for whatever amount is billed. Rather, payment methods must be established that, while

assuring fair payments, also create incentives for efficiency. This principle gave rise to establishment last October of a diagnosis related group (DRG)-based payment method for most hospital care under CHAMPUS. It has further motivated another proposed CHAMPUS rule to expand the scope of the DRG payment regulation to certain categories of care initially exempt, most notably, children's hospital, neonatal, and substance abuse treatment services.

The need for an improved payment method for mental health services is no less acute in view of the striking recent increases in CHAMPUS costs for these services. For example, in the last fiscal year, CHAMPUS costs for mental health care increased 30% (to nearly \$410 million), with more than four-fifths of the increase attributable to inpatient institutional costs. Thus, CHAMPUS needs to do something to establish a more reasonable payment method for hospital mental health services.

The second major premise underlying this proposed regulation is that a per diem based payment method is both fair to providers and appropriate for creating reasonable incentives for efficiency. In this regard, it is noteworthy that a DRG-based system does not appear appropriate because hospital costs in connection with mental health care, unlike those for medical and surgical care, are not significantly associated with the diagnosis being treated. For this reason, DRG-based payment systems for mental health care are not generally used.

In contrast, per diem approaches have been widely used in government and the private sector as a means of paying for care prospectively. Like a DRG approach, a per diem method creates incentives for efficiency because if the provider can provide the services at a lower unit cost, profits increase. Conversely, inefficient providers do not get rewarded by having their full costs reimbursed; they must settle for the per diem amount.

DoD arranged for the RAND Corporation to perform a feasibility analysis of a per diem payment system for inpatient mental health care for the CHAMPUS population. RAND found that the main determining factor in charges for CHAMPUS mental health care is the patient's length of stay in the hospital, and that other factors, such as DRGs, are much less important. In fact, RAND found that if the proposed per diem system would have been used, few hospitals would have experienced substantial changes from the billed charges. Thus, RAND found that a system that holds constant the per day payments and responds to the length of

stay performs well in minimizing the impact on individual hospitals.

To be more precise, as is detailed further below, the RAND analysis suggests that details of a per diem system be designed to reflect several significant variables, most notably higher charges in the first day of care and some differences in charges in psychiatric specialty hospitals versus general hospitals. Thus, this proposed rule takes into account such factors. Additionally, the proposed rule reflects area wage differences and both direct and indirect costs of medical education costs.

The third key thesis embodied in this proposed rule is that it is designed to be roughly revenue neutral for hospitals in fiscal year 1989. This reflects DoD's policy preference for establishing a fair payment structure that includes incentives for efficiency, rather than seeking more controversial and disruptive changes that could produce greater government savings. Thus, the per diem amounts that would be set under this rule are based on full average charges experienced in the base period, adjusted to take into account several special factors, and updated to fiscal year 1989 by the full value of expected increases in the prices they pay.

Therefore, in a nutshell, this proposed rule would establish a per diem based payment system for mental health care based on key principles that a system that rewards efficiency is needed to start to contain spiraling costs, that a per diem system is fair and reasonable, and that adopting a payment structure that will not substantially depart from revenue neutrality in its first year of operation is worthy of broad support.

## II. Background

Last year, CHAMPUS implemented a prospective payment system that pays for most hospital care on a per discharge basis according to diagnosis-related groups (DRGs). This year, in a separate proposed rule, CHAMPUS is proposing to expand the system to cover children's hospitals, neonatal care, and alcohol and substance abuse cases. The remaining major type of hospital care not included in the DRG system is mental health care.

During the past two fiscal years approximately 20 percent of total CHAMPUS medical benefit expenditures has been for mental health related care. In FY 1987, the cost of mental health care rose an estimated 30 percent to reach \$410.5 million. Most of this increase was for inpatient care. Costs per day alone rose 12 percent in this one year.

Clearly there has been a need to incorporate mental health care into a system that pays for care on a prospective basis so that hospitals be to have incentives to provide care more efficiently. The CHAMPUS DRG regulation published last year indicated that DRGs do not appear to be an appropriate method of paying for mental health care. It stated that further study was needed to find an appropriate alternative prospective payment system. DoD contracted with the RAND Corporation to develop such an alternative. This notice presents the RAND findings and the DoD proposed approach to paying for inpatient mental health care on a prospective basis.

## III. The Results of the Rand Corporation Analysis

The RAND analysis was based upon the CHAMPUS claims and provider charges used to develop the overall DRG-based prospective payment system. The analytic claims file contained 17,945 mental health claims (excluding DRG 424), from 2395 providers, processed between January 1, 1986 and June 30, 1987.

In its analysis of CHAMPUS patterns of use and financing of inpatient hospital mental health care, RAND determined that a prospective payment system for CHAMPUS mental health hospital care is feasible. This section summarizes the significant findings of the RAND Corporation analysis.

### A. DRGs Do Not Work for Mental Health Care

Based on a review of the studies on classification systems for mental health care, RAND reported that the unanimous verdict was that DRGs do not work for mental health services. DRGs do a poor job of classifying patients according to costs and systematic differences were found in the cost of treatment by different types of providers unaccounted for by the DRG system. RAND further stated that no other satisfactory classification method has been found.

The U.S. Department of Health and Human Services (HHS) reached a similar conclusion. In a Report to Congress, *Developing Perspective Payment System for Excluded Hospitals*, HHS stated that no matter what system is examined, neither DRG nor variations thereof explain much of the currently-observed variation in length of stay and cost for mental health hospitalizations. The current mental health DRGs have been examined using data from many sources and generally account for less than 10 percent of the

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DRG	Average LOS (days)	Average per diem
425 Adjustment Reactions.....	8	\$384
426 Depressive Neuroses.....	13	357
427 Other Depression.....	13	356
428 Personality Disorders.....	17	331
429 Organic Disturbances.....	14	348
430 Psychoses.....	15	353
431 Childhood Mental Disorders.....	22	334
432 Other Mental Disorders.....	20	354

#### D. Average Charges Are Higher for the First Day and Similar for all Subsequent Days

RAND found that one-day stays have the highest average charge. Data are not available to determine the actual charges associated with each day of care. To pursue possible difference in charges between the first few days of a stay and subsequent ones, RAND calculated the difference between the average charge per discharge for stays with consecutive lengths of stay. For example, RAND took the difference in average total charges between all two-days stays and one-days stays. The finding was that the daily charge did not vary substantially on the average after the first day. This suggests that only the first day is more costly.

RAND also found that when the higher first day charges are taken into account, the daily charge essentially does not vary by length of stay. As shown below, no matter how long the patient stays, once the first day payment is removed, the per diem amount is fairly constant for the remaining days.

#### AVERAGE CHARGE PER DAY AFTER FIRST DAY BY LENGTH OF STAY

Length of stay (days)	Charge per day after first day
2.....	\$366
3.....	361
4.....	355
5.....	351
6.....	343
7.....	344
8.....	364
9.....	353
10.....	349
11.....	351
12.....	342
13.....	335
14.....	369
15.....	340
16.....	340
17.....	339
18.....	341
19.....	343
20.....	339
21.....	342
22.....	343
23.....	341
24.....	333
25.....	340

#### AVERAGE CHARGE PER DAY AFTER FIRST DAY BY LENGTH OF STAY—Continued

Length of stay (days)	Charge per day after first day
26.....	353
27.....	342
28.....	340
29.....	334
30 plus.....	301

#### E. A Two-Part Per Diem System Performs Very Well

RAND found that the CHAMPUS data suggest a per diem reimbursement system based on a higher payment for the first day and a lower one for subsequent days with a higher payment rate for psychiatric specialty hospitals. RAND found no significant difference in the per diem by age, by DRG, or by length of stay.

Use of a per diem system of payment is consistent with industry practice. In a report titled, *State Medicaid Inpatient Hospital Reimbursement, Summary of State Programs*, Abt Associates reported that nineteen State Medicaid programs pay for the acute portion of mental health care on a prospective per diem basis.

Similarly, the American Society of Internal Medicine reported that forty percent of PPOs use a per diem basis of payment for inpatient hospital care, usually using multiple rates by type of service, including mental health care.

#### IV. Summary of Proposed Rule

This section summarizes the major provisions of the proposed per diem based payment method for inpatient hospital mental health services.

##### A. Calculation of Per Diem Amounts

##### 1. Revenue Neutral Impact

Per diem amounts are to be calculated from data from actual CHAMPUS claims during the base period of January 1986 through June 1987. The calculations are designed to produce results that would be revenue neutral with respect to total payouts for the mental health services covered. In other words, had this per diem payment method been in place in the base period, total payments to hospitals as a whole would have been the same.

##### 2. Differential for Psychiatric Specialty Hospitals and Medicare Exempt Psychiatric Units of Other Hospitals

In analyzing CHAMPUS psychiatric claims, there appears to be a noteworthy difference in charges based

on the type of hospital involved. Psychiatric specialty hospitals tend to have higher charges than general hospitals. Thus, CHAMPUS data suggest, as have other studies, the appropriateness of different per diem amounts.

Additionally, a December 1985 study by the National Institute of Mental Health, *A Study of Patient Classifications Systems for Prospective Rate-Setting for Medicare Patients in General Hospital Psychiatric Units and Psychiatric Hospitals*, concluded that special psychiatric units in general hospitals resemble specialty psychiatric hospitals with respect to the severity of illnesses treated and other factors pertinent to costs. The main difference is between general hospitals without psychiatric units and all other classes of facilities. Research of this kind supports the current practice of Medicare in exempting from its DRG system specialty hospitals and specialty units of general hospitals. (Of course, in being exempt from the Medicare prospective payment system, these facilities are still subject to detailed cost reimbursement system restraints.)

Based on indications in the CHAMPUS data base, research findings in the literature and the Medicare policy, the proposed rule would produce two different per diem amounts: One for psychiatric specialty hospitals and Medicare-exempt psychiatric units of general hospitals; and the other for care in general hospitals exclusive of Medicare-exempt psychiatric units and all other hospitals. For purposes of simplified terminology, the former group will be referred to as specialty providers and the latter group as nonspecialty providers. Consistent with this split, the per diems are to be calculated to be revenue neutral with respect to each category, specialty providers and nonspecialty providers.

It should be noted in this regard that there may be psychiatric specialty units of general or other hospitals that have not been so designated for exemption from the Medicare prospective payment system because the hospital does not participate in Medicare or because the hospital has a more general prospective payment exemption. For these units, the proposed rule provides that they may obtain a psychiatric specialty unit designation for purposes of per diem payments upon demonstrating to CHAMPUS that they meet the same eligibility criteria as used by Medicare.

### 3. Different Per Diem For First Day Than For Remaining Days

Based on the RAND analysis described in the previous section, the

proposed rule would differentiate between the first day of care and all other days. Costs for care in the first day are higher because of diagnostic work-ups and other factors. After the first day, the RAND analysis suggested there was remarkably little difference in charges among all subsequent days. Thus, the proposed rule would establish for both specialty providers and nonspecialty providers a first day per diem amount and a subsequent days per diem amount.

### 4. Standardize Charges

We standardize all charges for the hospital wage index and indirect medical education costs.

### 5. Per Diem Amounts For The First Day of Hospital Care

Applying the notions discussed above, the proposed rule lays out the steps involved in calculating the standard per diem amounts. To calculate the first day per diem amount, the first step is to subtract from the aggregate amount for all care covered by this proposed rule the amount estimated to be involved in the cost of direct medical education. Then for each category of provider, specialty and nonspecialty, the total amount involved in all one day stay discharges is divided by the number of such discharges, producing the average charge for all one day stay discharges. These will be the basic per diem amounts (one for specialty providers and one for nonspecialty providers) for the first day of care for all hospitalizations.

The exact amounts produced by this formula are not available at this moment. We estimate that the average charge in the base period ending in 1987 for the first day of care for all specialty providers (psychiatric specialty hospitals and Medicare-exempt psychiatric units of general hospitals) was in the general range of \$575 and for nonspecialty psychiatric providers (all other providers, primarily general hospitals outside Medicare-exempt psychiatric units) was \$525. As discussed below, the exact amounts will then be updated to levels appropriate for use in fiscal year 1989.

### 6. Per Diem Amounts For Subsequent Days of Care

As discussed in the previous section regarding RAND's analysis and findings, there was surprisingly little difference between the inferred per day charges among all days after the first day. Based on this finding, the proposed rule would calculate a single per diem amount (one each for specialty and nonspecialty

providers) for all days of care after the first day.

Applying this approach, the proposed rule would take the aggregate amount for all covered care, subtract the pass-through amount (as was done to calculate the first day per diems) and further subtract the aggregate amount involved in all one-day stays for both specialty and nonspecialty providers. For each type of provider, the remainder is then divided by the total number of days of care after the first day. These will be the basic per diem amounts (one for specialty providers and one for nonspecialty providers) for all days after the first day of hospital care.

We estimate that in the base period the average charge for each day of care subsequent to the first day was in the general range of \$350 for all specialty providers and \$300 for nonspecialty providers. Again, the exact amounts, when finally calculated, will be updated to fiscal year 1989.

### 7. Update Factors

The discussion above describes the method of calculating the per diem derived from the CHAMPUS data base, which covered the period January 1, 1986 to June 30, 1987. In order to update the CHAMPUS data base to fiscal year 1989 levels, the appropriate Medicare hospital market basket factors will be used to move the charge levels forward to reflect estimated fiscal year 1989 levels. Future updates will be based on the annual update factor promulgated by Medicare for Prospective Payment System Exempt facilities. Psychiatric specialty hospitals and psychiatric specialty units of general hospitals are included in these PPS-exempt facilities. Congress has established the hospital market basket to be used as the update for PPS-exempt facilities for Fiscal Year 1989.

### B. Adjustments to Per Diem Amounts

As with the CHAMPUS DRG regulation, this proposed rule provides for several adjustments to the per diem amounts to account for certain factors. These adjustments are discussed below.

#### 1. Area Wage Adjustment

The applicable per diem amount will be adjusted by a wage index to recognize differences in prevailing wages in different areas of the country that have an impact on costs in hospitals. The wage index adjustment will be made in the same way it is for the CHAMPUS DRG based payment system.



### Indirect Medical Education

An adjustment will also be made to the per diem amounts to reflect different costs involved in teaching hospitals. Like with the CHAMPUS DRG regulation, medical education costs will be recognized in two ways: with an indirect medical education adjustment and with a direct medical education pass-through. The indirect medical education adjustment will be applied to the applicable per diem in the same way as it is to the DRG standardized amount under the DRG-based payment system.

### No Adjustment For Urban vs. Rural Hospitals

The proposed rule does not include an adjustment to pay different amounts to urban versus rural hospitals, as is done under the CHAMPUS DRG regulation. This was not included because CHAMPUS data reveal that there is no appreciable difference in the charges from hospitals based on whether they are in urban or rural areas. CHAMPUS had very few discharges from rural specialty psychiatric hospitals and the average per day charge difference for urban versus rural general hospitals was only about three dollars.

### C. Pass Through Payments for Certain Costs

#### 1. Direct Medical Education Costs

As with the CHAMPUS DRG regulation, this proposed rule would recognize special costs associated with graduate medical education in teaching hospitals. It is appropriate to recognize the medical education costs associated with care of CHAMPUS patients. This will be handled as a once per year special payment to teaching hospitals based on the method they now follow in connection with the DRG regulation.

#### 2. No Pass-Through For Capital Costs

The CHAMPUS DRG regulation provides for an additional pass-through for capital costs. This is in recognition of the widely varied capital costs among hospitals. Only a hospital-specific approach to capital costs reasonably recognized those costs in the context of the DRG regulation. However, the RAND analysis indicated that the CHAMPUS claims data show that within specialty and nonspecialty provider groups there is not significant variation among hospitals' capital costs, they are relatively small with regard to mental health care, and that leaving capital costs in the base for calculating the per diems produces about the same result as establishing a pass-through, but avoids the administrative complexity and paperwork involved. Additionally,

this method provides capital payments on a per claim basis rather than on an annual basis. On this basis, the proposed rule does not provide for special payments for capital costs. Rather, capital costs are recognized as part of the per diem amounts.

#### 3. No Pass-Through or Add-on For Bad Debt

In developing the DRG regulation last year, we made special provision for bad debt by applying an across-the-board increase in the standardized amounts. We did this rather than follow the Medicare approach of making a pass-through payment because the substantial paperwork involved in a special CHAMPUS cost report appeared inappropriate. This proposed rule makes no special provision for bad debt. Rather, it is left to remain part of the base reflected in the general per diem amounts.

### D. Covered Services

#### 1. Most Inpatient Mental Health Services Covered

This proposed rule would cover hospital charges for most inpatient mental health services. Specifically, it covers services that fall within DRGs 425 through 432.

#### 2. Operating Room Procedures Excluded

This proposed rule excludes DRG 424, operating room procedures with principal diagnosis of mental illness. Services related to this diagnosis-related group will continue to be reimbursed billed charges.

#### 3. Alcohol and Drug Abuse Treatment Services Exempt

This proposed rule does not apply to services for drug and alcohol abuse treatment. These are services that fall within DRGs 433 through 437. DoD has elsewhere issued a Notice of Proposed Rulemaking proposing a DRG-based payment method for alcohol and drug abuse.

#### 4. Other Providers

Individual health care professionals and other noninstitutional health care providers, are not covered by this proposed rule. Residential Treatment Centers are also not covered. Sole community hospitals, as designated by Medicare, are also exempt.

### E. Beneficiary Cost Share Requirements

The proposed rule provides that beneficiary cost sharing requirements will be handled in a manner very much like they are under the DRG regulation. Under the proposed rule, the non-active duty beneficiary would be responsible

for paying the lesser of a special beneficiary per diem amount or 25% of the hospital's allowable billed charges. The special beneficiary per diem amount will be based primarily on a calculation of 25% of the respective hospital payment per diem amounts (of which, as described above, there are four: Specialty provider first day, nonspecialty provider first day, specialty provider subsequent day, and nonspecialty provider subsequent day). In order to preserve the total 75-25% split required by law, this would be adjusted slightly to make up the difference for those cases in which the beneficiary cost share was less than 25% of the per diem amounts. As with the DRG cost share calculation method, this assures that beneficiaries will never be required to pay more under the new system than they would have been required to pay under the procedures now in place.

### F. Additional Clarifications

#### 1. No Special Treatment For Outliers

Because the proposed rule provides for a per diem based payment, patient length of stay, the major factor underlying hospital charges, is already the primary basis for determining the payment amount. Thus, unlike an admission-based payment method (such as the DRG regulation), for which there is a need for additional payments for cases which substantially depart from the average, there appears to be no such need under the proposed per diem based payment system for special treatment for outlier cases.

#### 2. No Special Treatment For Transfer Patients

The DRG regulation makes special provisions for transferred patients. This proposed rule does not because it appears appropriate to pay both transferring and receiving hospitals on the basis of the normal operation of the per diem system. Although this will result in the government making two higher first day payments, that appears appropriate because it is assumed that both hospitals would perform diagnostic work-ups and the like.

#### 3. Participating Provider Status Required

The proposed rule provides that hospital providers of services covered by this rule (like those covered by the DRG regulation) that do not participate in Medicare, must, if they wish to be CHAMPUS-authorized providers, agree to be participating providers under CHAMPUS. Participating providers accept CHAMPUS payment levels as payment in full. It should also be noted



that pursuant to section 1866(a)(1)(J) of the Social Security Act, 42 U.S.C. 1395cc(a)(1)(J), hospitals that participate in Medicare must also participate in CHAMPUS. It may also be noteworthy that under section 1079(j)(2)(A) of Title 10 of the United States Code, CHAMPUS generally pays hospitals "to the extent practicable" in accordance with the methods used for Medicare. Medicare pays for most hospital mental health care on a cost-reimbursement basis, which requires detailed annual Medicare cost reports. Because CHAMPUS has never used a cost-reimbursement methodology, this method would not be practicable for either hospitals or CHAMPUS.

#### G. Nonselected Options

For purposes of soliciting the most informed public comments possible, it may be noteworthy that DoD considered but did not adopt for purposes of this proposed rule several other possible features. Comments are invited on these possibilities, as they may be reconsidered in connection with development of the final rule.

#### 1. Cost-to-charge Ratio

A major provision of the CHAMPUS DRG regulation was its use of the published Medicare cost-to-charge ratio for purposes of deriving from CHAMPUS charge-based data a cost-based data set from which the DRG rates and weights could be calculated. The cost-to-charge ratio adopted when the DRG regulation was promulgated was .66. (More recent data indicate that the cost-to-charge ratio more applicable in the DRG system base year was actually .6368.) In developing this proposed rule, we have decided not to apply a cost-to-charge ratio. We believe substantial arguments exist for applying such a ratio in order to, in a manner analogous to the DRG regulation, construct a data set more reflective of costs, rather than charges. On the other hand, some arguments could be advanced that in the case of most mental health services, even though Medicare now uses a cost-based payment method, the lack of a Medicare prospective payment precedent justifies higher CHAMPUS payments. For purposes of this proposed rule, we have resolved the matter in a way that seeks to avoid the controversy and disruption that would likely attend a proposal that included a cost-to-charge ratio similar to that adopted in the DRG regulation. We invite comments on this.

#### 2. Reduced Payments For later Days of Care

We also considered establishing a third per diem level that would apply to later days of care. The reason for this would be to recognize that a per diem system, unlike a DRG per admission system, does nothing to reduce costs associated with unnecessary additional days of care up to the normally applicable 60-day limit. To address this apparent shortcoming, we considered having a lower per diem amount apply to later days of care, perhaps for those days that significantly exceed the average length of stay. Although we see some credible arguments for such an approach, we did not include it in the proposed rule.

#### 3. Limited Update Factor

Rather than give the full value of the Medicare inpatient hospital market basket for purposes of updating the base year to fiscal year 1989, we consider using a more limited update factor. Especially in light of the nonuse of a cost-to-charge ratio in constructing the base period data set, it would appear defensible to start with some more vigorous restraint of the updates. Moreover, this approach would be consistent with Medicare's practice of applying a lower update factor to all facilities covered by prospective payment to reflect their opportunities for efficiencies and retention of profits. However, we decided to give the full benefit of the market basket to reinforce the policy direction of presenting a system that would not substantially deviate from revenue neutrality in its first year of operation. We invite comment on this point.

#### 4. DRGs For General Hospitals.

Medicare exempts from its DRG system mental health cases in psychiatric hospitals and in psychiatric specialty units of general hospitals. It includes in its DRG system, mental health cases in general hospitals exclusive of specialty units. We considered including nonspecialty hospital cases in our DRG system as well. It is consistent with our general preference for mirroring the Medicare DRG system, wherever possible.

Including nonspecialty mental health hospital cases in DRGs would probably not have a noticeable impact on hospitals since these patients are likely to be few in number. Further, these hospitals would only be under one CAMPUS prospective payment method instead of two. It would result, however, in paying for these cases on a basis more reflective of costs. Nevertheless,

we have proposed to exclude all mental health cases from the DRG system. We invite comment on this.

#### V. Regulatory Procedures

##### A. Executive Order 12291 and Regulatory Flexibility Act

Executive Order 12291 requires that a regulatory impact analysis be performed on any major rule. A "major rule" is defined as one which would result in annual effect on the national economy of \$100 million or more or have other significant effects on segments or aspects of the economy. In addition, the Regulatory Flexibility Act (RFA) establishes certain requirements regarding regulations that would have a significant impact on a substantial number of small entities. For purposes of the RFA, we consider small entities to include many nonprofit and for-profit hospitals.

This proposed rule is not a major rule under Executive Order 12291. Moreover, this rule will not significantly affect a substantial number of small entities. The proposed changes set forth in this proposed rule, taken as a whole, would have an annual impact on the hospital industry of substantially less than \$100 million. Additionally, the economic impact, which is solely a function of revised federal payments, on hospitals is typically very little in view of the small percentage of hospital revenue provided by CHAMPUS and the small change in CHAMPUS payments represented by this proposed rule. The impact is especially slight because of the design feature of this proposed rule to not substantially depart from revenue neutrality in its initial year of operation.

Therefore, no regulatory impact analysis is required. Nonetheless, throughout the preamble, we have provided information to permit a thorough assessment of all effects of the rule. We welcome comments and fact information that would facilitate additional analysis.

##### B. Paperwork Reduction Act

This notice does not impose information collection requirements. Therefore, it does not mean to be reviewed by the Office of Management and Budget under the authority of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501-3511).

##### C. Coordination of Proposed Rule

This amendment is being published in the Federal Register for proposed rulemaking at the same time it is being coordinated within the Department of Defense and with other interested agencies so that consideration of both

internal and external comments and publication of the final rule can be expedited.

#### List of Subjects in 32 CFR Part 199

Claims, Handicapped, Health Insurance, Military personnel.

#### PART 199—[AMENDED]

Accordingly, 32 CFR Part 199 is proposed to be amended as follows:

1. The authority citation for Part 199 continues to read as follows:

Authority: 10 U.S.C. 1079, 1086, 5 U.S.C. 301.

2. Section 199.4(f)(3)(ii) is amended by redesignating paragraph (B) as paragraph (C), by adding a new paragraph (B), and by revising the redesignated paragraph (C), as follows:

#### 199.4 Basic Program Benefits.

(f) \* \* \*

(3) \* \* \*

(ii) \* \* \*

(B) *Services subject to the CHAMPUS mental health per diem payment system.*

The cost-share shall be the lesser of a fixed daily amount or 25 percent of the hospital's billed charges. A fixed daily amount shall be established to correspond to each of the four per diems calculated pursuant to § 199.14(a)(2)(i). These fixed daily amounts shall be 25 percent of the respective per diems, adjusted so that total beneficiary cost shares will equal 25 percent of total payments under the mental health per diem payment system. These fixed daily amounts shall be updated annually and published in the *Federal Register* along with the per diems published pursuant to § 199.14(a)(2)(i)(E).

(C) *Other services.* For services exempt from the CHAMPUS DRG-based payment system and the CHAMPUS mental health per diem payment system and services provided by institutions other than hospitals, the cost-share shall be 25% of the CHAMPUS-determined allowable charges.

3. Section 199.6(a)(8) is amended by revising the third sentence thereof to read as follows:

#### 199.6 Authorized providers.

(a) \* \* \*

(b) *Participation provider* \* \* \* Hospitals which are not Medicare-participating providers but which are subject to the CHAMPUS DRG-based payment system in § 199.14(a)(1) or the CHAMPUS mental health per diem payment system in § 199.14(a)(2) must agree to participate on all CHAMPUS inpatient claims in order to be authorized providers under CHAMPUS. \* \* \*

4. FR Doc. 87-19684, published in the *Federal Register* of September 1, 1987, is corrected on page 33012, column 2, in § 199.14 by correctly designating (a)(1)(iv)(D)(3) (i), (ii), and (iii) as (a)(2) (i), (ii) and (iii).

5. Section 199.14 is amended by redesignating paragraph (a)(2) as (a)(3), by adding a new paragraph (a)(2) and by revising the introductory text of newly redesignated paragraph (a)(3) as follows:

#### § 199.14 Provider reimbursement methods.

(a) \* \* \*

(2) *CHAMPUS mental health per diem payment system.* The CHAMPUS mental health per diem payment system shall be used to reimburse for inpatient mental health hospital care. Payment is made on the basis of prospectively determined rates and paid on a per diem basis. The system uses a series of per diems, which are designed to recognize differences in services provided in specialty hospitals and units, compared to general hospitals, and services provided in the first day of hospital care, compared with subsequent days. Payments under this system also include an adjustment for area wage differences and indirect medical education costs. Additional payments will be made for direct medical education costs as an annual cost pass-through.

(i) *Calculation of per diem amounts.* The per diem amounts are calculated as set forth in this paragraph.

(A) *Revenue neutral impact.* The per diem amounts are calculated to produce the result of being revenue neutral in the base period of calculations to the class of hospitals affected.

(1) *Base period.* The base period used for the calculation of the per diems is the period of January 1, 1986 to June 30, 1987. The data compiled for the purpose of the calculations consist of all CHAMPUS hospital claims records for the services covered by the per diem system.

(2) *Standardize charges.* Prior to making the per diem calculations, the base period charges shall be standardized for indirect medical education costs and the hospital wage index.

(B) *Calculation of different per diems for specialty and nonspecialty providers.* Claims records in the base period will be separated into two groups, claims from specialty providers and claims from nonspecialty providers (as identified in paragraphs (a)(2)(i)(B) (1) and (2) of this section. From these groups will be calculated two respective per diems. These calculations will be

designed to preserve revenue neutrality for each of these two classes of providers.

(1) *Specialty per diems.* Specialty per diems will be calculated from the claims records in the base period from all Medicare prospective payment system exempt psychiatric specialty hospitals and all Medicare prospective payment system exempt psychiatric specialty units of other hospitals. These providers will be paid on the basis of the specialty per diems. In addition, any hospital that has a psychiatric specialty unit that has not been so designated for exemption from the Medicare prospective payment system because the hospital does not participate in Medicare or because the hospital has a more general prospective payment system exemption may have its psychiatric specialty unit so designated for purposes of payment of the specialty per diems upon demonstrating that it meets the same criteria (as determined by the Director, OCHAMPUS) as required for the Medicare exemption.

(2) *Nonspecialty per diems.* Nonspecialty per diems will be calculated from the claims records in the base period from all other hospitals. These providers will be paid on the basis of the nonspecialty per diems.

(C) *Calculation of the first day per diems.* A first day specialty per diem and a first day nonspecialty per diem will be calculated from the standardized charges in the base period in each of the specialty and nonspecialty groups. For each of these groups, the first day per diem will be calculated by averaging charges for all one-day hospital stays during the base period, after having first subtracted total direct medical education costs.

(D) *Calculation of subsequent day per diems.* A subsequent day specialty per diem and a subsequent day nonspecialty per diem will be calculated from the standardized charges in the base period in each of the specialty and nonspecialty groups. For each of these groups, the calculation shall be made in accordance with the following steps:

(1) *Step 1: deduct direct medical education costs.* Total direct medical education costs are subtracted from total standardized charges.

(2) *Step 2: deduct first day charges.* The first day per diem amount shall be multiplied by the number of discharges and this product shall be subtracted from the amount from step 1.

(3) *Step 3: determine total subsequent days.* The total subsequent days shall be determined by subtracting the number of discharges from the total inpatient days.

(4) *Step 4: calculate subsequent day per diem.* The subsequent day per diem

shall equal the amount from step 2 divided by the total subsequent days.

(E) *Update factors.* Each of the four per diems established for the base period pursuant to paragraphs (a)(2)(i) (C) and (D) shall be updated to fiscal year 1989 on the basis of the Medicare inpatient hospital market basket rate. For subsequent fiscal years, each of these per diems shall be updated by the Medicare update factor for hospitals and units exempt from the Medicare prospective payment system. The actual amount for each of the four per diems that will apply in any fiscal year shall be published in the Federal Register prior to the start of that fiscal year.

(ii) *Adjustments to per diems.*

Payments made to hospitals under the mental health per diem payment system shall be based on the per diems established pursuant to paragraph (a)(2)(i) of this section, adjusted by the adjustments listed in this paragraph.

(A) *Wage index.* The same hospital wage indexes used for the CHAMPUS DRG-based payment system (see paragraph (a)(1)(iii)(E)(2) of this section) shall be applied to the applicable per diem rate for each day of the admission.

(B) *Indirect medical education.* The indirect medical education adjustment factors shall be calculated for teaching hospitals in the same manner as is used in the CHAMPUS DRG-based payment system (see paragraph (a)(1)(iii)(E)(2) of this section) and applied to the applicable per diem rate for each day of the admission.

(iii) *Annual cost pass-through for direct medical education.* In addition to claims payments with the per diem amounts calculated pursuant to paragraph (a)(2)(i) of this section, with adjustments pursuant to paragraph (a)(2)(ii) of this section, CHAMPUS shall annually reimburse hospitals for actual direct medical education costs associated with CHAMPUS beneficiaries. This reimbursement shall be done pursuant to the same procedures as are applicable to the CHAMPUS DRG-based payment system (see paragraph (a)(1)(iii)(G) of this section).

(iv) *Applicability of and exemptions from the CHAMPUS mental health per diem payment system.*

(A) *Services covered.* Unless specifically exempted, all hospital inpatient claims which group into a mental health DRG (DRG categories 425-432) shall be subject to the mental health per diem payment system.

(B) *Exempt providers and procedures.* The following providers and procedures are exempt from the CHAMPUS mental health per diem payment system.

(1) *Professional Services.* Professional services provided to hospital inpatients by individual professional providers not employed or contracted with the hospital are exempt from the per diem payment system. All mental health related services provided by hospital based professionals are included within the per diem payment system. Professional components of nonmental health services provided by hospital based professionals; for example, interpretation of radiology or pathology procedures, emergency room care and ambulance services, are payable separately under the allowable charge methodology when billed by the hospital.

(2) *DRG 424.* Admissions for operating room procedures involving a principal diagnosis of mental illness (services which group into DRG 424) are exempt from the per diem payment system. They will be reimbursed pursuant to the provisions of (a)(3) of this section.

(3) *Sole community hospitals.* Any hospital which has qualified for special treatment under the Medicare prospective payment system as a sole community hospital and has not given up that classification is exempt.

(4) *Hospitals outside the U.S.* A hospital is exempt if it is not located in one of the 50 states, the District of Columbia or Puerto Rico.

(3) *Billed charges and set rates.* The allowable costs for authorized care in all hospitals not subject to the CHAMPUS DRG-based payment system or the CHAMPUS mental health per diem payment system shall be determined on the basis of billed charges or set rates. Under this procedure the allowable costs may not exceed the lower of:

Linda Bynum,

Alternate OSD Federal Register Liaison  
Officer, Department of Defense.  
May 28, 1988.

[FR Doc. 88-12306 Filed 6-2-88; 8:45 am]  
BILLING CODE 3810-01-M

### 32 CFR Part 199

(DOD Regulation 6010.8-R)

#### Civilian Health and Medical Program of the Uniformed Services (CHAMPUS); Updating CHAMPUS Prevailing Charges

AGENCY: Office of the Secretary, DOD.

ACTION: Proposed amendment of rule.

SUMMARY: This proposed amendment revises the comprehensive CHAMPUS Regulation, DOD 6010.8-R (32 CFR Part

199), to allow the Secretary of Defense increased flexibility regarding the timing of updates to the prevailing charge levels which limit the amounts which are payable under CHAMPUS for professional services. This revision is in accordance with 55 U.S.C. 1079(h)(2), which permits the Secretary to adjust the base period for calculation of prevailing charges as frequently as he considers appropriate.

DATES: Written public comments must be received on or before July 5, 1988.

ADDRESS: Send comments to Office of the Civilian Health and Medical Program of the Uniformed Services (OCHAMPUS), Office of Program Development, Aurora, CO 80045-8800.

For copies of the Federal Register containing this notice, contact the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402, (202) 783-3238.

The charge for the Federal Register is \$1.50 for each issue or for each group of pages as actually bound, payable by check or money order to the Superintendent of Documents.

FOR FURTHER INFORMATION CONTACT: Charles Gallegos, Chief, Office of Program Development, OCHAMPUS, telephone (303) 361-3005.

To obtain copies of this document, see the "Address" section above.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

##### A. Summary

CHAMPUS reimburses professional services based on the allowable charge method, in which reimbursement is based on the lower of: (1) The billed charge for a service, or (2) the prevailing charge level that does not exceed the 80th percentile of billed charges for similar services in the same locality during a base period.

Section 1079(h)(2), Chapter 55, Title 10, United States Code, permits the Secretary to adjust the base period for calculation of prevailing charges "as frequently as he considers appropriate." The CHAMPUS Regulation currently is less permissive than the Statute, requiring that the base period shall be adjusted annually, which means that prevailing charges are updated on an annual basis.

The Congressional intent behind the current statutory provision is that DOD have the flexibility to determine how often to update the prevailing charge levels based on all relevant circumstances. The major relevant circumstances that should be taken into account relate to the need to, on the one hand, responsibly constrain program

3/1/90  
R-8**THE EMILIE GAMELIN INSTITUTE**  
**PROVIDENCE MEDICAL CENTER**4805 NORTHEAST GLISAN STREET  
PORTLAND, OREGON 97213  
PHONE: (503) 230-1111  
PHONE: (503) 230-6133**SISTERS OF  
PROVIDENCE**

SERVING IN THE WEST SINCE 1856

February 28, 1990

Gladys McCoy  
Chairperson  
Multnomah County Commission  
1021 S. W. 4th  
Portland, Oregon 97204

Dear Commissioner McCoy:

Although I had originally intended to be present at the Board of Commissioner's meeting on Thursday, March 1, to testify about the issue of declaring or setting fixed reimbursement rates to both hospitals and physicians for involuntarily held patients in Multnomah County, my schedule abruptly changed and I am unable to be in attendance.

I would ask that my comments, as they appear in this letter, be submitted for the record at the hearing.

I had the opportunity last week upon receiving notice of the hearing to speak with Gary Smith regarding the intent of the resolution. It seems that the resolution is designed to have the Commission mandate a fixed reimbursement rate for certain physician and hospital services provided for the pre-hearing hospitalization of psychiatric patients. It is, of course, in the interest of the community at large that a system be developed that would allow for the effective pre-hearing care and custody of these individuals and that such a system would reimburse both hospitals and psychiatrists assuming responsibility for this acute level of care at a rate which was at least reflective of the costs incurred in providing these services.

Until such time that an effective system of care exists in Multnomah County for the short-term treatment of individuals in the local community and the effective community support program in the county clinics for continued lower cost outpatient care of these individuals, I fear that we all will continue to be excessively burdened by the costs of civil commitment. It is obviously essential that Dammasch State Hospital, the "Multnomah County" clinics, and local hospitals with psychiatric treatment capabilities all cooperate in devising a system that provides quality care at reasonable costs. Despite the hard work of individuals over the years (myself included) in attempting to establish such a system, the overall allocation of monies for the care of the seriously mentally ill always seems to fall below the demand. Thus, we witness closing or severe restriction of access

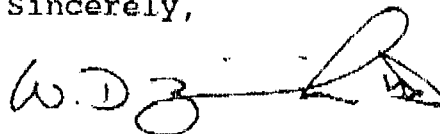
**SISTERS OF PROVIDENCE INSTITUTIONS—ALASKA:** PROVIDENCE HOSPITAL, ANCHORAGE—OUR LADY OF COMPASSION CARE CENTER, ANCHORAGE—WASHINGTON: PROVIDENCE CENTRAL MEMORIAL HOSPITAL, TOPPENISH—PROVIDENCE HOSPITAL, EVERETT—PROVIDENCE MEDICAL CENTER, SEATTLE—THE DePAUL RETIREMENT RESIDENCE AND MOUNT ST. VINCENT NURSING CENTER, SEATTLE—ST. ELIZABETH MEDICAL CENTER, YAKIMA—ST. PETER HOSPITAL, OLYMPIA—PROVIDENCE CHEHALIS, CHEHALIS—PROVIDENCE HOSPITAL, CENTRALIA—OREGON: PROVIDENCE CHILD CENTER, PORTLAND—PROVIDENCE MEDICAL CENTER, PORTLAND—ST. VINCENT HOSPITAL AND MEDICAL CENTER, PORTLAND—SEASIDE GENERAL HOSPITAL, SEASIDE—PROVIDENCE HOSPITAL, MEDFORD—PROVIDENCE MILWAUKIE HOSPITAL, MILWAUKIE—CALIFORNIA: PROVIDENCE HOSPITAL, OAKLAND—PROVIDENCE HIGH SCHOOL, BURBANK—SAINT JOSEPH MEDICAL CENTER, BURBANK.

-2-

to Dammasch State Hospital because of fiscal considerations. Likewise, we experience lack of access for individuals in quadrant clinics because of inadequate funds to support community based care. We then see a revolving door situation where the weakest link proves to be civil commitment with short-term but very costly local pre-commitment hospitalization.

In my opinion, until such time adequate funds are available to fully support the local quadrant clinics in maintaining effective outpatient treatment of seriously and chronically mentally ill of the county and until such time funding is available to support brief local hospitalization when required by these clients, we will continue to see what all of us experience as excessive expenses for pre-commitment hospitalization. I do not believe that the Commission legislating a reduction in payment for hospital and professional services to these clients will represent any kind of solution at all to this problem. Rather, I would urge the Commission to re-charge the Department of Human Resources with ensuring collaboration between agencies, local hospitals, and the Dammasch State Hospital. Only through effective community joint effort will a resolution of this naggingly persistent problem be achieved.

Sincerely,



William D. Zieverink, M. D.  
Chief of Psychiatry  
Division Director  
Behavioral Health Services

db

Submitted  
BY Senator  
Glenn Otto





# **Manual de Conductor del Estado de Oregon**

MANUAL DE CONDUCTOR AUTOMOVILISTA  
DEL  
ESTADO DE OREGON

(Licencias Clase 4)

Edición 1988-90

Publicado por  
La División de Vehículos Motorizados  
Departamento de Transportes del Estado de Oregón  
Salem, Oregón 97314

Versión en español, original y subsecuentes revisiones:  
Yolanda Cruz Escalante,  
Traductora, Departamento de Transportes, D. de V. M.





En el estado de Oregón, las leyes que atañen a la expedición de licencias para manejar, son una parte importante de la seguridad en caminos y carreteras. Estas leyes garantizan que las personas a quienes se les otorgue el privilegio de manejar, posean los conocimientos, las destrezas y la habilidad necesarios para guiar un vehículo con razonable cautela y a salvo de peligros.

Pocos de nosotros podemos decir que realmente nos agrada tomar un examen, pero espero que, llegado el momento de solicitar la expedición de su licencia de conductor automovilista del Estado de Oregón, note Ud. que los empleados de la División de Vehículos Motorizados que lo atiendan, lo hagan con contersía, eficacia y espíritu servicial. Reconocemos que la calidad del servicio que reciba usted en la D. de V. M., pudiera determinar la forma en que juzgue Ud. no solamente a dicha División, sino al gobierno estatal de Oregón en su totalidad. Es nuestro deseo que reciba usted una buena impresión.

Aquí en la D. de V. M., tomamos nuestras responsabilidades con seriedad. Sabemos que ejercemos influencia constante sobre la vida de un número mayor de Oregoneses que casi cualquier otra agencia del gobierno estatal. Estamos especialmente enterados del hecho de que mucha gente joven, a punto de solicitar un permiso de instrucción de manejo, o una licencia de manejar, experimentan sus primeros tratos con el gobierno del estado en una de nuestras oficinas. Nosotros ponemos todo lo que esté de nuestra parte para hacer que esa experiencia sea agradable.

Pese a que la gente joven pudiera tomarnos en cuenta solamente en relación a la obtención de esa super-importante licencia de manejar, también caen bajo nuestra responsabilidad otros importantes programas que, a su vez, están al servicio de los motoristas de Oregón. Los anteriores incluyen programas diseñados para proteger los derechos de propiedad de los vehículos, para identificar los mismos para su uso salvo de peligros en la vía pública, para reducir los accidentes en caminos y carreteras y los citatorios (boletas de infracción) de tráfico, así como para reducir las pérdidas sufridas a causa de accidentes en que las partes involucradas carezcan de póliza de seguros. También recabamos cuotas de impuestos sobre el combustible, que son necesarios para mejorar y dar mantenimiento a las calles, caminos y carreteras de Oregón.

El "Manual de Conductor Automovilista de Oregón" le ayudará a prepararse para tomar los exámenes que se exigen para la expedición de licencia de manejar Clase 4 del Estado de Oregón. Si ya es usted conductor portador de licencia, este manual es un excelente medio de referencia para mantener actualizados sus conocimientos sobre las leyes de tránsito y las prácticas de manejo prudente que hayan cambiado.

Más de dos millones de personas compartimos las calles, caminos y carreteras de Oregón. Una vez que se encuentre Ud. en calidad de conductor portador de licencia de este estado, le rogamos que siempre maneje con prudencia y con cortesía en la vía pública.

David Moomaw, Administrador.

Publicado por  
La División de Vehículos Motorizados  
Departamento de Transportes del Estado de Oregón  
Salem, Oregón 97314, E.E.U.U.

735-376/

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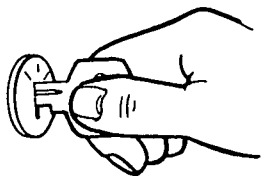


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## CAPITULO I

### LICENCIA PARA MANEJAR



**TIPOS DE LICENCIA** El estado de Oregón expide cinco clases de licencia de conductor, dos clases de endorso para motociclistas y dos tipos de permisos. Cada una de las clasificaciones anteriores le indica cuáles vehículos se le autoriza a manejar.

Una licencia Clase 5 le permite solamente manejar "moped" <N. del T.- MOPED: En algunos países conocidas como "bicimoto". Motocicleta de peso liviano y baja potencia, convertible, es decir que puede pedalearse igual que una bicicleta con el motor apagado; contrario a las motonetas, motocicletas de vereda ("trail bikes"), escúteres y similares, que son pequeñas y livianas pero NO son convertibles a pedales.> Estudie usted este manual y el "Manual de Motociclistas de Oregón" si quiere obtener una licencia Clase 5.

La licencia Clase 4 le autoriza a manejar cualquier vehículo de dos ejes, excepto motocicletas. Los vehículos autorizados incluyen las bicicletas automotrices (moped), los carros de pasajeros, camionetas cerradas ("combi", "van"), camionetas abiertas (pickup), y camioncitos cerrados de reparto ("panel"). Esta clase 4 de licencia también permite al conductor manejar autobuses que hayan sido diseñados para transportar un número menor de 24 pasajeros, así como también cualquier casa rodante automotriz de tres ejes y cualquier vehículo de emergencia de incendios siempre y cuando la persona que lo maneje sea bombero.

También puede Ud. remolcar un solo vehículo, inclusive los remolques o remolques de viaje, cuyo peso, incluyendo la carga, no pase de 8,000 libras (3,630 Kg.). O bien, puede usted remolcar un solo vehículo cuyo peso sea de más de 8,000 libras, siempre y cuando el peso combinado de la unidad de potencia y del remolque, incluyéndose la carga de ambos, no sea mayor de 24,000 libras. Estudie este manual si desea solicitar que se le expida un licencia Clase 4.

La licencia Clase 3 lo autoriza a manejar cualquier vehículo de tres ejes, cualquiera que sea el peso del mismo, o remolcar un solo vehículo cuyo peso ya con carga no pase de 8,000 libras. Si su unidad energizada (el carro que arrastra al otro) tiene tres ejes, necesita Ud. tener licencia Clase 3 para poder remolcar otro vehículo sencillo cuyo peso, ya

con carga, sea mayor de 8,000 libras, siempre y cuando el peso combinado del vehículo energizado y del remolcado no sea mayor de 24,000 libras. Hay que estudiar este manual y también el "Manual de Chofer de Camión y Autobús de Oregon" para poder obtener una licencia Clase 3.

Una licencia Clase 2 le permite al conductor manejar cualquier autobús diseñado para transportar 24 o más pasajeros, así como cualquier otro u otros vehículos de clasificación inferior, excepto motocicletas. Para poder pasar las pruebas de la licencia Clase 2, estudie este manual y además el "Manual de Chofer de Camión y Autobús de Oregon."

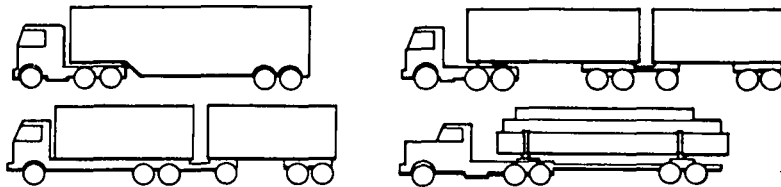
La clase más alta de licencia de conductor en Oregon es Clase 1. Esta le permite manejar cualquier vehículo o combinación de vehículos de cualquier tamaño, excepto motocicletas. Para obtener una licencia Clase 1, tendrá Ud. que estudiar tanto este manual como el "Manual de Chofer de Camión y Autobús de Oregon."

Nadie es elegible para solicitar licencias Clase 1, 2 ó 3 sin haber pasado y aprobado todas las pruebas para la licencia Clase 4.

## LICENCIAS CLASIFICADAS EN OREGON

### CLASE

1



(TAMBIEN PUEDE MANEJAR CUALQUIER VEHICULO DE CLASIFICACIÓN INFERIOR)

### CLASE

2

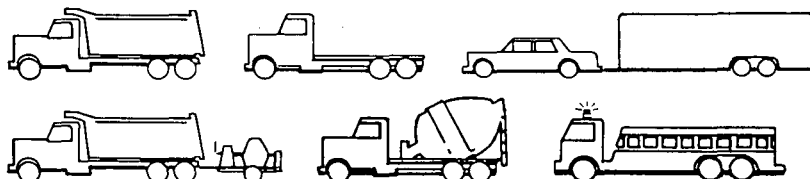


CUALQUIER AUTO-CAMION PARA 24 O MAS PASAJEROS- ESCOLARES, DE TRANSITO, ETC. (TAMBIEN CUALQUIER VEHICULO DE CLASIFICACION INFERIOR)

### CLASE

3

Remolque sobre 8,000 Lbs.\*

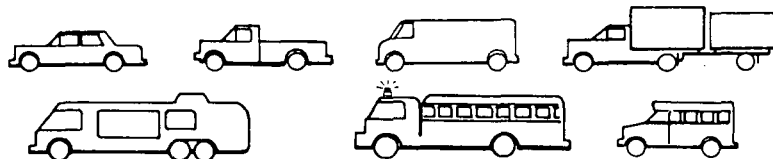


(TAMBIEN PUEDE MANEJAR CUALQUIER VEHICULO DE CLASIFICACION INFERIOR)

\*Si el peso combinado del carro, el remolque y la carga no pasa de 24,000

### CLASE

4



Menos de 24 pasajeros

Peso del remolque con carga  
8,000 Lbs. o menos.

### CLASE

(TAMBIEN PUEDE MANEJAR BICIMOTO CON LICENCIAS CLASE 1, 2, 3)

5



ENDORSOS DE MOTOCICLETA: I=cualquier motocicleta; II hasta de 499 cc

**ENDORSOS PARA MANEJAR MOTOCICLETA** El estado de Oregón expide dos clases de endorso para motocicleta. Para obtener cualquiera de estas clases de endorso de motociclista tiene usted primero que haber aprobado todos los exámenes de licencia Clase 4 para automovilista. El endorso de motocicleta puede añadirse a las licencias Clase 1, 2, 3 ó 4.

El endorso de motocicleta Clase I le permite operar cualquier motocicleta, sea cual sea el tamaño y el caballaje de la misma.

El endorso Clase II para motocicleta autoriza a operar motocicletas que tengan motor de 499cc o menores.

Cuando se solicitan endorsos, el solicitante tiene que tomar pruebas tanto escritas como prácticas (al manubrio). Antes de solicitar cualquiera de los endorsos antes mencionados, estudie Ud. este manual y el "Manual de Motociclistas de Oregón."

El endorso que se le expida será en base a la clase o al tamaño de la motocicleta que use usted durante el examen práctico al manubrio.

**PERMISOS DE INSTRUCCION (Aprendizaje).** Puede Ud. obtener permiso de instrucción para cualquier clase de licencia de conductor, excepto para la Clase 5. No se expiden permisos de instrucción para aprender a manejar bicimotos ("mopeds".)

Antes de que pueda obtener un permiso de aprendizaje para licencia clase 1, 2 ó 3, tiene Ud. que tener su licencia de conductor Clase 4. Se necesita permiso de instrucción para motociclistas para aprender a montar motocicleta. No se le permite operar ni motocicletas ni bicimotos en la vía pública, ya sea calle o carretera, con permiso de instrucción para licencias Clase 1, 2, 3 ó 4.

El permiso para aprender ya sea Clase 1, 2, 3 ó 4, le permite a la persona manejar en Oregón solamente cuando otro conductor, portador de licencia y por lo menos de 21 años de edad, vaya en el vehículo al lado del aprendiz. Es posible que estos permisos de instrucción no le permitan manejar en otros estados. El permiso es válido por un año. No puede renovarse.

Un permiso de instrucción para motociclistas le permite manejar la moto en la vía pública únicamente cuando lo haga bajo la vigilancia de otro motociclista que tenga licencia para montar, que tenga por lo menos 21 años de edad y que vaya conduciendo otra motocicleta. Tiene Ud. que llevar puesto un casco aprobado. Puede montar solamente durante las horas de claridad del día. No se permite que lleve pasajeros en su moto. Para obtener más amplia información acerca de este permiso, debe estudiar el "Manual de Motociclistas de Oregón."

Para obtener un permiso de instrucción, se tiene que pasar un examen de la vista y una prueba para comprobar que conoce Ud. las leyes de tránsito y las prácticas prudentes o cautelosas de manejo para los vehículos que quiere aprender a manejar.

Si su permiso para aprender expira antes de que esté Ud. listo(a) para tomar el examen de manejo al volante o al manubrio, tiene usted que solicitar que se le expida un nuevo permiso y tiene que pasar otra vez los exámenes de la vista y de conocimientos teóricos.

**PERMISOS ESPECIALES.** Hay permisos para estudiantes o permisos de emergencia que pueden expedírseles, bajo condiciones muy estrictas, a quien tenga por lo menos 14 años de edad. Estos permisos pueden usarse solamente con grandes limitaciones. Para obtener uno de estos permisos especiales, el solicitante tiene que tomar y aprobar todos los exámenes de manejo. La solicitud tiene que ir firmada por el Alguacil Mayor ("sheriff") del condado correspondiente.

Si ya tiene usted licencia Clase 4, puede expedírsele permiso para algún transporte de servicio agrícola para manejar algún vehículo Clase 3 a aquellas personas que llenen determinados requisitos. Algún agricultor o patrón agrícola tiene que certificar que usted posee la competencia o habilidad requeridas. Este tipo de permiso le permite al conductor remolcar implementos agrícolas bajo condiciones limitadas. El "Manual de Chofer de Camión y Autobús de Oregon" contiene más información al respecto.

**PERIODO DE VALIDEZ (VIGENCIA) DE LA LICENCIA** Su primera licencia de automovilista conductor es válida por un plazo de tres a cinco años, dependiendo de qué tan cercano se encuentre su cumpleaños al momento de solicitarla y del año de su nacimiento. Después de esto, renueva Ud. su licencia cada cuatro años. Su licencia expira en un año de numeración impar si Ud. nació en un año non, o en un año de numeración par si nació en un año de numeración par.

#### **CONVERSION A LICENCIA CLASIFICADA**

A fines de 1986 se inició el proceso de conversión de licencias existentes a licencias Clasificadas. Dicho proceso abarca ocho años para servir a todos aquellos conductores que ya a esa fecha fueran portadores de licencia en el estado de Oregon.

Si ya tenía Ud. licencia de conductor automovilista antes del Primero de octubre de 1986, su licencia se convertirá a licencia Clase 4 la próxima vez que le toque renovarla en persona en alguna oficina local de la División de Vehículos Motorizados. Hasta entonces, su licencia actual es válida para manejar cualquier vehículo que haya Ud. manejado hasta antes del primero de octubre de 1986.

Si tiene Ud. experiencia en el manejo de algún vehículo que caiga bajo la categoría de Clase 1, 2 ó 3, es posible que se pueda convertir su licencia a una de las clases más elevadas. Para obtener lo anterior, sus antecedentes de manejo previos a la expiración de la licencia, tienen que estar libres de condenas mayores durante los últimos cinco años así como de accidentes durante los últimos dos años. De otra forma, tiene usted que tomar y aprobar los exámenes para la clase de licencia que desee obtener cuando le toque renovar dicho documento en persona en alguna oficina de la División de Vehículos Motorizados.

Si tenía Ud. una licencia combinada de automovilista-chofer antes del primero de octubre de 1986, su licencia se convertirá automáticamente a licencia Clase 3 la próxima vez que la renueve en persona en una oficina local. Hasta entonces, su licencia de conductor-chofer es válida para manejar cualquier vehículo automotriz o combinación de vehículos que estuviera Ud. autorizado(a) a manejar antes del primero de octubre de 1986.

Si ya tiene Ud. una licencia combinada de automovilista-chofer y necesita licencia Clase 1 o Clase 2, es posible que se le pueda efectuar la conversión a alguna de las clases deseadas sin necesidad de tomar más extensos exámenes si su caso es uno de los siguientes:

Si está Ud. auto-empleado (trabajador independiente) o es empleado de alguien más y, en cualquiera de los dos casos, maneja vehículos que solamente puedan manejarlos los conductores que tengan licencia Clase 1 o Clase 2.

Si tiene certificado médico.

Si su jefe o patrón (o usted mismo si es trabajador independiente) le notifica la DVM, en un plazo no mayor de un año previo a la fecha de expiración de su licencia de automovilista-chofer, que tiene Ud. a esa fecha por lo menos un año de experiencia manejando vehículos incluidos en la clase de licencia que solicita.

No llena Ud. los requisitos para la conversión antes mencionada cuando se presente alguno de los casos siguientes previamente a la fecha de expiración de su licencia:

Si aparece una condena o fallo condenatorio por algún delito mayor de tránsito en sus expedientes de antecedentes de manejo bajo custodia de la División (de V.M.) en los cinco años recientes.

Si aparece algún accidente en sus antecedentes de manejo en el empleo durante los recientes dos años previos a la expiración de su licencia.

Si no cumple usted con todas estas condiciones, necesitara que se le hagan las pruebas antes de que se efectúe la conversión de su licencia a Clase 1 ó 2. La prueba de conocimientos teóricos tiene que administrársela la DVM. La demostración práctica de manejo puede efectuarse ante la DVM o ante su jefe o patrón si dicho jefe está certificado para examinar a aspirantes de licencia Clase 1, 2 ó 3 a nombre de la División.

Para más detallada información respecto a la conversión de licencias de conductor automovilista o de automovilista-chofer a licencias Clase 1 ó Clase 2, si es que usted maneja vehículos en esas categorías, lea el "Manual de Chofer de Camión y Autobús de Oregón."



Si ya tenía Ud. licencia endorsada para manejar motocicleta antes del primero de octubre de 1986, su endorso se cambiará a endorso Clase I la próxima vez que le toque hacer la renovación en persona en alguna oficina local. Hasta entonces, el endorso actual en su licencia es válido para operar toda motocicleta. Si tiene Ud. una licencia limitada de bicimoto (moped), ésta cambiará a licencia Clase 5 la próxima vez que se presente Ud. en persona a resellar en la oficina local. Hasta entonces, puede usar su licencia actual para manejar bicimotos.

**CUANDO LA LICENCIA NO ES NECESARIA.** No se necesita licencia de conductor de Oregón ni permiso para manejar aquí en los siguientes casos:

Si usted no es residente de este estado y actualmente está autorizado para conducir en su estado o país de origen y cuenta con 16 años o más de edad.

Si es Ud. miembro de las Fuerzas Armadas de los Estados Unidos y se encuentra manejando un vehículo oficial, con permiso oficial para conducir expedido por el gobierno.

Si opera o moviliza maquinaria de construcción y mantenimiento de carreteras o equipo agrícola de algún tipo que no requiera de placas (chapas, tablillas) de vehículo.

Para tomar exámen de manejo en compañía de un Examinador.

**TARJETAS (MICAS) DE IDENTIFICACION QUE NO LO AUTORIZAN COMO CONDUCTOR.** La División de Vehículos Motorizados expide carnets o tarjetas de identificación de "No Motorista" a las personas que no manejan vehículos automotrices pero que pueden necesitar alguna forma aceptable de identificación. La cuota por una tarjeta de "ID" es de \$12. La cuota de renovación de la misma, cada cuatro años, es de \$10. Para poder obtener una mica de "ID" de la División, tiene usted que presentar los mismos tipos de comprobantes de edad, identidad y dirección que se presentan para una licencia de conductor. También tienen que presentarse los mismos comprobantes si necesita Ud. reponer o renovar una tarjeta de identificación. La cuota de duplicado (repuesto) también es de \$10. No hay edad mínima para la expedición de tarjetas de "ID."

## CAPITULO II

### COMO SOLICITAR SU PERMISO O LICENCIA

**EDADES MINIMAS.** Tiene usted que tener por lo menos 15 años de edad para solicitar un permiso de instrucción Clase 4.

Para que se le expida licencia de conductor automovilista Clase 4 ó 5, tiene que tener por lo menos 16 años de edad.

Para solicitar permiso de instrucción o endorso para motociclistas, tiene Ud. que tener por lo menos 16 años de edad y portar licencia por lo menos Clase 4.

Tiene Ud. que tener por lo menos 18 años de edad y también deberá ya tener licencia de conductor Clase 4 para que se le permita solicitar permiso de instrucción o licencia Clase 1, 2 ó 3.

**COMPROBANTES DE EDAD E IDENTIDAD.** Cuando presente Ud. su solicitud para obtener una licencia de conductor o un permiso de instrucción de manejo, use el mismo nombre que usa usted en otros registros o documentos. El uso de su nombre completo ayudará a tener la certeza de que su hoja de antecedentes de manejo no se confunda con el expediente de alguien más que tenga un nombre parecido. Deberá Ud. traer a la oficina local de la División de Vehículos Motorizados un documento que compruebe tanto su fecha de nacimiento como su nombre. También deberá traer dos tarjetas/credenciales (micas) o documentos por separado en los que aparezca su nombre. Estos comprobantes se le devuelven inmediatamente, con la excepción de cualquier licencia válida de manejar expedida en algún otro estado de los EE.UU., misma que se devuelve al estado que la haya expedido.

Los comprobantes de fecha de nacimiento y nombre pueden ser los siguientes:

- Original o copia certificada de su acta de nacimiento.
- Tarjeta/credencial de identificación de las Fuerzas Armadas.
- Tarjeta de Registro del Servicio Selectivo.
- Pasaporte o documentos de Inmigración y Naturalización.
- Tarjeta de Registro de Extranjeros.
- Documentos de adopción expedidos por un Tribunal de Registros.
- Una Póliza de Seguros fechada por lo menos un año anterior a la solicitud de licencia o permiso de manejar.
- Copia certificada de los registros de asistencia de alguna escuela primaria.
- Licencia de manejar de otro Estado.

Los otros dos comprobantes, mismos que atestiguan que usted es la persona que dice ser, pueden ser: una credencial de estudiante, tarjeta del Seguro Social, acta de matrimonio, tarjeta de crédito, título de propiedad o tarjeta de registro de circulación de un vehículo, tarjeta de identificación que le haya expedido alguna compañía, permiso para portar pistola o armas de fuego, tarjeta de la biblioteca, cheque personalizado o libreta de pase de cuenta de ahorros.

Si da Ud. una falsa declaración en su solicitud, si usa documentos falsificados o ficticios, o si declara nombre, edad o dirección falsos, el resultado puede ser que se le imponga una multa de \$2,500 máximo, o la sentencia a un año en la cárcel, o ambas sanciones. Cualquier licencia que se le haya expedido quedará anulada y no podrá re-expedirse en todo un año.

**COMPROBANTE DE DIRECCION.** Cuando solicite Ud. un permiso de aprendizaje o una licencia, también deberá traer a la oficina por lo menos un documento en que aparezca la dirección de su domicilio actual. Con este objeto, la División de Vehículos Motorizados aceptará los siguientes: la cuenta de algún servicio público (agua, luz, etc.), recibo de renta, estado de cuentas de los impuestos sobre la propiedad o documentos similares que muestren ambos, su nombre y la dirección de su residencia. Si vive Ud. en el mismo domicilio que alguno de sus padres o su tutor, una declaración escrita en verificación de la dirección es aceptable. Su padre, madre o tutor deberá asistir con usted a la oficina local de la D. de V.M. y traer consigo un documento en que aparezca la dirección que usted haya declarado.

**FIRMA DE LOS PADRES.** Si tiene Ud. menos de 18 años de edad, su madre, padre, o tutor deberá firmar su solicitud de permiso de aprendizaje, licencia de conductor, o endorso de motocicleta. Si sus padres están separados, el que mantenga la custodia deberá firmar. Un padrastro o madrastra puede firmar solamente si tiene custodia legal del menor.

**CUOTAS POR LICENCIA DE PRIMERA EXPEDICION Y POR PERMISOS.** La cuota por permiso de instrucción o por un permiso especial es de \$13.

La tarifa por su primera licencia de conductor clase 4 es de \$25, misma que incluye el dinero que se colecta para el Fondo de Accidentes de Vehículos Motorizados (\$4) y para el Fondo de Entrenamiento de Estudiantes Conductores (\$2).

Su primera licencia Clase 5 (bicimotor o moped) también le cuesta \$25.

La cuota por su primera licencia Clase 1, 2 ó 3 es de \$32 si la División de Vehículos Motorizados es quien administra la prueba al volante. Si se le exime del examen al volante (si no tiene que pasar la prueba) o cuando la persona que lo examine y lo certifique sea un contratista independiente a quien la División haya aprobado para expedir certificación de empleados, la cuota es de \$22. Si necesita Ud. más amplios informes respecto a las licencias Clase 1, 2 ó 3, lea el "Manual de Chofer de Camión y Autobús de Oregón."

La cuota pagadera solamente una vez por añadir a su licencia un endorso para montar y conducir motocicleta es de \$25, mismos que incluyen los \$2 que se colectan para el fondo de seguridad de motocicletas. Los conductores que tienen licencia endorsada para manejar motocicleta, pagan \$3 a este fondo cuando se les renueva -resella- dicha licencia.

**NUEVOS RESIDENTES.** Tiene Ud. que sacar licencia de conductor de Oregón cuando se hace residente de este estado, aún si su licencia de otro estado no ha expirado. Cuando haga su solicitud aquí, tiene que entregar cualquier otra licencia que tenga otros lugares. Esa licencia se devuelve al estado que la haya expedido. En todo momento, usted puede tener solamente una licencia válida.

Si llega a una oficina de Tránsito sin su licencia de otro estado, se le dará una forma en blanco para llenar y para mandarla a la agencia que haya expedido la licencia en su estado de origen. Esto se hace para verificar que su licencia no esté suspendida o anulada en ese estado. Si lo está, aquel estado deberá absolverlo(a) antes de que se le expida una licencia de Oregón. Si obtiene Ud. una licencia de otro estado mientras que su licencia de Oregón, o el derecho de solicitar una licencia aquí estén suspendidos, esa licencia no le permitirá manejar legalmente en Oregón.

**PERSONAL EN SERVICIO ACTIVO.** Si está Ud. en servicio militar activo, no necesita licencia de manejar de Oregón para conducir aquí siempre y cuando tenga licencia válida de su estado de origen o una licencia militar expedida en un país extranjero. La licencia militar es válida por 45 días a partir de su regreso a este país. La esposa (o el esposo) de un miembro de la milicia en servicio activo también puede manejar en Oregón con una licencia válida de otro estado. El personal militar puede renovar licencias de Oregón mientras se encuentren apostados fuera del estado. Mantenga a la División de Vehículos Motorizados al tanto de su dirección actual, de forma que las notificaciones de resello le lleguen oportunamente al Puesto Militar en que se encuentre.

**AVISO DE CAMBIO DE DIRECCION.** Si se muda o cambia de domicilio, deberá notificar su nueva dirección a la División de Vehículos Motorizados ya sea por correo o en persona. Esto tiene que hacerse dentro de un plazo de 30 días a partir de la fecha del cambio. Si desea o necesita un duplicado o repuesto actualizado de su licencia, la cuota es de \$10. No hay cargos si el cambio de dirección puede mostrarse con una etiqueta que la División le proporciona para pegarla en el dorso de su licencia.

Se le cancelará cualquier licencia que Ud. ya tenga y no podrá obtener otra antes de un año si proporciona información falsa en una solicitud de renovación o duplicado o reposición de licencia.

**RENOVACIONES. (Resellos)** La licencia de conductor se renueva o se resella cada cuatro años en el estado de Oregón. Una vez cada ocho años tiene Ud. por obligación que hacer la renovación en persona en alguna oficina local de la División de Vehículos Motorizados. Se le hará un examen de la vista a todas las personas de 50 años de edad o mayores. Cada ocho años, también se les expedirá a todos su licencia conteniendo una nueva fotografía tomada al momento de la renovación.

Si va Ud. a cualquier oficina de Tránsito a resellar en vez de hacerlo por correo, será necesario que lleve dos documentos que ayuden a verificar que usted es quien dice ser. Si tiene consigo su licencia actual y la notificación de renovación que le haya enviado la División de Vehículos Motorizados, eso será suficiente. Si no tiene ya sea uno ó ambos documentos, entonces deberá llevar dos de los documentos o carnets que aparecen en la lista en la página 19 bajo "Comprobantes".

**CUOTAS DE RENOVACION (Resello).** La tarifa para renovar cualquier clase de licencia de conductor es de \$15, que incluye el dinero para los fondos de educación de conductores y de accidentes de vehículos automotrices. Si su licencia está endorsada para manejar motocicleta, le cuesta \$18 resellarla.

Si se presenta a renovar la licencia en una oficina local de Tránsito cuando no le toque hacerlo en persona, hay una cuota adicional de \$1. La notificación de resello que reciba le indicará cuándo tiene que hacer la renovación en persona o cuándo se le permita hacerlo por correo.

Si quiere cambiar cualquier información en la carátula de su licencia, excepto su dirección al momento del resello, necesitará renovarla en persona en cualquier oficina local de Tránsito aún en el caso de que en esa ocasión le tocara hacer la renovación por correo. Si se presenta a renovar la licencia en persona por cualquier razón, siendo elegible para resellar por correo, hay una cuota adicional de \$1.

**LICENCIAS DE REPUESTO (duplicados).** En caso de que su licencia sufra pérdida, robo, mutilación o destrucción, solicite un duplicado de dicha licencia lo más pronto posible a cualquier oficina local de la División de Vehículos Motorizados. Deberá Ud. presentarse en persona. Presente dos de los comprobantes de edad e identidad, o de identidad solamente, que aparecen en la página 19. La División aceptará una tarjeta de crédito, o tarjeta del Seguro Social, credencial o carnet de estudiante, título de propiedad o tarjeta de registro de vehículo, un cheque personalizado o una cuenta a su nombre, o su licencia de manejar que se haya estropeado.

Si su nombre o apellido han cambiado por haber contraído matrimonio o por orden del Tribunal, también tiene Ud. que solicitar en una oficina local de Tránsito que le expidan un duplicado actualizado de su licencia de manejar a la mayor brevedad posible. Igual que en el párrafo anterior, preséntese en persona y traiga consigo los documentos pertinentes para comprobar que su nombre ha cambiado.

Antes de que se expida un duplicado de licencia debido al cambio de dirección del portador, también se necesitará un comprobante de dicho cambio de dirección.

**CUOTA POR EXPEDICION DE DUPLICADOS.** La tarifa de expedición de duplicado de cualquier licencia o permiso de instrucción es de \$10.

### CAPITULO III

#### EL EXAMEN DE MANEJO



Si presenta Ud. solicitud para obtener un permiso de aprendizaje para licencia Clase 4, tiene que pasar un examen de la vista y una prueba teórica para ver si conoce usted las leyes de tránsito y las prácticas prudentes o cautelosas de manejo. Después de que ya haya tenido experiencia práctica de manejo y cuando tenga por lo menos 16 años de edad, está listo(a) para solicitar una licencia de conductor Clase 4. Entonces, tiene que pasar un examen al volante. Si tiene permiso de aprendizaje, pida a un conductor que tenga licencia que vaya con usted a la oficina local, o estación de exámenes, o centro de pruebas de la División de Vehículos Motorizados. La información pertinente para los exámenes de licencias Clase 1, 2 y 3 se encuentra en el Manual de Chofer de Camión y Autobús de Oregón.

Si es Ud. nuevo residente en Oregón y tiene licencia de otro estado, probablemente le gustaría tomar las pruebas de la vista, de conocimientos teóricos y al volante el mismo día.

Para hacer arreglos para tomar su prueba al volante, hable por teléfono a alguna oficina local de la División o Centro de Pruebas de Manejo para que le den una cita. En la mayoría de las oficinas, puede Ud. llamar hasta con dos semanas de anticipación para hacer la cita. Si llega a alguna oficina sin previa cita, es posible que no pueda tomar la prueba ese mismo día si la lista de citas está llena, o es posible que tenga que esperar largo rato. Si llega Ud. tarde durante el día y hay otras personas esperando su turno previa cita para tomar el examen antes que usted, podría faltar tiempo para que le dieran a Ud. la prueba antes de la hora de cerrar. Para ahorrarle tiempo a todos, el método de la cita es la forma adecuada de presentarse a tomar la prueba al volante. En los Centros de Pruebas de Manejo en Beaverton, Eugene, Medford, Portland y Salem, las citas para los exámenes al volante son por lo general, de obligación. Si llega Ud. sin haber reservado su turno, prepárese para una larga espera.

No se necesita cita para tomar las pruebas de la vista y de conocimientos teóricos. Si necesita usted tomar las pruebas antes mencionadas, así como la prueba al volante el mismo día, necesitará llegar a la oficina suficientemente temprano como para terminar las mencionadas pruebas antes de la hora de su cita para la prueba al volante.

Si su permiso de instrucción todavía es válido cuando se presente Ud. a alguna oficina, necesitará solamente pasar la prueba práctica de manejo al volante para obtener su licencia. Si su permiso de instrucción ya está vencido, o si tiene una licencia expedida fuera de este estado, será necesario que pase las siguientes pruebas para obtener una licencia:

**EXAMEN DE LA VISTA.** Le examinarán la vista para asegurarse de que puede Ud. ver suficientemente bien como para manejar sin peligro. Se hacen pruebas de agudeza, percepción de profundidad y de color, desequilibrio, doble visión y campo de visión. También se administra una prueba de reconocimiento de letreros de carretera usándose el equipo para examen de la vista.

Si las pruebas indican que su vista no cumple con las normas de la expedición de licencia sin tener que usar anteojos (lentes, gafas, espejuelos,) su licencia podrá contener una restricción. Las licencias que permiten a las personas manejar "con lentes correctivos" son comunes. Algunas licencias permiten manejar solamente durante horas a la luz del día.

Algunos problemas de la vista o problemas físicos pueden ser tan serios, que deberá usted ver a un especialista de la vista o a un doctor antes de que se le pueda expedir una licencia para manejar.

Si su sentido del oído está seriamente deteriorado, su automóvil deberá tener un espejo retrovisor exterior. Para más amplia información sobre las condiciones físicas del conductor, vea el Capítulo XVIII, página 106.

**EXAMEN DE CONOCIMIENTOS TEORICOS.** Esta prueba contiene preguntas acerca de letreros en la vía pública, leyes de tránsito, prácticas prudentes de manejo y otra información que necesita usted conocer para obtener su licencia clase 4. Esta parte del examen para la licencia se le hará difícil si no estudia Ud. este manual. Esta es una prueba de selección múltiple; es decir, que usted selecciona la respuesta correcta entre varias alternativas que se le dan. En la mayoría de las oficinas de Tránsito se usa una máquina examinadora para administrar este tipo de prueba. La máquina exhibe ilustraciones de escenas de manejo para ayudarlo(a) a seleccionar la respuesta correcta. En unas cuantas ciudades, por lo general en estaciones temporales para administrar exámenes, esta prueba es escrita.

De vez en cuando, se le da un examen oral a algún solicitante de licencia. Generalmente, esto se permite en casos en que dicho solicitante tenga problemas para leer o cuando no pueda leer o entender el idioma inglés. Recuerde, hay que consultar con la oficina local de Tránsito para ver cuándo o en qué forma puede Ud. hacer arreglos para tomar una prueba oral. Las pruebas orales se programan, por lo general, en las primeras horas del día.

Si lo(a) reprueban en el primer o el segundo examen de conocimientos teóricos, deberá esperar por lo menos hasta el siguiente día para intentarlo otra vez. Después de un tercer fracaso, tiene que esperar 30 días.

**EXAMEN PRACTICO AL VOLANTE.** Durante esta prueba usted demuestra sus destrezas en el manejo y qué tan bien obedece los reglamentos de tránsito, los letreros y las señales de la vía pública. Puede Ud. usar cualquier vehículo dentro de la clasificación para Clase 4 durante este examen. La prueba incluye dar vuelta, dar señales, retroceder, cambiar de carril, controlar la velocidad, mostrar cortesía en la vía pública y, en general, su habilidad como conductor.

Solamente usted y su examinador van en el vehículo durante un examen de manejo, pero algún supervisor puede asistir a uno de estos exámenes como observador. No se permite la presencia de intérpretes o traductores en su compañía durante una prueba de manejo. Tampoco pueden llevarse ni niños ni animales domésticos en el vehículo durante dicho examen de conducción.

No se le pedirá que viole ninguna ley de tránsito durante el examen. Nadie le hará trucos. Nadie intentará apresurarlo ni causarle confusión.

Su vehículo pasa una inspección para asegurarse de que los equipos necesarios durante la prueba estén en condiciones de buen funcionamiento. La prueba no se dará si los equipos necesarios no están funcionando correctamente. El vehículo que use tiene que tener placas de circulación válidas. La tarjeta de registro en la que conste que tiene usted seguro de responsabilidad solvente también es necesaria. Si hay cinturones de seguridad instalados en el carro, deberán usarse durante la prueba.

Si reprueba Ud. el primer examen deberá ganar más práctica de manejo antes de regresar a tomar un segundo examen. Deberá esperar un mínimo de cinco días. Si falla la segunda vez, tiene que esperar 15 días antes de la tercera prueba. Las pruebas adicionales tienen que hacerse a intervalos por lo menos de 30 días entre una y otra. No se le darán a nadie más de cinco pruebas de manejo por año (12 meses a partir de cualquier fecha en que el solicitante haya tomado el primer examen.)

Si tiene usted una licencia válida de conductor expedida en otro estado y si llena otros requisitos, la División puede dispensarle la prueba de manejo al volante, pero tiene que pasar las pruebas de la vista y de conocimientos teóricos de las leyes de tránsito y las prácticas prudentes de manejo.

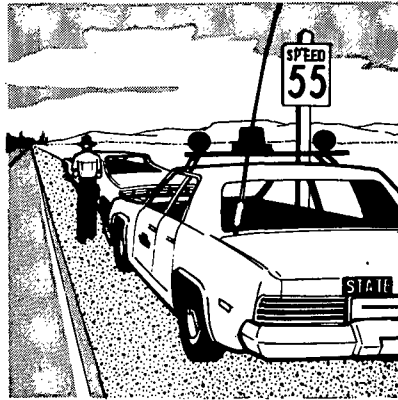


Si necesita usted información sobre las pruebas al volante para otras clases de licencias, consulte los manuales para choferes de camión y autobús o para motociclistas.

**REPETICION DEL EXAMEN.** Se le puede ordenar a un conductor portador de licencia que se presente a tomar un examen si la División de vehículos Motorizados tiene motivos para dudar de su habilidad para manejar sin riesgos y con cautela. Si Ud. no asiste a tomar las pruebas dentro de un plazo razonable después de habersele así ordenado, o si toma la prueba y lo reprueban, significa que le suspenderán la licencia.

## CAPITULO IV

### INFRACCIONES DE TRANSITO Y SUSPENSION DE LA LICENCIA



**INFRACCIONES.** Si le dan una boleta o papeleta de infracción por violación de cualquiera de los que se encuentran entre la mayoría de los reglamentos de la vía pública, o de autorización de conductores mediante licencia, de registro o leyes que regulen los equipos del vehículo, el delito se llama infracción de tránsito. Las infracciones de tránsito no traen como resultado ninguna sentencia de encarcelamiento. Puede suceder que prefiera Ud. perder el dinero de la fianza o, en caso de que algún juez le imponga una condena, puede exigírsele que pague una multa; Si le decomisan (confiscan) la fianza, dicho decomiso se considera ser una condena en sus antededentes automovilísticos.

El juez también puede imponerle límites en cuanto a dónde y cuándo puede Ud. guiar un vehículo; puede decidir mandarlo a una escuela de manejo cauteloso y prudente; o puede imponerle alguna otra sanción, tal como obligarlo a desempeñar trabajo de servicio a la comunidad.

Si no sigue usted las instrucciones al dorso de una boleta de infracción, el tribunal tiene por fuerza que notificar ese hecho a la División de Vehículos Automotrices (DVM). Dicha división puede entonces negarse a renovar la licencia de manejar, o puede cancelársela o suspenderla. Hay varias formas en que puede usted atender al asunto de una papeleta de infracción:

Puede ir a los tribunales en la fecha anotada y solicitar una audiencia o declararse culpable.

Puede Ud. remitir un cheque por la suma de la fianza, pero al mismo tiempo solicitar una audiencia o dar su versión de lo sucedido por escrito.

O bien, puede firmar una declaración de culpabilidad y remitir al tribunal el cheque por el monto de la fianza anotado en la papeleta.

Hay cuatro clases de infracciones de tránsito. Las clases y multas máximas son: Clase A, \$500; Clase B, \$250; Clase C, \$100; y Clase D, \$50. Las multas pueden ser menores a lo establecido por ley, pero no mayores.



**DELITOS O CRIMENES DE TRANSITO.** Algunas ofensas de tránsito son tan serias que si viola Ud. una de estas leyes, se le hacen cargos de haber cometido delitos o crímenes de tránsito. Los crímenes pueden clasificarse como delitos menores Clase A, B, o C; o como delitos mayores Clase A, B, o C. Estas fechorías de tránsito pueden traer como resultado ambas cosas: una multa y sentencia de encarcelamiento. Manejar bajo la influencia de embriagantes es un ejemplo de lo que es un crimen de tránsito. Es un delito menor Clase A.

**OFENSAS CAPITALES DE TRANSITO.** Las siguientes son graves ofensas de tránsito: Manejar mientras se encuentre bajo la influencia de embriagantes (alcohol o substancias controladas), golpe y huída, manejo temerario, huirse o tratar de eludir a un agente de la policía, guiar después de habersele suspendido o anulado la licencia por considerársele delincuente habitual, así como algunos casos en que los cargos en su contra sean por manejar encontrándose con la licencia suspendida o anulada.

No es necesario que vaya Ud. guiando un vehículo en autopista pública para que se le acuse de haber cometido alguna de las ofensas mencionadas. También puede acusársele de haber cometido estas faltas en lugares abiertos al público en general para el uso de vehículos automotrices, tales como estacionamientos en propiedad ya sea pública o privada. También se le puede acusar de estas ofensas en algunas zonas fuera, pero en las cercanías de caminos y carreteras.

**LEY DEL CONSENTIMIENTO IMPLICITO O TACITO EN OREGON.** Esta ley dictamina que se dá por entendido que una persona ha dado su consentimiento de antemano para tomar una prueba química del aliento si así se lo instruye un agente de la policía. Deberá Ud. ya encontrarse bajo arresto por manejar bajo la influencia de embriagantes antes de que le puedan pedir que tome esta prueba. Si lo arrestan por ir manejando un vehículo encontrándose bajo la influencia de embriagantes ("DUII") y se niega a tomar la prueba del aliento, se le suspenderá la licencia por un año y se la confiscará la policía. Si toma usted la prueba y la misma dá una lectura del .08 por ciento o más de alcohol en la sangre, le confiscarán la licencia y se la suspenderán por 90 días.



La suspensión de su licencia por negarse a tomar la prueba del aliento será por tres años si en su hoja de antecedentes aparece cualquier tipo de anotación previa relacionada con el alcohol en los últimos cinco años. Esto incluye haberse negado anteriormente a tomar la prueba, alguna condena por "DUII", alguna lectura de .08 por ciento o mayor, o su inscripción y asistencia a algún programa de educación o tratamiento contra el alcoholismo.

Si toma usted esta prueba y no la pasa y si tiene alguna de estas anotaciones en su hoja de antecedentes, la suspensión será de un año en lugar de 90 días.

Si no se encuentra ya con la licencia suspendida por alguna razón, se le dará un permiso para manejar por 30 días cuando la policía le confisque la licencia de guiar a causa de haberse negado a tomar la prueba del aliento o de haber reprobado la misma. Después de 30 días, la suspensión entra en vigor, a menos que solicite una audiencia en la División de Vehículos Motorizados y que el oficial de audiencias decida que la suspensión no deba ejecutarse. Normalmente, esto sucederá solamente si la policía no obedeció las leyes en el caso que lo afecta. Si quiere Ud. una audiencia, tiene que poner la solicitud en manos de la División en un plazo de 10 días a partir de la fecha de su arresto.

**JUICIOS DE TRIBUNAL.** Un juez, sin Jurado, escucha la evidencia si se presenta Ud. ante un Tribunal a causa de una infracción de tránsito. Los reglamentos de la evidencia no son tan estrictos como en una audiencia de tribunal (juzgado) penal. El agente de la policía que le haya dado la boleta de infracción, presentará el caso a nombre del Estado. No habrá en el juzgado ningún abogado acusador público (fiscal) del estado, condado o ciudad, a menos que Ud. haya contratado a un abogado para que lo represente. Lea las instrucciones en la papeleta cuidadosamente para averiguar qué es lo que debe hacer para responder a una boleta de infracción.

Si se le acusa de haber cometido una falta mayor de tránsito tal como manejar bajo la influencia de embriagantes ('DUII'), podrá enjuiciársele ante un juez o ante juez y Jurado. Esto significará para usted un juicio penal, con un fiscal (Abogado del Ministerio Público) presentando la evidencia en su contra.

**ANTECEDENTES DEL CONDUCTOR.** Sus antecedentes de manejo incluyen reportes de condenas por infracciones y delitos de tránsito, así como de suspensiones o anulaciones de su licencia y otras anotaciones que puedan tener relación con estos registros. También contienen registros de aquéllos accidentes en los que usted haya tomado parte siendo el conductor. Este documento de antecedentes es de suma importancia para usted.

Dicho expediente ayuda a determinar cuánto le costará su póliza de seguros; puede impedirle conseguir o mantener un empleo; probablemente le ayude a un juez a dictar por cuánto multarlo(a) por la violación de una ley de tránsito; y, en algunos casos, puede ser la causa de que se le suspenda, se le anule o se le limite su licencia de manejar.

**MEJORA DEL CONDUCTOR.** Si tiene usted dos condenas o accidentes de tránsito en un término de 12 meses, recibirá una carta de la División de Vehículos Motorizados. Esta carta le pide con insistencia que sea conductor de confiar. Este es el primer paso en un programa diseñado para ayudarle a que evite más condenas y accidentes. Otras medidas que se toman si se registran más anotaciones en su hoja de antecedentes, pueden incluir que se le ordene tener una plática con un analista de mejora de conductores, o que asista a un curso de manejo cauteloso y que salga aprobado al final del mismo. Si tiene que tomar un curso de manejo, usted pagará la cuota para cubrir el costo.

La ley permite que se le suspenda la licencia de guiar si su forma de manejar no mejora o si no hace Ud. lo que se le pida que haga como parte del programa.

**OFENSORES (delincuentes) HABITUALES.** Se le anulará la licencia de manejar cuando tenga tres o más de cualquiera de las condenas que aparecen en seguida o cualquier combinación de ellas, que sumen tres, en un plazo de cinco años:

Cualquier grado de asesinato, homicidio sin premeditación, homicidio por negligencia criminal, asalto, poner temerariamente a alguien en peligro, hacer amenazas o causar agravios criminales (malicia o perversidad criminal) si lo anterior es resultante de la operación de un vehículo.

Manejar mientras se encuentre bajo la influencia de embriagantes.

Manejar mientras su licencia esté suspendida o anulada si se le ha impuesto alguna condena previa por cargos de manejar un vehículo encontrándose con la licencia suspendida, ya sea que dichos cargos estén clasificados como delito mayor o menor.

Manejo temerario.

Golpe y huida.

Hacer el intento de eludir a un agente de la policía.

Veinte o más infracciones de tránsito, tales como la violación del reglamento básico, pasarse los letreros de "Alto", o dejar de ceder el paso, también colocan al conductor en la clasificación de ofensor o delincuente habitual. Algunas condenas impuestas por manejar encontrándose bajo suspensión de licencia, también pueden usarse en esta instancia si ha recibido Ud. alguna condena anterior por cargos de manejar con la licencia suspendida, ya sea que dicho cargo caiga bajo la categoría de delito mayor o menor.

La condena impuesta por manejar encontrándose con la licencia anulada por ser ofensor o delincuente habitual es delito mayor Clase C. Esto puede significar ambas cosas para usted: una multa y sentencia a la penitenciaría.

A los delincuentes habituales se les anula la licencia por cinco años. Durante este plazo de anulación, se hace posible la expedición de una licencia probatoria, bajo determinadas condiciones, pero los requisitos para obtenerla y conservarla son muy rigurosos.

**SUSPENSIONES Y ANULACIONES (REVOCACIONES.)** Si se le condena por una infracción de tránsito y no paga Ud. la multa o si no hace lo que se haya comprometido a hacer para que se le suspenda dicha multa, el juez tiene autoridad para reportar tal hecho a la División de V.M. La DMV puede, entonces, negarse a renovar la licencia, o puede cancelársela o suspenderla.

También, un juez puede ordenarle que tome un curso de manejo cauteloso después de que le hayan impuesto una condena por haber cometido una infracción de tránsito. Si no se inscribe y toma el curso, o si no lo termina a la fecha en que deba terminarlo, el juez también puede ordenar que se le suspenda la licencia.

Si algún juez ordena que le suspendan la licencia, recibirá Ud. una orden de suspensión en el tribunal y le recogerán la licencia, misma que se enviará a la División de Vehículos Motorizados.

Si es la División de Vehículos Motorizados quien le suspende la licencia, dicha División le enviará una notificación de suspensión por correo certificado.

Pierde usted la defensa por el cargo de manejar con la licencia suspendida o anulada en los siguientes casos:

Si se niega a firmar el recibo por la carta certificada que contenga la notificación.

Si no puede entregársele la notificación porque no haya informado a la División de Vehículos Motorizados sobre algún cambio de dirección como lo dicta la ley.

Si el juez que haya presidido el juicio le haya dicho en el juzgado que su licencia, o permiso o el derecho de solicitar una licencia, quedaban suspendidos.

Si sabía usted que existía la suspensión o la anulación antes del momento en que la policía lo haya detenido y acusado de manejar encontrándose con la licencia suspendida. Por ejemplo, si la policía ya le hubiera dado una notificación de suspensión basándose en la ley del consentimiento implícito.

Su licencia tiene que anularse por un año si recibe condena por lo siguiente:

Perjurio o dar una falsa declaración bajo juramento a la División si la información está clasificada bajo cualquier ley que tenga que ver con el registro o el uso de vehículos automotrices en la vía pública.

Golpe y huída implicando muerte o heridas.

Cualquier delito sancionable como delito mayor siempre que el uso de un vehículo automotriz haya sido elemento clave del delito.

Asalto, si éste fuera resultado del manejo de un vehículo y no cayera bajo la clasificación de delito mayor.

Algunas condenas son tan serias que le revocan (anulan) la licencia y no puede Ud. obtener licencia otra vez durante cinco años. Estas condenas son a causa de lo siguiente:

Cualquier grado de asesinato, homicidio no premeditado, homicidio por negligencia criminal, resultantes de conducir un vehículo automotriz.

Asalto si es resultante del manejo de un vehículo y es sancionable como delito mayor.

Otras condenas que exigen la suspensión obligatoria son:

Huírsele o intentar eludir a un agente de la policía.

Manejo temerario.

Poner a alguien en peligro temerariamente, amenazar, allanamiento criminal o actuar con maldad criminal si el delito resulta del manejo de un vehículo motorizado.

Golpe y huída implicando solamente daños a la propiedad ajena.

Manejar bajo la influencia de embriagantes -alcohol u otras drogas (substancias controladas.)

Estas suspensiones, excepto por guiar bajo la influencia de embriagantes y por allanamiento criminal, son por 90 días, un año, o tres años, dependiendo de si es la primera, segunda o subsecuente condena en un lapso de cinco años.

Manejar bajo la influencia de embriagantes significa un año de suspensión por la primera condena y una suspensión de tres años por cualquier condena de ahí en adelante siempre y cuando ocurra en un lapso de cinco años a partir de la primera suspensión. El allanamiento criminal (transgresión, entrada ilegal) le significa al ofensor una suspensión de seis meses.

También por ley se exige la suspensión del registro (tarjeta de circulación) del vehículo hasta por 120 días si recibe Ud. condena más de una vez por manejar encontrándose bajo la influencia de embriagantes o por manejar con la licencia suspendida o anulada.

**PROGRAMA CONTRA EL ALCOHOLISMO PARA LA MODIFICACION DE HABITOS O COSTUMBRES DE LOS TOMADORES.** Si lo(a) arrestan por primera vez en 10 (diez años) por conducir un vehículo bajo la influencia de embriagantes, puede Ud. solicitar al tribunal que le permitan participar en algún programa de tratamiento o de educación contra el alcoholismo. Si el tribunal está de acuerdo - esto se llama convenio de modificación de hábitos, - deberá usted pagar una cuota de \$322 para inscribirse en dicho programa de modificación. Si completa Ud. el programa de modificación de sus hábitos o costumbres de bebida, no constará ninguna condena por esta acusación en su hoja de antecedentes, pero el convenio de modificación de hábitos en sí mismo, sí aparecerá anotado. Ninguna de las sentencias - multa o encarcelamiento - tendrá lugar.

Todos los conductores que reciban condena por manejar bajo la influencia de embriagantes deberán someterse a examen para ver si necesitan participar en algún programa de educación o tratamiento contra el alcoholismo. Esto quiere decir que pagarán una cuota de \$175 mas el costo de las evaluaciones -además de cualquier multa que el juez les imponga.



**PERMISOS DE EMERGENCIA.** Si le han suspendido la licencia por algún motivo considerado entre la mayor parte de las razones que traen consigo dicha sanción, existe la posibilidad de que obtenga un permiso para manejar de ida y vuelta al trabajo, para manejar durante el trabajo, o para ir a recibir tratamiento médico. Con este tipo de permiso, también puede usted manejar si necesita participar en algún programa de rehabilitación del alcoholismo o de alguna otra droga. El permiso puede permitirle conducir el mismo tipo de vehículo autorizado por medio de la licencia suspendida, o puede limitar o conceder menos privilegios de manejo que la licencia que le hayan suspendido.

Si la suspensión de su licencia no se debe a ninguna otra razón que la de un accidente sin póliza de seguros, es posible que pueda Ud. obtener un permiso de emergencia para solventar las necesidades familiares básicas, tales como llevar a los niños de ida y vuelta a la escuela, para que la familia reciba tratamiento médico y para ir a la tienda a comprar víveres (alimentos.)

Si un juez le ha impuesto condena por manejar bajo la influencia de embriagantes, o por manejo temerario, o por intentar eludir a un agente de la policía, le podrán dar un permiso de emergencia solamente mediante recomendación del juez. También tendrá usted que llenar otros requisitos establecidos por la ley y por la División de Vehículos Motorizados. Entre estos requisitos se encuentra el de registrar un comprobante con la División de que tiene Ud. seguro automovilístico de responsabilidad y solvencia.

Con frecuencia, los permisos de emergencia le dicen exactamente cuándo y dónde puede usted manejar -- horas, días, rutas. Si viola usted las condiciones que le imponga el permiso, se le acusará de manejar con una licencia suspendida.

Si no pasa satisfactoriamente una prueba del aliento que le dieran conforme a la Ley del Consentimiento Implícito, tendrá que esperar 30 días antes de que pueda presentar su solicitud de un permiso de emergencia para manejar. Si falla Ud. en la prueba del aliento en más de una ocasión, o si existen anotaciones previas en su expediente en relación al consumo de alcohol, no podrá Ud. conseguir permiso de emergencia durante todo un año.

Si se niega a tomar una prueba del aliento pero no tiene más anotaciones en su expediente que tengan que ver con el consumo de alcohol, tendrá que esperar 90 días antes de que pueda pedir un permiso de emergencia. Si se niega en más de una ocasión a tomar la prueba del aliento, o si aparecen anotaciones en relación a la bebida en los registros de sus antecedentes, tendrá que esperar un año antes de que se le expida un permiso de emergencia.

La repetición de condenas por "DUII" en su hoja de antecedentes, significará que tiene Ud. que conseguir la recomendación de algún programa de tratamiento o de rehabilitación antes de que la División le expida un permiso de emergencia. Dicha recomendación tiene que dársela algún programa que esté aprobado por la División de Salud Mental.

CUANDO ALGUIEN MANEJA CON LA LICENCIA SUSPENDIDA Y ANULADA. El hecho de manejar mientras la persona tenga la licencia suspendida o revocada (anulada) puede clasificarse ya sea como infracción de tránsito Clase A, o delito menor Clase A, o delito mayor Clase C. El tratamiento que se dé a los cargos, depende de la razón por la que se haya impuesto la suspensión o la anulación.

Si la suspensión se efectuó debido a que le impusieran condena por haber cometido una ofensa mayor de tránsito, tales como golpe y huida o manejar en estado de embriaguez, el delito es delito mayor Clase C. Podrían enviarlo a prisión hasta un máximo de cinco años, imponerle una multa hasta de \$100,000, o podrían imponerle ambas sanciones.

Si la suspensión original se debiera a otras razones, tales como haber dejado de registrar un comprobante de responsabilidad financiera, el cargo de manejar con la licencia suspendida es una infracción de tránsito Clase A y la misma puede significarle una multa no mayor de \$500.

La ley también exige la suspensión del registro (tarjeta de circulación) de vehículos por un máximo de 120 días en los siguientes casos:

De cualquier vehículo propiedad del conductor convicto.

De cualquier vehículo propiedad de alguien más, si el dueño sabía o tenía buena razón para saber que la persona que iba a manejar su coche tenía la licencia suspendida y aún así le haya permitido guiar el vehículo. Como opción, el tribunal puede ordenar el embargo y acorralado de dicho vehículo por 120 días máximo.

Si maneja usted saliéndose de las restricciones o limitaciones impuestas a su licencia o a su permiso, pueden suspendersele o revocársele los privilegios de manejo hasta por un año.

**CUOTAS DE REACTIVACION.** Hay una cuota de reactivación de \$44 por cualquier privilegio de manejar que se haya anulado o suspendido. Esto es además de la cuota de \$38 que se pagan si se solicita una licencia de emergencia. Esta cuota de \$38 no se le devuelve aún si se le niega la licencia de emergencia o si se la suspenden después.

## CAPITULO V

### LETREROS Y SEÑALES DE CARRETERA Y MARCAS EN EL PAVIMENTO DE LAS MISMAS



**NO  
TRUCKS**

SE PROHIBEN  
CAMIONES



**NO  
BICYCLES**

SE PROHIBEN  
BICICLETAS



**KEEP  
LEFT**

MANTENGASE  
A LA  
IZQUIERDA



**ONE  
WAY**  
UN SOLO  
SENTIDO



**KEEP  
RIGHT**

MANTENGASE  
A LA  
DERECHA



**EMERGENCY  
PARKING  
ONLY**

ESTACIONA-  
MIENTO  
DE EMERGENCIA  
SOLAMENTE



**PASS  
WITH  
CARE**



**SLOWER  
TRAFFIC  
KEEP  
RIGHT**

TRAFICO MAS  
LENTO  
MANTENGASE  
A LA DERECHA

Tiene Ud. que obedecer todos los letreros, señales y marcas oficiales de la vía pública a menos que vea a un agente de tránsito dirigiendo el tráfico. Hay tres grupos de letreros: reglamentarios, de advertencia y de guía. Cada grupo de letreros tienen formas y colores especiales.

**RECTANGULO - REGLAMENTARIOS.** Estos letreros le dicen al conductor qué hacer. Le dicen en dónde manejar y en dónde no manejar. Pueden decirle en dónde estacionarse y en dónde no detenerse ni estacionarse, o en qué dirección puede proseguir. Los letreros ilustrados en esta página son ejemplos de los letreros reglamentarios que Ud. verá. Usted encontrará muchos más de estos letreros en la vía pública.

El letrero de "Center Lane Only" (Solamente el Carril Central) se usa cuando el carril central de una calle, camino o autopista está reservado para el uso exclusivo de los vehículos que se preparan a dar vuelta a la izquierda, circulando en cualquiera de los dos sentidos. Dicho carril no deberá usarse para pasar o para emparejarse al demás tráfico ni tampoco como si fuera otro carril para manejar. (Ver "Marcas en el Pavimento", página 42.)

Cualquier letrero con un círculo rojo y una diagonal roja significa "NO". Este tipo de letrero puede prohibir cierto movimiento, o algunos tipos de tráfico, tales como camiones de carga o bicicletas. También puede prohibir el estacionamiento durante ciertas horas o para ciertos vehículos. El símbolo negro dentro del círculo ilustra lo que está prohibido.



Algunos de estos letreros tienen solamente un mensaje escrito sobre la superficie del mismo. Los letreros con símbolos generalmente llevan un tablero con el mensaje bajo el letrero principal, tales como "keep left" (manténgase a la izquierda), pero algún día estos mensajes escritos se van a quitar. Necesita usted conocer todos los letreros por su color, forma y símbolo. El símbolo de la silla de ruedas, por ejemplo, significa que un espacio para estacionarse es exclusivo para el uso de alguien que esté lisiado permanentemente y quien, también, tiene que tener una placa o chapa especial o un tarjetón de identificación de persona lisiada. Estas placas y tarjetones los expide la División de Vehículos Motorizados.

**PENTAGONO - AREA ESCOLAR.** Los letreros escolares son en forma de pentágono, pero todavía se pueden ver algunos letreros de escuela, más antiguos, en forma de diamante. Estos letreros son muy importantes. Los niños son, con frecuencia, imposibles de predecir y difíciles de ver.

El primer letrero que se ve en una zona de tráfico escolar, lo pone a Ud. alerta de que se encuentra en zona escolar, cerca del edificio de una escuela, campos escolares o cruce de peatones. El segundo letrero quiere decir que un cruce escolar de peatones está inmediatamente al frente. Reduzca su velocidad. Está preparado para hacer alto total.

**DIAMANTE - ADVERTENCIA.** Hay muchos letreros amarillos de advertencia, en forma de diamante. No todos aparecen aquí. Un letrero en forma de diamante le advierte que existe un peligro al frente, un cambio de dirección, o algunas condiciones que requieren de precaución, vigilancia y, generalmente, velocidad reducida.



**PED XING**  
CRUCE DE PEATONES



**BIKE XING**



**CATTLE XING**  
CRUCE DE GANADO



**DIVIDED HIGHWAY**  
AUTOPISTA DIVIDIDA



**TWO WAY TRAFFIC**  
TRANSITO DE DOBLE SENTIDO



**SLIPPERY WHEN WET**  
RESBALOSO EN LA LLUVIA



**DEER XING**  
CRUCE DE VENADOS



**HILL**  
PENDIENTE (Cuesta)



**DIVIDED HIGHWAY ENDS**  
TERMINA AUTOPISTA DIVIDIDA

Un letrero de "PED XING" (cruce de peatones) significa que hay una pista para transeúntes al frente. Vigile la presencia de personas a pié. Es posible que tenga que hacer alto y cederles el paso.

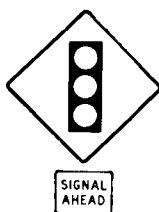
El letrero que ilustra un carro resbalándose sobre el pavimento puede usarse para indicar que el camino o carretera se pone resbaloso cuando está mojado o en otras ocasiones, tales como cuando hay hielo en la superficie de dicha carretera.

Los letreros de advertencia ilustran el peligro, o la acción necesaria, con un símbolo negro. Los letreros más antiguos en forma de diamante tienen el mensaje escrito dentro del diamante. Para manejar con debida cautela tiene Ud. que saber lo que estos letreros quieren decir.

Un letrero en forma de diamante siempre le advierte que hay un peligro en la vía pública o carretera o cerca de las mismas.

Algunos letreros, tales como el de "HILL" (cuesta, pendiente) se usan para alertar a los conductores de ciertos tipos de vehículos de que se necesita cuidado especial.

**OTROS LETREROS.** Verá Ud. letreros de "Divided Highway" (CARRETERA DIVIDIDA) ó de "Divided Highway Ends" (TERMINA AUTOPISTA DIVIDIDA) en uso antes del comienzo y del final de una sección de autopista en donde el tráfico se separa en dos calzadas. Cuando el tránsito está separado solamente por un camellón (divisor) pintado, verá Ud. un letrero que separa el tráfico. El letrero de "TERMINA AUTOPISTA DIVIDIDA" aparece seguido de un letrero de "TWO WAY TRAFFIC" (Tránsito de Doble Sentido) para recordarle que necesita vigilar el tráfico que venga de frente, circulando en la dirección opuesta.



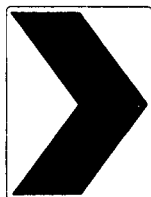
**SEMAFORO  
ADELANTE**



**FUSION**



**PAVIMENTO  
ESTRECHO**



**CAMINO  
ATRAVESADO  
(transversal)**

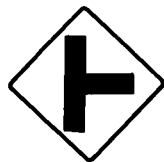
Un letrero de "signal ahead" (SEMAFORO ADELANTE) le indica que se está acercando a un semáforo. Es posible que tenga que hacer alto total si la luz está en rojo. Tome sus precauciones con anticipación. Reduzca la velocidad y prepárese a hacer alto total.

"Merge" (INTEGRACION AL TRAFICO) Este letrero se instala inmediatamente antes del punto en que el tráfico proveniente de una rampa o de un carril de aceleración entra al camino o carretera principal. Cada conductor que se aproxime a este letrero deberá ajustar la velocidad y posición de su carro para evitar un choque. El conductor que se esté integrando al tráfico tiene que ceder el paso.

"Pavement Narrows" (SE ESTRECHA EL PAVIMENTO - PAVIMENTO ANGOSTO) Le indica que la calle está próxima a estrecharse o angostarse y dos carriles de tráfico se van a fundir en uno sólo. Es posible que tenga Ud. que cambiar de carril o dejar que otros conductores se integren a la pista en que usted esté.

El letrero de forma diferente ilustrado aquí, no es un letrero en forma de diamante, pero sí es un letrero de advertencia. Se coloca con la intención de prestar ayuda a los automovilistas con los cambios en la alineación horizontal de un camino o carretera, tales como cuando se maneja en donde hay curvas cerradas (estrechas, brascas) que no son completamente visibles o notorias.

"Crossroad" (CAMINO TRANSVERSAL O ATRAVESADO) Este letrero le dice que hay próximo un crucero o intersección de dos calles. El tráfico aproximándose a izquierda y derecha puede presentar un peligro.



**CAMINO  
LATERAL**

"Side Road" (CAMINO EN LATERAL - calle a un costado) este símbolo significa que hay una calle lateral próxima, según el ejemplo que se ilustra en esta página, con el tráfico aproximándose del lado a mano derecha.



**CURVA**



**CURVA**

"Curves" (CURVAS) Estos letreros se instalan antes de las vueltas y curvas en caminos y carreteras. La forma de la flecha le indica qué es lo que debe esperarse. Generalmente, inmediatamente debajo del letrero, aparece impreso un número que indica la velocidad que se sugiere para tomar la curva sin correr riesgos.

**ANUNCIOS DE CONSTRUCCION Y MANTENIMIENTO.** Hay muchas formas de dirigir a los conductores evitándoles peligros a través de zonas en que se esté trabajando. Se utilizan letreros, barricadas, barriles, conos, tubos, letreros con flechas de luz intermitente y bandereros para ayudar a los conductores y para proteger a los trabajadores. Estos letreros son color naranja brillante. Aquí aparecen dos de estos letreros como ejemplo. Los bandereros usan letreros en forma de "paleta", con la palabra "STOP" (ALTO) en un lado y la palabra "SLOW" (DESPACIO) en el otro lado y los usan para dirigir el tráfico a que haga alto, o que proceda, o que preste especial atención y reduzca la velocidad.



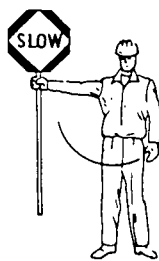
**CONSTRUCCION  
DE CAMINOS  
ADELANTE**



**BANDERERO  
ADELANTE**



**Alto**



**Siga**



**Con Cuidado - Despacio**



Ruta  
Estatal



Ruta de los  
E.E.U.U.



Interestatal

**LETREROS DE GUIA E INFORMACION.** Los letreros que se ilustran a la izquierda se usan para indicarle en qué ruta se encuentra. Los letreros que aparecen al final de este párrafo y que son verdes, son ejemplos de otros letreros de guía e información. Los que aquí se ilustran, tienen el objeto de dirigirlo para que tome la desviación correcta al salir de la carretera o autopista, o de indicarle la dirección de caminos o ciudades o que hay una ruta para bicicletas. El número en el letrero de "Exit" (salida) le ayuda a saber cuál salida necesita tomar.

Salida 128



Salida a  
"Madras Bend"



Ruta de  
Bicicletas

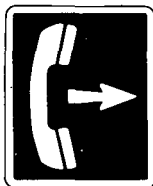


Area  
de Descanso

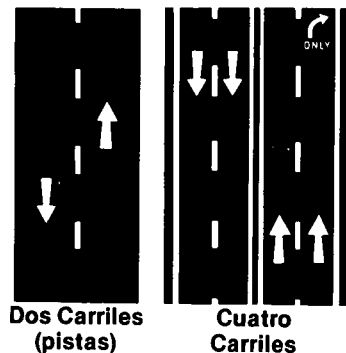


Hospital

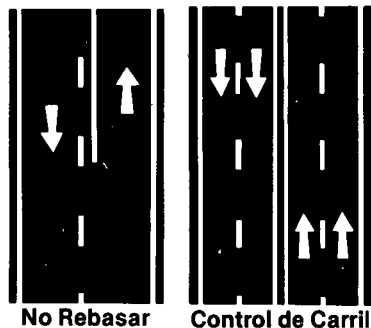
**LETREROS DE SERVICIOS.** estos letreros, que son azúles, le indican los servicios o instalaciones a lo largo de la carretera, tales como teléfono u hospital, o un área de descanso cercana, parque, área para campamento o para día de campo. Un letrero azul con el símbolo de la silla de ruedas significa que se dispone de algún servicio o área de estacionamiento para personas que estén lisiadas ya sea temporal o permanentemente pero que tengan una placa de circulación o tarjetón especial para el parabrisas de los que expide la División de Vehículos Motorizados para estos casos.



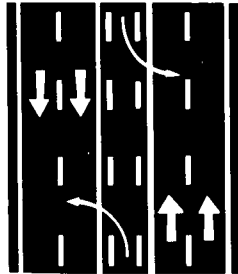




**MARCAS EN EL PAVIMENTO.** Una línea punteada amarilla y al centro quiere decir que hay un carril para circulación en cada dirección. En carreteras de cuatro pistas, dos líneas amarillas continuas separan el tráfico en sentidos opuestos. Las líneas entre carriles son guiones blancos. La línea blanca continua que marca el acotamiento o llamada también línea de neblina, sirve de guía, especialmente de noche o con mal tiempo, para ayudar al conductor a permanecer dentro de la carretera pavimentada. También pueden usarse líneas continuas blancas para canalizar el tráfico en las intersecciones. Cualquier línea blanca continua deberá cruzarse solamente observando gran precaución.



Una línea amarilla continua en el carril que Ud. ocupa significa que se encuentra en una zona en que no se puede rebasar (pasar). Si rebasar está prohibido en ambas direcciones del tráfico, verá Ud. dos líneas amarillas continuas -una en cada carril opuesto de tránsito- separadas por una línea central amarilla punteada. No deberá usted cruzar la línea central en ninguna zona de "no rebasar" para pasar a otro vehículo, pero la puede cruzar si el lado derecho de la calle o carretera está obstruido o si está Ud. dando vuelta a la izquierda para entrar o salir de un callejón, intersección (cruce), calle privada o entrada de automóvil.



Refugio para  
Vuelta a la  
Izquierda en  
Calle de Doble  
Sentido

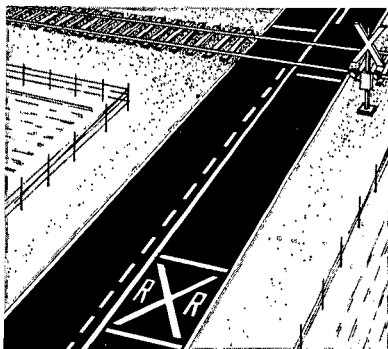
Las flechas blancas en el pavimento , como se ilustran a la izquierda, indican cuáles carriles deben usar los conductores para dar vuelta o para seguir de frente.

A la izquierda aparece un refugio para vuelta a la izquierda en calle de doble sentido. Entre usted al carril de refugio inmediatamente antes de que quiera hacer el movimiento de vuelta a la izquierda. Si entra demasiado pronto puede interferir con el uso que otro conductor deba hacer del carril. Si existe un carril especial para doblar a la izquierda, no dé esa vuelta encontrándose en ningún otro carril.

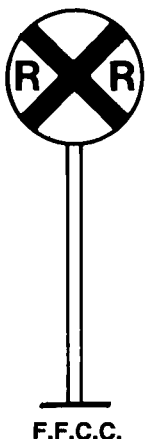
Se utilizan líneas y rayas diagonales blancas para canalizar o dirigir el tráfico hacia determinados carriles dependiendo de la dirección en que se le permita proceder, ya sea a la derecha o a la izquierda del canal de tránsito.

Se usan líneas y rayas diagonales amarillas para marcar la presencia de objetos fijos o de isletas en la calle o carretera que se encuentra al frente. Los buenos conductores aprenden a "leer" y a obedecer las marcas de tráfico sobre el pavimento.

## CRUCES DE VIAS DE FERROCARRIL.



Los cruces de vías de ferrocarril tienen letreros y marcas especiales para advertir a los conductores de que existe un peligro. Además del letrero redondo de advertencia y del poste con dos tableros en cruz, también hay una "X" grande y blanca, las letras "RR" (equivalentes a F.F.C.C.), una zona de "No Hay Paso" y una línea de Alto pintadas sobre el pavimento. Los conductores cautelosos reducen la velocidad cuando se aproximan a algún cruce de vías de tren.



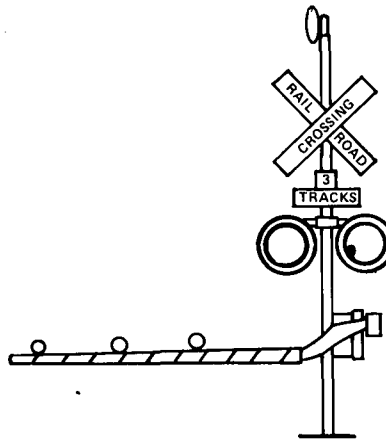
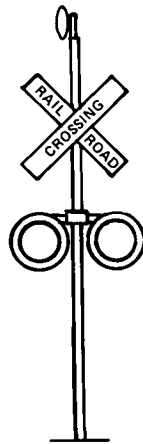
**LETRERO DE FERROCARRIL (TREN) - REDONDO.** Este letrero tiene una forma especial para advertirle con anticipación que al frente se encuentra un cruce de rieles de ferrocarril. Le dice que vea, escuche y reduzca la velocidad porque es posible que tenga que hacer alto. Los ferrocarriles pueden hacer uso de los rieles en cualquier momento.



**POSTE EN CRUZ PARA F.F.C.C.** Se utiliza un poste en cruz para vías de ferrocarril colocado en el cruce mismo. Si hay más de un par de rieles, un letrero debajo del poste en cruz indica el número de vías.

En muchos cruces de vías de ferrocarril se usan luces rojas intermitentes junto con los postes en cruz. Cuando estas luces comienzan a centellear es que un tren se aproxima. Esto quiere decir que hay que hacer alto total.

Algunos cruces también tienen barreras o compuertas que se utilizan junto con las luces rojas intermitentes. Deténgase antes de que las barreras desciendan en el lado de la calle en que esté usted.



Deténgase antes de cruzar rieles de ferrocarril en cualquier lugar si ve u oye cualquiera de estas advertencias:

Alguna señal (visual o sonora, N. del T.) indicando que viene un tren.

Un portón o barrera que esté descendiendo.

Un banderero haciendo la señal de que se acerca un tren.

El silbato del tren dando la señal y, debido a la velocidad del tren o a la cercanía del mismo, presenta un peligro inminente.

Cuando el tren esté claramente visible y tan cerca del cruce que sería peligroso para usted tratar de atravesar.

Tiene que hacer paro completo en la línea de Alto claramente marcada en el lado del cruce más cercano a Ud. Si no hay línea de Alto, deténgase a no menos de 15 pies (4.50 m.) y no más de 50 pies (15.00 m.) de distancia al riel más cercano. Después de haberse detenido, no comience a cruzar las vías hasta que esté convencido(a) de que puede hacerlo con toda seguridad. No trate de pasar por enmedio, ni alrededor, ni por debajo de un portón o barrera cuando estos obstáculos estén abajo o abriéndose o cerrándose.

Algunos vehículos, tales como los autobuses y algunos tipos de camiones están obligados a hacer alto total en todos los cruces a nivel. Si se encuentra usted manejando detrás de algún vehículo de este tipo, prepárese para hacer alto cuando el vehículo que vaya al frente se detenga.

Los accidentes en los cruces de ferrocarril no deberían suceder. Cuando acontecen, generalmente significa que los conductores no estaban poniendo atención a los letreros, ni a las marcas en el pavimento, ni a otras advertencias de que se acercaba el tren.

## CAPITULO VI

### CONTROLES Y SEÑALES DE TRANSITO EN LAS INTERSECCIONES

Las bocacalles, también llamadas cruceros o intersecciones, pueden ser peligrosas. Hay varios dispositivos o aparatos que se utilizan para ayudar a garantizar que el flujo del tráfico a través de los cruceros proceda ordenado y sin riesgos .



ALTO



CEDA EL PASO



NO HAY  
ENTRADA

"STOP" (ALTO) - OCTAGONO. Este letrero de ocho lados significa exactamente lo que dice: "Stop", o sea: ALTO. Deberá Ud. hacer paro total a la altura de una línea de "Alto" claramente marcada en el pavimento. Si no hay línea de "Alto", deténgase antes de entrar al cruce de peatones en el lado de la intersección más cercano a usted. Si no hay pista para cruce de peatones, haga alto desde donde pueda ver el tráfico aproximándose de la derecha y de la izquierda, pero antes de penetrar en el cruce de las calles. Después de haberse detenido, ceda el paso al tráfico que ya esté sobre dicha intersección o suficientemente cerca como para presentar un peligro mientras Ud. se encuentre en la mencionada intersección. Si hay instalado un letrero de Alto en un cruce de ferrocarril a nivel, haga alto antes de cruzar los rieles aún si no ve ningún tren aproximándose.

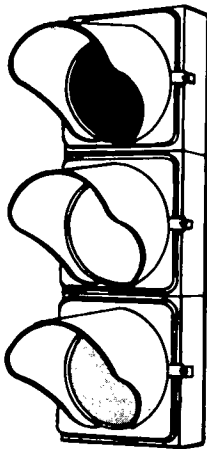
"YIELD" (CEDA EL PASO) - TRIANGULO. Este letrero significa que deberá Ud. reducir la velocidad y, de ser necesario por razones de seguridad, hacer alto total en la misma forma que lo haría en presencia de un letrero de "Stop" (ALTO). Ceda el paso al tráfico que ya esté dentro de la intersección o suficientemente cerca como para presentar un peligro de inmediato.

"DO NOT ENTER" (NO HAY ENTRADA) - CUADRADO. Este letrero le hace una advertencia si trata de entrar a una calle o autopista en la dirección equivocada. Verá Ud. este letrero solamente si va en sentido contrario.



**"NO TURNS" (NO HAY VUELTAS) - RECTANGULO.** Estos letreros con símbolos prohíben dar ciertas vueltas. El movimiento ilegal aparece ilustrado en negro con un círculo y una diagonal rojos sobrepuestos al dibujo. Algunos letreros reglamentarios pueden llevar solamente un mensaje escrito, tal como "No Right Turn", o sea, No Hay Vuelta a la Derecha. Recuerde: en las intersecciones (cruce, bocacalles) el color rojo siempre significa: Alto, ceda el paso, no hay entrada, sentido contrario, o no hay vuelta.

## SEMAFOROS



**LUZ ROJA.** Haga alto en la línea de "Alto" o, si no hay línea de Alto, antes de entrar sobre la pista para transeúntes más cercana, o sobre la intersección si no hay cruce para peatones. Entonces puede, con toda precaución, dar vuelta a la derecha sin esperar a que se encienda la luz verde. Al dar la vuelta, ceda el paso a los peatones que ya estén en la pista de cruce o al tráfico que ya esté en la intersección (bocacalle) o suficientemente cerca como para presentar un peligro.

Cuando entre a una calle de una sola dirección, puede dar vuelta a la derecha o a la izquierda con el movimiento del tráfico, después de haber hecho alto total en la luz roja. Ceda el paso si es necesario. Puede Ud. dar estas vueltas a menos que algún letrero o policía le ordenen que no lo haga. Los peatones de frente a una luz roja no pueden cruzar esa calle a menos que se les indique de otro modo.

**LUZ AMARILLA (Preventiva).** El semáforo está próximo a cambiar a rojo. No entre a ninguna bocacalle o intersección contra una firme luz amarilla a menos que, cuando se prenda la luz amarilla, ya se encuentre demasiado cerca para hacer alto sin peligro. Deténgase en el mismo lugar que lo haría con luz roja. Los peatones de frente a esta luz no deberán comenzar a cruzar la calle a menos que una luz para peatones lo ordene o lo permita de otra forma. Si trata Ud. de pasarse una preventiva (luz amarilla) y otro conductor trata de adelantársele a una luz verde, el probable resultado sería un choque.

**LUZ VERDE.** Puede usted seguir manejando de frente, virar a la derecha o doblar a la izquierda a menos que algún letrero prohíba cualquiera de las vueltas. Ceda el paso al tráfico transversal (de lado a lado, cruzado) que ya vaya en el cruce cuando se encienda la luz verde para usted. A menos que lo dirijan en forma diferente los letreros o las señales de tránsito, un peatón de frente a una luz verde puede cruzar la calle por la pista para transeúntes ya sea que ésta esté marcada o no.



**LUZ ROJA INTERMITENTE.** Esta significa lo mismo que un letrero de "Alto". Haga alto completo. Ceda el paso al demás tráfico en la forma que sea necesaria, igual que con un letrero de "Alto". Prosiga entonces. Un paro a medias disminuye su habilidad para detectar y juzgar la velocidad del tráfico que se aproxima.



**LUZ AMARILLA INTERMITENTE.** Esta señal significa que puede proseguir pero con precaución. Generalmente se encuentra instalada en intersecciones (bocacalles, cruces) o sitios en donde algún peligro exige que se circule a más baja velocidad.

**FLECHAS VERDES.** Los conductores de frente a una flecha verde que aparezca ya sea sola o junto con otra luz, pueden entrar cuidadosamente a la intersección para seguir de frente o dar vuelta, como lo indique la flecha. Ceda el paso a los peatones. Los peatones de frente a la señal de tránsito pueden cruzar la calle, a menos que esté prohibido por medio de letreros o señales.



**CONTROLES DE CARRIL.** Cuando haya señales luminosas de control colgadas sobre las pistas individuales de alguna calle, indicando la dirección en que se puede circular en ese carril particular de determinada calle, camino o carretera, puede Ud. manejar en cualquier carril cuyo semáforo individual tenga encendida la luz o las flechas verdes, pero no se meta ni maneje en ningún carril sobre el que el semáforo individual esté en luz roja.





NO CAMINE / CAMINE. Estas son señales especiales de "alto" y "siga" para peatones. Cuando se encuentran en uso, los peatones tienen que obedecer estas señales más bien que las luces roja-amarilla-verde del semáforo para vehículos. Los transeúntes de frente a una señal de "Don't Walk" (No Camine) o de "Wait" (Espere) no deberán comenzar a cruzar la calle. Aquéllos que ya hayan comenzado a atravesar antes de prenderse los mencionados letreros luminosos de "No Camine" o "Espere", deberán caminar tan rápido como les sea posible hacia la banqueta o isleta de seguridad.

Los peatones de frente a una señal de "Walk" (Camine) pueden comenzar, partiendo de la guarnición o de la banqueta, a cruzar la calle. Los conductores tienen que ceder el paso.

En algunas partes, se usan símbolos en lugar de las palabras "Walk" (Camine) y "Don't Walk" (No Camine) en los semáforos para peatones. Una mano anaranjada en posición vertical y de palma al frente significa "no camine". La figura blanca de un peatón quiere decir "camine".

## CAPITULO VII

### VELOCIDAD, USO DE CAMINOS Y CARRETERAS Y USO DE CARRILES (PISTAS)



ZONA DE  
VELOCIDAD  
CONTROLADA  
ADELANTE



VELOCIDAD 45  
(mph =  
millas por hora)

La velocidad a que vaya Ud. manejando ayuda a determinar cuánto tiempo tiene para actuar o para reaccionar y cuánto tiempo le lleva detenerse. Mientras más alta sea la velocidad, es menos el tiempo que tiene para notar los peligros, para juzgar la velocidad del otro tráfico y para reaccionar con el propósito de esquivar los errores de otros conductores.

**LEYES DE LA VELOCIDAD.** Las leyes de la velocidad en el estado de Oregon varían, dependiendo de el lugar en donde vaya Ud. manejando y del tipo de vehículo que vaya manejando. La ley de la velocidad del reglamento básico tiene aplicación en todas las calles y carreteras. En las carreteras rurales y en las autopistas interestatales urbanas, los conductores tienen que obedecer ambas leyes de velocidad: el reglamento básico y el límite máximo federal. El límite máximo para carretera rural interestatal, así como el reglamento básico, tienen que obedecerse en las carreteras rurales interestatales.

**LIMITES MAXIMOS.** El límite federal máximo de velocidad es de 55 mph (millas por hora). Este límite tiene aplicación en las carreteras interestatales urbanas y en otras localidades rurales, excepto en las autopistas interestatales I-84 e I-5. En las interestatales rurales, el límite es de 65 millas por hora, a menos que aparezca un letrero erigido que ordene una velocidad más baja.

Los camiones automotrices y los autobuses que no sean de uso comercial, tienen que obedecer el reglamento básico y el límite máximo de velocidad de 55 millas por hora para camiones de carga y para autobuses de pasajeros, aún en las carreteras interestatales rurales. Este límite se ha establecido por razones de seguridad.

**REGLAMENTO BASICO.** Si maneja Ud. a una velocidad que sea imprudente y peligrosa bajo las condiciones presentes en cualquier lugar en que vaya Ud. manejando, pueden darle una boleta de infracción por violación del reglamento básico. El reglamento básico dicta que tiene Ud. que manejar su vehículo a una velocidad que sea razonable y prudente en todo momento. El reglamento básico tiene aplicación en todas las calles y carreteras.

Para obedecer el reglamento básico, tiene usted que considerar el demás tráfico, la superficie y el ancho del camino o carretera, los peligros en las intersecciones o bocacalles, las condiciones meteorológicas del tiempo, la visibilidad y otras condiciones existentes que puedan afectar la prudencia y la seguridad, así como la velocidad a la que se maneje. Puede Ud. violar el reglamento básico aún si no va manejando más velozmente de lo que indica alguna velocidad designada o alguna velocidad anunciada en sitio público si es necesaria una velocidad más baja para mantener la prudencia y evitar peligros.

**VELOCIDADES DESIGNADAS Y ANUNCIADAS.** Las velocidades designadas están establecidas por ley para ciertas zonas: callejones, zonas escolares, áreas comerciales y residenciales. Si la velocidad designada en cualquier área es diferente de la que está establecida por ley, se erigen letreros para anunciarles a los conductores qué tan velozmente pueden circular. Manejar más rápido de lo que indica una velocidad anunciada o designada es suficiente para imponerle condena a cualquier persona por violación del reglamento básico a menos que dicho conductor pueda comprobar ante el tribunal que su velocidad era razonable y prudente en ese momento. No existe la defensa de "razonable y prudente" por violar el límite máximo de velocidad.

Las velocidades designadas determinadas por la ley son las siguientes:

**15 MILLAS POR HORA:**

Para manejar en callejones.

**20 MILLAS POR HORA:**



En cualquier distrito comercial.

Cuando se pase por terrenos o cruces de peatones escolares cuando los niños se encuentren presentes y haya letreros o señales instalados.

**25 MILLAS POR HORA:**



En cualquier distrito residencial.

En parques públicos, a menos que alguna velocidad diferente esté designada y anunciada por orden de funcionarios estatales o locales.

En las playas marinas, en donde se permitan vehículos automotrices. (Este es un límite máximo. Un máximo más bajo puede aparecer anunciado.)

### 55 MILLAS POR HORA:



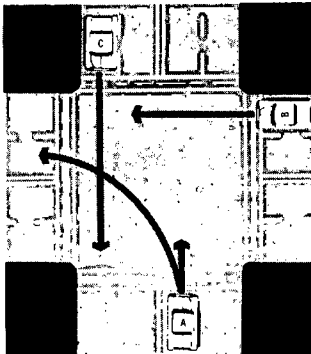
En carretera abierta a menos que se haya erigido un letrero anunciando alguna velocidad más baja.

Este es también el límite máximo federal, así como la velocidad designada por reglamento básico en carreteras interestatales urbanas y en todas las carreteras rurales con excepción de las interestatales.

### 65 MILLAS POR HORA:

Solamente en autopista rural interestatal, a menos que se haya erigido un letrero anunciando una velocidad más baja para conservar la prudencia y evitar peligros. El reglamento básico también tiene aplicación en estas áreas si la cautela exige que se maneje a más baja velocidad debido a condiciones peligrosas presentes.

**DERECHO DE PASO.** En donde no haya letreros o semáforos en uso, tiene Ud. que vigilar y ceder el derecho de paso a cualquier otro motorista que venga de la derecha y que se vaya aproximando, simultáneamente con usted, al mismo punto de la vía pública, sin importar quién llegue primero y entre a la bocacalle.



El diagrama a la izquierda ilustra una situación de cesión de paso. El Carro 'A' le cede el paso al Coche 'B' si el Automóvil 'A' va a seguir de frente. Si el Coche 'A' dá vuelta a la izquierda, el conductor les cede el paso a ambos, 'B' y 'C'. El automóvil 'B' le cede el paso al Carro 'C'.

Ninguna ley de derecho de paso le "concede" a nadie el derecho de paso. Solamente dice que deberá usted cederlo. Los letreros de "Stop" (Alto), letreros de "Yield" (Ceda el Paso) y los semáforos de tránsito se usan para controlar el tráfico en las intersecciones muy activas y para indicar a los conductores quién puede proseguir sin parar o quién debe hacer alto y ceder el paso a los otros motoristas.

A continuación aparecen algunos reglamentos y guías acerca del derecho de paso. Estúdielas cuidadosamente:

Si tiene planeado dar vuelta a la izquierda en alguna intersección (bocacalle), o para entrar a algún callejón, calle privada, entrada de carro o cualquier otro lugar, tiene que ceder el paso por tanto tiempo como el tráfico que se aproxime presente algún peligro si usted dá vuelta.

A menos que alguna señal de control de tránsito lo indique de otra forma, también tiene Ud. que ceder el paso a los vehículos ya en la vía pública que estén suficientemente cerca como para presentar un peligro cuando Ud. entre o cruce una calle saliendo de algún callejón, calle privada, entrada de coche, o cualquier otro lugar.

Si entra Ud. a una autopista o a alguna otra arteria principal en la que exista un carril de aceleración o de integración al tráfico, tiene que ceder el paso a los vehículos que ya se encuentren en la autopista o carretera.

En las intersecciones sin señales para el tráfico, tiene que hacer alto antes de penetrar a alguna pista para peatones ya sea marcada o sin marcar y ceder el paso a los transeúntes que estén en la mitad de la calle que usted ocupa o tan cerca de dicha mitad de la calle, que se encuentren en posición de peligro. "Posición de Peligro" se define como el centro del camino o carretera. En los cruces escolares vigilados por una patrulla de tránsito escolar, deberá Ud. hacer alto cuando los estudiantes entren a la pista de cruce de peatones desde cualquiera de los lados de la calle si la persona a cargo de la patrulla le dá la señal para así hacerlo.

Si tiene que manejar sobre alguna banqueta, en casos tales como para entrar o salir de un callejón o entrada de auto, ceda el paso a los peatones y ciclistas. (Ver "Peatones" en la página 70.)

En una bocacalle de Alto en Cuatro Direcciones, la cortesía común exige que el motorista que se haya detenido primero sea el que pase primero. Si tiene alguna duda, ceda el paso al conductor a su derecha. El debido cuidado es lo que es importante recordar. Nunca insista en el derecho de paso a riesgo de causar un accidente.

Si entra a alguna intersección al encontrarse violando la ley del límite de velocidades, pierde Ud. cualquier derecho de paso que haya podido tener.

**VEHICULOS DE EMERGENCIA Y AMBULANCIAS.** Tiene Ud. que ceder el paso a los vehículos de emergencia, tales como camiones de bomberos, patrullas de la policía y ambulancias cuando estos vehículos se le aproximen usando una luz o una sirena para dar la señal de advertencia al tráfico.

Cuando vea u oiga la advertencia que le haga algún vehículo de emergencia, maneje tan cerca como sea práctico, pero sin peligro, del borde o de la guarnición del lado derecho de la calle, camino o carretera, sin obstruir la bocacalle y deténgase. Habrá ocasiones en que le sea posible solamente hacerse a un lado a una posición segura para dejar que pase el vehículo de emergencia. Permanezca en alto total hasta que haya pasado el vehículo de emergencia o hasta que un agente de la policía le diga que puede proseguir.

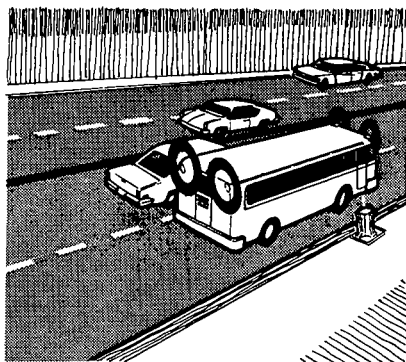
Los conductores de vehículos de emergencia tienen que guiar con debido respeto por la seguridad de otros usuarios de la vía pública pero les está permitido, bajo condiciones de emergencia, manejar en violación de ciertos reglamentos de caminos y carreteras.

Si usted es chofer de algún vehículo de emergencia, tales como vehículo de la policía o equipos de bomberos, se le permite violar algunos reglamentos de tránsito si se encuentra respondiendo a una llamada de emergencia o en persecución de alguien que haya violado la ley. Puede Ud. estacionarse o permanecer inmóvil en lugares en donde no podría hacerlo bajo otras circunstancias. También se le permite lo siguiente: pasarse un semáforo en rojo o un letrero de Alto después de reducir la velocidad si fuera necesario por razones de seguridad; manejar más rápido de lo que indica la velocidad designada si el así hacerlo no pone en peligro ni a personas ni a la propiedad pública o privada; y hacer caso omiso de los reglamentos que gobiernan la dirección del movimiento del tráfico o de las vueltas.

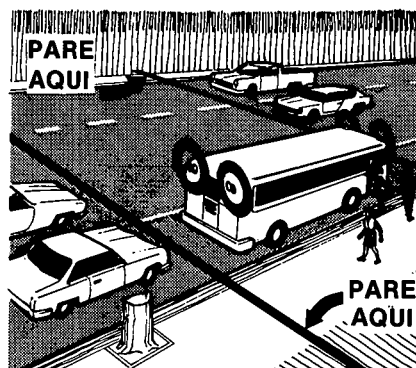
Para poder violar estos reglamentos, los vehículos de emergencia tienen que usar luces de advertencia especiales para vehículos de emergencia --rojas o rojas y azules para los vehículos de la policía y rojas para los vehículos de bomberos. Cuando se pase un letrero de Alto o un semáforo en rojo, también tiene Ud. que llevar funcionando una sirena u otro aparato sonoro de advertencia, a menos que el uso de estas señales evitara o entorpeciera (impidiera, obstaculizara) la detención de un violador de la ley.

Los conductores de ambulancias que se encuentren respondiendo a una llamada de emergencia, pueden ejercer los mismos privilegios que los conductores de vehículos de emergencia, con una excepción: Si maneja Ud. una ambulancia, no puede transitar a más de 10 millas por hora sobre la velocidad designada para el área en que vaya manejando. Estos privilegios se le conceden a los conductores de ambulancia solamente cuando existen fundamentos o causas razonables para creer que un retraso de la ambulancia podría poner una vida humana en peligro. Tiene que usarse una señal sonora o visual cuando una ambulancia se encuentre ejerciendo estos privilegios.

**AUTOBUSES ESCOLARES.** Los autobuses escolares en Oregón están equipados con luces intermitentes de color amarillo ámbar y rojo, colocadas cerca del techo de dicho autobús al frente y atrás. También pueden verse autobuses escolares equipados con una aleta indicadora de "Alto" mismo que, cuando se encuentra en uso, se extiende hacia el exterior, levantándose de su posición en el lado izquierdo del camión de escuela, cerca de la ventanilla del chofer.



**Luces Intermitentes Color  
Ambar—ADVERTENCIA**



**Luces Intermitentes Rojas—  
ALTO**

Los conductores de autobuses escolares encienden las luces centelleantes color ámbar para advertir a los otros conductores que el autobús está próximo a hacer alto en el vía pública para que los niños suban o bajen. Cuando comienzan a destellar las luces rojas, quiere decir que los motoristas que estén emparejándose o rebasando al ómnibus en cualquier sentido tienen que hacer alto obligatorio antes de darle alcance. Permanezca en alto total hasta que se apaguen las luces rojas intermitentes. Si el autobús también está equipado con el brazo abatible para indicar Alto, éste también se extenderá cuando las luces rojas comiencen a centellear.

La ley de Alto en Presencia de Autobuses Escolares es aplicable si se encuentra Ud. en cualquier camino o carretera con dos, tres, ó cuatro carriles de tráfico. Esta ley tiene una excepción: si se encuentra usted manejando en una carretera dividida, con dos pistas separadas por medio de una faja de camellón sin pavimentar o por un camellón o divisor tipo barrera, tiene Ud. que parar solamente si va en el mismo lado del camino que el autobús. Una línea divisoria pintada que sirva de camellón o un carril central que se use solamente como refugio para dar vuelta a la izquierda no colocan esa calle en la categoría de camino de dos calzadas separadas.

Las luces intermitentes ámbar y rojas también están permitidas en los autobuses que se utilizan para el transporte de trabajadores y en los autobuses de iglesia cuando llevan carga infantil. Cuando estas luces están en uso, los otros conductores tienen que hacer alto a favor de estos autobuses, en la misma forma que si fueran autobuses escolares.

Los conductores de autobuses escolares pueden usar estas luces intermitentes cuando estén parando o cuando estén ya en Alto para que los niños suban o bajen. Los conductores de estos autobuses no deberán usar estas luces cuando se encuentren haciendo Alto en alguna bocacalle en la que el tráfico esté controlado por medio de semáforo con luces roja, amarilla y verde, ni cuando el autobús esté totalmente fuera de la vía pública para cargar o descargar pasajeros.

**OBSTRUCCION DEL TRAFICO.** No maneje en forma tal que impida u obstruya el flujo normal y razonable del tráfico. Esto causa que otros conductores se impacienten y tomen medidas arriesgadas para pasar alrededor de usted.

**CONDUCTORES LENTOS.** Cuando Ud. maneje más lentamente de la velocidad normal del tráfico tiene que usar el carril de la derecha o conducir tan cerca como le sea posible de la guarnición o borde derecho del camino o carretera. Hay dos excepciones: Cuando esté usted emparejándose y rebasando a otro vehículo o cuando se esté preparando para dar vuelta a la izquierda.

Si va manejando más lento de la velocidad designada, sálgase del camino en el primer retorno que presente seguridad para dejar pasar al tráfico más rápido. Este reglamento es aplicable cuando se encuentre en un camino o carretera de un solo carril en cada dirección y el tráfico que le dé alcance no tenga un carril vacío para pasar. El conductor que se le esté emparejando tiene que encontrarse obedeciendo la ley de la velocidad.

**MANEJO DESCUIDADO.** No conduzca en ninguna autopista ni en ninguna otra localidad, tal como algún estacionamiento, en forma tal que resulte probable que ponga a alguna persona o algún objeto o predio de propiedad ajena en peligro.

**CARRERAS.** Las carreras de apuesta, o cualquier tipo de competencia de velocidad, concursos de aceleración, pruebas de resistencia física o exhibiciones de velocidad o aceleración, están prohibidas por ley en calles y autopistas.

**DISTANCIA ENTRE CARROS.** Usted necesita de cierto espacio para hacer alto. Vaya detrás de otros vehículos a razonable y prudente distancia en relación a las velocidades a las que se viaja y a las condiciones del tráfico y de la vía pública. Mientras mayor sea la velocidad a la que circule o mientras más grande sea el vehículo en el que vaya, el espacio que deje entre su coche y el carro adelante de usted deberá aumentar. El largo de un auto por cada 10 millas por hora de velocidad es una buena guía. Otra forma de calcular es observando el carro que vaya adelante cuando pase por determinado punto, tal como un letrero, poste o árbol. Entonces cuente: "un mil y uno, un mil y dos." Si pasa el mismo punto antes de que termine de contar hasta "dos", es que está siguiendo muy de cerca y deberá atrasarse. Esta se llama la regla de distancia de los dos segundos. Hay reglamentos especiales para circular en fila con distancias adecuadas entre unos y otros para los vehículos pesados y a las caravanas de vehículos.



**COMPARTA LA VIA PUBLICA.** Cuando un camino o carretera sea suficientemente ancho para admitir solamente un carril de tránsito en cada dirección, los motoristas en direcciones opuestas tienen que pasarse unos a otros manteniéndose a la derecha. Cada quien debe conceder al otro por lo menos la mitad de la calle, camino o carretera.

**MANTENGASE A LA DERECHA.** Maneje en la mitad de la derecha del camino o carretera o calle excepto en los siguientes casos:

1. Cuando esté emparejándose y rebasando.
2. Cuando esté preparándose para doblar a la izquierda. (Entonces puede acercarse más a la línea divisoria central.)
3. Cuando vaya manejando en una calle reservada para tráfico en un solo sentido, o en algún camino o carretera con tres carriles marcados.
4. Cuando se vea forzado(a) a manejar cargado(a) a la izquierda o al centro porque su mitad de la vía pública se encuentre obstruida. (Entonces ceda el paso al tráfico que se le aproxime de frente.)

Si hay dos pistas para el tránsito en cada dirección, puede manejar a la izquierda de la línea central solamente para dar vuelta a la izquierda o cuando los carriles de la derecha estén obstruidos. A veces, un letrero de tránsito le permite manejar en ciertos carriles al lado izquierdo del centro.

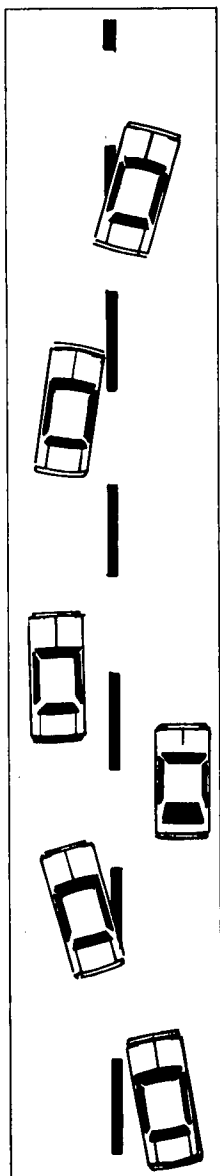
**USO DE CARRILES (PISTAS).** Maneje tan constantemente como le sea posible en un solo carril. Cambie de pista solamente cuando pueda hacerlo sin peligro. Indique sus cambios de carril con una señal. Si un camino o carretera con tráfico de doble sentido tiene tres carriles, use el carril central solamente para emparejarse y rebasar cuando el paso esté libre de tráfico por una distancia que presente seguridad, o cuando esa pista esté asignada solamente al tráfico que vaya circulando en la misma dirección que usted. Esto aparecerá ilustrado por medio de un letrero, una señal o una marca en el pavimento. También puede usar el carril central para dar vuelta a la izquierda.

Hay reglamentos especiales para el uso de carriles que deberán obedecer los vehículos que tengan un peso en bruto mayor de 8,000 libras (3,600 Kg.), aquellos remolques que vayan enganchados y los vehículos para campamento. (Ver "Vehículos de Recreo", en la página 120 para una explicación más detallada.)

**CAMINOS Y CARRETERAS DIVIDIDOS.** Cuando una carretera está dividida en caminos separados, tal como en una autopista, use la vía abierta a mano derecha excepto cuando lo instruyan a que lo haga de otra forma. Manejar dentro, a través o sobre alguna línea divisoria o camellón (barrera) que sirva para separar estos caminos, se permite solamente en los cruces o intersecciones autorizados, o cuando reciba instrucciones oficiales para así hacerlo. El hecho de manejar en sentido contrario en una calle o carretera de una sola dirección es, claramente, muy peligroso e insensato.

**PARA EMPAREJARSE Y REBASAR (PASAR).** El hecho de rebasar a otros vehículos es una maniobra muy normal en el manejo, pero puede ser muy peligroso hacerlo. Si comienza Ud. a pasársele a un carro que vaya al frente y, entonces se dá cuenta que no puede hacerlo, corre Ud. el riesgo de darse un aventón de lado contra el otro vehículo si se regresa demasiado pronto al carril en que iba; y si no lo hace, se arriesga a sufrir una estrellada de frente a frente.

**Aquí aparece cómo evitar problemas al rebasar (pasar):**



Conozca la capacidad de velocidad y aceleración de su coche y aprenda a calcular las velocidades tanto del vehículo que esté usted pasando así como del tráfico que venga de frente. La maniobra de rebasar se lleva como diez segundos. Como reglamento al tanteo, si el vehículo que viene en la dirección opuesta está ya lo suficientemente cerca como para que pueda Ud. identificarlo no simplemente como "un punto en la distancia" y si puede Ud. notar que efectivamente el vehículo se encuentra en movimiento y aproximándosele de frente, quiere decir que ya está demasiado cerca como para que se arriesgue Ud. a rebasar. Si tiene dudas, quédese en su carril.

Permanezca a una buena distancia detrás del vehículo que quiere rebasar. Esto le dará un panorama mejor de la carretera al frente.

Antes de cambiar de carril, consulte sus espejos: retrovisor y lateral. También vigile su punto ciego.

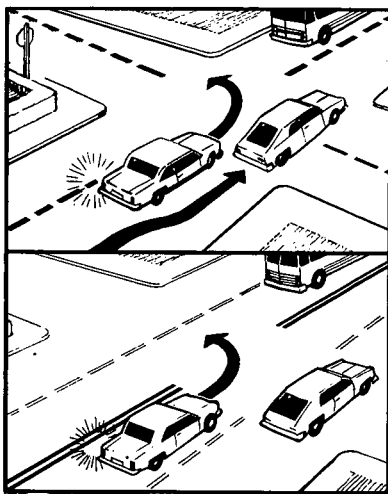
Haga la indicación adecuada a los conductores al frente y detrás de usted de que está cambiando de carril. Entonces, pásese a la izquierda solamente cuando sea prudente hacerlo sin peligro.

Complete la maniobra a la mayor brevedad posible. Regrese a su carril después de hacer la señal pertinente y cuando pueda ver el vehículo que rebasó, completo, en su espejo retrovisor.

Cuando vaya Ud. detrás de un carro que vaya rebasando a otro coche, pero que vaya a paso más lento de la que sería la velocidad a la que Ud. también quisiera (o tuviera la intención) de rebasar, NO encienda y apague sus luces en forma intermitente para dar la señal de que usted quiere rebasar a mayor velocidad. Es ilegal centellear sus luces largas cuando otro vehículo circulando en cualquier dirección esté a una distancia menor de 350 pies, más o menos 25 veces el largo de un coche. Permanezca a prudente distancia que ofrezca seguridad detrás del otro auto y proceda hacia adelante para rebasar solamente después de que ese carro haya regresado al carril y haya tomado su lugar al frente del vehículo al que ambos, ese coche y usted, vayan rebasando.

**CUANDO LO REBASAN (PASAN).** Cuando otros conductores tratan de rebasar el vehículo que Ud. va manejando, se presentan muchos riesgos de que se produzca un choque. Ese conductor podría meterse frente a Ud. en forma demasiado repentina o aguda, o quizá Ud. pudiera cambiar de carril estando precisamente a punto de que lo rebasaran. Aquél conductor podría verse forzado a regresar al carril que Ud. ocupa si es que ha calculado mal la distancia del tráfico que viene de frente.

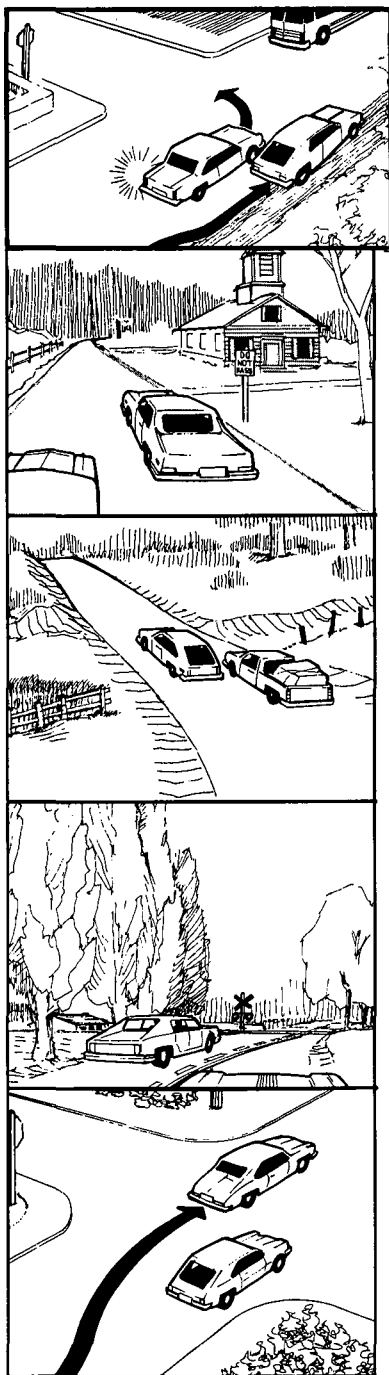
Usted puede ayudar a que el otro conductor pase con seguridad si inspecciona el tráfico que se acerca de frente y ajusta su propia velocidad de forma que le permita al otro conductor integrarse al carril de la derecha a la mayor brevedad posible. Cuando otro vehículo comience a pasarlo, ábrale paso corriéndose a la derecha y no aumente su velocidad hasta que el otro conductor haya pasado. La ley prohíbe el uso de luces direccionales intermitentes como señal de "pase usted" a los conductores que vienen detrás.



**PARA PASAR POR LA DERECHA.** Si está Ud. en un camino o calle suficientemente ancho para dos filas de tráfico circulando en la misma dirección - aún si los carriles no están marcados - y si hay lugar al frente en la carretera, puede usted pasar al otro vehículo por la derecha en los siguientes casos:

Si el conductor al que esté rebasando está dando vuelta a la izquierda o si ya ha dado la señal para hacerlo;

Si está usted emparejándosele a un vehículo que se encuentre dando vuelta a la izquierda desde el carril de adentro (izquierdo) de una calle con dos pistas que vayan en la misma dirección.



NO pase a nadie por la derecha si para hacerlo tiene que guiar fuera del pavimento o dejar que alguna parte de su vehículo se salga de la parte pavimentada de la carretera y tenga que usar el acotamiento o andén lateral. Ejercer especial cuidado cuando pase por la derecha. Los otros automovilistas no se esperan que los rebasen por la derecha.

**NO PASE, NO REBASE.** En los siguientes casos no se puede cruzar la línea divisoria central para rebasar a otro auto en ninguna calle o camino que tengan solamente un carril en cada dirección:

En ninguna zona marcada para "no rebasar" por medio de una línea amarilla continua. También puede haber un letrero de "Do Not Pass" (No Rebasar-No Pase) instalado.

En ninguna loma o curva si no puede ver suficientemente lejos como para estar seguro(a) de que el tráfico que se aproxima en la dirección contraria no está tan cerca como para representar un peligro. Tampoco en ninguna curva o loma que tenga una raya amarilla continua en el carril en que usted se encuentre. (Ver "Marcas en el Pavimento" en la página 42.)

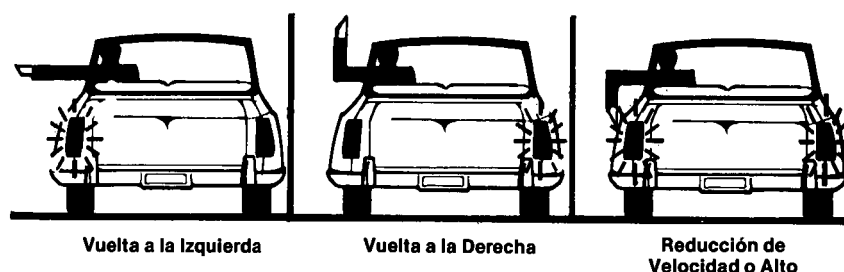
Cuando se aproxime a una intersección (cruce, bocacalle) o a un cruce de vías de ferrocarril en donde tenga Ud. una vista limitada del tráfico que venga de frente.

En ninguna intersección o cruce de ferrocarril.

Puede cruzar la línea divisoria central en una zona de no-rebasar si el lado derecho de la carretera está obstruido. También puede doblar a la izquierda para entrar o salir de un callejón, bocacalle, camino privado o entrada de carro en alguna zona de "no rebasar-no pase."

## CAPITULO VIII

### SENALES DEL CONDUCTOR Y VUELTAS (VIRAJES)

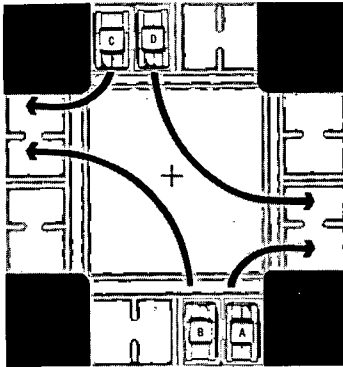


**SENALES DEL CONDUCTOR.** Para doblar, cambiar de carril, hacerse hacia la derecha o a la izquierda, o para ponerse en marcha retirándose de la guarnición de la banqueta, asegúrese de que pueda ejecutar el movimiento con razonable seguridad. Inspeccione el tráfico al frente, atrás y al lado. Use una luz direccional durante por lo menos los últimos 100 pies (más o menos el espacio para cinco veces el largo de un automóvil) antes de dar vuelta o cambiar de carril. Si su vehículo no está en movimiento, en casos tales como cuando se encuentre estacionado junto a la guarnición de la banqueta y a punto de reincorporarse al tráfico, use una señal por tiempo suficiente para poner sobre aviso al tráfico que se aproxime de que se está Ud. reincorporando en un carril de tránsito. También deberá dar alguna señal a los otros conductores, si le es del todo posible, antes de reducir la velocidad o de hacer alto repentinamente. Presione ligeramente el pedal del freno con el pié; las luces de "Alto" del automóvil servirán de señal luminosa.

Utilice señales de brazo y mano (como se ilustran al encabezado) solamente a la luz del día cuando pueda ver vehículos y personas claramente a una distancia de 1,000 pies. En la noche, o cuando la visibilidad sea mala, tiene que usar las luces direccionales. Las señales de brazo y mano no son suficientes cuando va usted manejando algún vehículo muy ancho o muy largo.

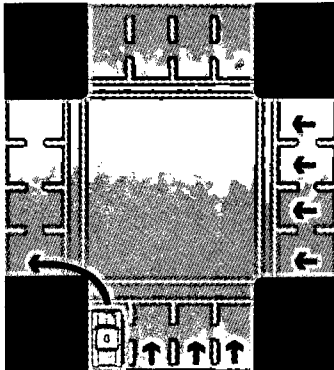
Los reglamentos para dar vuelta son aplicables en todos los lugares, tales como entradas de carro y callejones, no solamente en los cruceros. Ejecute las vueltas uniformemente y a baja velocidad para obtener ambas cosas: seguridad y mejor rendimiento por milla de la gasolina.

**VUELTAS A LA DERECHA.** Al alistarse para doblar a la derecha, acérquese tanto como sea práctico a la guarnición o borde derecho de la calle. (Vea Carros "A" y "C".) Al dar la vuelta, mantenga su coche cerca de la guarnición o borde a la derecha de la calle. No ejecute una curva abierta antes o mientras esté dando la vuelta.



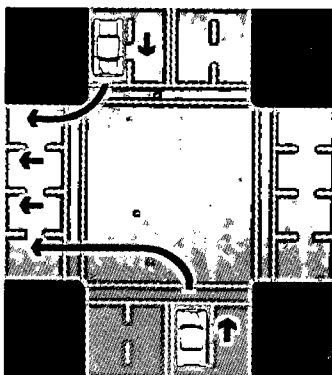
**VUELTAS A LA IZQUIERDA.** En calles o caminos de dos sentidos, aproxímesese al punto en que dará vuelta dirigiendo el auto en el carril inmediato a la derecha de la línea divisoria central. (Ver Carro "B"). Ejecute la vuelta un poquito a la izquierda del punto central imaginario de la intersección o bocacalle marcado (+). Tome el carril inmediatamente a la derecha de la línea divisoria central. Esto evita el conflicto con algún otro tráfico que esté doblando ya sea a la derecha o a la izquierda (Ver Coches "C" y "D".)

Si hay un carril especial reservado para dar vuelta a la izquierda con letreros o marcas para los conductores que van en direcciones opuestas, no ejecute esta vuelta desde ningún otro carril (Ver "Marcas en el Pavimento en la página 42.)

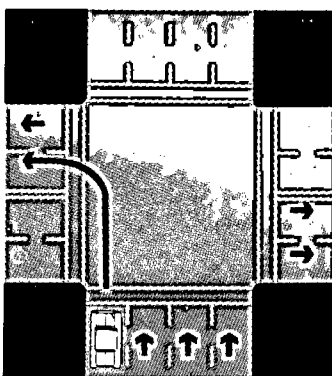


Los diagramas en estas páginas le muestran cómo ejecutar vueltas ya sea saliendo de o entrando a calles de un solo sentido. En algunas áreas puede darse vuelta en más de un carril. Si esto está permitido, así se lo indican los letreros y las marcas en el pavimento. Las vueltas también pueden estar prohibidas por medio de letreros de carretera en algunos lugares.

**VUELTA A LA IZQUIERDA: DE CALLE EN UNA SOLA DIRECCION A CALLE EN UN SOLO SENTIDO.** Aproxímesese con su coche en la pista de tránsito más cercana al enlistonado (guarnición) de la izquierda. Doble sin tomar una curva abierta. Dirija y mantenga su carro en el carril extremo a la izquierda para uso del tráfico en la calle que está usted tomando. Puede dar esta vuelta contra un semáforo en rojo después de hacer alto total y ceder el paso, si fuera necesario, al tráfico y a los peatones.



**VUELTA A LA IZQUIERDA: DE CALLE DE DOBLE SENTIDO A CALLE EN UNA SOLA DIRECCION.** Aproxímese a doblar en el carril inmediatamente a la derecha de la línea divisoria central. Al entrar a la bocacalle, colóquese en el carril extremo a la izquierda para uso del tráfico en la calle a la que está entrando. (También se ilustra una vuelta a la derecha en el ejemplo.) También puede darse esta vuelta contra un semáforo en rojo después de hacer alto total y ceder el paso, cuando así sea necesario, a vehículos y peatones.



**VUELTA A LA IZQUIERDA: DE CALLE DE UN SOLO SENTIDO A CALLE DE DOBLE SENTIDO.** Aproxímese a la intersección en la pista para tránsito más cercana a la guarnición izquierda. Tome el carril inmediato a la derecha de la línea divisoria central. No se pase al carril derecho sin inspeccionar el tráfico a su derecha ni sin hacer la debida señal para cambio de carril. Esta vuelta no puede darse contra una luz roja en el semáforo.

**NO HAY VUELTA EN REDONDO (VUELTA EN "U").** Manejar en reversa y dar vuelta en "U" (en redondo) está prohibido en los siguientes lugares:

En cualquier intersección (cruce) controlada por semáforo a menos que haya un letrero permitiendo la vuelta.

Entre intersecciones en poblado.

En ninguna ubicación urbana en donde no pueda Ud. ver el tráfico que se le aproxima en ambas direcciones a una distancia de 500 pies.

En áreas rurales si no puede ver el tráfico que venga de cualquier dirección a una distancia de 1,000 pies.

En cualquier otro lugar en que las vueltas en redondo estén prohibidas por medio de letreros o marcas de pavimento oficiales.

**DISTANCIAS DE ENFRENADO PARA HACER ALTO.** Necesita usted aprender a calcular cuánta distancia se necesita para hacer parar cualquier vehículo que maneje. Ningún vehículo puede hacer paro total "en una monedita". Cuánto tiempo se lleve, depende de la velocidad a que vaya viajando, de su ligereza para reaccionar y de la capacidad de enfrenado que tenga su vehículo.

Los camiones grandes de carga y las combinaciones de vehículos no pueden detenerse tan rápidamente como los autos de pasajeros. Esto significa, entre otras cosas, que no deberá usted salirse de otro carril para caer delante de alguno de estos vehículos.

La capacidad que tengan los vehículos para enfrenar puede variar ampliamente debido al tipo y a las condiciones de la superficie del pavimento, el tipo y las condiciones de las llantas (gomas, neumáticos, cauchos) y de los frenos, así como de otros factores. Estudie la tabla que aparece en seguida. Se lleva más tiempo enfrenar de lo que Ud. se imagina.

**CAPACIDAD DE FRENADO DE LOS CARROS TIPO, PARA PASAJEROS,  
SOBRE PAVIMENTO SECO, LIMPIO Y NIVELADO.**

Nota: "rango percentílico" se refiere a los datos estadísticos de una encuesta. N. del T.

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Velocidad (millas por hora)	Reacción del Conductor Distancia en:		Distancia de Frenado en:		Distancia Total Para Detenerse, en:	
	Pies	Metros	Pies	Metros	Pies	Metros
20	22	6.70	18-22	5.40-6.70	40-44	12-13
30	33	10.0	36-45	10.90-13.70	69-78	21 -23.70
40	44	13.0	64-80	19.50-24.30	108-124	32.90-37.80
50	55	16.76	105-131	32.0 -39.90	160-186	48.70-56.60
55	61	18.59	132-165	40.23-50.29	193-226	58.82-68.88
60	66	20.11	162-202	49.37-61.56	228.268	69.49-81.68
70	77	23.46	237-295	72.23-89.91	314-372	95.70-113.38
80	88	26.82	334-418	101.80-127.40	422-506	128.62-154.22

1. La distancia de reacción del conductor está basada en un tiempo de reacción de  $\frac{3}{4}$  de segundo. Esto generalmente se considera promedio para el conductor típico bajo condiciones normales de manejo.
2. Los valores en la tabla anterior muestran una distancia de frenado del rango percentílico\* del 15 al 85 y están basados en pruebas realizadas por la Dirección de Caminos y Carreteras Públicos de los EE. UU. á 20 millas por hora sobre pavimento seco y aplanado.

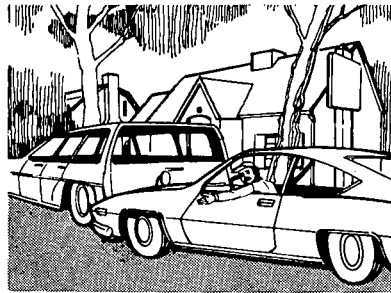
ESTA TABLA SE PRODUJO PARA USO EDUCATIVO SOLAMENTE.

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## CAPITULO IX

### PARA HACER ALTO, DEJAR EL VEHICULO PARADO Y PARA ESTACIONARSE



**EN CAMINOS Y CARRETERAS.** Si no está Ud. en zonas comerciales o residenciales, ni se estacione ni deje ningún vehículo parado en los carriles de tránsito de la vía pública. Este reglamento se aplica ya sea que se encuentre Ud. dentro o fuera del vehículo, con el carro o lejos del mismo. Si se le descompone el carro y no puede sacarlo de los carriles de tránsito, o si no hay suficiente espacio en el acotamiento lateral, fuera del pavimento de la carretera para que se detenga o se estacione, entonces este reglamento no es aplicable.

Si fuera necesario, puede estacionar y dejar el vehículo en el andén lateral o acotamiento de la autopista si el tráfico en movimiento tiene suficiente espacio para transitar y si su vehículo puede verse á 200 pies de distancia en cada dirección. Si no se puede ver á 200 pies a cada lado, necesita Ud. advertir al tráfico que se aproxime. Esto puede hacerse por medio de cualquier persona que haga el papel de banderero, o mediante el uso de una bandera, luces de bengala para emergencia, letrero o señal que se coloque por lo menos á 200 pies de distancia de los extremos del vehículo en ambas direcciones.

Hacer "Alto", mantener al auto parado, o estacionarse no está permitido (excepto para evitar algún conflicto con el demás tráfico o para obedecer alguna ley, a un agente de la policía, o algún letrero o señal de tránsito) en los siguientes lugares:

A los lados de ningún vehículo estacionado, ya sea al lado del asfalto o de la banqueta.

Sobre la banqueta.

En medio de las intersecciones.

En pasos de peatones.

Entre las zonas de seguridad y la guarnición cercana o adyacente.

A lo largo o al lado opuesto de cualquier excavación u obstrucción en la calle cuando el hecho de hacer alto, mantener el vehículo parado o estacionarse interfiera con el tráfico.

En los puentes o pasos a desnivel.

En los túneles.

Sobre rieles de ferrocarril ni en un espacio de 7-1/2 pies de distancia de los mismos.

En zonas de tráfico continuo en las que el acceso esté controlado.

Entre las dos calzadas separadas de las autopistas divididas, incluyéndose los cruces abiertos en el camellón.

En ningún otro lugar en donde el estacionamiento esté prohibido por medio de letreros oficiales. (En algunos casos, la guarnición de la banqueta también puede estar pintada de amarillo para indicar que la zona marcada es zona de "no estacionarse.")

**OTROS SITIOS PROHIBIDOS.** Parar o estacionar un vehículo (excepto momentáneamente para recoger o dejar bajar pasajeros) está prohibido en estos lugares:

Frente a cualquier entrada de auto, pública o privada.

A cualquier distancia menor de 10 pies de un hidrante para incendios.

A una distancia de menos de 20 pies de los cruces para peatones en las intersecciones.

A cualquier distancia de menos de 50 pies de alguna señal intermitente, letrero de Alto, letrero de Ceda el Paso u otro dispositivo de control colocado al lado del camino, calle o carretera si el hecho de pararse o estacionarse impide que la señal o letrero se vean con claridad.

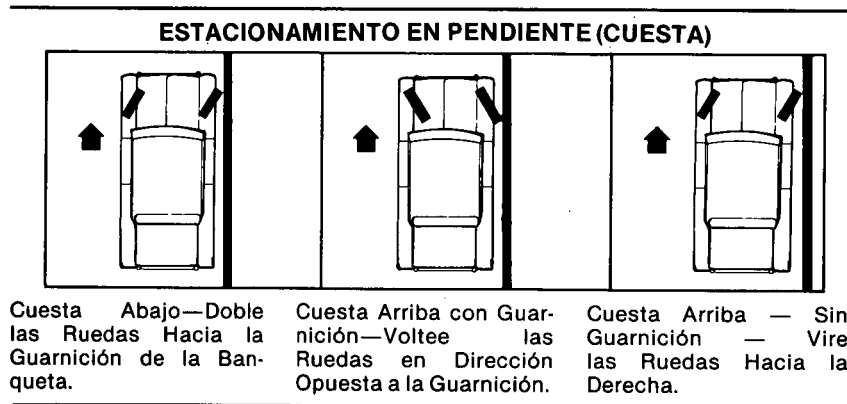
A menos de 15 pies de distancia de la salida de camiones de las estaciones de bomberos y a menos de 75 pies de distancia de la misma en el lado opuesto de la calle.

En cualquier otro lugar en que haya letreros oficiales prohibiendo el estacionamiento o parada temporal.

Cuando se encuentre a distancias entre cero y cincuenta (0 - 50) pies del riel más cercano en cualquier cruce de vías de ferrocarril.

No se estacione en ningún otro lugar en que esté prohibido estacionarse y que así se indique por medio de letreros o marcas en el pavimento.

Solamente las personas que estén lisiadas ya sea temporal o permanentemente pueden usar los espacios para estacionamiento que estén marcados con el símbolo de una silla de ruedas. Esto es aplicable tanto en las calles como en la propiedad privada, en sitios tales como en los estacionamientos comerciales por ejemplo. La persona lisiada debe tener ya sea una placa de circulación o un tarjetón especial para el parabrisas instalados en su auto. Estas identificaciones las expide la División de Vehículos Motorizados especialmente para hacer uso de estos espacios reservados.



Si se estaciona o se detiene en alguna cuesta, voltee las ruedas delanteras contra la guarnición (si la hay) o hacia el lado de la orilla del camino o carretera para que su coche no vaya a rodar sin control. Asegúrese de meter el freno de emergencia o de mano. Para reforzar este freno de estacionamiento en un coche de transmisión automática, coloque la palanca de selección de velocidades en posición de "P" ("park" = estacionado.) En vehículos de transmisión tipo (velocidades manuales) meta la reversa ya sea si se estaciona cuesta arriba o cuesta abajo. Si se estaciona en cualquier declive, vea el diagrama que aparece a la cabeza de este párrafo y que ilustra cómo deberán voltearse las ruedas.

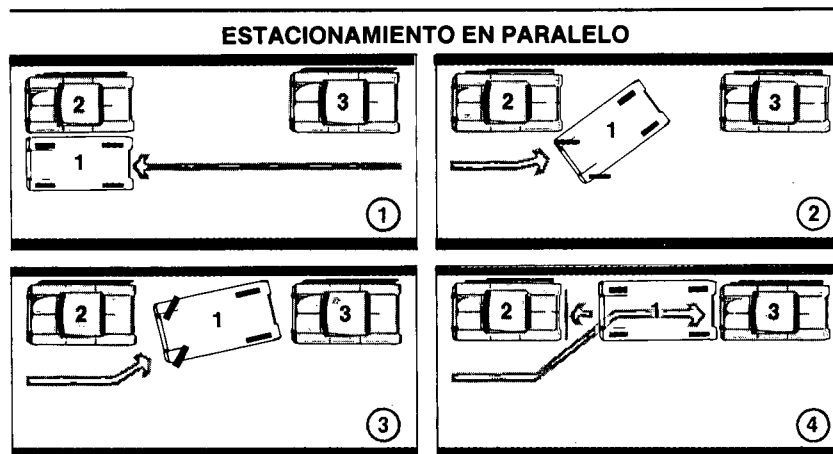
**VEHICULOS DESCOMPUESTOS.** Puede detenerse momentáneamente, estacionarse, o dejar el vehículo parado en zonas en las que generalmente esto no se permite si el vehículo se le descompone, de forma que no le quede más remedio. Si tiene que detenerse o salirse de la carretera porque su vehículo está averiado, use las cuatro luces intermitentes simultáneas con las que se equipan algunos vehículos para indicar una emergencia. El uso de estas luces ayudará a advertir del peligro a los otros conductores.

Si algún agente de la policía encuentra un vehículo estacionado o parado en zonas en las que esto no está permitido, dicho oficial puede moverlo o darle instrucciones, o a la persona que se haya quedado a cargo del coche, de colocarlo en posición legal de paro temporal o estacionamiento.

Si abandona usted un vehículo en la vía pública, la policía puede ordenar que se lo lleven. También pueden darle a Ud. una boleta de infracción por el abandono del vehículo.

**VEHICULOS DESATENDIDOS.** Cuando se vea obligado(a) a dejar su vehículo solo en la vía pública, apague el motor, asegure la cerradura del encendido, quite la llave, llévesela consigo y meta los frenos de emergencia con toda firmeza.

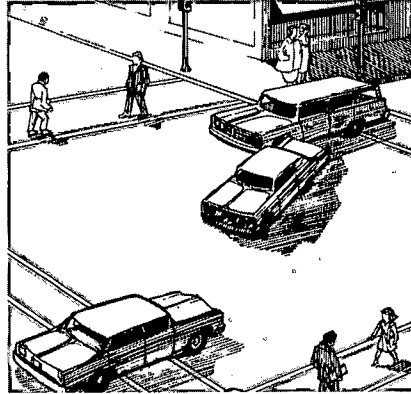
**ESTACIONAMIENTO EN PARALELO.** Cuando se estacione "en paralelo" en una carretera o camino de doble sentido, hágalo en tal forma que las ruedas del lado derecho queden paralelas y a una distancia que no sea mayor de 12 pulgadas (30 cm.) o tan cerca como le sea posible del borde derecho del acotamiento (calzada lateral) de la derecha de la carretera. Cuando se estacione en paralelo en el lado izquierdo de la calle, camino o carretera, las ruedas deberán quedar dentro de un límite de 12 pulgadas (30 cm.) de distancia de la guarnición izquierda o tan cerca como sea posible del borde izquierdo del acotamiento de la izquierda de la carretera. Estacionese en la misma dirección en que circulen los vehículos en el carril junto a donde usted esté. Las ruedas de su coche deberán quedar dentro de los espacios marcados en el pavimento (cuando los haya.)



**RE-INCORPORACION AL TRAFICO.** Si ha tenido su coche estacionado o detenido momentáneamente a un lado del camino, calle o carretera, inspeccione el tráfico detrás suyo antes de salirse de ese lugar para cerciorarse de que puede ejecutar el movimiento con razonable seguridad. Es posible que tenga usted que hacer algo más que ver por el espejo retrovisor. Voltee la cabeza para ver si hay tráfico acercándosele. Use la luz direccional para informar a los otros conductores que se está usted incorporando al tráfico.

## CAPITULO X

### PEATONES



Ambos, los peatones y los motoristas tienen que tener el debido cuidado para evitar accidentes. Las personas que van a pie (peatones) tienen que obedecer los letreros de tránsito, señales, marcas y leyes que sean aplicables al caso. Tienen derechos, pero también tienen obligaciones.

Existe un cruce de peatones en cada intersección (cruce o bocacalle) aún si no está marcado con líneas en el pavimento. La excepción sería si el área que normalmente diera acceso a dicho cruce de peatones estuviera obstruida con barricadas o con letreros indicando que dicha zona está cerrada al tráfico de peatones.

Los conductores deben mantener especial y alerta vigilancia en presencia de peatones infantiles y ancianos. Estos son las víctimas más frecuentes en los accidentes de auto-peatón.

Tiene usted que ceder el paso a los peatones en los siguientes casos:

Cuando esté dando vuelta a la izquierda o a la derecha en cualquier intersección.

Cuando algún peatón esté cruzando la calle con luz verde o con una señal de "WALK" (Camine); o cuando el peatón no haya acabado de salir del cruce de peatones cuando se le encienda a Ud. la luz verde.

En cualquier momento en que cruce usted alguna banqueta, en casos tales como cuando entre o salga de callejones, o de entradas de coche o de calles privadas.

En cruces de peatones ya sea marcados o no marcados cuando el transeúnte esté en la misma mitad de la calle en que esté usted, o tan cerca de esa mitad que se encuentre en posición de peligro. En los cruces escolares en donde haya patrulla de tránsito escolar, pare y ceda el paso a los estudiantes cuando entren al cruce de peatones al otro lado de la calle si algún miembro de la patrulla escolar así se lo ordena.

**No es la obligación del conductor hacer alto total y ceder el paso a peatones en los siguientes casos:**

Cuando el conductor se encuentre en la mitad de la calle o carretera correspondiente al lado más retirado de alguna isla de seguridad.

Cuando exista un túnel o paso a desnivel para cruce de peatones cerca de algún cruce o en la bocacalle misma. Los peatones TIENEN que usar estas instalaciones siempre que se disponga de ellas.

**Los peatones tienen que ceder el paso:**

Cuando crucen alguna calle fuera del cruce de peatones, ya sea que éste esté marcado o sin marcar.

Cuando caminen en los carriles reservados para el tráfico motorizado de cualquier camino o carretera.

Cuando se aproxime cualquier vehículo de emergencia usando alguna señal sonora o visual.

**BASTONES BLANCOS.** Los peatones que sean total o parcialmente invidentes (ciegos) pueden portar un bastón blanco con punta roja. Un bastón blanco con punta color amarillo-verdoso brillante significa que el peatón es no solamente ciego sino también sordo. Cuando se aproxime a un peatón acompañado de un perro-guía, o que lleve uno de estos bastones especiales, cédale el derecho de paso: haga paro total y permanezca en Alto si así fuera necesario hasta que el peatón esté fuera de la parte asfaltada de la calle. En estos casos, no deberá seguir adelante aunque tenga un semáforo en verde a su favor.

**ZONAS DE SEGURIDAD.** No conduzca ningún vehículo a través de ninguna zona de seguridad ni dentro de las mismas. Estas son áreas o espacios reservados en la vía pública para el uso exclusivo de los peatones.

**INGRESO DEL PEATON A LA VIA PUBLICA.** Pese a que los motoristas tienen que ceder el paso a los peatones en los cruces para personas a pie, los peatones no deberán dejar repentinamente la guarnición de la banqueta ni ningún otro lugar de espera que sea seguro y lanzarse a pie en el curso de los vehículos, sobre todo si los autos estuvieran tan cerca que representarían un peligro inminente. Tenga presente que los carros no pueden hacer alto "en el espacio de una moneda."

**VEHICULOS EN "ALTO".** Cuando otro conductor se encuentre en alto total en un cruce de peatones para ceder el paso a los mismos, todos los otros vehículos que vengan detrás del primero no deberán emparejarse ni rebasar al vehículo parado.

**TRANSITO DE PEATONES EN LA VIA PUBLICA.** Tanto conductores como peatones necesitan conocer los reglamentos que aquéllos que van a pie tienen que respetar para hacer uso de banquetas, andenes laterales, caminos y carreteras. Dichos reglamentos son los siguientes:

Los peatones no deberán caminar en el asfalto mismo de ninguna calle cuando haya banqueta o acotamiento al lado del camino.

Los peatones caminando en la mayoría de las autopistas deben usar el acotamiento (andén lateral, calzada) a su izquierda, de frente al tráfico que se les aproxima, tan retirados como les sea posible del margen o borde de los carriles de tráfico. Las personas pidiendo transporte gratis por tramo ("aventón") pueden usar el acotamiento a su derecha, pero tienen que estar de pie o caminar hacia atrás, es decir de frente a los vehículos que se les aproximen.

En las autopistas divididas, los peatones pueden caminar en el andén lateral a la derecha de los carriles, tan retirados del borde de los mismos como les sea posible, en caso de que no haya banqueta.

Si no hay banqueta ni acotamiento, los peatones pueden caminar en el borde exterior izquierdo de un camino o calle de doble sentido, cediendo el paso a los vehículos automotrices.

En aquellas autopistas en las que el tránsito de peatones esté prohibido, el conductor y los pasajeros de cualquier vehículo descompuesto pueden caminar hasta la salida más cercana para conseguir ayuda. Pueden caminar en cualquier dirección en el lado de la autopista en la que se encuentre el vehículo averiado.

**A LOS "CORRECAMINOS".** Si se encuentra Ud. pidiendo transporte gratis por tramos, no se pare, ni se siente, ni se recline o recueste en los carriles mismos de la carretera. Puede Ud. solicitar transporte gratis ("aventón") desde el acotamiento o calzada lateral de la autopista. Manténgase tan lejos como pueda de los carriles de la carretera o parte transitada de la misma.

**PUNTES, BARRERAS DE F.F.C.C. (TREN).** No entrará ningún peatón, ni permanecerá en ningún puente ni aproximación al puente más allá de donde se encuentre la señal de acceso a dicho puente, el portón o barrera, después de que se haya dado la señal de que el puente está en operación. No trate de atravesarse, ni pasarse alrededor, ni por arriba ni por abajo de ningún portón de cruce o barrera en ningún puente o cruce de ferrocarril mientras que el portón o barrera esté en proceso de abrirse o cerrarse.

## CAPITULO XI

### BICICLETAS



Los ciclistas tienen los mismos derechos y deberes que los conductores de vehículos automotrices, excepto aquéllos que obviamente no pueden aplicarse a un ciclista. Ciclistas y automovilistas tienen que tener el debido cuidado para evitar accidentes. Quienes montan en bicicleta tienen algunos reglamentos especiales que seguir y los conductores de vehículos necesitan conocer esas reglas para evitar accidentes con los ciclistas.

**EQUIPOS.** Su bicicleta necesita tener un freno instalado en forma tal que pueda Ud. hacer que las ruedas enfrenadas derrapen (patinen) sobre pavimento seco, nivelado y limpio. No se permiten sirenas ni silbatos en las bicicletas.

De noche, o cuando no se vean claramente ni la gente ni los vehículos por lo menos a una distancia de 500 pies al frente, la bicicleta o el ciclista deberá llevar encendido un fanal o faro delantero que sea visible a 500 pies al frente. Su bicicleta también tiene que tener un vidrio reflectorizado rojo o una luz roja, suficientemente grande e instalado en la parte posterior de forma que pueda verse desde cualquier distancia hasta de 600 pies cuando se encuentre directamente enfrente de los fanales de un vehículo, con luz corta.

Pueden darle una papeleta de infracción a cualquier padre o tutor que a sabiendas permita a un niño montar una bicicleta que no esté equipada conforme a la ley.

**REGLAMENTOS PARA MONTAR.** El ciclista tiene que circular montado (una pierna a cada lado) y sentado sobre un asiento permanente y de tipo común sujeto firmemente a la bicicleta. No lleve más personas de las que el equipo y construcción de la bicicleta le permita transportar.

Tiene usted que tener por lo menos una mano en los manubrios, con completo control de la bicicleta en todo momento. No acarree ningún paquete ni objeto que le impida mantener el control.

**SENALES PARA DAR VUELTA.** El ciclista puede hacer una señal para doblar a la derecha o para hacerse hacia la derecha extendiendo el brazo y la mano derechos horizontalmente, o dando la misma señal de mano y brazo que los motoristas usan para dar vuelta a la derecha. Si el ciclista necesita mantener ambas manos en los manubrios para mantener el control, no necesita hacer una señal continua antes de hacer alto, ni para cambiar de carril o para dar vuelta. Pero dicho ciclista todavía tiene que hacer la señal; simplemente, no se necesita que la haga continuamente por los últimos 100 pies antes de ejecutar el movimiento.



**ADVERTENCIAS PERTINENTES PARA MONTAR CON SEGURIDAD.** Tenga presente lo siguiente cuando monte Ud. en bicicleta:

No circulen en números de más de dos en fondo (uno al lado del otro, de dos en dos.)

Tenga cuidado cuando pase al lado de un vehículo en Alto o cuando rebase un vehículo en movimiento que vaya en la misma dirección que Ud.

Circule tan cerca como sea posible del lado derecho de la carretera o calle, especialmente si va Ud. transitando más lentamente que el demás tráfico. En calles de un solo sentido en poblado, puede montar tan cerca como sea posible ya sea del lado derecho o el izquierdo de la calle o camino.

Esta regla tiene algunas excepciones, tales como cuando está Ud. emparejándose y rebasando a otra bicicleta u otro vehículo, o cuando se esté preparando para doblar a la izquierda. Tampoco necesita mantenerse a la derecha si el carril es demasiado angosto para permitir que una bicicleta y un vehículo viajen lado a lado, o si circular cerca del borde del camino representa un peligro para Ud. debido a que haya vehículos estacionados, objetos fijos o en movimiento, animales, o riesgos que presente la superficie de la calle.

Si hay carril, vereda o camino para bicicletas disponible cerca de la carretera, calle o camino, use ese carril si el mismo presenta seguridad para circular a velocidad razonable.

Obedezca los letreros de tránsito para bicicletas colocados en donde los carriles o caminos para bicicletas cruzan otras calles. En ausencia de letreros especiales, obedezca todos los letreros y señales reservados para el tránsito de otras clases de vehículos.

Si se permite montar bicicleta sobre la banqueta, ceda el paso a los peatones. Antes de emparejarse a cualquier peatón y pasar por su lado, déle una advertencia sonora (timbre, campana, N. del T.). No transite descuidadamente en las banquetas, poniendo en peligro a la gente o a objetos de propiedad mueble o inmueble.

No deje el enlistonado (guarnición) de la banqueta ni ningún otro lugar de seguridad, ni se le meta en el camino a ningún vehículo que esté demasiado cerca como para presentar un peligro de inmediato.

Los ciclistas tienen los mismos derechos y obligaciones que los peatones cuando transiten en las banquetas y en los pasos para peatones.

Si se acerca algún vehículo automotriz, mantenga una velocidad en la bicicleta que no sea más rápida que si fuera a pie, caminando a paso ordinario, siempre que se aproxime o entre a un cruce de peatones, entrada de autos, interrupción de la guarnición, o a una rampa para peatones.

### Cuando usted sea el motorista:

No maneje en ningún carril para bicicletas excepto cuando dé vuelta, entre o salga de un callejón, calle privada o entrada de coche, o cuando necesite usar ese carril como parte de una tarea oficial, tal como entregar cartas. Los equipos agrícolas pueden usar los carriles para bicicleta brevemente con el objeto de dejar pasar al demás tráfico.

Ceda el paso a las bicicletas en los carriles para las mismas si dá Ud. vuelta cruzando sobre dicha pista bajo las condiciones que se anotan anteriormente.

No se le permite a nadie manejar ni estacionar ningún vehículo motorizado en los carriles para bicicletas.

En las intersecciones (bocacalles, cruceros) ceda el paso a los ciclistas que estén en la sección asfaltada de la calle igual que lo haría con otros tipos de vehículos.

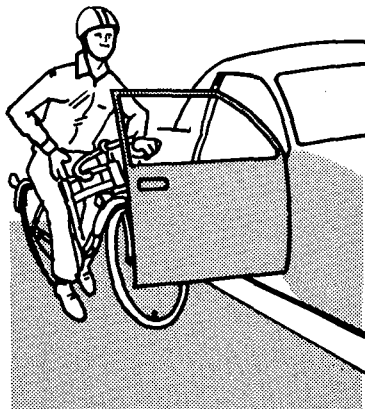
**HAY QUE COMPARTIR LA VIA PUBLICA.** Debido al tamaño pequeño de una bicicleta, es difícil verla en el tráfico. Los carros estacionados, igual que otros objetos a los lados de la calle pueden limitar la capacidad tanto del ciclista como del motorista de verse uno al otro. Los conductores necesitan recordar que el ciclista tiene que enfrentarse a peligros de la carretera que no molestan a los conductores de autos y camiones. Los baches, vidrio roto, emparrillados de drenaje, cruces de ferrocarril, son algunos de esos inconvenientes que podrían causar que un ciclista se le metiera al paso o que tuviera que disminuir su velocidad. Los riesgos de la carretera también ayudan a explicar por qué debe Ud. conceder suficiente espacio libre cuando rebasa a un ciclista.

En seguida aparecen algunos errores comunes que podrían causar que atropellara Ud. a un ciclista:

Dar vuelta en alguna intersección o entrada de auto sin cerciorarse de que no haya ningún ciclista a la derecha, siendo la intención del ciclista continuar de frente.

Abrir la puerta de un coche en el camino de un ciclista.

Salir en reversa de una entrada de carro sin observar si hay algún ciclista en el asfalto o en la banqueta de la calle.



Los ciclistas también cometen errores que son la causa de que tengan problemas con los conductores de vehículos motorizados. Los errores más frecuentes son: montar bicicleta en la vía pública en sentido contrario, dar una vuelta inadecuada a la izquierda, pasarse un letrero de Alto o un semáforo en rojo, o salir de una entrada de coche sin detenerse a observar el tráfico en la calle a la que se integre. Otra causa frecuente de accidentes es que el conductor de un vehículo no vea al ciclista. Como ciclista, nunca dé por hecho que el automovilista lo haya visto.

**BANQUETAS.** Nunca monte bicicleta en las banquetas en forma descuidada de manera que pudiera herir a alguien o causar daños a la propiedad pública o privada. Deberá Ud. dar una señal sonora antes de emparejarse a un peatón y pasarlo. Ceda el paso a los peatones en las banquetas.

## CAPITULO XII

### MOTOCICLETAS Y BICIMOTOS ("MOPEDS")

Si Ud. monta y maneja motocicleta o bicimoto, necesita estudiar el "Manual de Motociclistas de Oregón" antes de solicitar un endorso de motociclista para añadir a su licencia de conductor automovilista, o antes de solicitar una licencia Clase 5 que es solamente para manejar bicimoto.

**CASCOS.** Las leyes del estado de Oregón exigen que todos los motociclistas y todos los que monten bicimoto (moped), lleven puesto, en todo momento, un casco aprobado por el gobierno federal siempre que se encuentren manejando ya sea motocicletas o bicimotos en al vía pública.

**LEYES DE TRANSITO.** Se les exige a todas las personas que monten motocicletas o "mopeds" que obedezcan todas las leyes de tránsito. También hay algunas leyes especiales para estas unidades. Estas leyes se explican en su totalidad en el "Manual de Motociclistas de Oregón". En seguida aparecen algunas de las más importantes:

El fanal (faro, luz) delantero de una motocicleta o una bicimoto tiene que estar encendido en todo momento que dicha moto o "moped" se encuentre en servicio en la carretera.

La persona que maneja una motocicleta o bicimoto tiene derecho al uso completo de un carril de tráfico, pero dichos motociclistas pueden transitar de dos en fondo en un solo carril.

El conductor de motocicleta o "moped" no deberá aprovecharse del tamaño pequeño de este medio de transporte para tratar de pasar a algún otro vehículo en el mismo carril ni para transitar entre dos carriles ni entre dos filas adyacentes de tráfico.

Los automovilistas que hagan el intento de escurrirse por un lado de una motocicleta o una bicimoto pueden recibir un citatorio de tránsito por quitarle el carril al ciclista.

**SENALES QUE DA EL MOTOCICLISTA.** En ciertos modelos de motocicleta, las luces direccionales instaladas no son del tipo que se apagan automáticamente. Antes de dar vuelta en frente de un motociclista que lleve prendida una direccional, asegúrese Ud. de que el ciclista en efecto está también doblando y no es simplemente que se le haya olvidado apagar la direccional.

**VISIBILIDAD.** Las motocicletas y las bicimotos no se aprecian fácilmente en el tráfico. Aún cuando haya conductores que las vean, muchos dicen que es difícil juzgar a qué distancia se encuentran las pequeñas unidades o a qué velocidad van viajando. Esto se debe probablemente a lo pequeño de dichas motos. Lo anterior significa, entonces, que los conductores de otros tipos de vehículos necesitan mantenerse especialmente alerta de la presencia de personas montando motocicleta o bicimoto, particularmente en las intersecciones y cuando den vuelta a la izquierda.

El hecho de que el conductor automovilista deje de ceder el paso , o el hecho de que el mismo doble a la izquierda en frente de una motocicleta que venga de frente, son las causas más frecuentes de los accidentes entre las motocicletas y otros vehículos automotrices. Vea usted una vez y, entonces, vuelva a mirar. Recuerde que usted tiene la misma obligación de cederle el paso a un motociclista que se le aproxime de frente igual que lo haría con cualquier otro tipo de vehículo cuando esté Ud. dando vuelta a la izquierda.

**CONDICIONES METEREOLÓGICAS (EL TIEMPO).** El mal tiempo y los caminos resbalosos causan problemas aún mayores para quienes montan motocicleta o bicimoto que para los conductores de carros. Las calles y carreteras mojadas causan problemas de estabilidad. Los motociclistas diestros reducen la velocidad. Los fuertes vientos cruzados pueden sacar a una motocicleta de su carril de circulación. Como conductor de coche o de cualquier otro vehículo grande, usted necesita estar al tanto de estas situaciones y de los posibles problemas que las mismas puedan crear.

Las palabras clave para los automovilistas, así como para los ciclistas de moto y "moped" son: cooperación y cortesía para recordar que hay que compartir la vía pública.

## CAPITULO XIII

### PASAJEROS

**SILLITAS DE PROTECCION PARA NIAOS Y CINTURONES DE SEGURIDAD.** Cualquier pasajero o conductor menor de 16 años tiene ahora que viajar con la protección ya sea de sillitas diseñadas especialmente para niños o de cinturones de seguridad. Se exige que los niños de menos de un año de edad vayan asegurados en un conjunto (silla y cinturón por ejemplo-N. del T.) diseñado para sujetar a los niños. Cerciórese Ud. de que dicho conjunto o sistema que instale en su auto sea alguno que llene los requisitos de todas las normas federales. Hay algunas excepciones a la ley que exige que todas las personas de menos de 16 años viajen sujetos con cinturones de seguridad o sillitas especiales. Estas excepciones son las siguientes:

Si no era obligatorio que su carro estuviera equipado con cinturones de seguridad a la fecha de su construcción y si no se le han añadido dichos cinturones desde aquella fecha. (Si ya se le han instalado cinturones, los pasajeros infantiles tienen que usar dichos cinturones de seguridad.)

Si un niño va en el auto pero otros pasajeros están ocupando los asientos y llevan puestos los cinturones de seguridad.

Si se ha expedido una excepción médica basada en la recomendación de un doctor

O si se encuentra usted de visita en Oregón y vive en un estado que no tenga una ley parecida.

**LEY DEL CINTURON DE SEGURIDAD EN OREGON.** En noviembre de 1988, los ciudadanos ejerciendo su derecho de voto habrán decidido si adoptar o no adoptar la ley del uso obligatorio de cinturones o bandas de seguridad para todos los conductores y pasajeros en la mayoría de los vehículos automotrices. Esta edición del Manual del Conductor Automovilista habrá entrado a prensa antes de esas elecciones y se encontrará en uso antes y después de las mismas. En seguida aparecen las principales disposiciones de dicha ley, misma que entrará en vigor a los 30 días siguientes a las elecciones de noviembre si los electores aprueban la medida propuesta:

Tanto conductores como pasajeros tienen que llevar puesto y/o en uso ya sea cinturón de seguridad o cuna/asiento de seguridad para niños, del tipo aprobado, según sea el caso. Los niños de menos de un año de edad tienen que ir sujetos, por obligación, mediante un sistema de seguridad infantil. Dicho aparato tiene que ser uno que cumpla con todas las normas federales. Las excepciones de este requisito obligatorio de usar cinturones y/o asientos infantiles de seguridad, son las siguientes:

Si no era obligatorio que su automóvil tuviera fajas de seguridad al momento de su construcción y si no se le han añadido cinturones de seguridad desde esa fecha. (Si se le han instalado dichas bandas, por obligación tienen que usarse.)

Si su vehículo, tal como los autobuses automotrices, está exento de los requisitos del cinturón de seguridad en Oregon.

Si todas las posiciones de asiento ya van ocupadas por otros pasajeros. "Posición de asiento" quiere decir: lugar en que los fabricantes están obligados a instalar cinturones de seguridad.)

Si tiene Ud. una excepción médica que le haya expedido la División de Vehículos Motorizados. Dicha excepción tiene que estar basada en la recomendación de un doctor.

Si alguien que se encuentre bajo custodia de un agente de la policía o de alguna agencia ejecutoria de la ley, está recibiendo transporte.

Si la persona sin cinturón de seguridad es distribuidora de periódicos o alguien haciendo entrega del correo en el curso normal de sus obligaciones.

Si la persona va viajando en una ambulancia para dar asistencia médica a alguien más y si el uso del cinturón o arnés de seguridad le impide o le dificulta rendir dicha asistencia.

**USO DEL CINTURON DE SEGURIDAD.** Algunas personas tienen miedo de usar cinturones de seguridad y arneses de hombro por temor de quedar atrapados en un carro incendiado o sumergido. En realidad, tiene Ud. mayores posibilidades de escapar de tales accidentes si permanece consciente, alerta y sin heridas graves. El cinturón de seguridad, en la mayoría de los casos, le dará esta oportunidad. Solamente un pequeño porcentaje (menos de la mitad del uno por ciento) de todos los choques que causan heridas implican fuego o sumergimiento.

Si no lleva puesto el cinturón de seguridad y la banda cruzada al hombro y sufre un accidente, esto es lo que puede suceder:

Su automóvil se detiene, pero usted continúa viajando a la misma velocidad a la que iba hasta que se estrelle contra el tablero de instrumentos o el parabrisas. A 30 mph, esto es equivalente a darse contra el suelo desde el techo de un edificio de tres pisos. En un choque lateral (de lado), el impacto puede aventarlo a lo largo del asiento, de forma que no tenga oportunidad de recuperar el control de la dirección. Como resultado, podría ocurrir un segundo choque, quizá más serio.

Algunas personas dicen que lo mejor que puede pasar en un choque es que la víctima salga disparada del carro por el impacto. Esto no es cierto. La realidad de los hechos es que los pasajeros que salen expulsados de un carro al momento del choque tienen 25 veces más probabilidades de morir que los que van sujetos dentro del vehículo. Si usted sale disparado de un coche, esto puede significar que el impacto lo estrelle contra un poste de teléfono, o un árbol, o un lindero de concreto. Si escapa usted esa posibilidad, se dará contra el duro pavimento, causándole que, en el mejor de los casos, resultara con contusiones (magulladuras) y laceraciones (desgarros) severos. También, su propio carro, o el de alguien más podría pasarle por encima. Estas cosas suceden. Los cinturones de seguridad lo mantienen en el lugar más seguro: dentro de su vehículo.

## CAPITULO XIV

### REGLAMENTOS VARIOS. PRACTICAS PELIGROSAS O IMPRUDENTES DE MANEJO

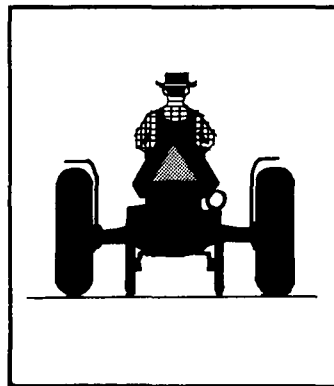
**LOS NINOS: ADENTRO.** Los niños no puede viajar sobre el cofre (capó, cubierta del motor), ni en las salpicaderas (guardafangos) ni en ninguna otra parte externa de cualquier vehículo automotriz.

**PERSONAS O PAQUETES ABRAZADOS: NO.** No lleve usted paquetes, personas o animales en los brazos ni en el regazo (sobre las piernas) cuando vaya manejando. Cargar o abrazar algo puede interferir con el control que el conductor debe tener sobre el vehículo que maneja, especialmente en un emergencia, o puede bloquearle la vista hacia atrás, al frente o a los lados.

**PASAJEROS EN LOS REMOLQUES DE VIAJE.** Es contra la ley llevar pasajeros en los remolques de viaje, las casas móviles, o cualquier otro tipo de remolques, excepto en los camiones-remolque, remolques de dirección independiente, o remolques enganchados a un dispositivo de quinta rueda. El remolque de la quinta rueda tiene que tener acabado de barniz de seguridad en las ventanas y en las puertas que tengan ventanas, así como alguna forma de comunicación para que el pasajero en el remolque pueda llamar la atención del conductor con un sonido o un ruido especial; y por lo menos una salida inobstruida que pueda abrirse por dentro y por fuera.

**VEHICULOS DE MOVIMIENTO LENTO.** Aquéllos vehículos contruídos para su uso a velocidades menores de 25 millas por hora, tienen que llevar un letrero para "vehículo de movimiento lento" montado en la parte posterior. Dicho letrero tiene que ser específicamente el modelo uniforme reconocido nacionalmente. Tiene un borde rojo reflectorizado y un centro fluorescente de color bermellón (rojo/naranja.)

La maquinaria agrícola (implementos de labranza), maquinaria para construcción y mantenimiento de carreteras, rodillos de aplanado, tractores agrícolas, o cualquier combinación de estas unidades tienen que tener este letrero excepto cuando estén en uso para trabajo de construcción y mantenimiento encontrándose protegidas por medio de banderero o de letreros de precaución claramente visibles.





El letrero también tiene que colocarse en la parte posterior de vehículos del tipo de los carritos de "golf", que los manejan las personas lisiadas en la vía pública a una velocidad máxima designada de 25 millas por hora.

No deberá usarse este letrero de ninguna otra manera, excepto en estos vehículos y maquinaria.

**PARA REMOLCAR OTROS VEHICULOS.** Los conductores de camiones de auxilio vial o de carros-grúa que se encuentren en proceso de enganchar con otro vehículo, tienen que advertir a los otros automovilistas que tienen que obstruir (bloquear) la calle, camino o carretera. Esta advertencia se hace poniendo letreros o señales, aprobados por la División de Caminos y Carreteras, a razonable distancia en ambas direcciones del lugar en donde se esté haciendo el enganche.

Los camiones-grúa tienen que tener una luz intermitente y giratoria, de color ámbar o rojo para usarla solamente cuando se estén conectando a un vehículo descompuesto o movilizándolo en la vía pública, o mientras se encuentran prestando ayuda a un camión averiado.

Los conductores de los camiones-grúa tienen que levantar los vidrios rotos y artículos semejantes y limpiar el sitio de cualquier otro material que pueda ser causa de peligros o de heridas si dicho material se desparrama o se mete a la calle o carretera durante el proceso de mover el vehículo chocado o descompuesto. Si necesita Ud. más amplia información respecto a los equipos para carros-grúa, así como sobre permisos para dichos camiones, comuníquese con la División de Vehículos Motorizados.

**CRUCE SOBRE BANQUETAS.** En las zonas comerciales o residenciales, tiene Ud. que hacer alto total antes de manejar sobre una banqueta o porción del suelo designada para uso como banqueta cuando salga de algún callejón, estacionamiento dentro de un edificio, calle privada, o rampa para entrada de auto. Si no hay banqueta, haga alto en un sitio desde donde pueda ver claramente el tráfico que se aproxime.

**OPERACION ILEGAL DE VEHICULOS.** El propietario de uno o más vehículos automotrices, o alguien que dé empleo a otros conductores, o que los tenga bajo su dirección no deberá, a sabiendas, exigir o permitir a nadie que maneje ningún vehículo que se encuentre en violación de lo siguiente:

Los reglamentos de Caminos y Carreteras.

Las leyes del Registro y del Peso.

Los requisitos con que deban cumplir los Equipos del Vehículo.

Las Leyes de la Licencia de Manejar.

**OBEDIENCIA A LA POLICIA.** Tiene usted que obedecer cualquier orden, señal o dirección lícitas ( legítimas, legales) que le dé un agente de la policía que se encuentre dirigiendo, controlando, o regulando el tráfico. Los oficiales de la policía en servicio activo tienen que estar uniformados y deberán exhibir sus credenciales de identificación de policía cuando se encuentren regulando el tráfico o haciendo que el público respete las leyes.

**REVERSA.** Antes de retroceder, deberá asegurarse de que puede hacerlo sin peligro y de que no va a interferir con el resto del tráfico. Antes de retroceder para entrar a una calle cuando venga saliendo de una entrada para autos, es una buena idea inspeccionar a pié detrás del coche para cerciorarse de que no haya niños, ni animales domésticos, ni juguetes en el camino. Echar el carro en reversa es una pequeña parte de lo que se llama manejar, pero es peligroso porque el conductor no puede ver lo que esté inmediatamente detrás suyo. Retroceda lentamente cuando salga de alguna entrada para carro. Voltee la cabeza de forma que pueda ver a través de la ventanilla posterior. No se fíe de los espejos.

**CAMPO DE VISIBILIDAD DEL CONDUCTOR.** Tiene que serle posible ver lo que esté detrás, al frente y a los lados de su vehículo. No cargue ni equiepe el vehículo de forma tal que los objetos obstaculicen o interfieran con la visibilidad o con el control que tenga Ud. del carro. No pegue calcomonías ni otros objetos que puedan oscurecer u obstruirle la vista de la carretera en los vidrios de las ventanillas de su auto.

**PARA ABRIR LAS PORTEZUELAS.** Cuando abra la portezuela de un carro, ya sea en la parte de afuera (asfalto) o de adentro (banqueta), tiene primero que cerciorarse de que puede hacerlo sin peligro y de que la puerta abierta no va a interferir con el tráfico que vaya pasando ni con peatones ni ciclistas. Deje la puerta abierta solamente el tiempo necesario para cargar o descargar pasajeros.

**CUANDO MANEJE DETRAS DE LOS CAMIONES DE BOMBEROS.** A menos que se encuentre Ud. de turno manejando algún vehículo oficial de bomberos, de la policía, o algún vehículo de emergencia (paramédicos, ambulancias, etc.), no maneje a distancias menores de 500 pies de detrás de los camiones de bomberos o unidades de emergencia que se encuentren en proceso de responder a una llamada contra incendios. No guíe ni se estacione de forma que interfiera con las unidades de incendio o de emergencia que estén respondiendo a alguna alarma.

**MANGUERAS CRUZANDO EL PASO.** No maneje sobre mangueras contra incendios que no estén protegidas sin antes pedir permiso al oficial del departamento de bomberos o al agente de la policía que estén presentes en la escena (el lugar) de un incendio.

**OBSTRUCCION (BLOQUEO) DEL TRAFICO.** Antes de comenzar a cruzar una intersección, paso de peatones o cruce de ferrocarril a nivel, tiene que asegurarse de que haya suficiente espacio para su vehículo al otro lado. Aunque tenga un semáforo en verde, no comience a cruzar ninguna bocacalle si es posible que tenga que detenerse a la mitad, obstruyendo el paso al demás tráfico.

**ANIMALES EN EL CAMINO.** Extremar las medidas de precaución cuando se aproxime o pase a alguien que vaya montando, guiando, o arreado ganado en la carretera. Si alguien a caballo, o que vaya jalando algún animal levanta la mano, quiere decir que el animal está asustado. Deténgase inmediatamente, a menos que hacer alto causara un accidente. Si se lo piden, apague el motor del auto hasta que el animal quede bajo control.

Si usted cavalga (monta,) arrea o guía un caballo en la carretera tiene que observar los mismos reglamentos de la vía pública que los motoristas, excepto aquéllos que por su naturaleza misma no sean aplicables al caso. También tiene que estar alerta del tráfico y observar toda precaución para controlar al animal. Cuando un rebaño de ganado mayor o menor (caballos, reses, cerdos, ovejas, etc,) se encuentre sobre la carretera o cruzándola, alguien a cargo de los animales tiene que estar de pie al frente del rebaño para advertir a los automovilistas. Los conductores tienen que ceder el paso al ganado. La persona a cargo de dicha ganadería tiene que tratar de dejar libre el camino o carretera para el tráfico en una manera que sea razonable.

**PERROS EN EL VEHICULO.** No puede Ud. llevar un perro fuera de la cabina o partes cerradas de ningún vehículo, a menos que el animal esté protegido por medio de barandales, caja, jaula o algún otro dispositivo que evite que se caiga del vehículo.

**TELEVISION: NO SE PERMITE.** No puede Ud. instalar un televisor en ningún vehículo motorizado en ningún lugar en que el conductor pueda verlo. Este reglamento también se aplica a los implementos de labranza y agricultura en caminos y carreteras.

**VEHICULOS QUE COSTEAN EN DECLIVE.** No deslice el carro cuesta abajo con las velocidades o la transmisión en punto muerto o en neutro, ni con el embrague ("clutch") desembragado.

**CARGAS SOBRESALIENTES.** Deberá instalarse una bandera roja, por lo menos de 12 pulgadas cuadradas (30 cm. por lado) al extremo de cualquier carga que se extienda cuatro pies o más fuera de la parte posterior de la plataforma o de la carrocería de ningún vehículo. En la noche, la bandera deberá substituirse con una luz roja, visible a 500 pies de distancia hacia atrás y hacia los lados.

Los carros de pasajeros no deberán llevar cargas que se extiendan más allá del nivel de los lados de las salpicaderas (guardafangos) en el lado izquierdo. No se permiten cargas que se extiendan más de 6 pulgadas más allá del nivel de los lados de los guardabarros del lado derecho. Y al frente del vehículo, ninguna carga deberá extenderse más de cuatro pies (1.21 m.)

**MANEJO EN LAS PLAYAS.** Muchas playas marinas están cerradas al paso de vehículos automotrices. Pueden obtenerse permisos de la Policía Estatal o de la División de Autopistas y Carreteras para los vehículos de las personas lisiadas, o para ancianos, o para aquéllos que recojan leña.

**DISPARO DE ARMAS DE FUEGO.** No se permite disparar pistolas ni tirar con arco y flecha ya sea sobre la carretera misma o a través de ella. Solamente los agentes de la policía, en el cumplimiento de sus deberes, quedan exentos de esta ley.

**BASURA Y DESPERDICIOS EN LA VIA PUBLICA.** No tire, deseché ni bote basura de cualquier clase, desperdicio, suciedad o desecho de su vehículo en las calles o carreteras ni cerca de éstas. También es contra la ley descartar materiales incandescentes (inflamables) o que se estén quemando, tales como cigarrillos. Las condenas resultantes de estos cargos pueden ser: multa, sentencia de encarcelamiento, o ambas sanciones.

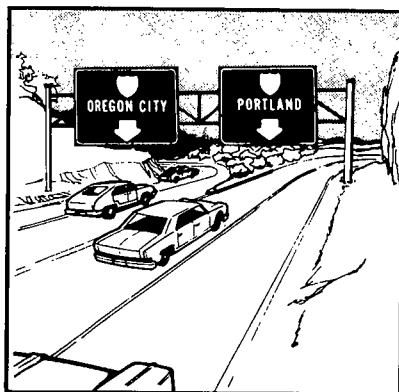
El arrojo de desechos en la vía pública cuesta miles de dólares cada año para su limpieza. El descuido con cigarros y otros materiales combustibles causa la pérdida de valiosas tierras de pastos y bosques.

**MAL USO DE LETREROS.** Excepto cuando sea oficialmente en cumplimiento de sus deberes, nadie puede colocar, instalar, mantener o exhibir ya sea en la vía pública o a la vista de la misma, letreros, señales, marcas o artefactos que parezcan ser dispositivos de control del tráfico o que sean imitaciones o réplicas de los mismos con la intención de dirigir el tráfico, o que estén colocados en forma tal que oculten a la vista algún aparato oficial de control de tránsito o que interfieran con la utilidad del mismo.

Vandalizar (maltratar) los letreros o las señales de tránsito es contra la ley. Este abuso también podría causar algún accidente y poner en peligro la vida de otros conductores. No dañe, desfigure o mutile, ni derribe ni remueva los letreros ni las señales de la vía pública.

## CAPITULO XV

### MANEJO EN AUTOPISTAS



El tráfico en las autopistas generalmente se mueve con más seguridad y eficacia porque el acceso a las mismas está controlado. No hay curvas agudas, ni cruces de ferrocarril, ni semáforos. Aún así, el manejo en autopistas requiere de buenos hábitos y de destreza de manejo para que llegue Ud. salvo de peligros a donde deba ir.

**PLANE SU VIAJE.** Conozca su ruta exacta: las entradas y salidas que necesite tomar. Inspeccione su indicador de nivel de combustible antes de entrar a ninguna autopista.

Si tiene problemas con el carro, hágase hacia el acotamiento o andén lateral o zona de parada de emergencia tan pronto como pueda. Encienda las cuatro luces intermitentes del vehículo para advertir al resto del tráfico. Si es posible, es mejor quedarse en el coche o cerca del mismo en el lado más distante al tráfico en movimiento. Es peligroso caminar a lo largo de una autopista. Si permanece Ud. junto a su auto, una patrulla de la policía se detendrá a ayudarlo cuando pase por el sitio de la emergencia.

**ENTRADA A LA AUTOPISTA.** En términos generales, antes de integrarse el conductor al tráfico en calles o carreteras muy transitadas, la maniobra adecuada es reducir la velocidad o hacer Alto total. Sin embargo, para entrar a una autopista, generalmente se hace lo contrario. Hay que usar el carril de fusión o el carril de aceleración para ganar velocidad y poderse integrar al resto del tráfico que ya se encuentre en la autopista circulando con rapidez. Manténgase en movimiento si le es del todo posible. Si hace alto, quiere decir que tendrá que arrancar de nuevo, lentamente, lo que resulta peligroso cuando está uno tratando de integrarse a un tráfico veloz. Aún el disminuir la velocidad a la entrada de una autopista, ya cercano al punto en que hay que mezclarse con el tráfico en movimiento, puede traer como resultado un choque de la parte posterior de su auto con el carro del conductor a sus espaldas, que esperaba que Ud. ganara velocidad, no que la perdiera.

Si una autopista tiene rampa de entrada con semáforo de luces roja, amarilla y verde para regular el tráfico que entre a la autopista, obedezca esta señal. Haga alto y siga conforme lo que indiquen las luces. Una vez en la rampa, gane velocidad en el carril de aceleración para integrarse al tráfico en la autopista.

Si va Ud. entrando a la autopista por el carril de fusión (integración), tiene que ceder el paso al tráfico que ya se encuentre en la autopista misma. Si ya está Ud. en los carriles de tránsito de la autopista, puede ayudar al tráfico que se esté integrando si ajusta la velocidad de su propio auto para permitir a los otros una fusión segura y uniforme.

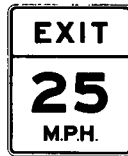
Si comienza a entrar en una autopista en sentido contrario, un letrero de "DO NOT ENTER" (SE PROHIBE LA ENTRADA) le advertirá que está cometiendo un error. También se usa un segundo letrero de "WRONG WAY" (SENTIDO CONTRARIO - DIRECCION EQUIVOCADA) como segunda advertencia.

Hay ocasiones, especialmente en ciudades grandes, en que las autopistas se paralizan por congestionamiento del tráfico, o debido a obstrucciones a causa de algún accidente durante las horas de tráfico más agudo ("la hora de las prisas" u "hora pico".) Manténgase alerta al entrar a una autopista para detectar alguna indicación de que el tráfico no se está moviendo a paso normal más adelante. Si se descuida, es posible que tenga que dar un enfrenón para evitar pegarle al carro que se encuentre al frente del suyo. Si detecta una paralización del tráfico más adelante, que le vaya a hacer que disminuya la velocidad o que pare, dé golpecitos con el pié al pedal del freno varias veces para dar aviso de sus intenciones, por medio de las luces, a los conductores que vienen detrás de usted.

**UNA VEZ EN LA AUTOPISTA.** Pese a que el límite máximo de velocidad en las autopistas es ahora el mismo que en otros tipos de carreteras, las velocidades a que se circula son generalmente más altas que en otros caminos y carreteras porque hay menos situaciones de Alto y Siga. Trate de mantener el paso con el tráfico en la carretera. Una "tortuga" en la autopista puede ser tan peligrosa como el que carrerea. Recuerde lo siguiente: Si maneja a una velocidad más lenta de lo normal, tiene que usar el carril de la derecha.

Algunas autopistas tienen varios carriles en cada dirección. En estas carreteras, debe Ud. dejar libre el carril al extremo izquierdo para el tráfico más rápido. Si maneja Ud. a una velocidad constante, tendrá menos necesidad de cambiar de carril. Recuerde: "Saltar de carril en carril" es peligroso en cualquier lugar, incomoda a los demás conductores, aumenta los riesgos de choque y pocas veces ahorra tiempo. Las explosiones súbitas o repentinas de velocidad también desperdician combustible.

**SALIDA DE LA AUTOPISTA.** Cuando salga de una autopista, indique sus intenciones con una señal dada con bastante anticipación y tome el carril de desaceleración o de salida. Disminuya hasta una velocidad que sea segura cuando se encuentre al frente de la rampa de salida. La mayoría de las rampas de salida exigen velocidades mucho más lentas que la velocidad a la que se haya ido manejando en la autopista.



A las salidas, se encuentran instalados unos letreros amarillos indicando las velocidades, como el que se ilustra a la izquierda, como medios de recordarle al motorista cuál es la velocidad prudente necesaria para ofrecer seguridad al salir de la autopista.

La mayoría de las salidas están numeradas para ayudar al motorista a identificar rápidamente la salida que desee tomar. Si sabe Ud. por adelantado cuál es la salida que debe tomar, se reducirán las posibilidades de que se la pase. Si se pasa Ud. de una salida, continúe hasta la próxima. Nunca se detenga ni retroceda en ninguna autopista. Puede parar temporalmente en el andén lateral (acotamiento) solamente en caso de emergencia y aún así, deberá hacerlo tan fuera de los carriles de la carretera como le sea posible.

**AUTOPISTAS EXPRESAS (EJES VIALES).** Las autopistas de tránsito expreso se parecen en muchas formas a las otras autopistas, pero existen dos importantes diferencias entre unas y otras: una autopista expresa puede tener intersecciones (cruce) con tráfico en sentido transversal y también pueden tener semáforos. Estas dos diferencias significan que necesita Ud. redoblar las precauciones.

**RESTRICCIONES.** Las bicicletas, los desfiles, otros tipos de tráfico no motorizado, bicicletas eléctricas, motocicletas de pedales y las bicicletas motorizadas pueden estar prohibidas o limitadas para su uso en las autopistas. Si este es el caso, aparecen letreros colocados en la proximidad y a lo largo de la autopista.

## CAPITULO XVI

### MANEJO DE NOCHE Y CON MAL TIEMPO

**USO DE LUCES.** Las luces de los vehículos en movimiento tienen que encenderse desde la puesta del sol hasta la salida del mismo. También deben prenderse las luces en cualquier momento en que las condiciones del tiempo hagan difícil ver a personas y vehículos a una distancia de 1,000 pies (304.80 m.) al frente.

Los fanales delanteros (faros o reflectores) deberán usarse cuando se maneje a la caída de la noche. Aún si puede Ud. ver claramente, los fanales ayudan a los otros conductores a verlo a usted, es decir, al carro que usted maneja. No use las luces de estacionamiento ("cuartitos") en vez de los faros delanteros cuando se exige el uso de estos últimos. El uso de las luces de estacionamiento solas es contra la ley y es peligroso. El tamaño pequeño de estas luces puede ser causa de que otros motoristas creen que su auto está más lejos de lo que está. Si usa sus faros delanteros en días de lluvia, nieve o neblina, estará Ud. ayudando a que los otros motoristas lo vean y se dará a sí mismo un margen extra de seguridad.

Recuerde: Las luces direccionales deberán usarse de noche y no las señales de mano y brazo.

Cualquier vehículo de cualquier tipo, incluyéndose los tractores de agricultura o algunos vehículos de tracción animal (jalados por animales), tienen que tener un faro al frente y una luz roja en la parte de atrás del vehículo cuando el mismo se use en caminos o carreteras durante la noche o bajo condiciones limitadas de visibilidad. Estas luces deben ser visibles por lo menos a una distancia de 500 pies.

**CAMBIO A LUZ CORTA.** (baja intensidad.) Cuando los faros delanteros estén encendidos, cambie a luz corta cuando algún vehículo que se le aproxime de frente esté dentro de un límite de 500 pies, más o menos una cuadra de distancia. A menos que esté usted emparejándose y rebasando, baje las luces cuando vaya detrás de otros vehículos a cualquier distancia en un espacio de 350 pies. Una medida práctica de seguridad, es bajar las luces cuando se vaya manejando detrás de otros carros. El brillo de los fanales reflejados en el espejo retrovisor del auto que va al frente puede cegar al conductor.

**PELIGROS NOCTURNOS.** De noche, sus reacciones en presencia de cualquier peligro son más lentas porque no puede ver más allá de lo que iluminan sus reflectores delanteros. Puede reducir los peligros si ajusta o coordina sus hábitos de vista y manejo adecuadamente. Los conductores que no se ajustan a los peligros del manejo de noche ayudan a explicar por qué las posibilidades de que ocurra un serio accidente son mucho mayores después de la entrada de la obscuridad, a pesar de que el tráfico no es tan pesado como durante el día.

Manténgase especialmente alerta de la presencia de peatones y ciclistas en la noche o durante las horas del crepúsculo. Los peatones vestidos de color oscuro son particularmente difíciles de advertir. Los ancianos y los niños pueden no darse cuenta de cuánto tiempo se requiere para parar un vehículo, aún a baja velocidad.



**REDUZCA LA VELOCIDAD.** Disminuya la velocidad después de la puesta del sol. Necesita Ud. el tiempo extra que la velocidad lenta le concede para reaccionar. Los faros delanteros bien ajustados iluminan aproximadamente 350 pies (106.68 m.) de camino oscuro. Esto significa que si maneja Ud. a velocidad mayor de más o menos 60 millas por hora en realidad estará usted manejando a ciegas ... sin que pueda ver lo que esté al frente.

Hé aquí otras sugerencias para el manejo cauteloso durante la noche:

Dirija la vista un poquito a la derecha de las luces que le den de frente y vigile el borde de la carretera o la línea para neblina. Esto le ayuda a protegerse contra el brillo de los reflectores.

Inspeccione en su auto los faros, luces posteriores ("calaveras") y luces direccionales con frecuencia para asegurarse de que estén funcionando y de que los cristales estén limpios.

Tenga mucho cuidado cuando rebase durante el crepúsculo. Si algún vehículo que venga de frente no trae las luces delanteras encendidas, es posible que Ud. no lo vea hasta que ya sea demasiado tarde.

**MAL TIEMPO.** Con frecuencia, los conductores tienen que modificar sus hábitos para ajustarse a las condiciones defectuosas de manejo que pueda causar el mal tiempo. El mal tiempo exige velocidades más lentas. La lluvia, la nieve o el hielo disminuyen su capacidad de ver al frente y aumentan la distancia de frenado necesaria para detener su carro. Aún los aguaceros de verano son causa de calles y caminos resbalosos cuando la lluvia se mezcla con el aceite y la tierra.

Las llantas (gomas, cauchos, neumáticos) de los vehículos a veces actúan en forma conocida como de "hidroplano" o "hidroavión", fenómeno que deja al auto sin contacto con el pavimento de la carretera. Cuando esto ocurre, hay una pérdida de la tracción necesaria para dirigir y enfrenar con seguridad. Las distancias de paro pueden ser triples y se reduce o se pierde el control de la dirección. Qué tan pronto comience el fenómeno de aterrizaje en el agua, depende de la velocidad, el inflado de las llantas, la profundidad del agua (aún media pulgada o menos,) la superficie de la carretera y las condiciones de la banda de rodadura (huella) de los neumáticos.

Si pasa Ud. manejando por donde haya agua suficientemente profunda como para que se mojen los tambores y los forros de los frenos (balatas), someta los frenos a prueba tan pronto como pueda. Si están mojados, es posible que no respondan y es mejor darse cuenta de estas condiciones por anticipado durante la prueba, antes de que tenga que frenar en realidad al entrar a una curva, o en una intersección, o porque un peatón se haya metido en el paso de su auto.

**NEBLINA.** Si maneja Ud. con niebla, baje la velocidad para compensar la visibilidad reducida. Use los faros (reflectores) en luz corta, de forma que la luz caiga sobre la carretera, en donde usted la necesita.

A veces, la neblina se presenta en parches. disminuya la velocidad antes de penetrar en un parche de niebla. Pudiera ser que hubiera algún vehículo al frente suyo, oculto en la neblina y que vaya circulando lentamente o que haya hecho alto total porque el conductor no pueda ver o porque haya un accidente más adelante. Los choques en cadena ("chuza"), particularmente en las autopistas, a menudo ocurren cuando hay niebla.

Las humaredas densas resultantes de la quema en los campos, demandan las mismas precauciones.

**HIELO Y NIEVE.** Conduzca a baja velocidad cuando lo haga sobre hielo o nieve. Deje más espacio entre su vehículo y el carro de enfrente. Mantenga las ventanillas libres de nieve, hielo y saturación de vapor.

Aquí aparecen algunas ideas para ayudarle a manejar cautelosamente sobre nieve o hielo.

Mantenga el pie livianamente sobre el acelerador. Cuando está uno tratando de arrancar, el exceso de potencia puede causar que el carro no se mueva del todo o que arranque de frente con la parte de atrás patinando a la derecha o a la izquierda.

Dé las vueltas a una velocidad reducida para evitar patinadas.

Pero si de todas formas derrapa: voltee las ruedas delanteras en la misma dirección de la patinada. NO enfrene hasta que haya recuperado el control de la dirección.

Déle un "tanteo" o "calada" a la calle o carretera, retirado del tráfico, cuando ponga el carro en marcha. Pruebe los frenos livianamente, de forma que sepa Ud. que es lo que puede esperarse.

No dé frenazos bruscos para detener el auto sobre nieve o hielo. Si da enfrenones, la mayoría de las veces el carro derrapará. En cambio, meta y suelte suavemente el pedal del freno.

Vigile la presencia de puntos de peligro al frente. Los puentes o las áreas sombreadas pueden estar congelados cuando el resto de la carretera esté libre de hielo.

Tenga presente que la temperatura representa un papel en la habilidad que tenga usted para parar. El hielo es más resbaloso cerca del punto de congelación que a temperaturas más bajas.

Cuando vaya cuesta arriba con la carretera cubierta de hielo o nevada, aplique solamente la energía automotriz necesaria para mantener el auto en movimiento, pero no demasiada como para causar que las ruedas giren a lo loco (sin tracción.)

Póngale atención al pronóstico del tiempo y a las advertencias de la policía. Cuando la policía o los agentes de caminos y carreteras digan que manejar es muy peligroso, no se meta a las carreteras excepto para hacer viajes indispensables.

**CADENAS, LLANTAS (cauchos, gomas) CON TACHONES.** Los neumáticos para nieve o las llantas con dientes o tachones son mejores que las ordinarias para manejar en carreteras cubiertas de nieve o hielo. Las cadenas reforzadas para las llantas ofrecen todavía mejor tracción y capacidad de enfrenar sobre la nieve o el hielo.

Las llantas con dientes son legales para su uso del primero de noviembre al 30 de abril. Si las nevadas llegan adelantadas, su uso se permite antes de noviembre en algunas áreas de este estado. Dicho uso también puede suspenderse antes del 30 de abril en algunas partes de Oregon. Puesto que las llantas dentadas dañan la superficie de las carreteras y no son buenas para detener el auto sobre pavimento mojado, utilícelas solamente cuando las condiciones climatológicas realmente las exijan.



En algunas áreas montañosas y bajo condiciones invernales tiene Ud. que llevar disponibles en su vehículo ya sea llantas especiales u otros dispositivos de tracción, tales como cauchos dentados (con tachones) o cadenas. Si se empeora el tiempo, puede instruirse a los conductores que usen ya sea las llantas o los aditamentos de tracción. En estas carreteras o áreas de montaña, puede haber ocasiones en las que tenga que fijar los accesorios de tracción a las ruedas, llantas, o al vehículo mismo.

Habrán letreros de carretera colocados en posición visible para darle instrucciones sobre qué es lo que debe usarse. Estos letreros tienen fondo amarillo, sobre el que aparecen las palabras "Snow Zone", que quieren decir: ZONA DE NIEVE además de un tablero con letreros removibles que pueden cambiarse para informar al motorista qué dispositivos de tracción debe usar.

Algunos vehículos están exentos de esta ley, incluyéndose los vehículos de la policía, los equipos de caminos y carreteras utilizados para el mantenimiento de los mismos, los vehículos de bomberos en ruta hacia un incendio y las ambulancias en ruta a alguna emergencia.

Los vehículos de pasajeros y los camiones tampoco tienen que usar dispositivos de tracción cuando llenan cada una de las siguientes condiciones:

Si tienen un peso sin carga de 6,500 libras o menos.

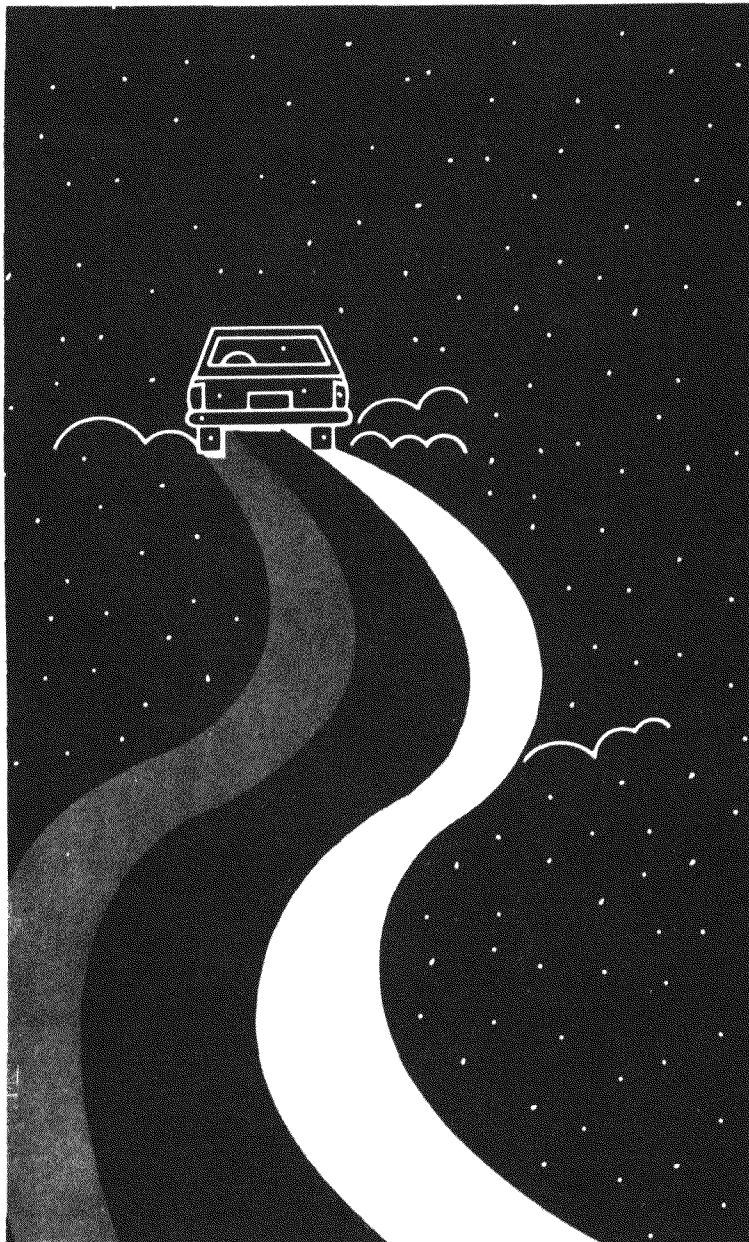
Si se van manejando con tracción a cuatro ruedas.

Si se llevan transportando accesorios de tracción para vehículos.

Si no van remolcando ningún otro vehículo, excepto cuando se encuentren mobilizando algún carro descompuesto para sacarlo de la carretera.

Y por último, si no se van manejando en forma tal o bajo condiciones que causen que el vehículo pierda tracción al hacer alto, al dar vuelta, o al mobilizarse.

No descuide ni pase por alto el dibujo (cara, huella) de las llantas que usa del diario cuando se acerca el invierno. Examine el gastado de las llantas (neumáticos) y vea si hay desigualdad en el dibujo. La profundidad mínima de dicha huella o dibujo que debe mantenerse para ofrecer seguridad, es de  $\frac{2}{32}$  (dos treintaidosavos) de pulgada. Esto es especialmente importante cuando las carreteras están mojadas, heladas o nevadas.

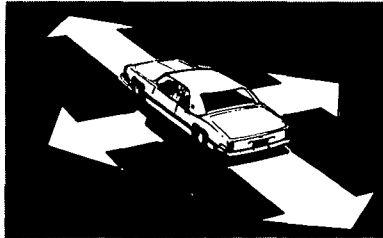




## CAPITULO XVII

### MANEJO DEFENSIVO

Con el tráfico de hoy en día hay más que hacer que obedecer los reglamentos de la vía pública para evitar choques. Tiene Ud. que manejar defensivamente. Esto quiere decir que tiene que conducir en una forma enfocada a evitar los accidentes a pesar de los errores de otros motoristas o de las malas condiciones de manejo, tales como las carreteras, el tiempo, el tráfico y la visibilidad reducida.



#### ALMOHADON O ACOJINADO DE ESPACIO.

Cuando un conductor comete una equivocación, los otros conductores necesitan tiempo para reaccionar. La única forma en que puede usted estar seguro de que tiene tiempo suficiente para esa reacción, es dejando un espacio considerable entre su coche y los carros a su alrededor. Ese espacio

se convierte en un "almohadón o acojinado de distancia," pues lo protege de los demás autos. Deber' Ud. tratar de conservar un "almohadón de distancia" tanto al frente y atrás como a los costados.

**ACOJINADO DE DISTANCIA AL FRENTE.** Los golpes de la parte posterior de un auto son más comunes que cualquier otra clase de golpes. ¿Por qué? Porque muchos conductores siguen muy de cerca. Entonces, cuando el carro al frente para, ellos no pueden parar justo a tiempo. La regla de los dos segundos descrita en la página Xes una buena forma de averiguar si está Ud. siguiendo a prudente distancia o no.

Hay ciertas situaciones en las que se debe conceder un mayor espacio de seguridad. En estas situaciones, es bueno adoptar una regla de tres a cuatro segundos para manejar detrás de otro vehículo. Los siguientes son ejemplos de estos casos:

En caminos o calles resbalosos. Si el carro al frente bajara la velocidad o si hiciera alto, usted necesitaría mayor espacio para parar su vehículo.

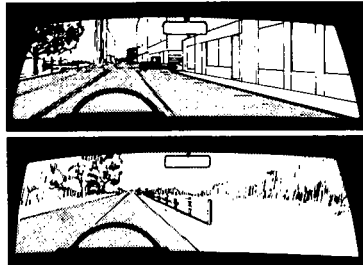
Cuando vaya manejando detrás de una motocicleta. Si se volteara una motocicleta, necesitaría Ud. una distancia mayor para evitar atropellar al motociclista caído. Las posibilidades de volteo y caída son mayores en carreteras o calles mojadas o congeladas, superficies metálicas tales como el emparrillado de los puentes o los rieles de ferrocarril, o en la grava.

Cuando vaya Ud. detrás de otros conductores cuya visibilidad de la carretera esté obstruida. Es muy posible que el conductor de un camión de carga, o de camión de entregas, combi o "mini-bus", o el de un automóvil jalando remolque no pueda verlo cuando Ud. vaya detrás de estos vehículos que son más anchos. Si ese conductor disminuyera su velocidad de improvisto sin ver que Ud. viene atrás, muy probablemente usted chocaría contra la parte posterior del vehículo mayor.

Cuando vaya Ud. jalando un remolque o cuando lleve carga pesada. Recuerde: el peso extra aumenta la distancia de frenado.

Cuando maneje detrás de vehículos grandes que le obstruyan la visibilidad al frente. Necesita Ud. espacio extra para ver alrededor del vehículo mayor y hacia los lados.

**MIRE AL FRENTE.** Los conductores expertos tratan de enfocar la vista a una distancia de por lo menos 10 segundos al frente. En poblado, esto significa ver al frente a una cuadra de distancia. En carretera abierta



"de 10 a 15 segundos" quiere decir ver al frente más o menos a un cuarto de milla de distancia. Si usted sigue esta regla, se evitará la necesidad de ejecutar maniobras de última hora. También le será más fácil mantener su carro en un ruta constante más bien que "culebreando" dentro del carril. No se fíe de las señales que otros conductores hagan

con las luces direccionales. Algún motorista puede dar la señal para dar vuelta a la derecha y en cambio doblar a la izquierda, o es posible que se siga de frente sin dar vuelta a ningún lado.

También deberá usted asegurarse de que tiene una amplia vista de las calles transversales. Si tiene usted la vista obstruida con algún edificio, o una fila de autos estacionados, avance lentamente hasta que pueda ver. Si hay una hilera de carros en un carril obstruyéndole a usted la vista de otro carril, espere hasta que esos coches se muevan. Si trate Ud. de mirar metiendo la nariz de su auto al otro carril, es posible que reciba un golpe.

"Ver al frente" no quiere decir fijar la vista en medio de la calle. Quiere decir: asimilar la escena completa, incluyendo el área al lado del camino. La vigilancia de la carretera al frente le ayuda a ver los coches que puedan entrar en su camino al momento en que llegue Ud. a determinado punto; puede ver letreros que le adviertan de un peligro más adelante, o letreros que lo desvíen a otra calle o camino. También esta vigilancia es una ayuda para mantenerse despierto y alerta.

**PARADAS SUBITAS (REPENTINAS).** Si el carro al frente se detuviera de improviso, se encontraría Ud. en un aprieto, a menos que se mantenga alerta. Vigile cualquier indicación de que el motorista al frente vaya a detenerse. Estas indicaciones pueden ser, por ejemplo, si el orro conductor disminuye la velocidad o si enciende las luces direccionales, o si las ruedas delanteras del auto doblan hacia un lado o si se encienden las luces de los frenos.

Vea hacia el frente tan lejos como le sea posible. En esa forma puede Ud. detectar algún problema más adelante que pudiera causar que el conductor al frente suyo disminuyera la velocidad o hiciera alto de repente. Use los espejos retrovisores para ver también lo que está sucediendo a sus espaldas.

**ALMOHADON DE DISTANCIA LATERAL.** El almohadón de distancia hacia los lados le dará amplitud para reaccionar ante los movimientos repentinos que otros carros ejecuten hacia el carril en que Ud. esté. Para protegerse, deberá usted adoptar las siguientes prácticas:

Evite manejar lado a lado con otros autos en calles de carriles múltiples. Alguien podría apiñarse en el carril o tratar de cambiar de pista y echársele encima. Si es posible, adelántesele al otro coche o quédese un poco atrás. No obstante, evite manejar en el "punto ciego" de los otros motoristas.

Mantenga tanto espacio como pueda entre su coche y los que se le aproximen. Si puede, manténgase fuera del carril más próximo a la línea divisoria central. En esta forma tendrá Ud. más amplitud para esquivar algún carro que se le acercara de repente o que girara contra usted. Esto es de mayor importancia en las intersecciones (bocacalles) en las que algún otro conductor pueda dar vuelta a la izquierda y que lo hiciera sin dar la señal debida.

Deje lugar para los autos que vayan entrando a las autopistas. Si no hay nadie al lado, córrase un carril. Ayude a los otros motoristas que estén dando una señal para cambio de carril a que ejecuten el movimiento, disminuyendo usted su velocidad o acelerando un poquito según fuera el caso necesario.

A las salidas de autopista trate de no manejar lado a lado con otros carros. Algún conductor usando la autopista puede decidir salirse de repente, o algún otro que haya comenzado a salir, puede arrepentirse y girar de regreso a dicha autopista.

Mantenga una distancia razonable entre su auto y los coches que estén estacionados. La puerta de cualquier carro puede abrirse en el camino, o alguien puede bajarse de un auto o salir de entre los carros estacionados.

**ALMOHADON O ACOJINADO DE DISTANCIA POSTERIOR.** Puede Ud. ayudar al conductor del vehículo que venga a sus espaldas a que mantenga una distancia segura entre los dos coches. Mantenga Ud. una velocidad constante y haga una señal con anticipación cuando tenga que disminuir dicha velocidad o hacer alto.

Si lo están siguiendo muy de cerca y cuenta Ud. con un carril a la derecha, muévase a la derecha. Si no hay carril a la derecha espere hasta que el camino esté libre al frente y, entonces, pise livianamente el freno para hacer que se enciendan las luces. Reduzca la velocidad poco a poco. Esta maniobra puede dar ánimos al conductor impaciente ya sea para rebasarlo o para dejar de "colearlo" siguiéndolo de tan cerca.

Además del almohadón de distancia al frente, a los lados y atrás, deberá concedérseles mayor espacio a ciertos motoristas bajo ciertas circunstancias. Hay casos, por ejemplo, en que es posible que los conductores de otros vehículos no puedan ver el carro que usted vaya manejando y se metan en su camino sin saber que Ud. está ahí. Hé aquí algunas situaciones que sirven para ilustrar el problema anterior:



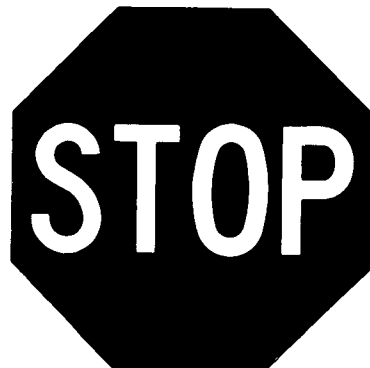
Vehículos en las intersecciones (bocacalles, cruceros) o en las entradas de coche. La visibilidad del conductor con frecuencia se ve interceptada con edificios, árboles y con otros vehículos. (Si maneja Ud. un minibus o un remolque de campamento, puede ayudar a evitarles accidentes a otros si se abstiene de estacionarse cerca de las intersecciones.)

Los conductores de vehículos cuyas ventanillas estén cubiertas de nieve o de hielo o si dichas ventanas están empañadas.

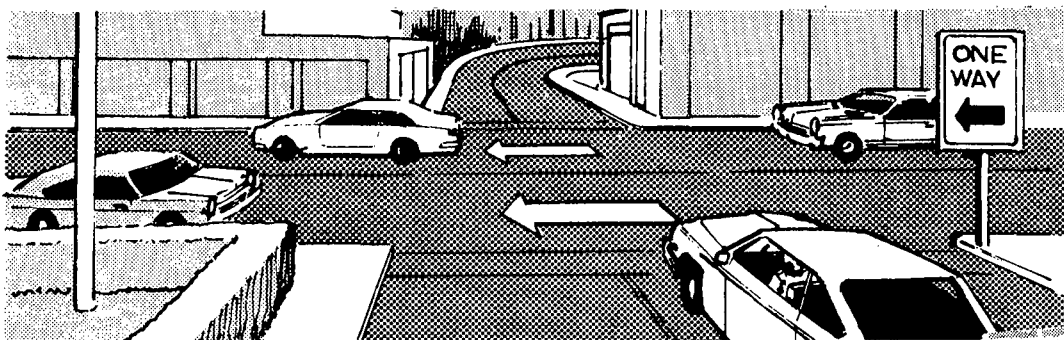
También deberá concedérseles distancia extra que sirva de protección a los conductores que se encuentren distraídos o confundidos porque estén buscando alguna dirección (tales como los conductores de camiones de reparto,) o algún turista buscando la ruta que desea seguir.



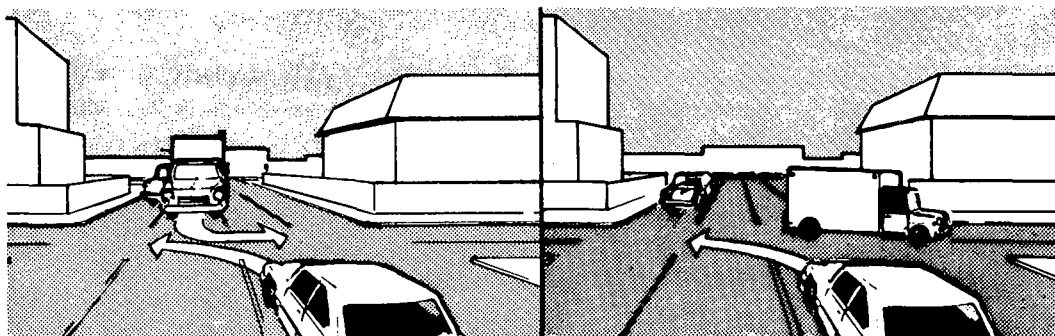
**LETREROS Y SEÑALES.** El conductor defensivo nunca dá por hecho que ningún letrero de Alto o semáforo vaya a detener al tráfico que se acerque. Algunos conductores deliberadamente se pasan los letreros de Alto y los semáforos en rojo. Otros pueden ir soñando despiertos y no ver ni el letrero ni la luz.



**INTERSECCIONES.** (Cruce de Calles, Bocacalles). Nunca dé por hecho que los otros conductores le van a ceder el derecho de paso. Vaya preparado(a) para hacer alto.



**Asegúrese de ver en ambas direcciones cuando cruce una calle de un solo sentido. Puede ser que alguien vaya manejando en sentido contrario.**

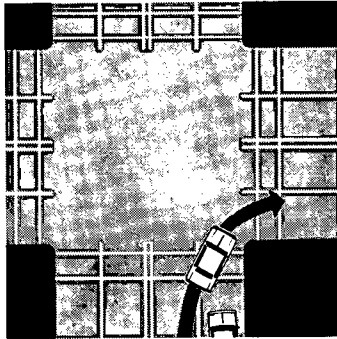


**Tiene la visibilidad obstruída. Todavía no doble. Espere hasta que el tráfico se aclare. Entonces, ejecute la vuelta.**

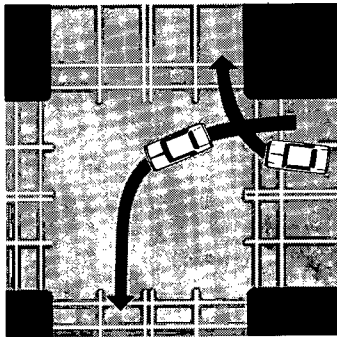
Quando se acerque a una intersección, vea en las dos direcciones. Vea primero a la izquierda para asegurarse de que el tráfico transversal le esté cediendo el paso y en seguida vea a la derecha. Al tomar la intersección, inspeccione otra vez para ver si existe algún movimiento de tráfico inesperado a la derecha o a la izquierda. Si va a dar vuelta a la izquierda y tiene que esperar hasta que pase el tráfico para poder dar vuelta, las ruedas delanteras de su auto deberán estar alineadas de frente.

En seguida aparecen cinco reglamentos de seguridad en las intersecciones:

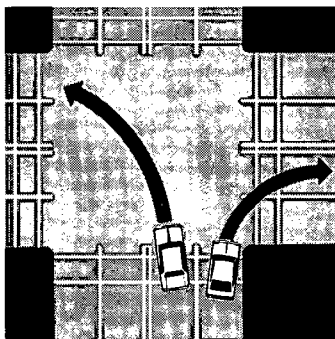
#### ERRORES DE VUELTA



**Decisión De  
Ultimo Momento**



**Saliendo de Carril  
Equivocado**



**Entrando al Carril  
Equivocado**

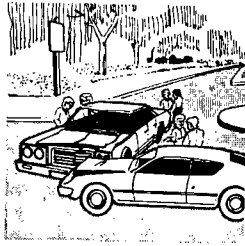
1. Conozca y obedezca los reglamentos de la vía pública para el derecho de paso y obedezca los letreros de tránsito, las señales y las marcas en el pavimento de las intersecciones.

2. Conozca su ruta y haga planes por anticipado. Las vueltas que se dan ya sea saliendo o entrando al carril equivocado son peligrosas. Si se da Ud. cuenta de que va en el carril equivocado para dar vuelta o para seguir de frente, no se arriesgue a sufrir un accidente cambiando de carril o de dirección en el último instante.

3. Reduzca la velocidad en las intersecciones y esté alerta de cualquier otro conductor que pueda dar vuelta entrando o saliendo del carril equivocado.

4. Hágales saber a los otros motoristas, por medio de la posición de su auto y de las señales que haga, lo que planea hacer.

5. Avance con cuidado. Use la regla de los dos segundos para manejar detrás de otros coches (Ver la página 57) siempre que se ponga en movimiento a través de una bocacalle, teniendo otro auto al frente, después de que haya Ud. hecho alto en presencia de un semáforo en rojo. Estos dos segundos le darán una distancia segura para seguir al carro de enfrente en caso de que el mismo se detuviera de improviso.



**AL ENCONTRARSE FRENTE A FRENTE CON OTRO VEHICULO.** Si un vehículo que venga de frente a usted comienza a deslizarse, en sentido contrario, al carril en Ud. está, hágase a la derecha, retirándose tanto como sea posible del centro de la carretera; reduzca su velocidad y llame la atención del otro conductor sonando la bocina (claxon, corneta) o con las luces.

Nunca se salga hacia la izquierda entrando al carril de sentido contrario porque el automovilista que viene de frente puede regresarse bruscamente al carril que le corresponde. En la mayoría de los casos, es posible volantear hacia el acotamiento lateral y aún a la cuneta o zanja y esta maniobra es más segura que arriesgarse a participar en un choque de dos carros de frente. El conductor experto siempre tiene una idea del acotamiento o andén lateral y de la zanja a la derecha, porque esa puede ser una ruta de escape en caso de emergencia.

**COMUNICACION CON OTROS CONDUCTORES.** Frecuentemente los accidentes ocurren porque un conductor no ve al otro. Si un automovilista hace algo que el otro conductor no se espera, eso también puede causar un accidente. Es importante que les haga saber a los otros conductores en dónde está y qué planea hacer.

Puede hacerles saber a los demás conductores en dónde se encuentra por medio de:

El uso de sus luces.

El uso de su claxon (bocina, corneta).

Colocando su carro en donde pueda verse.

El uso de las luces intermitentes de emergencia cuando sea necesario.

Puede Ud. indicar a los otros conductores qué está planeando hacer valiéndose de las siguientes maniobras:

Haciendo señales para cualquier cambio de dirección.

Haciendo señales para reducir la velocidad o para parar.

**USO DE LA BOCINA (Claxon).** La gente no puede verlo a menos que estén mirando en la dirección en que Ud. esté. La bocina puede llamarles la atención. Usela con la intención de evitar un accidente, no para manifestar ira o irritación. Si no existe un peligro inminente, puede ser que todo lo que necesite hacer sea dar un ligero toque al claxon. Si hay verdadero peligro no tenga miedo de hacer sonar un pitazo agudo con la bocina.

**PARA ESQUIVAR CHOQUES.** Si, pese a todo lo que ya haya hecho, parece que va a haber choque, todavía hay ciertas cosas que puede hacer para protegerse. Muchos conductores simplemente meten los frenos tan fuerte como puedan. Esto atranca las ruedas y pone el carro en derrapada, empeorando las cosas. Enfrenar puede ser lo correcto, pero no es lo único que se puede hacer. Para esquivar un choque, el conductor tiene tres herramientas que usar: parar rápidamente; cambiar de dirección rápidamente; y aumentar la velocidad rápidamente.

**Paro rápido.** Para parar rápidamente en una emergencia, bombee el freno pisando el pedal con fuerza y soltándolo cuando el coche empiece a derrapar. Entonces, métalo otra vez. Use esta maniobra rápida de bombeo hasta que se detenga el carro.

**Vuelta rápida.** Si se dá cuenta de que no va a poder parar a tiempo para evitar chocar contra algún objeto, dé vuelta para retirarse del mismo. Sálgase de la carretera si así tiene que hacerlo. Si le es posible, no toque los frenos, dándose en esta forma una oportunidad de disminuir las posibilidades de una patinada.

**Aumento rápido de velocidad.** A veces es necesario ganar velocidad rápidamente para evitar que le den un golpe. Esto puede suceder cuando otro coche esté a punto de chocar contra usted por un lado o por atrás.

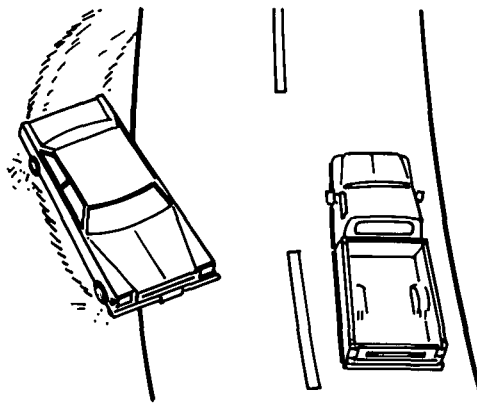
**PARA PROTEGERSE A SI MISMO.** Puede ser que no siempre le sea posible evitar un choque. Si nada dá resultado, trate de evitar que las heridas resulten demasiado serias.

**Golpe por detrás.** Prepárese a meter el freno para que el impacto no lo aviente contra otro carro. Sujétese entre el volante de la dirección y el respaldo del asiento. Si su coche tiene cabeceras, apriete la cabeza firmemente contra ese protector.

**Golpe de lado.** Sujétese al volante de la dirección para evitar que el impacto lo lance contra los lados del carro. Prepárese a volantear rápidamente de forma que si su auto gira, pueda tratar de controlarlo.

**Golpe de frente.** Si lleva puesto el cinturón de seguridad cruzado al hombro, use los brazos y manos para protegerse la cara. Si no lleva puesta esa banda de seguridad, tírese a través del asiento para no golpearse contra la columna de la dirección o contra el parabrisas.

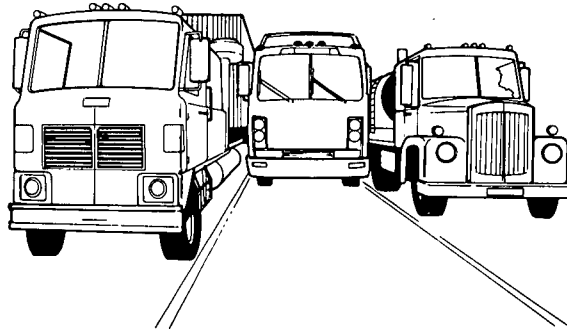
Para obtener más amplia información pertinente a cómo los cinturones de seguridad y los arneses cruzados al hombro ofrecen protección para usted y para sus pasajeros, lea el material en las páginas 79-80.



SI SE SALE DE LA CARRETERA. Puede Ud, encontrarse en un serio predicamento si la rueda delantera de su coche se sale del pavimento. En caso de salirse de la carretera debido a su propia falta de atención o porque otro motorista lo haya forzado a salirse, necesita saber cómo regresar al pavimento en forma que ofrezca seguridad. La reacción errónea puede dar como resultado un estrellón de frente o un desplome fuera de la carretera. Lo que debe hacerse aparece en seguida:

1. No se aterrorice y no enfrene con fuerza.
2. Disminuya la velocidad gradualmente y mantenga su coche en línea recta.
3. Sujete las manos en el volante con firmeza.
4. Cuando haya disminuído la velocidad y tenga control de la dirección, inspeccione el tráfico detrás de Ud. Cuando no sea arriesgado hacerlo, voltee las ruedas delanteras con suficiente agudeza para regresar a la pista asfaltada e integrarse al tráfico, pero no se sobrepase en la maniobra, porque puede cruzarse totalmente la carretera y lanzarse contra el tráfico en la dirección opuesta, o puede dispararse a través de la carretera y caer en la zanja (cuneta) del lado opuesto.

**CURVAS.** Disminuya la velocidad antes de tomar una curva. En las curvas hacia la izquierda, permanezca en medio de su carril. En curvas a la derecha, manténgase hacia el borde derecho de la carretera. Al ir aumentando la velocidad cuando vaya saliendo de la curva, hágalo muy gradualmente.



**PARA COMPARTIR EL CAMINO O CARRETERA CON LOS CAMIONES.** Los conductores defensivos tratan con respeto a los vehículos más grandes y más pesados que ellos. A muchos motoristas les dá miedo llevar un camión al lado o que los vaya siguiendo. Aquí se ofrecen algunas sugerencias para ayudarlo a compartir el camino o carretera con los camiones haciéndolo en forma cautelosa y segura.

No transite en el punto ciego de ningún camión ya sea a la derecha o a la izquierda. Esto es particularmente importante si usted maneja un carro pequeño.

Si planea Ud. rebasar un camión, necesita comenzar la maniobra desde más atrás que cuando pasa a un auto. Recuerde que también se lleva más tiempo completar la maniobra de rebase debido al largo del camión. Asegúrese de que tiene suficiente camino libre al frente.

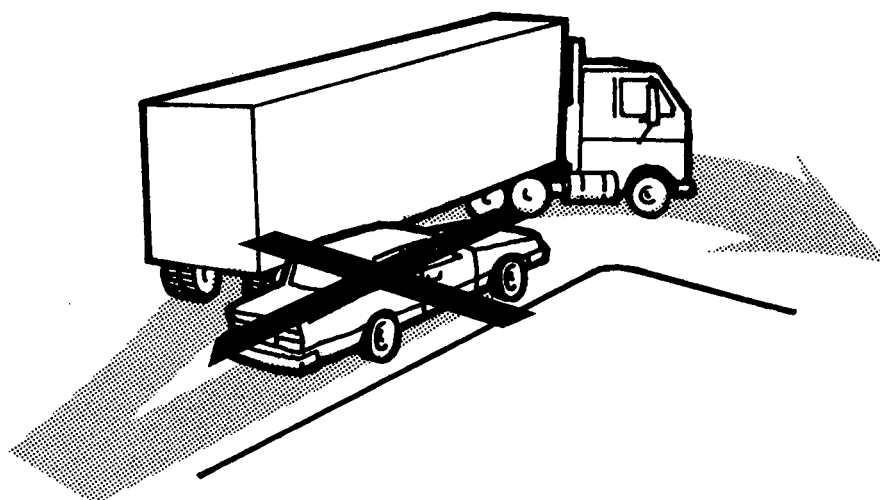
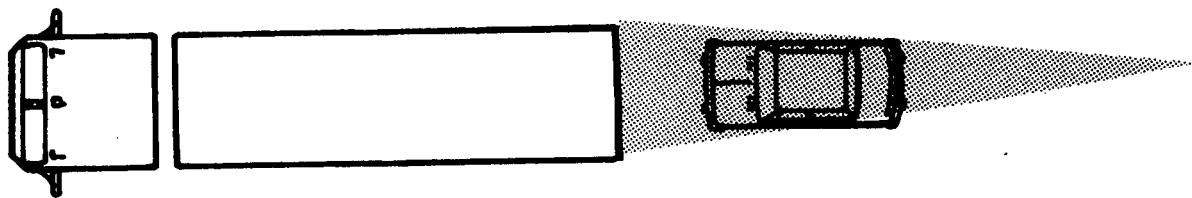
Mantóngase tan lejos como pueda de un camión cuando el mismo lo esté rebasando a usted o cuando usted lo esté pasando. Los camiones grandes pueden generar un viento suficientemente fuerte como para darle al motorista al volante del coche la impresión de que está perdiendo el control.

Si un camión viene detrás de usted a gran velocidad encontrándose ambos vehículos en una carretera de montaña o en un largo declive, sálgase usted del paso a la mayor brevedad posible. Es probable que el camión se haya quedado sin frenos.

Los camiones experimentan más problemas para enfrenar y para detenerse en las carreteras con pavimento resbaloso debido a su propio tamaño. Déles usted espacio para maniobrar.

Si está lloviendo y hay agua encharcada en la carretera, recuerde que la salpicada que le dé un camión que lo esté rebasando, o alguno al que usted esté tratando de pasar, le va a reducir seriamente la claridad de la vista que tenga usted del exterior. Retírese todo lo que pueda del camión, pero en su propio carril.

Si un camión comienza a dar la señal para dar vuelta a la derecha, manténgase Ud. fuera del paso. Podría usted recibir un golpe que le diera el remolque del camión si al momento se encontrara entre el camión y la guarnición de la banqueta.





## CAPITULO XVIII

### EL PAPEL QUE EL CONDUCTOR REPRESENTA

El error humano es, en sí mismo, la causa más importante de los accidentes de tránsito. Los cuatro factores humanos principales que toman parte en los accidentes son:

Vigilancia inadecuada.

Velocidad excesiva.

Falta de atención.

Maniobra evasiva inadecuada.

Las manos y los pies del conductor dirigen, detienen, o arrancan el coche, pero Ud. maneja con la cabeza, con los sentidos físicos y con su propia personalidad. Su estado mental y emotivo, así como sus condiciones físicas afectan la forma en que maneja un vehículo. La ira, la preocupación, las frustraciones, la fatiga, alguna enfermedad leve, tal como un resfriado, son solamente unas cuantas de las condiciones temporales que pueden convertirlo en un automovilista imprudente.

**FATIGA.** La fatiga puede ser responsable de que siempre haya más choques en el tráfico durante las horas "pico" o de manejo "de prisas" en la tarde que durante las prisas comparables del tráfico de la mañana. Los conductores que regresan a casa del trabajo están cansados, menos alerta y más lentos en sus reacciones que durante las prisas de la mañana. La fatiga también puede hacer que un conductor dé rienda suelta al mal genio o que tome alguna decisión precipitada.

Cuando la mayoría de las personas tratan de identificar a alguien que no esté en condiciones de manejar, generalmente se imaginan a alguien que esté borracho o que sea físicamente incapaz de guiar un auto. De hecho, la mayoría de la gente están en algún momento ineptos para manejar debido a que están demasiado cansados para mantenerse alerta de los cambios que vaya sufriendo la vía pública así como las condiciones de manejo.

**AGILIDAD Y AGUDEZA MENTALES.** Cuando se va manejando un auto no es el momento propicio para resolver problemas familiares o de trabajo, ni para planear un viaje ni para soñar despierto. Necesita uno concentrarse en lo que está sucediendo atrás, a ambos lados y al frente suyo.

Los motoristas prudentes tienen una actitud de vigilancia. Al ir manejando en una calle o autopista, debe Ud. recorrer con los ojos toda el área a su alrededor. Como conductor en alerta, debe Ud. mantener la vigilancia "a la vanguardia" de su vehículo, dándose cuenta de la presencia de la curva más adelante en la carretera, o del camión de

movimiento lento en la loma al frente, o del coche que va aproximándose a la calle al ir saliendo de algún centro comercial o calle lateral. En un viaje largo, si se sorprende a sí mismo simplemente ejecutando los movimientos del manejo sin darse cuenta realmente de lo que está haciendo o de lo que está sucediendo a su alrededor, es hora de descansar un rato, o quizá por el resto del día.

**LIMITACIONES FISICAS.** Tiene usted que estar en condiciones físicas razonablemente buenas para manejar con seguridad. Cómo se sienta físicamente, así como en qué condiciones estén sus sentidos físicos (oído, vista, etc.) son factores de importancia.

**OIDO.** El oído representa un papel más importante de lo que creen muchos conductores. Los automovilistas con oído defectuoso tienen que tomar medidas para compensar la deficiencia. El sonido puede informarle de muchas cosas acerca de su coche y del tráfico a su alrededor. Un cambio repentino en el zumbido de las llantas sobre el pavimento puede indicarle que la superficie del camino, o los neumáticos mismos, han cambiado de condición. El ruido del motor le informa si el mismo está funcionando correctamente. El sonido puede también indicarle cuando algún otro carro pueda estar en su punto ciego, o si se aproxima algún camión grande, o ambulancia o camión de bomberos. Un radio o cinta magnetofónica tocando a volumen alto pueden ahogar estos importantes sonidos, al igual que si el conductor lleva los audífonos puestos.

**VISTA.** La importancia del sentido de la vista para manejar es evidente. La buena visión le hace posible leer los letreros, aún a velocidades de autopista, a tiempo para maniobrar o reaccionar de acuerdo a las instrucciones. La habilidad que tenga de juzgar la distancia de los carros al frente es vital para tomar decisiones tales como rebasar. Ver por el "rabillo" del ojo (visión periférica) le ayuda a detectar otros coches, peatones o ciclistas que se le aproximen desde alguna calle transversal.

Nadie ve tan bien de noche como durante el día. Algunas personas tienen problemas para ajustarse a la obscuridad. El brillo de los faros del tráfico de frente afecta a algunas personas más que a otras. Si se combina el brillo de los faros con las luces de neón y con un pavimento mojado, el resultado es un gran problema que los motoristas tienen para ver. Algunos estudios han demostrado que el ojo humano necesita como siete segundos para recuperarse del brillo de los faros de un vehículo. A 60 millas por hora viaja Ud. más o menos 616 pies, más o menos 30 veces el largo de un automóvil en esos siete segundos y en realidad, es posible que vaya Ud. manejando totalmente a ciegas durante ese tiempo.

Al ir envejeciendo las personas, es posible que experimenten cambios en la vista que afecten su forma de manejar, así como otras actividades diarias. Puede hacerseles más difícil enfocar la vista moviendo los ojos de objetos distantes a objetos cercanos y viceversa. Después de llegar a los 45 años, la mayoría de las personas necesitan usar anteojos (lentes, gafas, espejuelos) para ver bien de lejos, o de cerca, o tanto de lejos como de cerca. Si Ud. necesita usar anteojos para manejar, su licencia deberá indicar dicha condición.

Otros cambios en la vista que podrían afectar la forma en que usted maneja son los siguientes: el brillo intenso de las luces delanteras de un auto puede causarle incomodidad y hacerle el manejo de noche más difícil; la facilidad de ver por el rabillo del ojo (visión periférica) puede disminuir; y las luces direccionales de otros automóviles pueden parecerle más opacas.

**SALUD EN GENERAL.** Algunas condiciones físicas pueden causar problemas tan serios que deberá Ud. obtener autorización médica, o no se le expedirá licencia para guiar. Pero hay muchas condiciones físicas temporales que también deberán hacer al conductor pensar dos veces antes de manejar. Si está enfermo(a) o si está convalesciente de alguna enfermedad, pregúntese a sí mismo(a) si en verdad se siente competente para ejecutar la tarea de conducir un vehículo, particularmente durante un viaje largo.

Algunas medicinas deterioran seriamente la habilidad de manejar ya que disminuyen su capacidad de razonamiento, le reducen la vista o hacen lentas sus reacciones. Si está tomando medicinas, inclusive remedios tales como antihistaminas, anfetaminas, barbitóricos o calmantes, pregúntele a su doctor si existen posibles efectos secundarios y si estos pueden afectar su destreza al manejar.

También ingerir bebidas alcohólicas (como cerveza, vino, whiskey, etc.) causa que los conductores sean un peligro. Y si está Ud. tomando cualquier medicina o droga, estas sustancias pueden añadirse al efecto que el alcohol tenga sobre su habilidad de manejo. El problema se puede agravar si no ha dormido Ud. lo suficiente antes de comenzar a beber.

Si es usted bebedor(a), necesita conocer el grave resultado jurídico de manejar bajo la influencia de embriagantes. Aún si usted no es tomador(a) necesita saber qué tan serio es el problema de los conductores ebrios (borrachos) para la seguridad en la vía pública. Lea el siguiente capítulo con especial cuidado.



## CAPITULO XIX

### EL ALCOHOL Y LA SEGURIDAD Y PRUDENCIA EN EL MANEJO.



**CONDUCTORES EBRIOS.** Aún aquéllos conductores que no tienen el hábito de beber necesitan saber cómo afecta el alcohol al cuerpo humano y por qué este efecto es tan importante para la seguridad en calles, caminos y carreteras.

Cuando el alcohol ingerido penetra al sistema digestivo, pasa rápidamente al torrente circulatorio y se distribuye a todas partes del cuerpo. Cuando llega al cerebro, en realidad causa corto circuito en las partes que controlan las decisiones, las emociones y la confianza. El primer efecto del alcohol se manifiesta en la pérdida de la capacidad que la persona tenga para tomar decisiones. Esto sucede mucho antes de que el ebrio muestre ningún indicio de estar borracho, tales como bambolearse o caminar en zig-zag ("haciendo eses".)

Al seguir tomando, la vista se ve afectada, especialmente de noche. Su tiempo de reacción, o sea el tiempo que le lleva decidir si pisa el freno, o si dá vuelta, o si hace ambas cosas, es más lento. Su coordinación disminuye, de forma que puede serle difícil meter el freno firmemente con el pié. En una emergencia de manejo, la lentitud de reacción, la pérdida de la coordinación, la visión reducida y las decisiones defectuosas resultan críticas.

**QUE TANTO TIEMPO SE LLEVA...** Existen estudios que comprueban que un nivel de alcohol de 0.05 por ciento en la sangre deteriora hasta cierto punto la habilidad de manejar de muchas personas. Las autoridades médicas han determinado que todos los conductores -pese a su experiencia o a la tan nombrada tolerancia al alcohol- se encuentran ineptos para conducir cuando el nivel del alcohol en la sangre alcanza la cifra de

diez cientos de uno por ciento (0.10%). La mayoría quedan incapacitados a niveles aún más bajos. En Oregon se considera jurídicamente que una persona se encuentra "bajo la influencia" cuando el nivel del alcohol en la sangre llega al 0.08 por ciento (Ver página X). Los conductores jóvenes que ingieren (toman, beben) alcohol se enfrentan a dos factores que aumentan sus probabilidades de tener y causar problemas en las autopistas, caminos y carreteras:

1. Son conductores relativamente inexpertos.
2. También son bebedores relativamente inexpertos. Los choques con la participación de gente joven que hayan estado bebiendo, ocurren a promedios más bajos de alcohol en la sangre que los choques que sufren los conductores de edad media o mayores.

Cuánto tiempo tiene usted que tomar para quedar "bajo la influencia del alcohol" depende de varios factores, incluyéndose los que siguen:

Su peso. Se necesita menos alcohol para embriagarse (emborracharse) si pesa Ud. 120 libras (54.43 kilos) que si pesa 180 libras (81.64 kg.)

Si está bebiendo con el estómago ya sea lleno o vacío.

Qué cantidad y qué clase de bebidas está tomando.

Cuánto tiempo ha estado bebiendo.

La combinación de ciertas medicinas o drogas con el alcohol aumenta el efecto que tenga el alcohol sobre su destreza al manejar.

El alcohol les da a algunos motoristas un sentido falso de confianza en su propia destreza para controlar un carro y para reaccionar ante cualquier emergencia que se pueda presentar. Algunos conductores ebrios se ponen más agresivos y hostiles de lo normal. Existen algunas investigaciones que verifican que aquéllos conductores que son normalmente agresivos son los conductores más peligrosos cuando se encuentran tomados (ebrios). En pocas palabras, el alcohol tiende a hacer malos a los buenos conductores y peores a los que ya son malos de por sí.

**PARA DERRUMBAR ALGUNOS MITOS.** Así como es importante conocer los efectos comprobados del alcohol en el cuerpo humano, también es importante saber que ciertas excusas y pretextos que los bebedores dan frecuentemente, no son ciertos. En seguida aparecen ejemplos de algunos de estos mitos (creencias, fábulas) comunes que frecuentemente causan problemas a quienes les dan credibilidad:

"Es solamente cerveza." Una cerveza de 12 onzas (una botella o una lata -bote- de tamaño común) o un vaso de vino tienen más o menos el mismo contenido de alcohol que un jaibol promedio de onza y media (como cuatro cucharadas soperas) de aguardiente. Algunas cervezas tienen un contenido alcohólico mayor que otras.

"El alcohol es un estimulante." Falso. El alcohol actúa como deprimente en el sistema nervioso central.

"Yo manejo mejor después de echarme unos cuantos tragos." Falso. La destreza de manejo, aún cuando se trate de conductores profesionales, se deteriora seriamente en presencia de niveles mayores del 0.05 por ciento de alcohol en la sangre. Para la persona promedio, este nivel es solamente el de unos cuantos tragos. Recuerde: La capacidad de razonamiento se afecta. Ud. puede pensar que va manejando mejor cuando en realidad lo va haciendo peor.

"No me incomoda viajar con Pepe después de que ha estado tomando. El de veras puede aguantar su bebida." Con frecuencia, el hombre o mujer que puede aguantar tanto, en realidad está formando una tolerancia al alcohol en su organismo. En efecto, "tolerancia" puede ser justamente otra palabra para decir "necesidad". Se ha comprobado que muchas personas a quienes se les arresta por ir manejando bajo la influencia de embriagantes, aún por primera vez, pueden ser ya "tomadores-problema" no identificados.

"¡Que me den un café para el camino!" De acuerdo. Pero el café no lo va a poner sobrio (no le va a quitar la borrachera.) Los regaderazos (duchazos) fríos y el ejercicio tampoco sirven de nada. Solamente el tiempo transcurrido elimina el alcohol en el cuerpo y eso sucede por medio de los procesos normales de absorción y eliminación del organismo.

**PARA CONTROLAR LA BEBIDA.** Si tiene Ud. planeado beber en determinada ocasión, hay ciertas cosas que puede hacer para controlar los efectos:

Tome las bebidas espaciadas. Si no toma Ud. más de una bebida por hora, será una ayuda para evitar que se le acumule el alcohol en la sangre.

Sepa qué es lo que está tomando. Las personas que sirven los tragos, por lo general mezclan más de una onza de alcohol por cada copa o vaso. Un coctel puede contener tanto alcohol como dos tragos promedio. Siempre que alguien esté a cargo de preparar las bebidas, observe Ud. con cuidado cuando le preparen las suyas.

Coma algo alimenticio. Recuerde: el alimento en su estómago hace más lento el proceso de absorción del alcohol en el torrente sanguíneo. Coma algo antes de beber y mientras esté tomando. Los alimentos harinosos, tales como hojuelas de papa, palitos de sal, pan y galletas son los más adecuados. Pero recuerde que la comida solamente hace el proceso más lento, no le va a evitar que se embriague, en la misma forma en que el café no le va a quitar la borrachera.

Se necesita más o menos una hora para eliminar cada trago. Aún si los toma a intervalos, debe dejar completamente de tomar por lo menos una hora antes de que tenga que manejar un vehículo.

**LA PARTICIPACION DEL ALCOHOL EN LOS CHOQUES FATALES.** Hay encuestas que han comprobado que la bebida excesiva representa un papel de importancia en los choques fatales de tráfico. La mayoría de los conductores que pierden la vida en el tráfico y cuyos despojos se han sometido a análisis, tenían niveles de alcohol en la sangre que rebasaban el 0.08 por ciento a la hora del accidente. Las probabilidades de resultar responsable en un choque fatal aumentan en forma significativa al

subir el nivel del alcohol en la sangre.

**SI MANEJA ENCONTRÁNDOSE EN ESTADO DE EBRIEDAD.** (Si maneja estando borracho.) Puede encontrársele culpable de manejar hayándose bajo la influencia de embriagantes ("DUII") si maneja Ud. algún vehículo encontrándose en cualquiera de las siguientes condiciones:



1. Con un nivel de alcohol del 0.08 por ciento en la sangre según se compruebe por medio de un análisis químico del aliento o de la sangre.

2. Bajo la influencia de algún licor embriagante o droga narcótica peligrosa.

3. Bajo la influencia de algún licor embriagante y de alguna droga narcótica peligrosa.

Pueden hacérsele cargos por cometer cualquiera de la mayoría de las infracciones de tránsito solamente si las violaciones se cometen en la vía pública, pero pueden hacérsele cargos por cualquier ofensa mayor de tránsito, incluyéndose el manejar bajo la influencia de embriagantes si comete Ud. la violación en cualquier lugar abierto al público en general para el uso de vehículos automotrices. Esto incluye las zonas de propiedad pública y privada, tales como los estacionamientos de los centros comerciales, aún en el caso de que se pague cuota por el uso de dichas áreas.

Si lo(a) arrestan y le hacen una prueba del aliento y dicha prueba da una lectura de menos del 0.08 por ciento de alcohol en la sangre, esta información es una evidencia indirecta que podrá usarse, junto con otros comprobantes, para decidir si se encontraba Ud. bajo la influencia de embriagantes al momento del arresto. Una lectura del 0.08 por ciento o mayor es suficiente para dictaminar que se encontraba Ud. bajo la influencia de licores embriagantes. Si no le hacen una prueba química, de todas formas puede recibir condena si la policía tiene evidencia suficiente para convencer al juez o al jurado de que Ud. estaba ebrio (borracho.)

**SANCIONES.** Manejar encontrándose bajo la influencia de embriagantes es un Delito Menor Clase A. Si resulta usted convicto de este cargo, puede imponérsele una multa hasta de \$2,500 o puede sentenciársele a servir un máximo de un año en la cárcel, o puede usted recibir ambas sanciones.

Tiene que pasar 48 horas en la cárcel, o en un reclusorio de seguridad mínima, o en un centro de rehabilitación o de tratamiento, o tiene que laborar por lo menos 80 horas de faénas de servicio a la comunidad.

Si este es su primer arresto por estos cargos en los últimos 10 años, es posible que le permitan inscribirse en algún programa o tratamiento para la modificación de los hábitos que tenga respecto a la bebida. En esta forma, se evita la condena. (Ver página 33.)

**SUSPENSION DE LA LICENCIA.** Si recibiera condena por manejar bajo la influencia de embriagantes, tendría que suspenderse la licencia de guiar durante un año. En estas condiciones, es posible conseguir un permiso ocupacional, pero éste NO le permitiría manejar por placer o por recreo, ni siquiera para hacer diligencias o mandados de tipo familiar, tales como ir de compras. Hay una cuota de \$38 por la solicitud de permisos de emergencia.

Una segunda condena, o cualquier condena adicional puede significarle la suspensión de la licencia por tres años si dicha condena se efectúa dentro de un plazo de cinco años a partir de la primera. No se expedirá ningún permiso de emergencia por razones de una segunda o subsecuente suspensión por "DUII" a menos que se someta usted a un tratamiento contra el alcoholismo o a un programa de rehabilitación y que obtenga una recomendación de la División de Salud Mental basándose en el progreso que haya logrado en el programa. Recuerde! Si ya ha participado Ud. en algún programa de modificación de hábitos y después resulta convicto por primera vez por manejar bajo la influencia de embriagantes, el juez tendrá que enviarlo a algún programa de información o de tratamiento contra el alcoholismo. (Ver "suspensiones de consentimiento implícito o tácito" Página 28.)

**DEJE QUE OTROS SE ENCARGUEN DE MANEJAR.** Como Ud. probablemente ya lo haya decidido, manejar después de que ha estado tomando puede meterlo en toda clase de problemas con la policía, con los tribunales y con la División de Vehículos Motorizados. La mejor forma de evitar estos problemas es dejar que alguien que no beba se haga cargo de manejar el auto. Otra alternativa es usar los transportes colectivos públicos para llegar a casa. Si toma un taxi ("coche libre") puede salirle mucho más barato que pagar una multa y todos los demás gastos implicados en un arresto y condena por manejar briago ("DUII"), incluyéndose el perder su licencia de conductor.

**LEY DE LA BOTELLA ABIERTA EN OREGON.** Tomar alcohol mientras se va en un vehículo automotriz, o llevar en el mismo alguna botella abierta que contenga cualquier cantidad de bebida alcohólica, son violaciones contra la ley.

Cualquier botella abierta, lata (bote) o cualquier otro recipiente de cerveza, vino, o cualquier otro tipo de bebida alcohólica tienen que ir almacenados en la cajuela posterior (baúl) del vehículo o en cualquier otro lugar normalmente no ocupado por el conductor ni por los pasajeros. Esta ley no afecta a los vehículos motorizados que operan bajo un sistema de tránsito de propiedad pública ni a ningún transporte colectivo que se utilice principalmente para el transporte de pasajeros mediante cuota. También puede llevarse alcohol potable en la sección habitacional de un vehículo de campamento o casa móvil.

**DROGAS.** Hay reportes que indican que uno de cada cuatro norteamericanos toma alguna clase de droga todos los días, principalmente drogas legales que se compran sin necesidad de receta médica. Casi cualquier droga puede afectar su destreza para manejar. La mayoría de las drogas surten efecto en el sistema nervioso central de las personas; los estimulantes lo aceleran; los deprimentes lo hacen lento; los alucinantes afectan la forma en que el usuario de drogas ve las cosas.



El alcohol es la droga más común que los conductores usan para embriagarse, pero la palabra "embriagante" también se refiere a una amplia variedad de drogas ya sea legales o ilegales. Se le puede arrestar por manejar bajo la influencia de cualquiera de estas drogas lo mismo que por el alcohol.

En seguida aparece una lista de hechos que debe Ud. conocer:

La mayoría de los remedios que se toman para los dolores de cabeza, resfriados, fiebre del heno, alergias, o para calmar los nervios pueden causar somnolencia (dar sueño). Esta condición puede afectar su habilidad para controlar el carro.

Se han realizado estudios que demuestran que las personas que usan marihuana cometen más errores y se hacen acreedores a más arrestos por cometer violaciones de tránsito que otros motoristas que no usan la droga. La marihuana puede presentar peligros para los conductores porque produce efecto sobre el tiempo necesario para reaccionar, sobre la coordinación, el comportamiento de navegación (para mantener el curso en la vía pública), la agudeza mental, u otras destrezas básicas necesarias para manejar. También parece que la marihuana les hace difícil a los conductores ajustarse al brillo de las luces de otros vehículos.

Los datos recabados de los accidentes relacionados con la marihuana aún son inconclusos, pero con frecuencia se encuentra una mezcla de marihuana y alcohol en la sangre de los conductores, especialmente de los conductores jóvenes que han perdido la vida en el tráfico.

Las píldoras energizantes, los "hiper" o sobre-estimulantes y las tabletas para dieta pueden poner a una persona en estado más alerta, pero solo por corto tiempo. Después pueden causar nerviosismo, mareos e incapacidad de concentración. También pueden afectar la vista.

Las drogas pueden tener efectos inesperados si se toman junto con alcohol. Nunca los mezcle.

Si la etiqueta de cualquier medicamento advierte que el mismo puede causar sueño o mareo, si sabe Ud. que va a manejar, no tome la medicina; pero si ya la tomó, no maneje.

**PRIVILEGIOS DE MANEJO QUE SE EXTIENDEN A LOS(LAS) JOVENES.** Si te encuentras entre las edades de 13 y 17 años, la posesión, el uso o el abuso del alcohol o de cualquier droga (sustancia controlada), puede causarte problemas extra. El juez tiene que ordenarle a la División de Vehículos Motorizados que te nieguen la expedición de licencia o de permiso para aprender a manejar si recibes condena o si se determina que te encuentras involucrado(a) ilegalmente con alcohol o drogas. No es necesario que vayas manejando un vehículo automotor para que esta ley tenga aplicación.

Cuánto tiempo se te negará el privilegio de guiar, depende de tu edad al momento de recibir la condena y de si has tenido que ver con el alcohol y con las drogas en el pasado. La primera orden es por un año o hasta que cumplas 17 años, lo que represente más largo tiempo. La segunda orden será por un año o hasta que cumplas los 18 años, lo que represente más largo tiempo.

El juez puede revisar la orden y retirarla después de 90 días si se trata de la primera ofensa cometida, pero dicha orden no puede retirarse durante un año si la misma está basada en una segunda o subsecuente ofensa.

## CAPITULO XX

### EQUIPOS DEL VEHICULO

Si su vehículo no está en buenas condiciones es un peligro en la vía pública. Por eso es que la ley establece que ningún vehículo deberá manejarse ni movilizarse en condiciones inseguras. Los propietarios tampoco deberán permitir que nadie maneje o mueva ningún vehículo o combinación de vehículos (como camión y remolque) si se encuentran en condiciones inseguras que necesiten reparación.

Ciertos equipos de seguridad, tales como las luces, son necesarios en todos los tipos de vehículos automotrices. Otros equipos están prohibidos, o su uso está limitado a ciertos tipos de vehículos, tales como autos de la policía y camiones de bomberos. Los camiones de carga, autobuses de pasajeros y las combinaciones de vehículos tienen que tener más equipos, especialmente luces, que los coches de pasajeros.

Todos los equipos requeridos tienen que estar ajustados y en buenas condiciones de funcionamiento. Si a un policía le parece que un vehículo está en condiciones peligrosas, puede ordenarle al conductor que pare para inspeccionar el vehículo y los equipos del mismo. La Policía Estatal de Oregon tiene autoridad para detener e inspeccionar cualquier vehículo en lugares en donde haya letreros instalados que ordenen a los automovilistas que hagan alto para pasar inspección. Cuando éste sea el caso, habrá que presentar notificaciones a la Policía Estatal, comprobando que los defectos ya se han reparado. Esta notificación deberá presentarse en un plazo de 15 días a partir de la fecha en que le hayan ordenado hacer las reparaciones.

Su vehículo automotriz tiene que tener los siguientes equipos:

**FANALES (faros delanteros).** Se exigen dos fanales instalados en todos los vehículos motorizados (por lo menos uno a cada lado en el frente del vehículo.) Dichos faros (luces, focos, reflectores) tienen que dar una luz blanca y no pueden hacerse centellear ni apagarse y encenderse a ritmo por medio de pulsaciones, excepto en las motocicletas o en las bicimotos ("mopeds".) Se necesita solamente un faro delantero en las motocicletas y en las bicimotos. Asegúrese Ud. de que sus fanales estén alineados correctamente.

**LUCES TRASERAS (Calaveras).** Todos los vehículos tienen que tener por lo menos dos luces rojas en la parte posterior, visibles a 500 pies de distancia hacia atrás. También tienen que tener un foquito blanco para iluminar la placa de circulación en la parte trasera, que pueda verse a 50 pies de distancia. Además se necesitan dos vidrios reflectorizados rojos en la parte posterior, ya sea por separado o formando parte de las "calaveritas", excepto cuando se trate de camiones-tractor. Las motocicletas y las bicimotos necesitan solamente una luz trasera y una pantalla reflectora.

**"ALTO" (LUCES DE LOS FRENOS).** Todos los vehículos tienen que tener por lo menos dos luces rojas en la parte de atrás para indicar "Alto". Estas luces deben ser visibles á 500 pies de distancia. Solamente una luz de "Alto" es necesaria para las motocicletas y las "mopeds".)

**DIRECCIONALES.** Todos los vehículos motorizados, excepto las motocicletas fabricadas antes de 1973 y las bicimotos, tienen que tener luces direccionales a derecha e izquierda instaladas al frente y atrás. Las luces direccionales colocadas al frente pueden ser color amarillo/naranja (ámbar) o blancas. En la parte de atrás, estas luces para dar señales pueden ser rojas, ámbar o amarillo pálido. Dichas señales tienen que verse á 500 pies de distancia. Los remolques también tienen que tener luces direccionales en la parte posterior.

**LUCES OPCIONALES.** Un vehículo puede estar equipado con un reflector buscador, en cuyo caso deberá usarse dirigiendo la luz a mano derecha de la carretera cuando se vaya de frente a otros vehículos. El rayo de luz deberá iluminar la carretera no más de 100 pies al frente del coche en el que el reflector esté instalado.

Su vehículo puede tener dos luces de bóveda o de salpicadera, de color ya sea ámbar o blanco. También se permiten las luces de reversa, los sistemas de advertencia de cuatro luces y los sistemas de iluminación a tres colores montados en la parte posterior. Las motocicletas y las bicimotos ("mopeds") pueden tener un fanal con luz larga moduladora para uso a la claridad del día.

**LUCES ROJAS Y AZULES.** Las luces rojas ya sea fijas o intermitentes que puedan verse de frente son exclusivas para el uso de los vehículos de emergencia autorizados, las ambulancias, autobuses escolares, autobuses de transporte de trabajadores, autobuses de iglesia, vehículos de escolta en las procesiones fúnebres, vehículos de reparación de líneas de servicios públicos (luz, agua, etc.), camiones-grúa y vehículos para el uso de los encargados de las básculas de la División de Caminos y Carreteras. Las luces azúles se permiten solamente en los carros patrulla de la policía para usarlas durante su trabajo de poner las leyes en ejecución.

**LUCES AMARILLO-NARANJA (AMBAR).** Las luces color ámbar intermitentes (centelleantes) pueden usarse en los autobuses escolares, autobuses de transporte de trabajadores y autobuses de iglesia como preventiva para anticipar un alto total más adelante. Las luces ámbar intermitentes o giratorias pueden usarse en los vehículos que se utilizan en las reparación o construcción de caminos y carreteras, en los vehículos de los servicios públicos y en los vehículos-piloto (de guía o vanguardia.)

Los camiones-grúa en proceso de enganchar o de dar servicio a algún vehículo descompuesto pueden usar luces ya sea rojas o ámbar como advertencia al tráfico.

**VEHICULOS EXENTOS DEL USO DE CIERTAS LUCES.** Algunos vehículos están exentos de la mayoría de los requisitos pertinentes a las luces con los que otros vehículos tienen que cumplir. Por ejemplo, los vehículos considerados históricos tienen que tener solamente las luces que se exigían en la época en que dichos vehículos se fabricaron.

Los vehículos a los que no se les exige tener la mayoría de los tipos de luces acostumbrados tienen que usar por lo menos un fanal delantero y tienen que tener por lo menos una luz roja en la parte posterior si es que dichos vehículos van a usarse en la vía pública en horas entre la puesta del sol hasta la salida del mismo, o bien cuando la visibilidad sea limitada. Estos requisitos de iluminación incluyen los vehículos de tracción animal, los tractores agrícolas, y la maquinaria de reparación y mantenimiento de carreteras.

**FRENOS.** Todos los vehículos automotrices tienen que tener frenos en buenas condiciones de funcionamiento. Todos los vehículos automotrices tienen que estar equipados con dos sistemas separados e independientes de enfrenado. Cada uno de estos mecanismos en acción tiene que tener la capacidad de aplicarse a los frenos de dos ruedas por lo menos. Una combinación de vehículos que se componga de un vehículo automotriz y cualquier otro vehículo tiene que estar equipada con un sistema de frenos instalado en uno o más de los vehículos que formen la unidad. Los frenos de cualquier vehículo tienen que ser adecuados para controlar el movimiento del vehículo o combinación de vehículos, así como para hacerlo(s) parar y para mantenerlo(s) en posición.

**SISTEMA DE ESCAPE DE VAPORES.** Todos los vehículos motorizados tienen que tener un sistema para el escape de los humos y gases de combustión. El sistema deberá estar en buenas condiciones de funcionamiento y en constante operación. Tiene que cumplir con las normas de control del ruido establecidas por el Departamento de Calidad Ambiental. Los vehículos que expiden demasiado humo también violan la ley. Ningún vehículo que cause más ruido de lo razonablemente necesario para una buena operación deberá estar en uso.

**VENTANILLAS Y PARABRISAS.** No se permite ningún letrero, ni cartulina, ni vidrios de un solo sentido, ni películas adhesivas, ni capas de barniz sobre los parabrisas ni en las ventanillas frontales o que estén adyacentes al asiento del conductor si cualquiera de los materiales antes indicados impidieran que el conductor viera claramente al exterior o al interior del vehículo. Tampoco se permiten estos materiales en las ventanillas traseras si interfieren con la visibilidad al interior o al exterior del vehículo.

Se exige que todos los vehículos tengan un limpiador de parabrisas en buenas condiciones de funcionamiento. Este limpiavidrios también es un importante equipo de seguridad. Deberá mantenerse el parabrisas limpio para facilitar al conductor ver bien hacia afuera. El brillo de sol y el de los faros de otros autos sobre un parabrisas sucio dificultan la visibilidad. Si fuma Ud. mientras maneja, se formará una capa de humo en la superficie interior de su carro. Limpie el interior de sus ventanillas con frecuencia.

Recuerde: La mayoría de las acciones que Ud. ejecuta al ir conduciendo, son una reacción de lo que ve, de forma que debe asegurarse de que tiene una clara visibilidad al exterior del vehículo.

**ESPEJOS RETROVISORES:** Todos los vehículos automotrices tienen que tener un espejo retrovisor instalado de forma tal que el conductor pueda ver por lo menos a 200 pies de distancia hacia atrás en todo momento y con todo tipo de cargas en caminos rectos y a nivel. Si un remolque o una carga obstruye la vista hacia atrás, entonces el vehículo de tracción (el que vaya jalando a la otra unidad) necesita tener uno o dos espejos de vista lateral (a los laods.)

**VOCINAS Y APARATOS DE ADVERTENCIA:** Se exige un claxon (pito, corneta, vocina) en buenas condiciones de funcionamiento. Las sirenas y aparatos similares son para el uso exclusivo de los vehículos de emergencia autorizados.

**SALPICADERAS (Guardafangos):** La mayoría de los vehículos automotrices y de los remolques tienen que tener salpicaderas o cubiertas adecuadas tras todas las ruedas. Los requisitos exactos varían conforme al tipo del vehículo.

**DISTANCIA VERTICAL MINIMA:** Ninguna parte de la carrocería de ningún vehículo de pasajeros puede dejar menos espacio libre entre el carro y el suelo del camino o carretera que la parte más baja del aro de cualquiera de sus ruedas.

## CAPITULO XXI

### VEHICULOS DE RECREO

Bajo la ley de licencias clasificadas de Oregón, la mayoría de los conductores de vehículos de recreo necesitarán solamente una licencia Clase 4. Con licencia Clase 4, puede Ud. jalar un remolque de viaje con un vehículo de dos ejes, siempre y cuando el peso combinado de la unidad de potencia (el carro que remolca al otro) y el remolque ("trailer") mismo, no sea mayor de 24,000 libras. Si la unidad de tracción tiene tres ejes, se necesita tener licencia Clase 3. Para tener la seguridad de que esto es lo que Ud. necesitará para manejar su vehículo de recreo, consulte la información correspondiente en el Capítulo I, "Tipos de Licencia" y el esquema "Licencias Clasificadas" en las páginas 12 y 14.

**EQUIPOS.** Cerciórese de que su vehículo de recreo tenga todos los equipos de seguridad pertinentes. El auto que use como carro de tiro, también tiene que estar en condiciones de jalar un remolque. Como reglamento al tanteo, si un carro tipo de pasajeros está en buenas condiciones, es que puede remolcar sin peligro un remolque cargado igual a la mitad del peso del carro mismo. Si tiene usted un remolque pesado o si jala un remolque más liviano con frecuencia pero por distancias largas, es una buena idea tener un equipo especial para remolque instalado por los fabricantes.

Su vehículo de recreo tiene que tener los siguientes equipos de seguridad:

**LUCES:** dos reflectores indirectos color rojo, uno a cada lado de la parte de atrás de la unidad. Todos los remolques también tienen que tener por lo menos dos "calaveritas" o lucecitas traseras rojas, dos luces de "Alto" o enfrenado rojas y dos direccionales ya sea rojas, amarillo-naranja (ámbar) o amarillo claro.

**ESPEJOS:** Si un remolque o la carga que lleve le obstruye la vista hacia atrás, entonces el carro de tiro (el que vaya jalando) tiene que tener uno o dos espejos retrovisores laterales. Tiene que serle posible ver por lo menos á 200 pies a sus espaldas en todo momento.

**FRENOS:** En cualquier combinación de vehículos automotrices, remolque, semi-remolque, o algún otro vehículo, los frenos de uno o más de los vehículos tienen que ser adecuados para detener la combinación de las mencionadas unidades. La ley dictamina que los frenos tienen que tener la capacidad necesaria para hacer que se detenga una combinación motriz en una distancia de 35 pies o menos, comenzando la maniobra a una velocidad de 20 millas por hora, manteniendo las unidades sin salirse de un carril de 12 pies de ancho.

**ENGANCHES:** Hay muchos tipos de enganches para remolque. Asegúrese de seleccionar el enganche basándose en lo que el fabricante del vehículo que va a servir de tiro aconseje que se necesita para el tamaño y el peso del remolque en cuestión. Se permiten los enganches para remolque del tipo de abrazadera sujeta a la defensa (parachoques) solamente para su uso en vehículos que vayan jalando un remolque que tenga un peso, incluyéndose la carga, de 5,000 libras o menos.

Si el peso del remolque cargado es de más de 5,000 libras, entonces tiene Ud. que fijar el enganche firmemente al marco (armazón) del vehículo o bien, a una conexión firme que asegure el enganche a dicha armazón, no solamente a la defensa del vehículo de tiro. Además de contar con un enganche adecuado, todos los remolques, a menos que el acoplamiento sea del tipo de quinta rueda, tienen que tener cadenas o cables de seguridad con un coeficiente de ruptura (resistencia a la tracción) igual al peso del vehículo con su propia carga.

**CORTESIA EN EL MANEJO.** Cuando maneje una camioneta ("pickup") con cabina para campamento, o una casa móvil, o cuando jale un remolque de viaje o remolque para lancha, debe vigilar su propia velocidad y el tráfico detrás de Ud. con frecuencia. Aún si va Ud. manejando casi al límite, o al límite máximo de velocidad, es posible que esté retrasando el demás tráfico que venga a sus espaldas. Esto es especialmente cierto en las colinas. Si el tráfico se está acumulando detrás suyo, sálgase en el primer retorno que no presente peligros para dejar que pasen los otros conductores.

**ESQUINAS Y CURVAS.** Las ruedas del remolque no siguen la misma ruta que las ruedas del auto. Mientras mayor sea la distancia entre las ruedas delanteras y las ruedas traseras, el desalineamiento o efecto llamado "fuera de pista" también será mayor. Esto significa que deberá Ud. volantear en curva abierta en las esquinas, de forma que el remolque libre la guarnición de la banqueta así como los demás vehículos.

Manténgase alejado del borde del pavimento en las curvas agudas a la derecha y maneje lejos de la línea divisoria central en las curvas a la izquierda. En las curvas agudas o cerradas, deberá usted encauzar el arco del viraje o giro de las ruedas delanteras de acuerdo a qué tan aguda sea la curva y al índice del elemento "fuera de pista" de su vehículo o combinación de vehículos. Tome las curvas a una velocidad reducida que sea consistente con la facilidad que tenga para ver hacia adelante, la agudeza de la curva y otras condiciones y tráfico presentes en el camino o carretera.

**PARA REBASAR.** El remolque le aumenta el peso. La aceleración será más lenta y necesitará Ud. más espacio de lo normal para emparejarse a otros vehículos. Cuando rebase, asegúrese de no cortar demasiado pronto, porque si lo hiciera posiblemente engancharía al vehículo que acabe de rebasar.

**USO DE CARRILES.** Si maneja un camión de campamento o si jala un remolque, use el carril de la derecha en los caminos de dos o más carriles para tráfico en la misma dirección. Las siguientes son situaciones en que se permite manejar en otros carriles:



Cuando se le empareje Ud. a otro vehículo y cuando lo pase, siempre y cuando se encuentre usted obedeciendo las leyes para rebasar y no esté interfiriendo con el demás tráfico.

Cuando se esté preparando a dar vuelta a la izquierda.

En una emergencia, tal como sería el caso de la presencia de un accidente ocurrido al frente en el mismo carril.

Cuando así se le ordene por medio de un letrero.

Cuando sea pertinente salirse del carril de la derecha para evitar un posible conflicto con el tráfico que vaya entrando a la carretera por un carril de integración o de aceleración.

**PARA PARAR.** Evite situaciones que demanden una parada repentina. Aumente la distancia de seguridad entre su vehículo y el tráfico que vaya al frente. Los frenos del remolque deben estar ajustados de acuerdo a la carga que lleve y deben activarse por medio de los frenos del coche que lo vaya remolcando.

**REVERSA.** Si tiene que retroceder, colóquese en posición, de forma que el remolque voltee a la izquierda en un punto en donde Ud. pueda verlo desde su asiento de conductor. Antes de empezar a retroceder, asegúrese de que no haya nada atrás. El mejor método es pedirle a alguien que permanezca de pie fuera del vehículo para que lo guíe.

**PASAJEROS.** Es contra la ley llevar pasajeros en los remolques de viaje, las casas móviles, o cualquier otro tipo de remolques, excepto en los camiones-remolque, remolques de dirección independiente, o remolques enganchados a un dispositivo de quinta rueda. El remolque de la quinta rueda tiene que tener acabado de barniz de seguridad en las ventanas y en las puertas que tengan ventanas, así como alguna forma de comunicación para que el pasajero en el remolque pueda llamar la atención del conductor con un sonido o un ruido especial; y por lo menos una salida inobstruida que pueda abrirse por dentro y por fuera.

**REMOLQUES Y LANCHAS.** Si es usted propietario de una lancha y de un remolque para viaje, no puede jalar ambos al mismo tiempo, llevando la lancha detrás del otro remolque. Puede poner la lancha encima del remolque de viaje o del vehículo de tiro siempre y cuando no se excedan las restricciones de peso máximo.

**PARA REMOLCAR EN CAMINOS MOJADOS.** En carretera mojada, las llantas angostas de los remolques que tengan ruedas pequeñas pueden hidroplanear mientras que el vehículo que vaya jalando siga funcionando normalmente. Bajo las anteriores circunstancias hay peligro de que en una curva, el remolque que vaya "navegando" pueda dar una coleda y hasta pueda desengancharse. Los vientos cruzados también pueden presentar un problema cuando se vaya jalando un remolque. Vigile su velocidad, especialmente si el tiempo está lluvioso y con viento.

**CAMIONES Y AUTOBUSES.** Si va Ud. manejando cerca de algún camión grande, o autobús o tractor-remolque, el viento alrededor de tales vehículos puede hacer que su remolque colee. Sujete el volante de la dirección con firmeza y mantenga la tensión en la perilla del enganche. Si el sistema de frenos del remolque tiene una palanca manual para la activación separada de los frenos del remolque, la maniobra adecuada en estos casos es operar los frenos del remolque separadamente, por medio de una aplicación corta y rápida de la palanca manual para disminuir la velocidad del remolque lo suficiente para eliminar el balanceo.

**CARGA DEL REMOLQUE.** Sobrecargar un remolque es muy peligroso y puede causar fallas del sistema de la suspensión. Asegúrese de averiguar cuál es la carga máxima para la que su remolque está diseñado. También necesita saber cómo distribuir el peso de forma que no se coloque carga excesiva sobre ningún eje y de manera que la cantidad de peso que se le imponga al enganche sea adecuada.

Una carga liviana en el enganche puede causar que el remolque colee. Mientras más rápido vaya, lo más probable es que el coche colee. Una carga tremenda impuesta al enganche, además de estar sobrecargando al vehículo de tiro, también puede causar problemas tales como control defectuoso de los vehículos, frenado insatisfactorio y baja capacidad para salvar esquinas.

## CAPITULO XXII

### COMO PROCEDER DURANTE LAS EMERGENCIAS

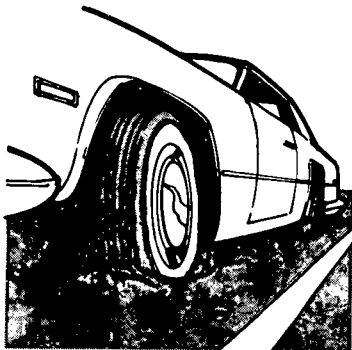
**INGENIERIA DE SEGURIDAD.** Los vehículos motorizados fabricados en años recientes tienen muchos rasgos distintivos que ayudan a disminuir los riesgos de sufrir heridas graves en caso de choque. Estos aditamentos también sirven para mejorar al vehículo mismo, e incluyen el acojinado interior, postes dobladizos del volante, parabrisas laminados y sistema de desempañado del parabrisas; también sistemas duales de frenado, llantas optimizadas, pestillos y visagras de seguridad en las puertas y espejos retrovisores laterales a la izquierda.

Cualquier vehículo necesita mantenimiento o dejará de presentar seguridad para manejarlo y también desperdiciará la gasolina. Las llantas, frenos, dirección y luces deberán inspeccionarse con frecuencia. Una afinación del motor a intervalos regulares mejorará la economía del combustible y reducirá los riesgos de falla del motor que podrían paralizar el tráfico y hasta causar un accidente.

Inspeccione sus llantas (neumáticos) en cuanto a: presión de aire adecuada, gastado irregular del dibujo, cortadas o hinchazones que puedan causar un reventón (ponchada, tronada.) Las llantas lisas derrapan fácilmente y necesitan mayor distancia para detenerse en las superficies mojadas. Todas las llantas deberán mantenerse a la presión de aire recomendada tanto por seguridad como por economía de combustible.

**Advertencia de que hay problemas con los frenos:** Si al pisar el pedal nota Ud. que el mismo queda a menos de pulgada y media del piso del coche; si el carro jala a la derecha o a la izquierda cuando se meten los frenos; si se nota un sonido intermitente de "grillo" que puede venir de los frenos de disco; si se detecta un sonido que indique "raspado" de metal contra metal cuando se presione el pedal; o si los frenos tienden a trabarse o a encajar violentamente.

A pesar de que la mayoría de las fallas del equipo pueden evitarse por medio de un buen mantenimiento, hay ocasiones en las que todavía algo puede fallar, dejando al conductor con una emergencia en las manos que demanda maniobras rápidas de manejo.



**REVENTONES.** (ponchaduras, tronadas) Sujete el volante firmemente y mantenga la dirección en línea recta al centro del carril en que vaya. No se exceda en el volanteo. Si se revienta una llanta delantera, puede presentarse un fuerte jalón hacia el lado en que ocurrió el estallido. Si se truena un neumático trasero, se produce un balanceo o vaivén de la parte de atrás del carro. Suelte el acelerador para reducir la velocidad.

Luego, enfrene con suavidad. Conduzca el vehículo gradualmente hacia el acotamiento lateral y siga "cojeando" en el mismo hasta que encuentre un lugar seguro para detenerse y cambiar la llanta.

**FALLA DE LOS FRENOS.** Si le fallan los frenos, lo que deba hacer depende de qué tipo de frenos tenga su carro. Esta es una razón por la que debe estudiar su manual de propietario antes de manejar el auto. Si no puede hacer que funcione el freno de pié, vea si el camino está libre al frente y entonces pruebe (cale) el freno de emergencia. Es posible que tenga que meter una velocidad más baja, de forma que el motor le ayude a parar, pero mantenga la transmisión en velocidad engranada. En cerros o en el declive de una montaña, busque algo contra qué hacer rozar el coche de lado, por ejemplo una guarnición, o arbustos al lado de la carretera, apilado de nieve, o baranda de seguridad, cualquier cosa que le ayude a disminuir la velocidad. Use la bocina o las luces para advertir a los otros motoristas y peatones que su vehículo está fuera de control.

**SI SE LE APAGAN LOS FAROS DELANTEROS.** Disminuya la velocidad inmediatamente y deslícese con cuidado al andén lateral (acotamiento) tan pronto como le sea posible. Una vez parado el carro, use las cuatro luces intermitentes si están funcionando, o advierta al demás tráfico por medio de antorchas de emergencia o implementos con superficie reflectora.

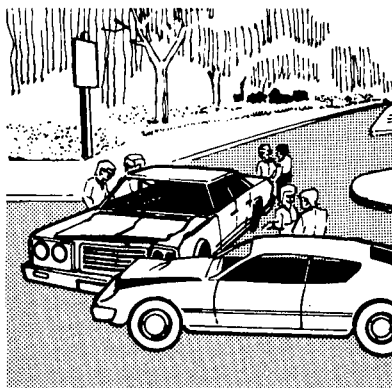
**SI SE ABRE TOTALMENTE EL COFRE** (cubierta del motor, capota). Enfrene suavemente y deslice el auto al acotamiento. Tendrá que depender de lo que pueda ver desde la ventanilla de la izquierda para usar como referencia para volantear, pero en algunos coches puede serle posible asomarse a través de la rendija que queda bajo del borde de las visagras del cofre abierto. Hágase Ud. el hábito de cerciorarse de que la capota del motor esté bien asegurada cada vez que pare Ud. en la gasolinera o estación de servicio y que hayan revisado el motor.

**SI SE TRABA EL ACELERADOR.** Mantenga la calma. Quizá pueda Ud. controlar el problema con relativa facilidad. Por lo general, es una buena idea dejar el indicador de velocidades (automáticas) en "D" ("drive"= velocidad engranada), pero a la vez, debe apagarse el encendido. Si su auto tiene volante de dirección de potencia, el hecho de apagar el encendido hará que el carro sea mucho más difícil de volantear. Si el auto tiene frenos de potencia, no los bombee. En cambio, aplique sobre el pedal una presión uniforme y moderada y, después de dar la señal indicada, volantee el carro para sacarlo del pavimento del camino o carretera y ponerlo en el acotamiento (andén lateral). Si su vehículo está perdiendo velocidad demasiado aprisa y si todavía necesita costear a más larga distancia, trate de poner las velocidades en neutro o punto muerto. Si va Ud. en carretera abierta y hay espacio libre al frente, trate de jalar el pedal hacia arriba. Para hacer lo anterior, use la punta del zapato o, si lleva Ud. un pasajero en el asiento de adelante, quizá dicha persona pueda tratar de hacer que se suelte el pedal atorado. No se agache usted para tratar de soltar el pedal con las manos. Usted necesita ver a dónde va para controlar el carro.

**SOBRECALENTAMIENTO DEL MOTOR.** Si el motor de su vehículo se sobrecalienta, deténgase en algún lugar libre de peligro fuera de la carretera. Meta los frenos y ponga la palanca de las velocidades en neutro o en "estacionado". Levante la tapa del cofre (capota), pero no trate de quitar la tapa del radiador. Haga funcionar el motor en punto muerto para aumentar el flujo de aire. Si el carro tiene aire acondicionado, apague dicho aire artificial hasta que la temperatura regrese a lo normal.

## CAPITULO XXIII

### ACCIDENTES DE TRAFICO Y OBLIGACION DE TENER POLIZA DE SEGUROS



**SUS RESPONSABILIDADES COMO CONDUCTOR:** Si sufre usted un accidente de tránsito, deberá proceder como sigue:

Deténgase en el acto. Pare en el escenario del accidente (el lugar de los hechos) o tan cerca como le sea posible sin que interfiera innecesariamente con el tráfico y sin que cause peligros. "Golpe y Huida" es una seria ofensa de tránsito. La condena por lo anterior significa que le anularán la licencia si alguien resulta herido o muerto, o se la suspenderán si hay daños causados a la propiedad ajena.

Intercambie información. Proporcione al otro conductor, a sus pasajeros, o a cualquier peatón herido todos los datos referentes a su nombre, dirección, número de placas de su coche, así como la información pertinente sobre su póliza de seguro automovilístico.

Exhiba su licencia de conductor y proporcione el número de la misma si alguien se lo pide.

Preste ayuda. Suministre cualquier auxilio razonable a las personas heridas. Esto quiere decir que las lleve al hospital o al consultorio médico si se necesita transporte y si lo solicitan los heridos. Recuerde: Nunca debe moverse descuidadamente a ninguna persona herida. En muchos casos no se les deberá mover si es posible conseguir una ambulancia o a alguien que tenga entrenamiento en primeros auxilios.

**Reporte el accidente.** Si hay más de \$400 de daños causados a la propiedad ajena, o si cualquier persona resulta herida o muerta, tiene Ud. que presentar el reporte en un plazo de 72 horas. Si su carro sufre un accidente mientras se encuentre estacionado legalmente, no necesita usted reportar dicho accidente, pero si los daños causados son mayores de \$400, el conductor del vehículo que le haya golpeado el coche, tiene que presentar un reporte. Los accidentes que ocurren en ubicaciones abiertas para el uso de vehículos motorizados -lugares abiertos al público- tienen que reportarse.

Tiene usted que hacer un reporte Aún en el caso en que su vehículo fuera el único involucrado en un accidente. Si no registra el reporte necesario, pueden hacerse contra usted cargos de haber cometido una infracción de Tránsito Clase B. La sanción al momento de la condena es una multa hasta de \$250. (Ver Pgs. 27 y 129).

Algunos conductores que participan en un accidente, tratan de persuadir al otro automovilista o automovilistas de que no registren el reporte pertinente y se ofrecen a reparar los daños. Si le hacen a Ud. esta oferta y la acepta, estará violando la ley si los daños son mayores de \$400. También se queda usted con muy pocos recursos a qué acudir si aquel conductor no paga el costo de los daños que usted sufriera.

**PARA LLENAR LOS REPORTES.** Se pueden obtener esqueletos (formas en blanco) para reportar accidentes en los departamentos de policía, en la oficina del Alguacil Mayor (Sheriff) o en las oficinas locales de la División de Vehículos Motorizados. Puede Ud. hacer el reporte a cualquiera de estas agencias para que la misma remita la información a los Cuarteles Generales de la División en Salem. Si hace el reporte en alguna oficina local de la DVM, le expedirán un recibo por dicho reporte. Si no reporta Ud. un accidente del tipo de los que deban reportarse, se le suspenderá la licencia de manejar. Si el auto pertenece a alguien más que no sea el conductor involucrado en el accidente, entonces dicho propietario deberá llenar el reporte si el conductor no lo hace. La información sobre el seguro automovilístico deberá proporcionarse como parte del reporte del accidente. (Ver la página 130.)

Su reporte de accidente tiene que llenarse y registrarse aún si un agente de la policía haya estado presente en la escena del accidente (lugar de los hechos.) Sea tan preciso como pueda. Proporcione tanta información como le sea posible en cuanto a dónde, cuándo y cómo sucedió el accidente. Su hoja de antecedentes automovilísticos contiene información sobre los accidentes en que Ud. haya participado siendo el conductor.

Es posible que su reporte del accidente no se utilice como evidencia en la mayoría de los procesos de los tribunales. La División puede revelar información sobre si Ud. presentó el reporte necesario o no. Los reportes pueden utilizarse en una audiencia o apelación del tribunal para respaldar la suspensión de la licencia por no haber presentado un reporte o por haber violado la ley estatal del seguro de responsabilidad automovilística.

Si la División recibe una solicitud por escrito sometida por alguien que haya estado involucrado en un accidente, la División tiene que proporcionarle a esta persona el nombre o nombres del(los) propietario(s) del(los) vehículo(s), así como datos sobre los conductores, los ocupantes y los testigos y el número de las placas de circulación del vehículo o vehículos que se soliciten. Los nombres de las compañías que amparen las pólizas de seguros de los propietarios o de los conductores también tienen que proporcionarse. Si alguien fallece en un choque, la información anterior también puede dársele a algún miembro de la familia del difunto o a su abogado.

Si no registra usted el reporte que se exige respecto al accidente, le suspenderán la licencia de conductor.

Si reporta Ud. el accidente, pero no tenía seguro de solvencia en el momento en que el mismo ocurrió, se le suspenderá la licencia durante un año y tendrá Ud. que registrar su comprobante de solvencia futura antes de que pueda reactivarse su licencia. Dicho registro es obligatorio aún si usted no haya sido culpable del accidente. Este comprobante debe mantenerse vigente por tres años. Si es usted el conductor o el propietario de un vehículo que haya tenido que ver con un accidente que tenga que reportarse, su reporte de dicho accidente tiene que mencionar el nombre de la compañía de seguros que le haya expedido la póliza y el número de la misma. La División tiene que corroborar la amplitud del seguro que se reporte en todos los accidentes con la compañía aseguradora cuyo nombre aparezca en el reporte que Ud. haga.

Las compañías de seguros y sus agentes tienen que informar a la División en cuanto ellos se enteren de cualquier accidente en el que el conductor no haya estado asegurado. Si dicha información se refiere a usted y si la misma es correcta, le suspenderán la licencia de manejar por un año. Después de esto, se encontrará Ud. bajo la ley de responsabilidad de solvencia durante tres años. Esto tiene aplicación aún si los daños son de \$400 ó menos o si el accidente ocurrió en propiedad privada.

**REPORTES DE VEHICULO DAÑADO.** Cuando alguna estación de servicio o taller de reparaciones de autos reciba algún vehículo que parezca haber participado en un serio accidente o que presente agujeros hechos con balas, los operarios de dicho taller tienen que reportar el nombre y la dirección del propietario o del conductor de dicho vehículo, así como el número de las placas de circulación a la agencia de policía más cercana en un plazo de 24 horas.

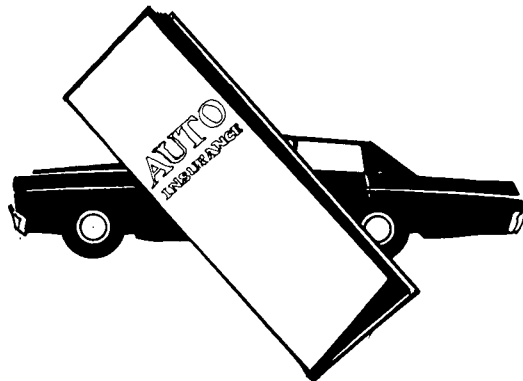
**GOLPE Y HUIDA.** Si no se cumple con el reglamento de parar en el escenario de un accidente y si no se hace lo que se exige que haga un automovilista involucrado en un accidente, dicho proceder recibe el tratamiento de Delito Mayor Clase C si alguien resultó herido o muerto en el choque. Todos los demás accidentes de golpe y huida son delitos menores Clase A.



**VEHICULO DESATENDIDO.** Si golpea Ud. algún vehículo en el que no haya nadie, trate de encontrar al dueño. Si no puede encontrar al propietario, deje una nota escrita en lugar visible. La nota deberá contener su nombre y su dirección y una breve descripción de lo que sucedió. Si causa Ud. daños a algo más que un vehículo automotriz, también tiene que tratar de encontrar al propietario o a quien esté a cargo para reportar el daño.

**ANIMALES.** Si atropella y lastima a algún animal doméstico, pare y haga un esfuerzo por averiguar cuál es la gravedad de las heridas. Preste razonable atención al animal. Lo que pueda hacer usted puede variar de acuerdo a los peligros que presente el tráfico en ese momento. Reporte la herida del animal al dueño si es posible. Si no puede encontrar al amo, notifique a los cuarteles de policía más cercanos.

**SEGURO OBLIGATORIO.** Tiene usted que tener seguro de responsabilidad de solvencia para poder operar un vehículo motorizado registrado en Oregón. Tiene Ud. que certificar que tiene dicho seguro cada vez que renueve (reselle) el registro de su vehículo automotriz. También certifica Ud. que se compromete a mantener dicho seguro durante el tiempo que el vehículo siga registrado o hasta que usted lo venda. También tiene que declarar el nombre de la compañía de seguros que le haya expedido la póliza y el número de la misma.



Cada mes, la División de Vehículos Motorizados les pide a algunos propietarios de vehículos, cuyos nombres se seleccionan al azar, que proporcionen nuevamente el nombre de la compañía aseguradora que le haya expedido su póliza y el número de la misma. Si le piden a usted que dé esta información y si se niega a hacerlo, se le suspenderá la licencia. Cuando proporcione la información, la División tendrá que corroborar la extensión de la póliza que haya Ud. reportado con la compañía cuyo nombre haya dado.

Si no tiene Ud. el seguro que dice tener en el documento de renovación de su licencia o en el cuestionario de la encuesta al azar, caerá Ud. bajo la ley estatal de solvencia financiera por tres años. Se le suspenderá la licencia si no obtiene una póliza de seguros buena por la amplitud mínima que requiere la ley y si no exhibe comprobante de tener responsabilidad financiera futura ante la División .

Además, la ley dictamina que la División tiene que notificar a la oficina del Ministerio Público (Fiscal) del condado en que Ud. resida, que dicha División considera que usted proporcionó falsa certificación de seguro. Entonces, es posible que se le acuse de haber cometido un Delito Menor Clase A. Si se le encuentra culpable, pueden imponerle una multa hasta de \$2,500 Dólares, hasta un año en la cárcel, o ambas sanciones. También la ley prescribe que deberá Ud. pasar tres días en la cárcel si se le condena por el cargo mencionado.

Manejar sin seguro de responsabilidad de solvencia en la vía pública o en localidades abiertas al público para el uso de vehículos automotrices, es una infracción de tráfico Clase B. Si un juez lo condena por encontrarlo culpable de dicho cargo, necesitará Ud. registrar un comprobante de responsabilidad financiera futura ante la División de Vehículos Motorizados. Este comprobante deberá permanecer en vigor por tres años y en caso de no hacerlo, queda Ud. expuesto(a) a que le suspendan la licencia de manejar. Esto es además de cualquier multa que pague usted al Juzgado.

**COBERTURA MINIMA DE LA POLIZA DE SOLVENCIA.** El término "Seguro de Responsabilidad de Solvencia" quiere decir que cuenta usted con los medios para pagar el costo de daños y perjuicios que cause a otros, hasta una cifra establecida. El seguro de choque cubre solamente los daños causados a su propio vehículo y no es suficiente.

El alcance mínimo requerido en una póliza es de \$25,000 y \$50,000 por heridas o muerte y \$10,000 por daños a la propiedad ajena. Una alternativa es depositar \$60,000 en efectivo o registrar una fianza de seguridad por \$60,000 ante la División. Los conductores a quienes se les haya impuesto una condena por manejar bajo la influencia de embriagantes tienen, sin embargo, que proporcionar un comprobante de que tienen cobertura de seguro financiero por la suma de \$50,000 y \$100,000 por heridas o muerte. Lo que se exige por cobertura por daños a la propiedad ajena, permanece igual que aparece anteriormente.

**CONDENAS.** También tiene Ud. que comprobar y registrar su futura responsabilidad financiera si recibe condena por cualquiera de los siguientes cargos:

Cualquier grado de asesinato, homicidio no premeditado, homicidio por negligencia criminal, asalto, o por poner a alguien en peligro en forma temeraria, por lanzar amenazas, o por maldad criminal si cualquiera de estos delitos resulta de conducir un vehículo automotriz.

Por cometer perjurio o dar una falsa declaración bajo juramento a la División bajo cualquier ley que trate del registro o del uso de vehículos motorizados en la vía pública.

Cualquier ofensa que pueda sancionarse como delito mayor si un vehículo motorizado representara un papel clave en la ejecución de la ofensa.

Manejo Temerario.

Golpe y Huída.

Escapársele o tratar de eludir a un agente de la policía.

Cualquier condena por manejar bajo la influencia de embriagantes.

Tenga presente que cualquier condena por manejar ebrio, o cualquier anotación en su hoja de antecedentes que indique que usted mezcla el manejo y el alcohol, puede significar otra "sanción" para usted: tarifas de seguro automovilístico más altas.

**COMPROBACION DE RESPONSABILIDAD FINANCIERA.** La compañía de seguros que haya expedido su póliza hace el registro de responsabilidad de solvencia a su nombre. Dicha compañía remite un certificado de seguro Forma SR-22 a la División de Vehículos Motorizados para comprobar que Ud. tiene una póliza de solvencia. Su seguro tiene que cubrir todos los vehículos registrados a su nombre y deberá Ud. conservar dicha póliza en vigor durante tres años. Si permite Ud. que la póliza caduque a consecuencia de no pagar las primas, la compañía aseguradora tiene que notificar el hecho a la División de Vehículos Motorizados y, consecuentemente, se le suspenderá la licencia.

Si le han suspendido la licencia a causa de no haber obtenido la Forma SR-22 y más adelante obtiene Ud. el seguro, por ningún motivo maneje usted hasta que tenga la seguridad de que dicha Forma SR-22 ha quedado registrada en la División.

**FALLOS DE TRIBUNAL (DICTAMENES).** Si causa Ud. daños a la propiedad ajena o si causa heridas a alguien en un accidente en propiedad ya sea pública o privada, el dueño de la propiedad o la persona herida puede presentarse a los tribunales para obtener un dictámen en su contra. Si el Tribunal (Juzgado) concede el fallo y usted no cumple con lo impuesto en un plazo de 60 días a partir de dicho fallo del juzgado, se le suspenderá la licencia de manejar. Si le suspenden la licencia a causa de no haber cumplido con los requisitos de un dictámen, tiene que hacerse cargo del asunto por los medio jurídicos antes de que dicha licencia se le devuelva (la licencia se reactiva.) También tiene Ud. que tomar la acción pertinente para que una compañía aseguradora registre un comprobante de futura responsabilidad de solvencia a su nombre, permaneciendo el mismo en vigor durante tres años a partir del momento en que se reactive su licencia.

**CUOTAS DE REACTIVACION.** Tiene que pagar \$44 como cuota de reactivación de licencia antes de que cualquier licencia suspendida se restablezca o reactive.

## CAPITULO XXIV

### REPASO PARA EL EXAMEN

La prueba sobre las leyes de tránsito y las prácticas prudentes o cautelosas de manejo se compone de materiales y conceptos que cubre este manual. Para ayudarlo(a) a prepararse para tomar este examen, en seguida aparecen algunas preguntas de muestra que se refieren al manejo. Las preguntas aquí ilustradas no van a formar parte del examen real que va Ud. a tomar, pero el mismo contendrá preguntas similares. Las preguntas en dicha prueba se presentan en formato de selección múltiple.

01. ¿Qué es lo que el reglamento básico le exige que haga? (Página 51)

02. ¿Cuál es una buena guía o regla para decidir cuánta distancia debe dejar entre el carro que Ud. va manejando y el auto que va al frente o adelante de usted? (Página 57)

03. ¿Cuándo necesita encender los fanales (faros, luces) delanteros? (Página 89)

04. ¿Qué quiere decir cuando se ven luces amarillo ámbar centelleando cerca del techo de un autobús escolar? (Página 56)

05. Si se niega Ud. a tomar una prueba del aliento encontrándose bajo arresto por primera vez por acusársele de ir manejando bajo la influencia de embriagantes, ¿Cuánto tiempo le suspenderán la licencia de manejar? (Página 28)

06. ¿Cuál es una forma rápida de identificar el objeto o propósito de un letrero de carretera? (Página 36)

07. ¿Con cuanta anticipación, o a qué distancia antes de dar una vuelta tiene Ud. que hacer una señal para indicar que tiene la intención de dar la vuelta? (Página 62)

08. ¿Exige la ley que dé Ud. una señal cuando tenga la intención de cambiar de carril? (Página 62)

09. ¿A qué nivel de alcohol en la sangre se considera que un conductor se encuentre bajo la influencia de embriagantes en Oregon? (Página 112)

10. ¿Qué efecto surte el alcohol sobre su aptitud para manejar un carro? (Página 109)

11. ¿Cuál es su mejor protección contra las heridas o la muerte al momento de un choque en el tráfico? (Páginas 79-80)

12. ¿Más o menos en qué porcentaje de los choques fatales en el tráfico se registra incendio o sumergimiento de un vehículo en el agua? (Página 80)

13. ¿Qué debe Ud. hacer para protegerse del deslumbramiento que causa el brillo de las luces delanteras de un auto de frente a Ud.? (Página 90)

14. ¿Qué le sucederá a su licencia de manejar si sufre usted un accidente y no tiene seguro de responsabilidad de solvencia? (Página 129)

15. Si le exigen a Ud. que registre un comprobante de futura responsabilidad de solvencia, ¿Qué quiere decir que tiene usted qué hacer? (Página 132)

16. Hay algunas excepciones del reglamento que dictamina que tiene usted que manejar en la mitad de la derecha de caminos y carreteras. ¿Cuáles son las excepciones? (Página 58)

17. ¿Cuándo le permite la ley que rebase o pase por la derecha? (Página 60)

18. ¿En dónde se le prohíbe rebasar a otro vehículo? (Página 61)

19. ¿Puede Ud. usar una señal de mano y brazo para indicar que tiene la intención de dar vuelta? (Página 62)

20. ¿Cuál es el significado de una luz amarilla intermitente? (Página 49)

21. ¿Cuál es el significado de una luz roja intermitente? (Página 49)

22. ¿Cuáles son los errores más frecuentes del conductor en los accidentes en que participan un vehículo automotriz y un motociclista? (Páginas 77-78 )

23. ¿Cuáles son tres errores comunes que podrían causar que atropellara Ud. a una persona que vaya montando en bicicleta? (Página 75)

24. ¿Se encuentra Ud. obedeciendo la ley del estado de Oregón sobre los cinturones de seguridad si usa uno de dichos cinturones o bandas para asegurar a un bebé? (Páginas 77-78 )

25. ¿Cuál es la velocidad designada en Oregón para las zonas escolares? ¿Para los distritos comerciales? ¿Para las áreas residenciales? (Página 52)

26. ¿Quién tiene que ceder el derecho de paso cuando un conductor haya dado la señal para dar vuelta a la izquierda en una intersección (bocacalle, cruce) de doble sentido? (Página 53)

## CAPITULO XXV

### DEFINICIONES

En seguida aparecen algunas definiciones legales o jurídicas de palabras que tienen un significado de importancia en este manual. Puede serle de utilidad saber lo que estas palabras quieren decir.

**CANCELADO, CANCELADA** "Cancelados", en referencia a los privilegios de manejo o al registro o título de un vehículo, significa que los privilegios de manejo, el registro o el título de propiedad se declaran nulos o se dan por terminados, de forma que cualquier nuevo privilegio de manejo, o registro o título pueden obtenerse solamente en la forma que lo permita la ley.

**LICENCIA DE MANEJAR, LICENCIA DE CONDUCTOR, LICENCIA DE AUTOMOVILISTA.** "Licencia de manejar" o "licencia" son palabras que pueden tener todos los significados o cualquiera de ellos aquí proporcionados para dichos términos en este capítulo, aplicables conforme sea necesario o como resulte apropiado en la sección que se refiera al término mismo. El término "licencia de manejar" (también nombrada en este manual como "licencia de conductor, de automovilista, de conductor automovilista, de guiar", etc. N. del T.) puede usarse en forma intercambiable con el término simplificado "licencia" y cualquiera de los anteriores puede utilizarse en las formas siguientes: (1) Puede referirse a un documento expedido por este estado de Oregón o cualquier otra jurisdicción como evidencia de la concesión de privilegios de manejo. (2) Puede referirse a los privilegios generales de manejo concedidos por este estado o por otra jurisdicción.

**PERMISO DE MANEJAR.** Esto significa la concesión de privilegios de manejo que expida este estado u otra jurisdicción, siendo dichos privilegios más limitados que aquéllos de que se dispone bajo una licencia, o que dicha concesión se ofrece solamente bajo circunstancias especiales o limitadas. El término puede también referirse a un documento expedido como evidencia de una concesión de privilegios de manejo bajo un permiso de conductor.

**PRIVILEGIO DE MANEJO.** Esto significa una concesión de autoridad que le confiera una jurisdicción a una persona, autoridad tal que permite que la persona maneje un vehículo en la vía pública dentro de los límites de esa jurisdicción. Los privilegios de manejo conceden la autoridad a una persona, no a un vehículo. El privilegio de manejo incluye tal concesión de autoridad ya sea que se hayan o que no se hayan expedido documentos como evidencia o constancia de dicha autoridad.

**VEHICULO DE EMERGENCIA.** Este es un vehículo equipado con luces especiales y sirenas, cuya existencia se requiere por ley y que cae bajo cualquiera de las siguientes descripciones: (1) Que los que operan el vehículo sean la policía pública, o las agencias de bomberos o de seguridad de aeropuertos; (2) Que haya sido designado vehículo de emergencia por una agencia federal; (3) Que el Administrador de la División de Vehículos Motorizados lo haya designado como vehículo de emergencia.

**ENGANCHE DE QUINTA RUEDA.** Se refiere a un dispositivo o mecanismo de acoplamiento para uso en los vehículos, comúnmente conocido como ensamblaje de pivote (gorrón) y quinta rueda.

**CONDICIONES DE VISIBILIDAD LIMITADA.** Este término es aplicable a cualquier hora del día o de la noche, desde la puesta del sol hasta la salida del mismo; así como a cualquier otro momento y hora cuando, debido a insuficiente luz o a condiciones atmosféricas desfavorables, las personas y los vehículos no son claramente perceptibles (visibles) en un tramo de camino o carretera recto, a nivel y sin alumbrado a una distancia de 1,000 pies al frente.

**VEHICULO MOTORIZADO, VEHICULO AUTOMOTRIZ.** Esto quiere decir un vehículo autopropulsado o diseñado para funcionamiento de propulsión autónoma.

**ESTACIONAR O ESTACIONARSE.** Esto se refiere a dejar los vehículos parados o detenidos, ya sea que estén ocupados o no, en cualquier circunstancia que no sea solamente momentánea con el objeto de cargar o descargar pasajeros u objetos y durante la maniobra misma.

**LOCALES ABIERTOS AL PUBLICO.** Este término incluye cualquier localidad abierta al público en general para el uso de vehículos automotrices, ya sea que dichas ubicaciones sean de propiedad pública o privada y ya sea que se cobre cuota por el uso de las mismas o no.

**ANULADO, ANULADA.** La palabra "anulado" (a, os, as) en relación a los privilegios de manejo, al registro de vehículos o al título de propiedad de vehículos, significa la terminación (el final, la conclusión) de los anteriores, quedando los nuevos privilegios de manejo o el registro o título del vehículo atenidos a lo que dictamine la ley para su obtención.

**PARADO, PARARSE.** Esto se refiere a los vehículos en "Alto" ya sea que estén ocupados o no, bajo cualquier circunstancia que no sea solamente momentánea con el propósito de cargar o descargar pasajeros y durante la maniobra misma.

**ALTO.** La palabra se refiere a la paralización total de movimiento. Cuando esta maniobra está prohibida, el término se refiere al "alto", aunque fuera temporal, de un vehículo, ya sea que el mismo vaya ocupado o no, excepto, excepto cuando el hecho de detenerse sea necesario para evitar un conflicto con el demás tráfico, o cuando se haga en observación de las instrucciones que dé un agente de la policía o algún aparato de control del tráfico.

**SUSPENDER.** El hecho de "suspender" (suspendido, suspensión), en referencia a los privilegios de manejo, o al registro de un vehículo, significa el retiro temporal de dichos privilegios de manejo o del registro.

**VEHICULO.** Esta palabra describe cualquier aparato o artefacto dentro del que, o sobre el que, o por medio del que cualquier persona o pertenencia se transporte o pueda transportarse, o remolcarse en la vía pública, incluyéndose los vehículos ya sea de propulsión autónoma o energizados por cualquier otro medio.

Nota: Para más amplia información o para obtener datos sobre cualquier ley específica de vehículos automotrices o de las prácticas cautelosas de manejo, escriba a la División de Vehículos Motorizados: Motor Vehicles Division, 1905 Lana Avenue NE, Salem, Oregon 97314.



Nota: Para más amplia información o para obtener datos sobre cualquier ley específica de vehículos automotrices o de las prácticas cautelosas de manejo, escriba a la División de Vehículos Motorizados, Salem, Oregón 97314.

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**REPORTE INMEDIATAMENTE A TODO CONDUCTOR  
EBRIO**

**Marque el número de telefono "REDDI" sin costo alguno:  
1-800-452-7888**

**735-37S (11-88)**

**DMV/ODOT**

OREGON  
MOTOR  
VEHICLES  
DIVISION

SALEM  
OREGON  
97314

DMV

NAME

Mike Bauer

Date

3/1

ADDRESS

City of Portland

Street

City

Zip

I wish to speak on Agenda Item #

R 10

Subject

X

FOR

       AGAINST

PLEASE WRITE LEGIBLY!

DATE SUBMITTED 2-13-90

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-10

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Multnomah County Transportation  
Capital Improvement Plan/Program

Informal Only\* 2-27-90  
(Date)

Formal Only 3-1-90  
(Date)

DEPARTMENT Environmental Services

DIVISION Transportation

CONTACT R. Scott Pemble

TELEPHONE Ext. 5262

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Larry Nicholas/R. Scott Pemble

BRIEF SUMMARY

Request adoption of the Multnomah County Five-Year 1990-94 Transportation Capital Improvement Plan and Program. This document and subsequent updates of this document will be used to guide the investment of the county's capital resource for road and road related purposes for the next five year period.

*\* PLAN ON FILE WITH CLERK OF THE BOARD 3/1/90*

ACTION REQUESTED: *3/2/90 copy of # 90-24 to Larry Nicholas & Scott Pemble*

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 10 minutes

IMPACT:

☐ PERSONNEL

☐ FISCAL/BUDGETARY

☐ General Fund

Other \_\_\_\_\_

SIGNATURES:

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

BUDGET/PERSONNEL 1

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) *[Signature] St John DuBay*

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

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



# MULTNOMAH COUNTY OREGON

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

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

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

TO: Multnomah County Board of Commissioners

FROM: R. Scott Pemble/Transportation Division *RS-P*

DATE: February 14, 1990

SUBJECT: Transportation Division's Capital Improvement Plans and Programs  
(Transportation and Willamette River Bridges)

The Transportation Division relies on three sets of capital improvement plans and programs to guide the County's capital investment in transportation infrastructure: the Transportation Capital Improvement Plan and Program, the Capital Improvement Plan and Program for the Willamette Bridges, and the Bicycle Capital Improvement Plan and Program. Each of the capital programs is supported by a separate fund (Road Fund, Willamette River Bridge Fund and Bike Fund). Two of the three Capital Improvement Plans and Programs recently have been completed, the Transportation and the Willamette River Bridges. The Bicycle Capital Improvement Plan and Program is scheduled to be completed by July 1990.

The Transportation Capital Improvement Plan and Program is used to guide investments in road and road related improvements (e.g., storm drains, retaining walls) and non-Willamette bridges. The plan, part one of the two document set, identifies all known projects on the county road system, and by means of clear and objective criteria, prioritizes them in order of need. The program, part two of the set, establishes a five year construction schedule by assigning the anticipated revenue to the highest priority projects. In the 1990-94 Transportation Plan and Program, 146 projects have been identified at an estimated cost of \$140,000,000. Twenty of the 146 projects and twelve carryover projects are included in the 1990-94 Capital Improvement Program. The requirement for the completion of these 32 projects is approximately \$23,800,000.

February 14, 1990  
Page 2

The Capital Improvement Plan and Program for the Willamette River Bridges is used to guide investment in the six county maintained Willamette River Bridges and their connecting ramps. The plan spans a 20-year period and is updated every two years. In the 1989-2008 Plan and Program, 43 construction projects and 15 painting projects have been identified at an estimated construction and painting cost of \$55,320,0900. The Capital Improvement Plan and Program for the Willamette River Bridges prioritizes by means of a point system all construction and paint projects. Projects with the greatest need (highest score) are funded first.

In July 1990 the Transportation Division will forward for the County Board approval the Multnomah County Bicycle Capital Improvement Plan and Program. The first Multnomah County Bicycle Capital Improvement Plan and Program is currently being developed in conjunction with the County's Master Bicycle Plan. The Bicycle Capital Improvement Plan and Program will by use of a clear and objective point system prioritize and schedule bicycle facility improvements.

The three capital improvement plans and programs used by the Multnomah County Transportation Division represents a comprehensive and integrated funding strategy. The plan and program process followed by the division insures that limited funds are invested wisely.

RSP:js

7111V

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

Recommending Approval of the	)	
Multnomah County Five Year	)	RESOLUTION
1990-94 Transportation Capital	)	
<u>Improvement Plan and Program</u>	)	90-26

WHEREAS, the Board of County Commissioners recognizes the need for a safe and efficient street system that satisfies travel needs of county residents and the region; and

WHEREAS, the goal of the Multnomah County Transportation Capital Improvement Plan and Program is "to promote and enhance a balanced transportation system ...."; and

WHEREAS, the current Multnomah County Transportation Capital Improvement Plan will conclude June 30, 1990; and

WHEREAS, the Multnomah County Transportation Division has instituted a capital improvement plan and program process following the guidelines established in the Multnomah County Comprehensive Framework Plan for Capital Improvements and Trafficways; and

WHEREAS, affected neighborhood groups and local governments were involved in the identification of needed transportation improvement; and

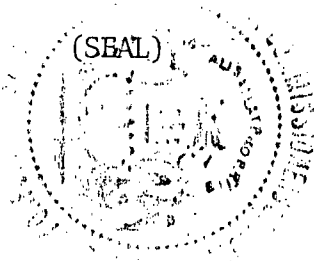
WHEREAS, the Capital Improvement Plan and Program process ensures that transportation improvements having the greatest need will be constructed first;

WHEREAS, the Multnomah County Transportation Capital Improvement Plan and Program will be updated every two years to ensure the safe and reliable public use of the county road system;

RESOLUTION  
Page 2

NOW, THEREFORE, BE IT RESOLVED, that the Board of County Commissioners of Multnomah County approve the Multnomah County Five-Year 1990-94 Transportation Capital Improvement Plan and Program for the purpose of guiding the investment of the County's capital resource for road and road related purposes over the next five year period.

ADOPTED this 1st day of March, 1990.



BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

By

Gladys McCoy  
GLADYS McCOY/Chair

REVIEWED:

LAURENCE KRESSEL  
County Counsel  
for Multnomah County, Oregon

By

John L. DuBay  
JOHN L. DuBay  
Assistant County Counsel

7111V



DATE SUBMITTED 2-13-90

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-9

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Multnomah County Capital Improvement Plan  
and Program for Willamette River Bridges

Informal Only\* 2-27-90  
(Date)

Formal Only 3-1-90  
(Date)

DEPARTMENT Environmental Services

DIVISION Transportation

CONTACT Stan Ghezzi

TELEPHONE 248-3595

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Larry Nicholas/Stan Ghezzi

BRIEF SUMMARY

Request adoption of the Multnomah County 20 Year Capital Improvement Plan and Program for the Willamette River Bridges. This document will be used to guide the investment of the county's capital resource for Willamette River Bridge improvements for the next 20 year period.

*3/2/90 #90-25*  
*\* PLAN ON FILE WITH Sent to Stan*  
*CLERK OF THE BOARD Ghezzi &*  
*Larry Nicholas*

ACTION REQUESTED:

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 10 minutes

IMPACT:

☐ PERSONNEL

☐ FISCAL/BUDGETARY

☐ General Fund

Other \_\_\_\_\_

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: 

BUDGET/PERSONNEL 1

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) 

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

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

3706V

1990 FEB 21 11:15  
MULTNOMAH COUNTY  
OREGON



# MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES  
TRANSPORTATION DIVISION  
1620 S.E. 190TH AVENUE  
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## M E M O R A N D U M

TO: Multnomah County Board of Commissioners

FROM: R. Scott Pemble/Transportation Division *RSR*

DATE: February 14, 1990

SUBJECT: Transportation Division's Capital Improvement Plans and Programs  
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February 14, 1990  
Page 2

The **Capital Improvement Plan and Program** for the Willamette River Bridges is used to guide investment in the six county maintained Willamette River Bridges and their connecting ramps. The plan spans a 20-year period and is updated every two years. In the 1989-2008 Plan and Program, 43 construction projects and 15 painting projects have been identified at an estimated construction and painting cost of \$55,320,0900. The Capital Improvement Plan and Program for the Willamette River Bridges prioritizes by means of a point system all construction and paint projects. Projects with the greatest need (highest score) are funded first.

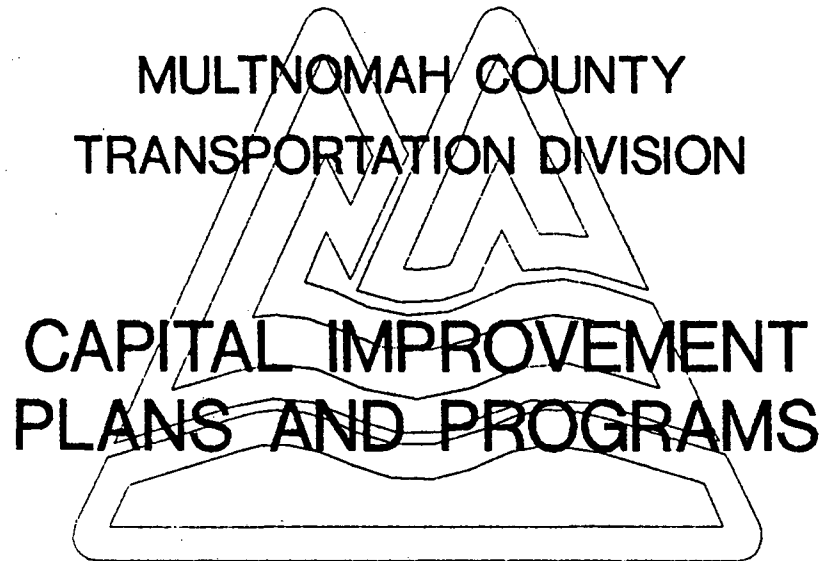
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The three capital improvement plans and programs used by the Multnomah County Transportation Division represents a comprehensive and integrated funding strategy. The plan and program process followed by the division insures that limited funds are invested wisely.

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# SUMMARY



## Capital Improvement Plans & Programs

- What are our capital liabilities?
- CIP&P process determines resource allocations
- Implementation of CIP&P

## Capital Improvement Plans & Programs

- What are our capital liabilities?
  - *Willamette River Bridges*
  - *Transportation*
  - *Bike*
- CIP&P process determines resource allocations
- Implementation of CIP&P

Capital Improvement needs cost more than funds available



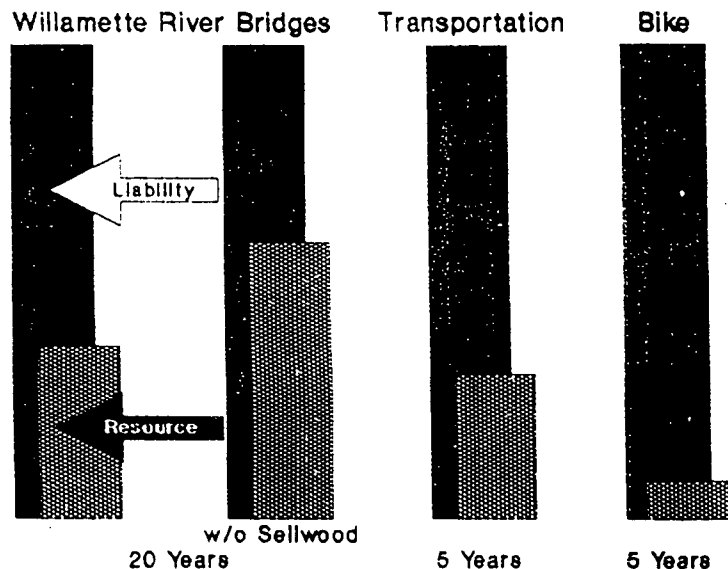
Capital Improvement needs cost more than funds available

- ✓ *In today's dollars, what will it cost to construct all known capital improvement projects?*
- ✓ *How much money will be available to construct all known capital improvement projects?*
- ✓ *What is the anticipated shortfall?*

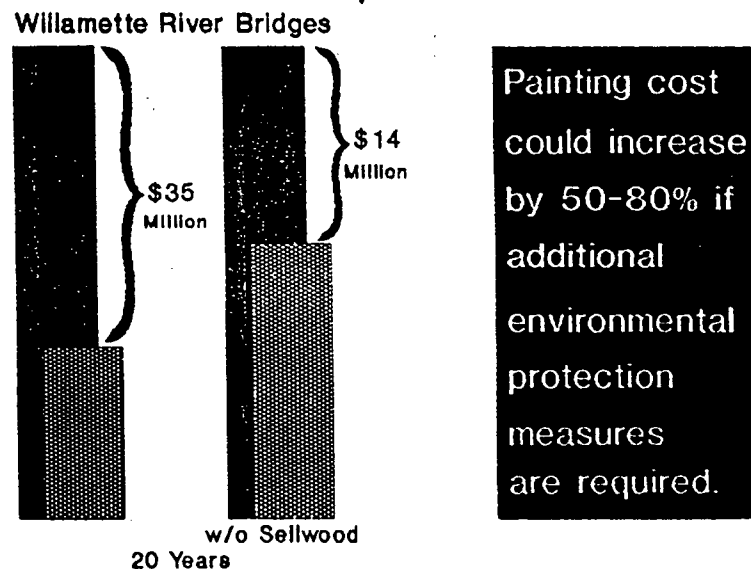
## CAPITAL REVENUE SOURCES

	State Gas Tax	County Gas Tax	Forest Receipts	Grants	Other
Willamette River Bridges	\$	\$	\$	\$	\$
Transportation	\$	\$	\$	\$	\$
Bike	\$			\$	

## RESOURCES VS LIABILITIES

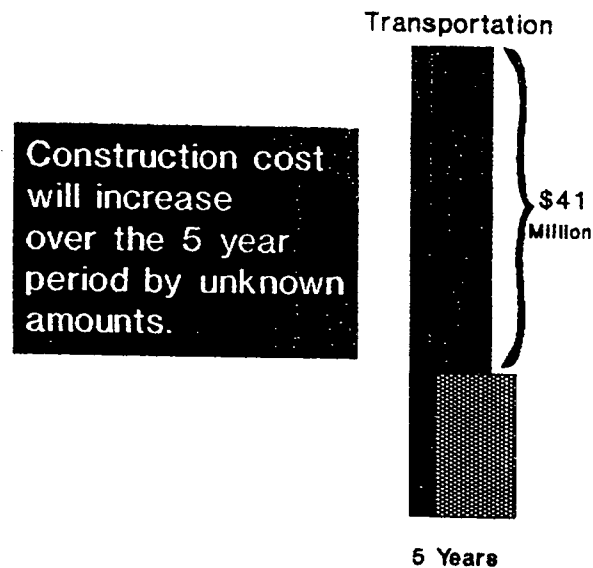


## WRB SHORTFALLS



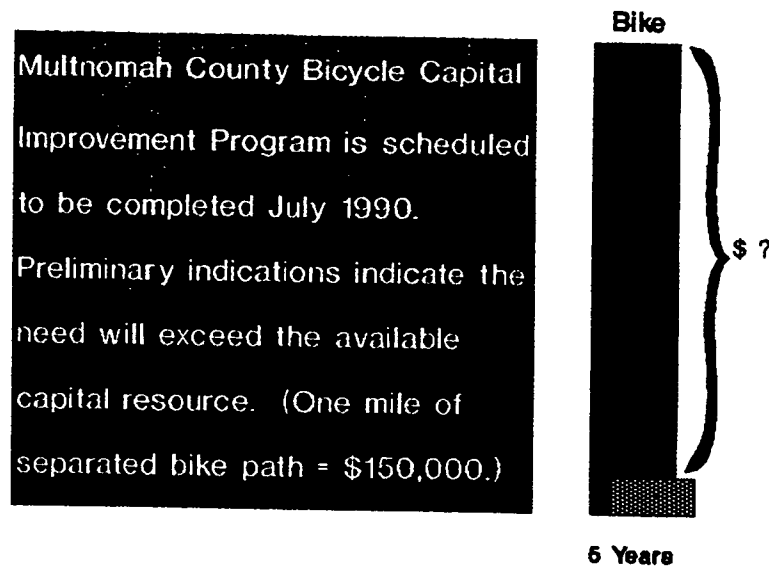
Painting cost could increase by 50-80% if additional environmental protection measures are required.

## TRANSPORTATION SHORTFALL



Construction cost will increase over the 5 year period by unknown amounts.

## BICYCLE SHORTFALL

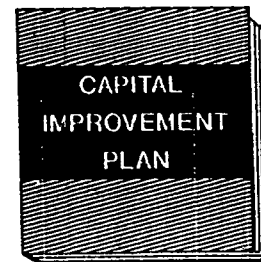


Multnomah County Bicycle Capital Improvement Program is scheduled to be completed July 1990. Preliminary indications indicate the need will exceed the available capital resource. (One mile of separated bike path = \$150,000.)

## Capital Improvement Plans & Programs

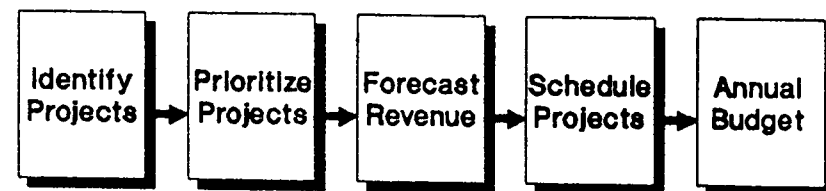
- What are our capital liabilities?
  - *Willamette River Bridges*
  - *Transportation*
  - *Bike*
- CIP&P process determine resources allocations
  - *Capital Improvement Plan*
  - *Capital Improvement Program*
  - *Transportation Division Annual Budget*
- Implementation of CIP&P

Multnomah County uses its Capital Improvement Plans and Programs, which are clear and objective public processes to determine which capital improvement projects will be constructed.



Multnomah County's Capital Improvement Plan and Program process insures that limited resources are spent wisely.

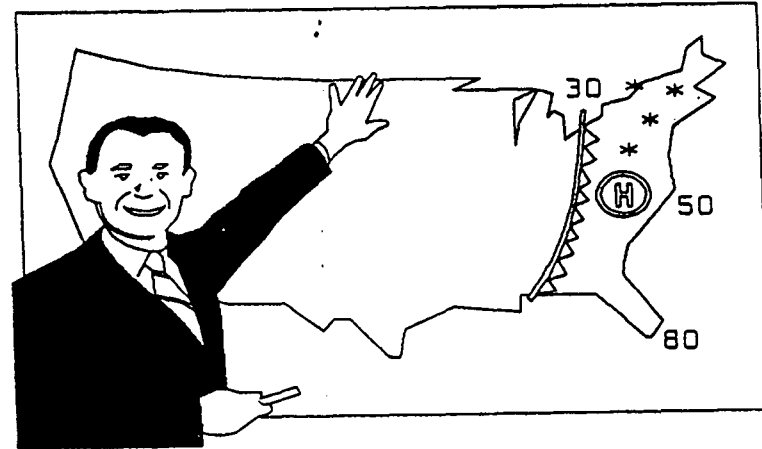
## *Capital Improvement Plan and Program Process*



## Capital Improvement Plans & Programs

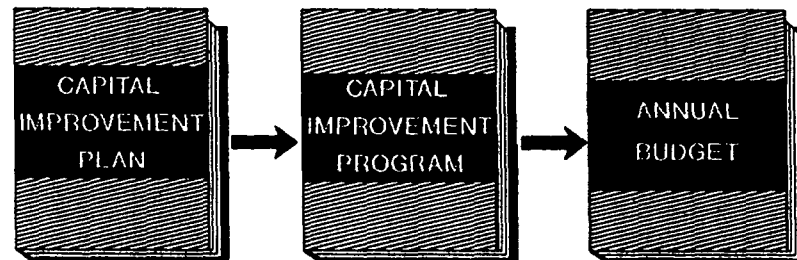
- What are our capital liabilities?
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  - *Capital Improvement Plan*
  - *Capital Improvement Program*
  - *Transportation Division Annual Budget*
- Implementation of CIP&P
  - *Adoption by Board of Commissioners*
  - *Updated every 2 years*

What will the future look like?

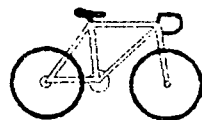
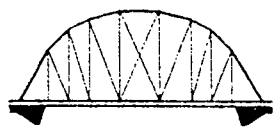
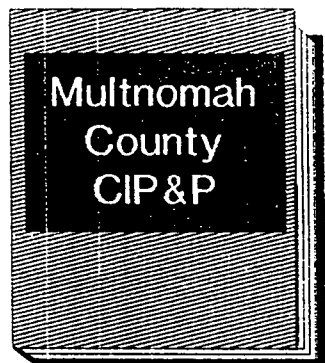


What will the future look like?

- ✓ *Who knows with any certainty.*
- ✓ *The Multnomah County Board of Commissioners update Capital Improvement Plans and Programs every two years to accommodate unforeseen changes.*







# Questions & Answers

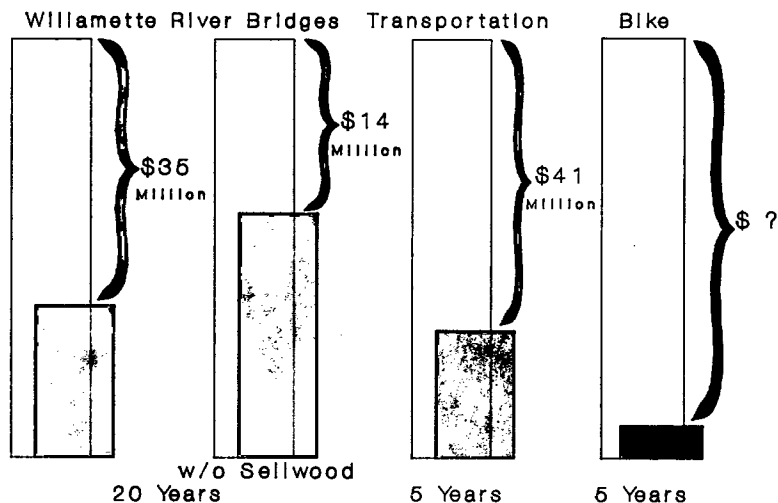
## Capital Improvement Plans & Programs

- What are our capital liabilities?
  - *Willamette River Bridges*
  - *Transportation*
  - *Bike*
- CIP&P process determines resource allocations
  - *Capital Improvement Plan*
  - *Capital Improvement Program*
  - *Transportation Division Annual Budget*
- Implementation of CIP&P
  - *Adoption by Board of Commissioners*
  - *Updated every 2 years*

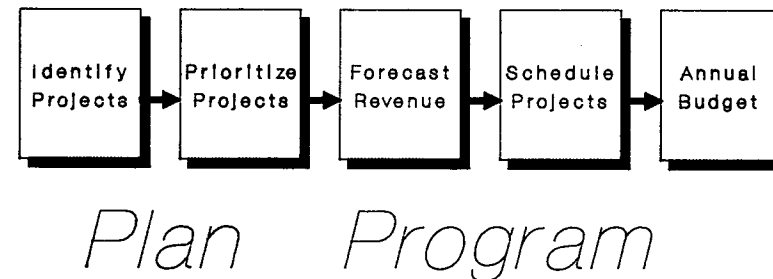
## CAPITAL REVENUE SOURCES

	State Gas Tax	County Gas Tax	Forest Receipts	Grants	Other
Willamette River Bridges	\$	\$	\$	\$	\$
Transportation	\$	\$	\$	\$	\$
Bike	\$			\$	

## SHORTFALL SUMMARY



## Capital Improvement Plan and Program Process



THE BOARD OF COUNTY COMMISSIONERS  
OF MULTNOMAH COUNTY, OREGON

Recommending Approval of the Multnomah )  
County 20-year 1989-2008 Capital Improvement ) RESOLUTION  
Plan and Program for Willamette River Bridges ) 90-25

WHEREAS, the Board of County Commissioners recognizes the need to maintain and preserve County bridges and related structures so as to promote the efficient movement of people and commerce throughout the County; and

WHEREAS, the preservation and improvement of County bridges and related structures is vital to an orderly and balanced transportation system; and

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

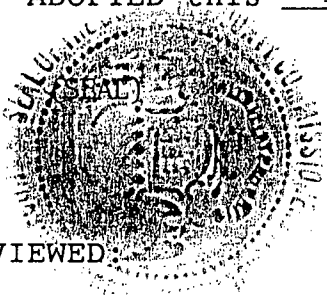
WHEREAS, extensive and timely analysis and evaluation of County bridges and related structures has been undertaken; and

WHEREAS, the Multnomah County Transportation Division Capital Improvement Plan for Willamette River Bridges specified a process to prioritize capital improvement needs which will maximize the use of resources which is the Capital Improvement Program for Willamette River Bridges; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners approve the Multnomah County 20-year Capital Improvement Plan and Program for Willamette River Bridges for 1989-2008.

ADOPTED this 1st day of March, 1990.



BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

By

Gladys McCoy  
Gladys McCoy, Chair

REVIEWED:

LAURENCE KRESSEL, County Counsel  
for Multnomah County, Oregon

By

John L. DeBay  
Assistant County Counsel

**DEPARTMENT of ENVIRONMENTAL SERVICES**

---

**MULTNOMAH COUNTY**

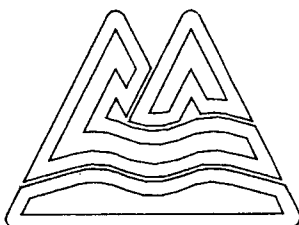
**20-YEAR 1989-2008**

**CAPITAL IMPROVEMENT PLAN AND PROGRAM**

**for the**

**WILLAMETTE RIVER BRIDGES**

---



**PREPARED BY**

**MULTNOMAH COUNTY  
DIVISION of TRANSPORTATION**

☐

**Vol. 1, Trans 5-Year  
CIP, (Road System)**

☐

**Vol. 2, Trans 5-Year  
CIP, (Bikeways)**

☒

**Vol. 3, 20-Year CIP for  
Willamette River Bridges**

THE BOARD OF COUNTY COMMISSIONERS  
OF MULTNOMAH COUNTY, OREGON

Recommending Approval of the Multnomah )  
County 20-year 1989-2008 Capital Improvement ) RESOLUTION  
Plan and Program for Willamette River Bridges )

WHEREAS, the Board of County Commissioners recognizes the need to maintain and preserve County bridges and related structures so as to promote the efficient movement of people and commerce throughout the County; and

WHEREAS, the preservation and improvement of County bridges and related structures is vital to an orderly and balanced transportation system; and

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

WHEREAS, extensive and timely analysis and evaluation of County bridges and related structures has been undertaken; and

WHEREAS, the Multnomah County Transportation Division Capital Improvement Plan for Willamette River Bridges specified a process to prioritize capital improvement needs which will maximize the use of resources which is the Capital Improvement Program for Willamette River Bridges; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners approve the Multnomah County 20-year Capital Improvement Plan and Program for Willamette River Bridges for 1989-2008.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 1990.

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

By \_\_\_\_\_  
Gladys McCoy, Chair

REVIEWED:

LAURENCE KRESSEL, County Counsel  
for Multnomah County, Oregon

By \_\_\_\_\_  
Assistant County Counsel



**Multnomah County  
20-Year 1989-2008  
Capital Improvement Plan - Willamette River Bridges**

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**Multnomah County  
20-Year 1989-2008  
Capital Improvement Plan and Program  
Willamette River Bridges**

The Multnomah County Transportation Division has instituted a process for establishing capital improvement needs projected over the next 20 years. This process follows the policies established in the County Comprehensive Framework Plan. These policies are to plan and develop a timely and efficient arrangement of public facilities and services, and to maintain a safe, efficient and convenient public transportation system.

This plan and program is concerned specifically with capital needs of the six Willamette River Bridges: Sellwood, Hawthorne, Morrison, Burnside, Broadway and Sauvie Island.

The intent of the Capital Improvement Plan for the Willamette River Bridges is to recommend and prioritize improvements and alternate solutions for each improvement for each bridge and indicate specific repairs and replacement to insure safe and reliable operation. Cost estimates are allocated to a specific year for immediate to short range (0-5 years), intermediate (5-10 years), and long range (10-20 years) projects.

The intent of the Capital Improvement Program for the Willamette River Bridges is to assign revenue and to establish a schedule for the construction year of identified high priority projects.

Capital Project Identification

By agreement with the County, consultant services were employed to prepare engineering reports on (1) the present condition and recommendation for repair and rehabilitation of each of the six Willamette River Bridge main structures, and (2) the results of a detailed field inspection and structural analysis of each of the approach ramps to four of the Willamette River Bridges: Hawthorne, Morrison, Burnside and Broadway.

Working with the County, Sverdrup & Parcel and Associates, (Consultants) performed complete field inspections of (1) bascule and vertical lift bridge mechanical systems, (2) bascule and vertical lift bridge

electrical systems, and (3) bridge superstructure and substructure to the water level to detect any structural deficiencies of the main structures of the four Willamette River Movable Bridges: Hawthorne, Morrison, Burnside and Broadway.

The OBEC Consulting Engineers performed detailed field inspections and structural analysis on the Sellwood and Sauvie Island Bridges and on each of the approach ramps to the Sellwood, Hawthorne, Morrison, Burnside and Broadway Bridges.

Underwater foundation inspections and investigations were performed by the Oregon Department of Transportation (ODOT). Results were then provided to consultants and the County.

By agreement with the County, consultant services of W.L. Bangert, Structural Painting Coordinator (retired), ODOT, were employed to prepare engineering reports on the condition and recommendation for rehabilitation of corrosion protection systems (paint) on the Willamette River Bridge main structures and approach ramps.

In addition to identifying bridge, ramp, and paint improvement requirements, the reports prioritize improvement needs and indicate cost estimates. Prioritization is determined by means of an objective rating system (see Rating Criteria Section). Cost estimates are determined by the County Engineer as recommended by consultant in 1989 dollars (see Report Section).

The following source documents and consultant reports were used:

Willamette River Bridges Investigation, Summary Report, prepared by Sverdrup & Parcel and Associates, Inc., in association with Moffatt, Nichol and Bonney, Inc., and Milton C. Stafford, October 1986.

Willamette River Bridge Ramp Investigation, Executive Summary Report by OBEC Consulting Engineers, Eugene, Oregon, January 1988.

Inspection and Cost Estimates for Contract Maintenance Painting, Multnomah County Structural Steel Bridges, prepared by W.L. Bangert, November 1987.

Willamette River Bridges 20-Year Capital Works Needs, Multnomah County Transportation Division, May 1988.

Oregon Coding Guide for the Inventory and Appraisal of Oregon Bridges, OR State Highway Division, 1985.

Manual for Maintenance Inspection of Bridges, American Association of State Highway and Transportation Officials (AASHTO), 1983.

Bridge Inspector's Training Manual 70, U.S.D.O.T., FHWA.

Bridge Inspector's Manual for Movable Bridges, U.S.D.O.T., FHWA.

Oregon State Highway Division, 1974 (Paint) Specifications.

After reviewing these documents, Multnomah County Transportation Division, Bridge Capital Section, identified 43 construction projects and 15 separate corrosion protection (painting) projects in the 20-year plan to provide for safe and reliable use of the bridges.

#### Project Evaluation

The framework used to evaluate, classify, and prioritize identified projects is a sophisticated rating system which relies heavily on component evaluation criteria. Five different criteria and some 45 pieces of information are required for each identified project.

In general, project rating criteria for the bridges and ramps include a national-standard bridge sufficiency rating, bridge historical significance, outside funding availability for each project, type of project, and timeline considerations. Project rating criteria for corrosion control (painting) include, in general, existing corrosion damage, area rust breakthrough, quality of paint, weather exposure and visual considerations. (Refer to Criteria Rating Section for detailed project rating criteria and examples of painting review.)

Projects are classified by use of a point system. The point system used for bridge and ramp construction projects is necessarily distinct from that used for corrosion control classification. A point score for each project is assigned to each significant criteria. Total criteria points are added to determine a total point rating for each project.

Projects designated with the highest total points are the most critical repair or rehabilitation projects. (See Plan Section Format for description of projects and point determination.) Bridge structural improvements are grouped as construction projects within the same project rating criteria framework. Corrosion control (paint) projects are grouped as painting needs within their distinct rating criteria framework.

For construction projects, in general, a rating of more than 90 (out of a possible 135 point total) indicates attention within 0-2 years of the 20-year program period. Ratings of 70 and above indicate attention is needed within the first 10 years. Projects rated 52 to 69 are necessary during the 10-20 year period. Some project schedules are shifted slightly because of the need to effectively allocate and manage annual resources and to coordinate with maintenance scheduling.

For paint projects, those with the highest rating are generally expected to be completed first. As there is less of a cost spread for the paint projects, the estimated total painting cost can be more evenly distributed as an annual requirement.

#### Plan Report

The Report, "Willamette River Bridges 20-Year Capital Improvement Needs," has been prepared by the Multnomah County Transportation Division, Bridge Capital Section. This report is the 20-Year Capital Plan, listing construction projects (bridge main structure and ramps) and corrosion control projects (painting) in rank order (high to low).

At the end of the report, the combined estimated costs for construction and corrosion control projects are presented for each year of the 20-year program. Figures are presented for the average annual need for the first 10-year period and for the second 10-year period. Estimated figures are presented for the grand total cost, and total County cost for each 10-year period. County cost for the first 5-year period is compared to County revenue for the first 5-year period.

The plan report represents findings under one of eight capital improvements and paint scenarios, and is the Transportation Division's recommendation for the 20-year Capital Improvements Program for Willamette River Bridges.

A description of the bridge and summary of the investigative engineering reports process for each of the six Willamette River Bridges (Hawthorne, Morrison, Burnside, Broadway, Sellwood, and Sauvie Island) can be found in Appendices I-VI.

The Capital Improvements Plan and Program Update Process for the Willamette River Bridges

As a necessary element of the safe and reliable public use of Willamette River Bridge structures, inspections and sufficiency ratings are routinely conducted by the County. Any changes in component need involving repair, scheduling and cost will be incorporated into the CIP 20-Year Plan Update Process.

The Program itself will be reviewed on an annual basis by staff with a scheduled full update process involving all interested parties every two years. These reviews will ensure every consideration is made to appropriate funds for the wisest use of limited resources needed to carry out the 20-Year CIP.

As part of the update process, estimated costs will be re-evaluated every two years to take into consideration any changes in federal, state or local regulations regarding for example, pollution damage control restrictions which are expected to dramatically increase over the next few years.



Willamette River Bridges  
20-Year Capital Improvements Needs  
Report



# 20-YEAR CAPITAL IMPROVEMENTS NEEDS REPORT FOR THE WILLAMETTE RIVER BRIDGES

CONSTRUCTION PROJECTS										NOTE: 1. All Cost Based on 1989 Dollars 2. Line Item Costs Include 5% Construction Contingencies 3. Bridge Section Overhead not Included										Figures represent Thousands of Dollars											
IT	BR	BRIDGE		EST	Br	Suf	His	Out	Comp	TOT	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY			
Ra	#	STR	Cat																										DESCRIPTION	COST	20
1	30	Havt	R	2757C	S	Replace Structure - Construction	6300	*	20	0	10	60	36	126	630																
2	58	Burn	MS	0511	S	BURNSIDE BR.- Sidewalk & Railing Rehab.	485		10	5	0	60	40	115	485																
3	94	Brdy	MS	6757	E	BROADWAY / BURNSIDE BR.- Electrical Renovation	327		10	5	0	60	40	115	327																
4	68	Burn	MS	0511	M	BURNSIDE BR.- CTRWT Link Mod.	150		10	5	0	60	40	115	150																
5	58	Burn	MS	0511	S	BURNSIDE BR. - Paint LMR TRUNK TWR	50		10	5	0	60	40	115	50																
6	1	Sell	MS	6879	S	Install Pier 21/22 Monitoring Sys	6		10	0	0	60	40	110	6																
7	6	Havt	MS	2757	SHEL	HAWTHORNE BR. Phase II. - Rehabilitation	1300	*	5	5	10	50	36	106	260																
8	94	Brdy	MS	6757	M	BROADWAY BR. - Mechanical Renovation	649		10	5	0	50	40	105	649																
9	122	Morr	MS	2758	M	Gear Reducer Replacement	21		5	0	0	60	40	105	21																
10	52	Morr	R	8589	S	Repair M7 Hinge (Sheared Bolts)	16		5	0	0	60	40	105	16																
11	2	Sell	MS	6879	S	Epoxy Asphalt Overlay (0-5 Yr)	374		10	0	0	50	40	100	374																
12	110	Brdy	R	6757A	S	BROADWAY Ramp - Sidewalk Rehab.	130		0	0	0	60	36	96	130																
13	80	Burn	R	0511A/B	S	BURNSIDE BR. E/W Approach -Struct. Conc.Rehab.	280		5	0	0	50	36	91	280																
14	123	Sauv	S	2641	S	Southeast On-ramp Widening	192		5	0	0	50	36	91	192																
15	103	Brdy	MS	6757	S	BROADWAY BR.- Deck Overlay & Guardrail	159		10	5	0	40	36	91	159																
16	79	Burn	MS	0511	L	Replace Roadway Lighting With 480V HPS	113		10	5	0	40	36	91	113																
17	31	Havt	R	2757A/B	S	HAWTHORNE/Madison Viaduct-Replace Exp.Jt Mtrl.	47		5	0	0	50	36	91	47																
18	118	Sauv	MS	2641	S,R	SAUVIE IS. BR. - Resurface Approach Roadway	30		5	0	0	50	36	91	30																
19	40	Morr	MS	2758	S	Repair Sidewalk Expansion Joints	12		5	0	0	50	36	91	12																
20	41	Morr	MS	2758/B	S	MORRISON BR.- West Side Deck Rehabilitation	1085		5	0	0	50	32	87	1085																
21	109	Brdy	MS	6757	L	Replace 2300 V Lighting W/ 480 Vac System	45		10	5	0	40	32	87	45																
22	117	Brdy	R	6757C	S	Resurface Bridge Deck & Approaches	43		0	0	0	50	36	86	43																
23	112	Brdy	R	6757A	S	Repair And Repaint Conc. Retaining Wall	43		0	0	0	50	36	86	43																
24	42	Morr	MS	2758	S,R	MORRISON BR.- East Side Deck Rehabilitation.	1229		5	0	0	50	28	83	1229																
25	45	Morr	MS	2758	L	Replace Wiring in Roadway Lighting System	12		5	0	0	40	36	81	12																
26	77	Burn	MS	0511	M,E	BURNSIDE BR. - Buffer Cyl. & Control Equipt.	228		10	5	0	40	24	79	228																
27	43	Morr	MS	2758	M	Emergency Drive System For Bascule Spans	171		5	0	0	40	32	77	171																
28	32	Havt	R	2757A/B	R,S	HAWTHORNE/Madison Viaduct-Rdwy App./Deck Ovl.	568		5	0	0	40	28	73	568																
29	44	Morr	MS	2758	E	New Sub Cable For Control Conductors	35		5	0	0	40	28	73	35																
30	105	Brdy	MS	6757	S	BROADWAY BR. - Sidewalk Replacement	567		10	5	0	40	16	71	567																
31	29	Havt	MS	2757	S	Replace Deck Grating	2271		5	5	0	40	20	70	2271																
32	113	Brdy	R	6757A/B	S	BROADWAY/Lovejoy Ramps - Deck/Joint Rehab.	324		0	0	0	50	20	70	324																
33	39	Havt	R	2757D	S	Concrete Deck Overlay	146		5	0	0	40	24	69	146																
34	76	Burn	MS	0511	S	Replace Concrete Roadway Deck	1704		10	5	0	40	12	67	1704																
35	3	Sell	MS	6879	S	Epoxy Asphalt Overlay (10-15 Yr)	322		10	0	0	40	16	66	322																
36	108	Brdy	MS	6757	M	Emergency Drives - Conter Locks & Span Drive	113		10	5	0	35	16	66	113																
37	5	Sell	MS	6879	S	Replace Structure - Construction	14763		10	0	0	50	4	64	14763																
38	4	Sell	MS	6879	S	Replace Structure - R/W	6813		10	0	0	50	4	64	6813																
39	83	Burn	R	0511A/B	R	BURNSIDE BR. E/W App. - Rdwy App./Deck Rehab.	530		5	0	0	40	12	57	530																
40	38	Havt	R	2757D	R	Resurface Approach Roadway	87		5	0	0	20	32	57	87																
41	56	Morr	R	8589Y	R	Resurface Approach Roadway	26		0	0	0	20	36	56	26																
42	121	Sauv	MS	2641	S	Concrete Deck Overlay	184		5	0	0	40	8	53	184																
43	57	Morr	R	8589Z	R	Resurface Approach Roadway	27		0	0	0	20	32	52	27																
ESTIMATED CONSTRUCTION COST 41977												2051	1512	492	1085	330	1229	603	228	146	324	2271	567	435	1704	530	184	0	6813	14763	0
(Design 10% + Const. 7%)- ENGINEERING @17% 7136												349	257	84	184	56	209	103	39	25	55	386	96	74	290	90	31	0	1158	2510	0
ESTIMATED TOTAL CONSTRUCTION COST 49113												2399	1769	576	1269	386	11438	706	267	171	379	12657	663	509	11994	620	215	0	7971	17273	0
ESTIMATED COUNTY CONSTRUCTION COST 41262												2399	1769	576	1269	386	11438	706	267	171	379	12657	663	509	11994	620	215	0	7971	17273	0

# 20-YEAR CAPITAL IMPROVEMENTS NEEDS REPORT FOR THE WILLAMETTE RIVER BRIDGES

CORROSION PROTECTION (PAINTING)										NOTE: 1. All Cost Based on 1989 Dollars 2. Line Item Costs Include 5% Construction Contingencies 3. Bridge Section Overhead not Included										Figures represent Thousands of Dollars																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Ra #	STR	#	Cat		DESCRIPTION	COST	4	4	3		3	2	PTS	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY

## SUMMARY: COMBINED CONSTRUCTION & PAINTING COST

COMBINED ESTIMATED CONSTRUCTION & PAINTING COST	55320	12051	12719	11699	1964	1209	2205	1400	11025	694	872	2888	11480	1348	12400	11174	820	202	7216	115244	0
COMBINED ENGINEERING (17% & 15%)	9138	349	438	265	316	188	355	222	158	107	137	479	233	211	394	187	127	30	1219	2582	0
COMBINED ESTIMATED GRAND TOTAL COST	64458																				
COMBINED ESTIMATED TOTAL COUNTY COST	56607	12399	13157	11964	2280	1397	2560	1622	11183	801	1009	3367	11713	1559	12794	11361	947	232	8435	117826	0

( 1st 10 Years Total County Cost ) - ( Estimated 88/89 Carry Over ) = 18374 -3167  
 Combined Average Need for the 1st 10 Years =  $\frac{18374 - 3167}{10} = 1521$       Average Need for the 2nd 10 Years = 3823

ESTIMATED GRAND TOTAL COST of the 1st 10 YEARS = 26224      ESTIMATED GRAND TOTAL COST of the 2nd 10 YEARS = 38233  
 ESTIMATED TOTAL COUNTY COST of the 1st 10 YEARS = 18374      ESTIMATED TOTAL COUNTY COST of the 2nd 10 YEARS = 38233

COUNTY COST for the 1st 5 YEARS (Sum of the 1st 5-Year Cost) = 11198  
 COUNTY REVENUE for the 1st 5 YEARS (88/89 C/O + 5 \* 1,500) = 10667



## A. Format - Construction

20-YEAR CAPITAL IMPROVEMENTS NEEDS REPORT FOR THE WILLAMETTE RIVER BRIDGES																																	
CONSTRUCTION PROJECTS					Dr						NOTE: 1. All Cost Based on 1989 Dollars 2. Line Item Costs Include 5% Construction Contingencies 3. Bridge Section Overhead not Included												Figures represent Thousands of Dollars										
IT	BR	BRIDGE			EST																												
Ra	S	STR	S	Cat	DESCRIPTION	COST	20	5	10	60	40		1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	
1	30	Hawt	R	2757C	S Replace Structure-Construction	6296	20	0	10	60	36	126			630																		
2	60	Burn	MS	0511	N,E BURNSIDE BR. - MECH. & ELEC.	200	10	5	0	60	40	115	200																				
3	50	Burn	MS	0511	S BURNSIDE BR. -SIDEWALK & RAILING REPAIR.	485	10	5	0	60	40	115	485																				
4	1	Sell	MS	6679	S Install Pier 21/22 Monitoring Sys	6	10	0	0	60	40	110	6																				
5	6	Hawt	MS	2757	SHEL HAWTHORNE BRIDGE PIER 11 -REHABILITATION	1300	5	5	10	50	36	106		260																			

Data items described below are taken from the top margin of each page of the Willamette River Bridges 20-Year Capital Improvements Needs Report, Construction Projects.

Rank. The report print-out ranks projects according to total criteria rating points received.

Item No. Before ranking, each project was assigned an identification number. In general projects on the same bridge have item numbers in same 10-digit column.

Bridge. Locational description: bridge involved for each project is identified. (Hawthorne, Burnside, Morrison, Broadway, Sellwood, Sauvie Island).

Structure. Identifies project as Main Structure = MS or Ramp = R.

Bridge No. The state and county designated identification number for bridge or ramp.

Category. The system identified for capital work, i.e., Structural = S, Mechanical = M, Electrical = E, Lighting = L, R = Resurface, P = Paint.

Description. Brief project description.

Estimated Cost. Estimated cost represented in thousands of dollars. All costs are based on 1989 dollars. Line item costs include 5% construction contingencies.

Bridge Sufficiency Rating. The basis of the bridge sufficiency rating system is the ODOT sufficiency rating system (Oregon Coding Guide for the Inventory and Appraisal of Oregon Bridges - 1985). The rating system comprises three elements: structural adequacy and safety, serviceability and functional obsolescence, and essentiality for public use.

Historical Significance. Rating points (5) were assigned for projects on bridges of historical significance. The three bridges are Broadway, Burnside and Hawthorne. Bridges with no historical significance received (0) points.

Outside Funding Availability. Projects known to have outside funding potential received 10 points. Most projects have no outside funding availability and received (0) points.

Component Evaluation Criteria. A critical item, structural, mechanical or electrical item received highest ratings, depending on primary or secondary importance. A maximum of 60 points can be assigned to this categorical criteria.

Replacement/Repair Timeline. Completion dates as recommended by consultants investigation reports were assigned points (40 points maximum) with immediate need projects receiving highest points.

Total Points. Above 5 criteria were totaled. This column was used to rank projects. Highest total points were ranked most critical.

1989-2008. Twenty years represented in 20-Year Plan. Project costs in thousands of dollars will appear in appropriate year. Projects capable of schedule shifting are indicated by straight horizontal lines.

## B. Format - Painting

### 20-YEAR CAPITAL IMPROVEMENTS NEEDS REPORT FOR THE WILLAMETTE RIVER BRIDGES

CORROSION PROTECTION (PAINTING)						NOTE: 1. All Cost Based on 1989 Dollars 2. Line Item Costs Include 5% Construction Contingencies 3. Bridge Section Overhead not Included										Figures represent Thousands of Dollars																	
IT BR		BRIDGE				Area Qty Weath		Corr Cost of Expos Vi		TUT																							
Ra	S	STR	S	Cat	DESCRIPTION	EST	4	4	3	3	2	25	11989	11990	11991	11992	11993	11994	11995	11996	11997	11998	11999	12000	12001	12002	12003	12004	12005	12006	12007	12008	
1	9	Brdy	MS	6757	P BROADWAY BR- Thru Truss/ Bascule Spans 4, 5 & 6 Spans 2, 3 & 7	2614 1594	4.0	4.0	3.0	2.0	2.0	15	1207	1207					797	797													
2	3	Hart	MS	2757	P HAWTHORNE BR- Thru Truss/ Lift Spans 2 thru 5 Spans 1, 6 & Towers	1758 1096	4.0	4.0	3.0	2.0	2.0	15			879	879				548	548												
3	1	Burn	MS	0511	P BURNSIDE BR- Steel Deck Truss/ Bascule West Truss & Bascule East Truss	976	4.0	4.0	3.0	2.0	1.0	14				976																	
4	12	Sell	MS	6879	P SELLWOOD BR- Trusses	617	4.0	3.0	2.0	2.0	2.0	13									617												
5	10	Brdy	R	6757A	P BROADWAY ST. BWP- Steel Deck on Steel Cul.	644	3.0	3.0	2.0	1.0	2.0	11														644							

Data items described below are taken from the top margin of each page of the Willamette River Bridges 20-Year Capital Improvements Needs Report, Painting Projects.

Rank. The report print-out ranks projects according to total criteria rating points received.

Item No. Before ranking, each painting project was assigned an identification number.

Bridge. Locational description: Bridge involved for each project is identified. (Hawthorne, Burnside, Morrison, Broadway, Sellwood, Sauvie Island).

Structure. Identifies structure as Main Structure = MS or Ramp = R.

Bridge No. The state and county designated identification number for bridge or ramp.

Category. The system identified for capital work, i.e., P = Paint.

Description. Brief project description.

Estimated Cost. Estimated cost represented in thousands of dollars. All costs are based on 1989 dollars. Line item costs include 5% construction contingencies.

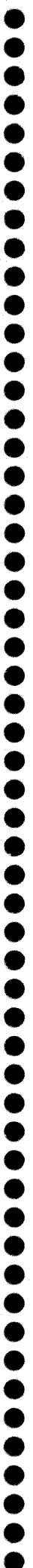
Corrosion Damage. Criteria rating points were assigned for corrosion damage to the steel, either existing or potentially imminent. Higher numbers indicate a more serious defect.

Area of Rust Breakthrough. Criteria rating points were assigned as to the actual area or degree of rust breakthrough. Higher numbers indicate heavier rust.

Quality of Paint. The quality of the existing paint was a third criteria. Conditions which affect the paint's present quality were degrees and thoroughness of cleaning of the steel surface prior to painting, the quality of the paint, the surface exposure to weather and environmental surroundings.

Weather Exposure. Surface exposure to moisture (rain, leakage, drainage) and u-v light were rated to classify exposure conditions. Higher points indicate higher degree of weather exposure.

Visual (Public Exposure). The overall appearance and exposure to public view varies for each structure as to the structure's location, the traffic volume or population surrounding the site, and whether traffic passes through, over or under the structure. Higher points indicate more public exposure.





Project Rating Criteria

- A. Construction Projects
- B. Corrosion Control (Paint) Projects

## Construction Project Rating Criteria

### A. Bridge Sufficiency Rating (20 points maximum)

<u>ODOT</u>	<u>County</u>
0 - 20	20 points
25 - 50	10 points
50 - 80	5 points
80 - 100	0 points

### B. Bridge Historical Significance (5 points maximum).

Significant	5 points	Broadway #6757
		Burnside #0511
		Hawthorne #2757

No Importance	0 points
---------------	----------

### C. Outside funding availability (10 points maximum).

Available	10 points
Not Available	0 points

### D. Component Evaluation Criteria (60 points maximum).

Critical Item	60 points		
Structural Item	50 points	Primary	40 Secondary
Mechanical Item	50 points	Primary	40 Secondary
Electrical Item	50 points	Primary	40 Secondary
Deck	40 points		
Illumination	40 points		
Component Life			
Extension	35 points		
Traffic Safety	20 points		
Pedestrian/Bike			
Safety	20 points		

### E. Recommended Replacement/Repair Timeline (40 points maximum).

0 - 1 years	40 points	12 - 13 years	16 points
2 - 3 years	36 points	14 - 15 years	12 points
4 - 5 years	32 points	16 - 17 years	8 points
6 - 7 years	28 points	18 - 19 years	4 points
8 - 9 years	24 points	20 - + years	0 points
10 - 11 years	20 points		

SUMMARY OF BRIDGE SUFFICIENCY RATING FACTORS USED BY ODOT

1. STRUCTURAL ADEQUACY  
AND SAFETY

$S_1 = 55\% \text{ Max.}$

59 Superstructure  
60 Substructure  
62 Culvert  
66 Inventory Rating

2. SERVICEABILITY AND  
FUNCTIONAL OBSOLESCENCE

$S_2 = 30\% \text{ Max.}$

12 Defense Highway  
28 Lanes on Structure  
29 ADT  
32 Appr. Rdwy. Width  
43 Structure Type  
51 Bridge Rdwy. Width  
53 VC over deck  
58 Deck Condition  
67 Structural Condition  
68 Deck Geometry  
69 Underclearances  
71 Waterway Adequacy  
72 Appr. Rdwy. Align.

3. ESSENTIALITY FOR  
PUBLIC USE

$S_3 = 15\% \text{ Max.}$

12 Defense Highway  
19 Detour Length  
29 ADT

4. SPECIAL REDUCTIONS  
 $S_4 = 13\% \text{ Max.}$

19 Detour Length  
36 Traffic Safety  
Features  
43 Structure Type,  
Main

SUFFICIENCY RATING =  $S_1 + S_2 + S_3 - S_4$

Sufficiency Rating shall not be  
<0 nor> 100

PROJECT RATING CRITERIA  
CORROSION CONTROL (PAINT) PROJECTS

EXAMPLE

BR. NO. 6879 NAME SELLWOOD BRIDGE COUNTY MULT.  
LOCATION FAU 9704 INSP. BY BANGERT DAVIS DATE 9-29-87  
STRUCT. DESCRIPTION 2 - 245'6" & 2 - 300' STEEL DECK TRUSSES

STEEL SPANS: WT. EST. BY Co. 10-87

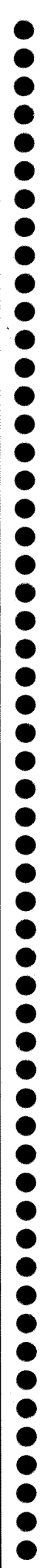
WT. STRUCT. STEEL 1,060 tons EST. AREA STEEL 318,000 sq. ft.

EXIST. PAINT TYPE: LAST PAINTED 1962 BY J.I. HASS 1400-G-63  
Prime: Red Lead Int.: Red Lead Top: Alkyd

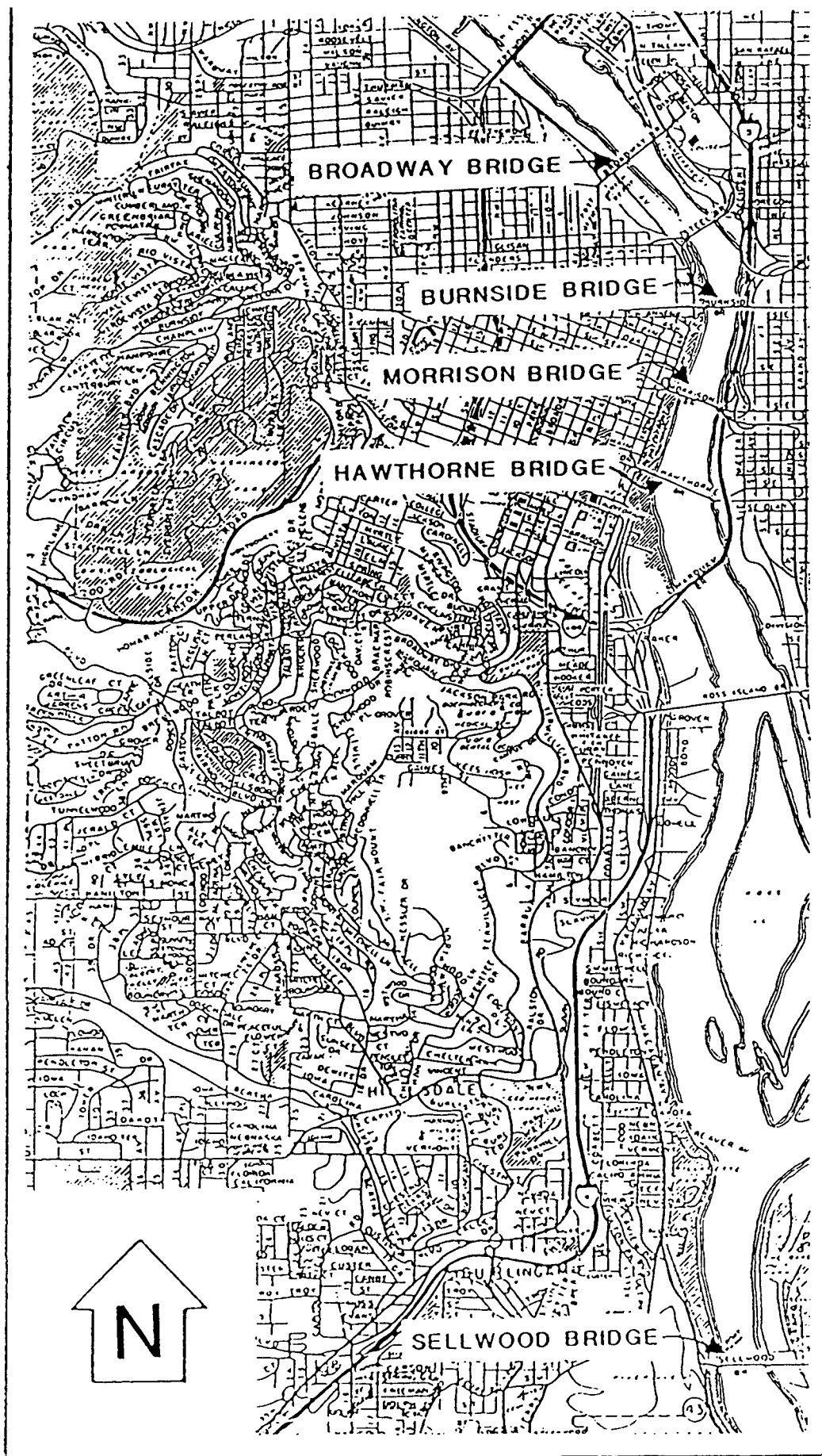
	Severe	Moderate	Light	None	
Corrosion Damage :	(4)	3	2	1	= 4
	Heavy	Moderate	Scattered	None	
Area Rust Breakthrough:	4	(3)	2	1	= 3
	Loose	Dead	Moderate	Live	
Quality of Paint :	3	(2)	1	0	= 2
	Wet	Moderate	Dry		
Weather Exposure :	3	(2)	1		= 2
	High	Low	None		
Visual (Pub. Exposure) :	(2)	1	0		= 2

(Rate) Total = 13

SPAN 20 AND ONE PANEL OF SPAN 19 WERE PAINTED IN 1984  
BY COUNTY MAINT. FORCES. ALTHOUGH MUCH OLD PAINT  
REMAINS, THE OVERALL CONDITION IS GOOD AND SHOULD  
LAST SEVERAL YEARS WITHOUT SERIOUS FAILURE.  
THE REMAINING STEEL IS SUSTAINING SERIOUS CORROSION  
DAMAGE AND SHOULD BE REPAINTED WITHIN THE NEXT  
TWO OR THREE YEARS.  
THERE ARE STRUCTURES UNDER BOTH ENDS OF THE BRIDGE  
WHICH WILL REQUIRE PROTECTION  
BLAST CLEAN TO STEEL AND REPAINT  
1988-1989 SEASONS.

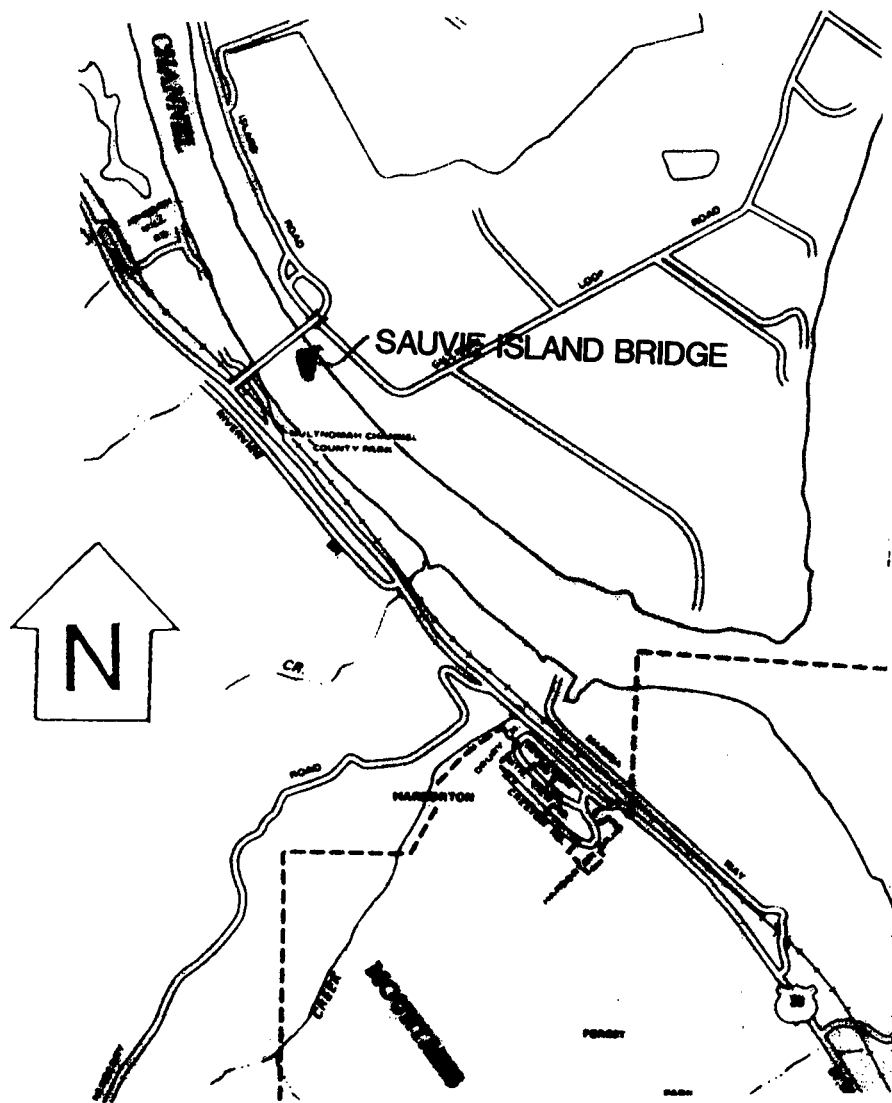


Appendix	1:	Hawthorne Bridge
Appendix	2:	Morrison Bridge
Appendix	3:	Broadway Bridge
Appendix	4:	Burnside Bridge
Appendix	5:	Sellwood
Appendix	6:	Sauvie Island
Appendix	7:	CIP Process



CIP FOR WILLAMETTE RIVER BRIDGES

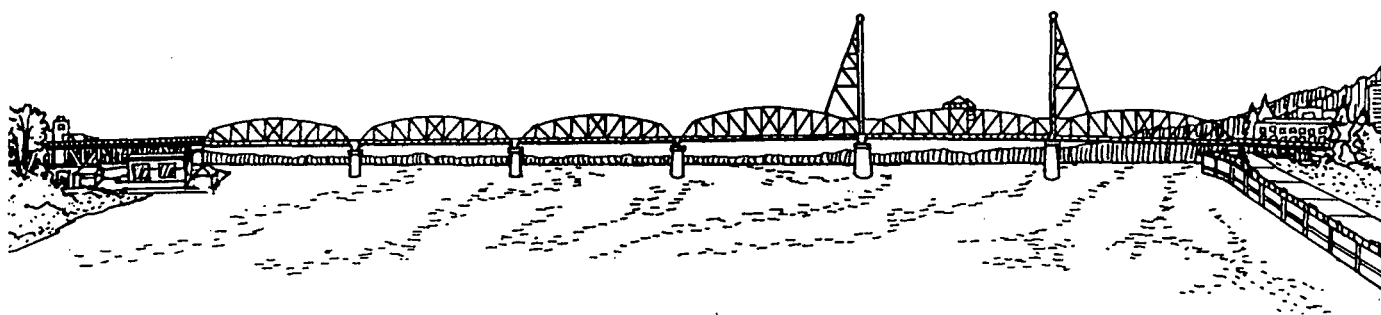
VICINITY MAP



VICINITY MAP







## HAWTHORNE BRIDGE SUMMARY

Structure Number 2757  
Madison Street-Hawthorne Boulevard  
Portland, Multnomah County

Constructed - 1910  
Steel Through Truss (Parker) Vertical Lift  
Ownership - Multnomah County

### WILLAMETTE RIVER BRIDGES: HAWTHORNE

The Hawthorne Bridge is the oldest remaining highway structure across the Willamette River. The main span is a 244-foot steel through truss (Parker) vertical lift span, capable of a vertical movement of 110 feet and providing a lateral waterway clearance of 230 feet. Two electric motors lift the vertical deck lift span. The two towers are 165 feet tall. The bridge includes five steel through truss (Parker) secondary spans, each 220 feet in length, and thirteen concrete approach spans. The Hawthorne Bridge is the lowest of the Willamette River Bridges in Portland, with 53 feet of clearance at low water, and consequently is raised more than any of the other drawbridges. This structure replaced a timber drawspan structure (Madison Street Bridge) built in 1891 and destroyed by fire in 1902. The Hawthorne Bridge has little architectural or decorative treatment. It was designed by Waddell and Harrington, Kansas City, and constructed by the Pennsylvania Steel Company, Portland, for a total cost of \$511,000.

## Hawthorne Bridge

### Description

The Hawthorne Bridge is one of the eight major bridges that connect east and west Portland. It is maintained by Multnomah County. Originally built in 1910 to carry rail traffic, the Hawthorne Bridge now carries about 27,000 vehicles daily in four traffic lanes. Vertical clearance for river traffic is limited. Approximately 150 openings per month are required for the vertical lift span.

### Modifications

Major structural modifications have included removal of the original timber deck and sidewalk and installation of open steel grating deck and concrete sidewalks. The outbound lanes of Span 6 have been widened near the west approach to the bridge.

### Analysis

Structural, mechanical and electrical field inspections, investigation of mechanical and operating sequences, and structural analysis for the six main truss spans were made by Sverdrup & Parcel and Associates, consultants, in 1985 and 1986.

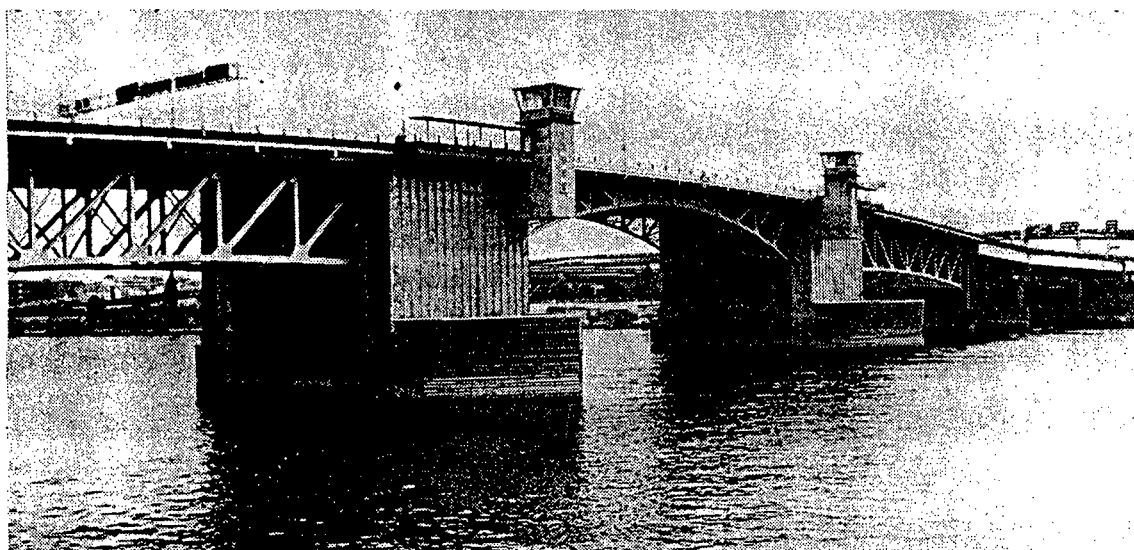
Detailed field inspection and structural analysis of the Hawthorne approach ramps on both sides of the main river span were completed by OBEC Consulting Engineers in 1988.

Within the framework of the CIP process, consultant's reports for the Hawthorne Bridge were analyzed by the appropriate County Engineers, projects were identified, and cost estimates were verified to produce the Hawthorne Bridge part of the Willamette River Bridges 20-Year Capital Improvements Needs Plan (see Report Section).

The structural, mechanical, and electrical deficiencies and estimated costs for repairs were summarized for Contract Repair Recommendations in the Sverdrup Investigation Summary Report. A summary of the Contract Repair suggestions, estimated costs, and target years for construction for the Hawthorne ramps were submitted by OBEC Consulting Engineers in 1988.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Hawthorne Bridge and ramps were for cleaning and painting only. Based on risk factor, an additional construction cost was added to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. These considerations are reflected in the CIP Plan (see Report, Painting Section).





## MORRISON BRIDGE SUMMARY

Structure Number 2758  
Morrison/Belmont-Front/Alder/Washington  
Portland, Multnomah County

Constructed - 1958  
Steel Double Leaf Strauss Bascule  
Ownership - Multnomah County

### WILLAMETTE RIVER BRIDGES: MORRISON

The Morrison Bridge is a six-lane, three-span, steel deck truss structure. The main spans consist of two 206'-8" side span steel deck trusses and a 262'-0" double-leaf Strauss trunnion bascule draw span. The cantilever sections supporting the roadway are divided into six 18'-8" panels with the truss height varying from 6'-0" at the center break to 26'-0" at live load support. The first Morrison Bridge, a wooden bridge built in 1887 with many short spans was the first bridge across the Willamette River into Portland. It was designed by the Pacific Bridge Company and was operated as a toll bridge. In 1905, the second Morrison Bridge, a steel swing span structure was built. It was dismantled in 1958 to make way for the existing Morrison Bridge.

## Morrison Bridge

### Description

The Morrison Bridge is a major travel corridor linking SE Portland and Interstate 5 to inner-city Portland. It is maintained by Multnomah County.

Built in 1958, the Morrison Bridge accommodates six lanes of traffic with an average daily traffic volume of 41,000 vehicles. Vertical clearance of the closed bascule span is adequate for the majority of river traffic. Approximately 15 openings per month are required for the bascule draw span.

### Modification

The only major modifications to the bridge have been a rebuild of the main pier fendering system in 1965, and complete deck replacement of the easterly side span in 1980.

### Analysis

Structural, mechanical and electrical field inspections, investigation of mechanical and operating sequences, and structural analysis for the three main river truss spans were made by Sverdrup & Parcel and Associates between May and August 1985. Detailed field inspection and structural analysis of the Morrison Bridge approach ramps on both sides of the river spans were done by OBEC Consulting Engineers in 1987.

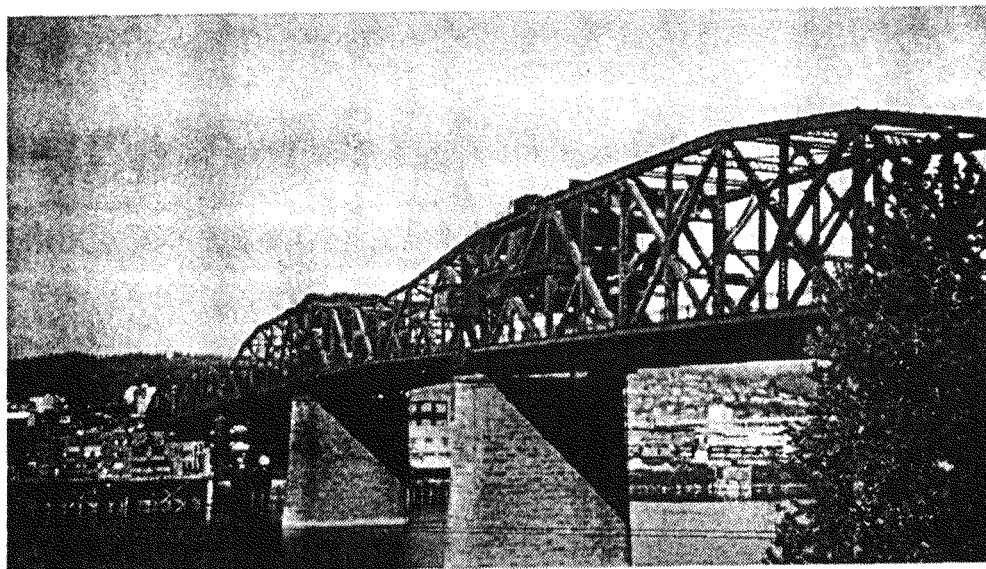
Within the framework of the CIP process, consultant's reports for the Morrison Bridge were analyzed by the appropriate County Engineers, projects were identified, and cost estimates were verified to produce the Morrison Bridge part of the Willamette River Bridges 20-Year Capital Improvements Needs Plan.

The structural, mechanical and electrical deficiencies and estimated costs for repairs were summarized for Contract Repair Recommendations in the Sverdrup Investigation Summary Report. Complete details of the inspection and structural rating are contained in the Morrison Bridge Investigation Engineering Report, dated June 1986. A summary of the repair suggestions, the estimated costs, and the target years for construction of the Morrison Bridge approach ramps were presented by OBEC Engineers in 1988.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Morrison Bridge and approaches were for cleaning and painting only. Based on risk factor, an additional construction cost was added to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. The considerations are reflected in the CIP Plan (see Report, Painting Section).







## BROADWAY BRIDGE SUMMARY

Structure Number 6757  
Broadway Street  
Portland, Multnomah County

Constructed - 1913  
Steel Through Truss (Pennsylvania-Petit)  
Double-Leaf Bascule  
Ownership - Multnomah County

### WILLAMETTE RIVER BRIDGES: BROADWAY

The Broadway Bridge, designed by the internationally famous bridge designer Ralph Modjeski, is cited as "an important example of the Rall-type bascule span" by David Plowden in Bridges: The Spans of North America (1974). The rarity and uniqueness of the Rall bascule structure add considerable technological interest to this structure. Built over a period of two years by the Pennsylvania Steel Company at a cost of \$1.6 million, the bridge was the longest double-leaf bascule drawbridge in the world when constructed. The central span is a 297-foot steel through truss double-leaf bascule drawspan, providing 250 feet of lateral waterway clearance. The five secondary spans, four Pennsylvania-Petit steel through trusses and one Pratt steel through truss total 1,736 feet in length. An ornate vintage wrought iron bridge railing adjoins the sidewalks.

## Broadway Bridge

### Description

The Broadway Bridge is one of the eight major Willamette River bridges. It connects NE Portland to NW Portland. The Broadway Bridge is maintained by Multnomah County.

The Broadway Bridge was one of the first movable span bridges in Portland. Built in 1911 and 1912, the bridge was originally designed for rail traffic and vehicular traffic. The bridge presently accommodates four lanes of vehicular traffic with an average daily traffic volume of 26,000 vehicles. Vertical clearance of the closed bascule span is adequate for the majority of river traffic. Approximately 30 openings per month are required primarily to accommodate grain terminal ships.

### Modification

Major structural modifications have included the replacement of the original timber plank deck on the approach spans with a concrete deck slab in 1927. The bascule span deck was replaced with open steel grating in 1948, where the street car rails were removed. Machinery renovations include the addition of automatic traffic gates in 1971, and major repairs to the struts in 1982.

### Analysis

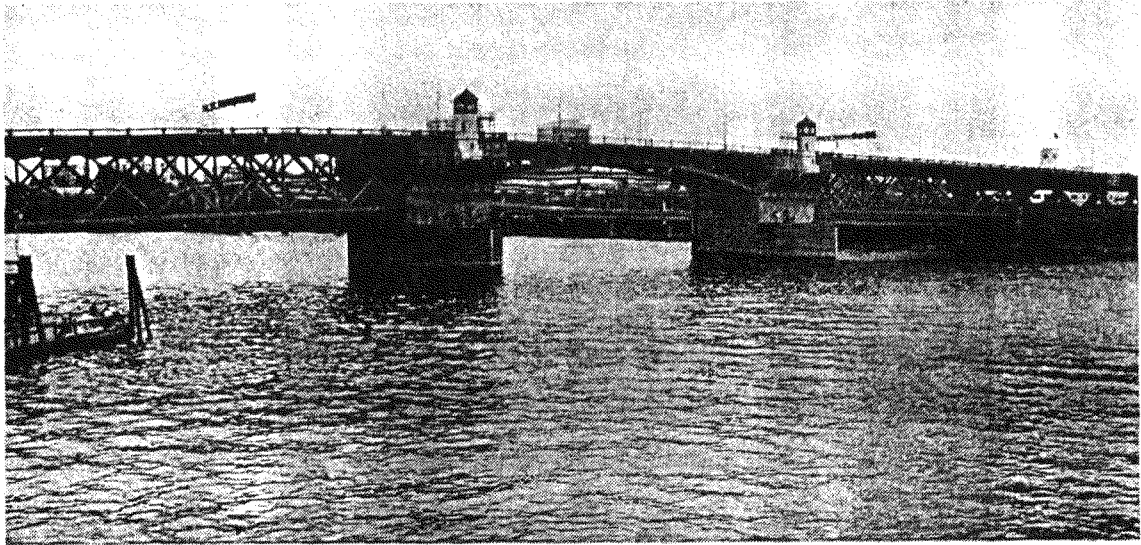
Structural, mechanical, and electrical field inspections, investigation of mechanical and operating sequences, and structural analysis for the six main river truss spans of the Broadway Bridge were made by the Sverdrup Consultant group in 1985 and 1986. Detailed field inspection and structural analysis of the Broadway Bridge east and west approaches were completed by OBEC Consulting Engineers in 1988.

Within the framework of the CIP process, consultant's reports for the Broadway Bridge were analyzed by the appropriate County Engineers, projects were identified, and cost estimates were verified to produce the Broadway Bridge part of the Willamette River Bridges 20-Year Capital Improvements Needs Report.

The structural, mechanical and electrical deficiencies, recommendations for rehabilitation or improvements, and estimated costs associated with these items are included in the Sverdrup Investigation Summary Report. Recommendations for repairs and estimated costs associated with those repairs were determined by OBEC Consulting Engineers and reported in their Engineering Report to the County in 1988.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Broadway Bridge and approaches were for cleaning and painting only. Based on variable risk factor, an additional construction cost was added to projects to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. These considerations are reflected in the CIP Plan (see Report, Painting Section).





## BURNSIDE BRIDGE SUMMARY

Structure Number 511  
Burnside Street  
Portland, Multnomah County

Constructed - 1926  
Steel Double-Leaf Bascule  
Ownership - Multnomah County

### WILLAMETTE RIVER BRIDGES: BURNSIDE

The Burnside Bridge is a double-leaf bascule drawspan. It replaced the original 1894 wrought iron truss swing span structure. Two spans of the 1894 structure were moved to new locations and are the oldest highway bridges in Oregon (Bull Run River Bridge and the Sandy River Bridge on Lusted Road, both in Clackamas County). The Burnside Bridge has two 266-foot steel deck truss secondary spans and thirty-four steel deck girder approach spans for a total structure length of 2,308 feet. The bascule system for the bridge was designed by Joseph B. Strauss, who later designed San Francisco's Golden Gate Bridge. The principal engineer for the Burnside Bridge was noted engineer Gustav Lindenthal. The original design concept is credited to I.G. Hendrick and Robert Kremers of Multnomah County, who were later replaced by Lindenthal. The Pacific Bridge Company constructed the bridge. Architectural treatment of the bridge includes an ornate spindle-type balustrade railing (wrought iron on the bascule section) and turreted operator shelters cantilevered from the massive main piers. The Burnside Bridge is distinguished as one of the most visually appealing of Portland's Willamette River Bridges.

## Burnside Bridge

### Description

The Burnside Bridge is one of the four major movable Willamette River Bridges maintained by Multnomah County. It connects east Portland to west Portland and divides south and north Portland. The bridge was originally built in 1926 and carries about 44,000 vehicles daily in six lanes of traffic. Vertical clearance of the closed bascule span is adequate for most river traffic. Approximately 15 openings per month are required of the draw span.

### Modifications

Minor modifications have been made to the Burnside Bridge since its original construction. The east and west approaches have undergone deck resurfacing and joint rehabilitation.

### Analysis

Structural, mechanical and electrical field inspections, investigation of mechanical and operating sequences, and structural analysis for the three main river spans of the Burnside Bridge were made by Sverdrup & Parcel and Associates, Inc., in 1985. Detailed field inspection and structural analysis of the east and west approach spans of the Burnside Bridge were conducted by OBEC Consulting Engineers in August 1987.

Within the framework of the CIP process, consultant's reports for the Burnside Bridge were analyzed by the appropriate County Engineers, projects were identified, and cost estimates were verified to produce the Burnside Bridge part of the Willamette River Bridges 20-Year Capital Improvements Needs Report.

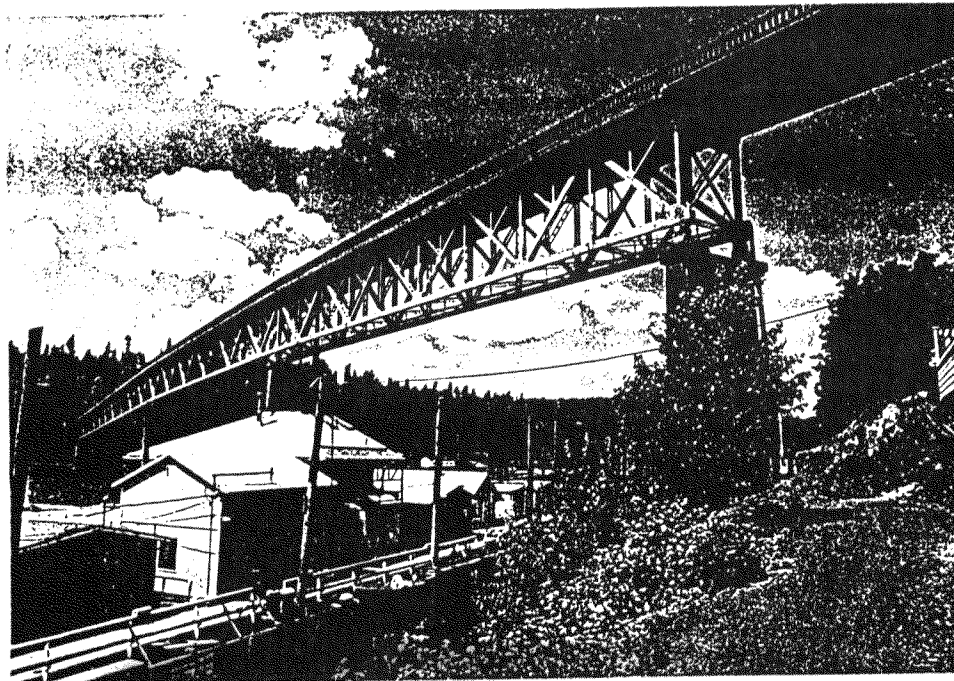
The structural, mechanical and electrical deficiencies and estimated costs for repairs and rehabilitation associated with these items can be found in the Sverdrup & Parcel and Associates Investigation Summary Report. Complete details of the inspection and structural rating are contained in the Burnside Bridge Investigation Engineering Report, dated June 1986, by Sverdrup.

A summary of the Contract Repair suggestions, estimated costs, and target years for construction were submitted for the Burnside Bridge east and west approaches by OBEC Consulting Engineers in 1988.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Burnside Bridge and approaches were for cleaning and repair only. Based on risk factor, an additional construction cost was added to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. These considerations are reflected in the CIP Plan, Painting Section.







## SELLWOOD BRIDGE SUMMARY

Structure Number 6879  
SW Macadam-SE Tacoma  
Portland, Multnomah County

Constructed - 1925  
Steel Deck Truss  
Ownership - Multnomah County

### WILLAMETTE RIVER BRIDGES: SELLWOOD

The Sellwood Bridge is a Warren steel truss structure. It has an overall length of 1,971 feet and provides a 24' roadway with one 4'-3" sidewalk on the downstream side. The main river spans consist of a 1,092' four span continuous steel Warren truss. The two interior spans of 300' in length, and the two end spans of 246' carry a 6-1/2" thick concrete deck. The truss is supported on five major concrete piers and footings, of which two are founded on piles, and three are founded on hard pan material. The Sellwood Bridge replaced the Sellwood Ferry and is the only major bridge crossing of the Willamette River in a 10-mile stretch.

## Sellwood Bridge

### Description

The Sellwood Bridge is the only major bridge crossing of the Willamette River in a 10-mile stretch of heavily populated area. The Sellwood Bridge is maintained by Multnomah County. Built in 1925, it has served as a major link for people traveling to west Portland from SE Portland and Milwaukie. It carries about 27,800 vehicles daily. The Sellwood Bridge is a non-movable bridge, i.e., vertical clearance is sufficient for river traffic.

### Modifications

In 1960 the structural integrity of the bridge was greatly reduced when the west-side approach spans moved an estimated 18-inches toward the river. Repairs were immediately implemented. In 1961, a 25-foot prestressed concrete girder span was added, new columns and pile foundations were needed.

### Analysis

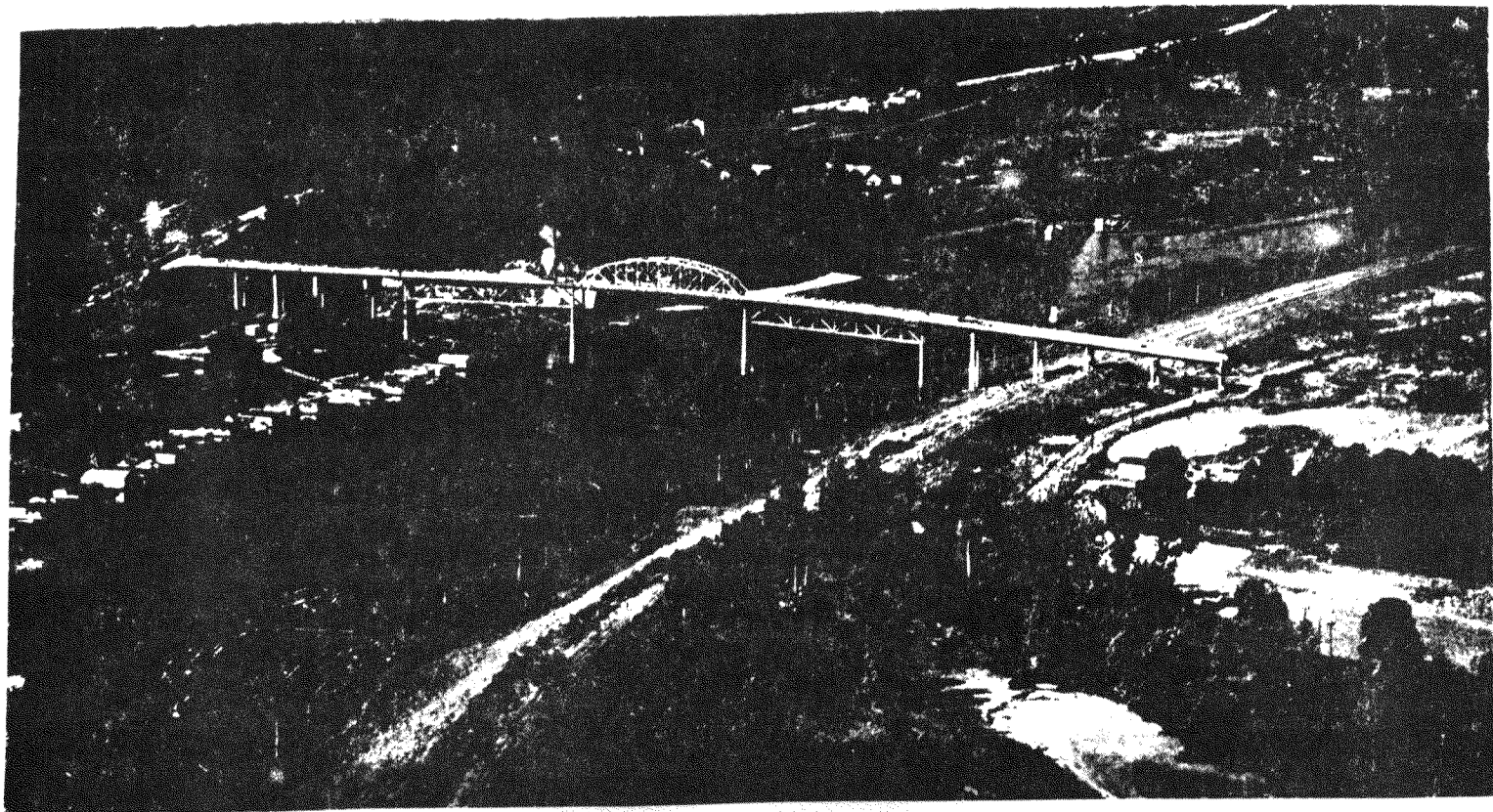
Bridge inspection, geotechnical investigation and structural analysis of the main river spans, and the east and west approaches were presented by Sverdrup & Parcel and Associates in 1986. The detailed engineering report used by the Sverdrup group of consultants was submitted to Multnomah County by OBEC Consulting Engineers in August 1985.

Within the framework of the CIP process, consultant's recommendations for the Sellwood Bridge were analyzed by the appropriate County Engineers and cost estimates were verified for two different scenarios, rehabilitation and replacement. Scenario 1 involves replacement of the existing bridge with a new bridge, having a minimum of four travel lanes. Scenario 2 envisions rehabilitation of the existing bridge (by placing a new superstructure on the existing foundation), plus building a new two-lane bridge. The recommended alternative is replacement and is included in the Willamette River Bridges 20-Year Capital Improvements Needs Report.

Significant structural deficiencies and estimated costs for repair and replacement were summarized in the Sverdrup Investigation Summary Report. Functionally, the Sellwood Bridge is considered "OBSOLETE" because of the substandard 24-foot roadway that carries 27,800 vehicles daily.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Sellwood Bridge were for cleaning and painting only. Based on risk factor identified by consultant, an additional construction cost was added to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. These considerations are reflected in the CIP Plan (see Report, Painting Section).





Structure Number 2641  
Oregon Highway 30-Sauvie Island  
Portland, Multnomah County

Constructed - 1948  
Steel Through Truss, Concrete Approach Spans  
Ownership - Multnomah County

#### WILLAMETTE RIVER BRIDGES: SAUVIE ISLAND

The Sauvie Island Bridge is 1,198' long and consists of two separate types of construction. The first six spans (totaling 272') are reinforced concrete deck girders set on concrete piers. The following five spans (totaling 326') are also reinforced concrete deck girders designed as three span continuous followed by two span continuous. The roadway width is 26' with sidewalks on both sides. The bridge was designed by the state and is the only access for the largely agricultural community on the island.

## Sauvie Island Bridge

### Description

The Sauvie Island Bridge crosses the Multnomah Channel just before it enters the Willamette River. It is maintained by Multnomah County. Built in 1948, the bridge is the only access for the largely agricultural community on Sauvie Island. The Sauvie Island Bridge is a non-movable structure, i.e., river traffic is not restricted.

### Modifications

Major structural modifications have not occurred.

### Analysis

Structural inspections and load ratings of the bridge and approach spans were conducted by OBEC Consulting Engineers in September 1987. A summary of recommendations for repairs and estimated costs associated with repair projects were determined and presented by OBEC Consulting Engineers in January 1988.

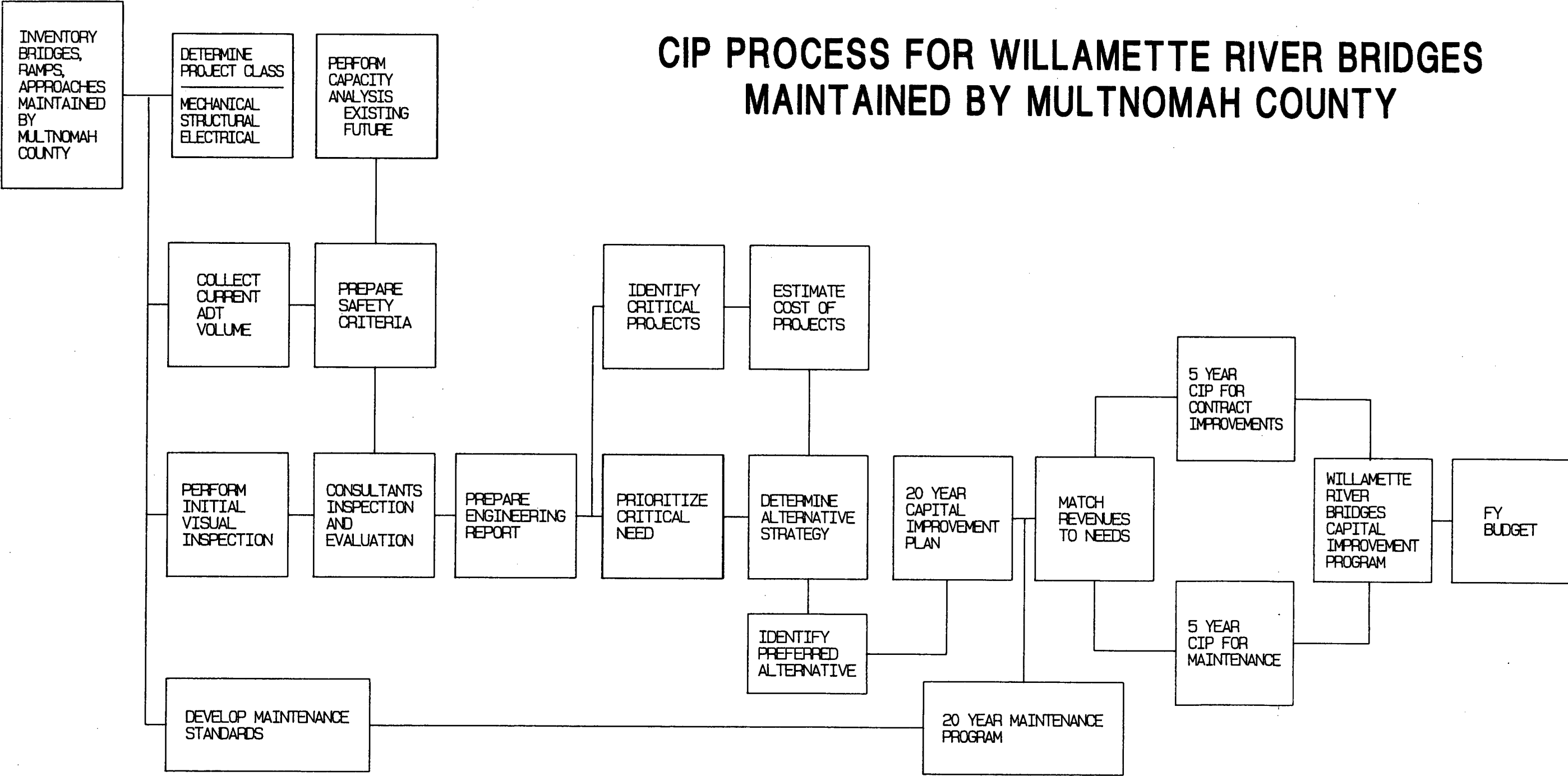
Within the framework of the CIP process, the consultant's reports for the Sauvie Island Bridge were analyzed by appropriate County Engineers, projects were identified, and cost estimates were verified to produce the Willamette River Bridges 20-Year Capital Improvements Needs Report.

The paint investigation report and cost estimates from consultant W.L. Bangert for the Sauvie Island Bridge and approach spans were for cleaning and painting only. Based on risk factor identified by consultant, an additional construction cost was added to cover such items as traffic protection, mobilization, special insurance, and environmental control measures. These considerations are reflected in the CIP Plan (see Report, Painting Section).





CIP PROCESS FOR WILLAMETTE RIVER BRIDGES  
MAINTAINED BY MULTNOMAH COUNTY



DEPARTMENT of ENVIRONMENTAL SERVICES

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MULTNOMAH COUNTY  
5-YEAR 1990-94  
TRANSPORTATION  
CAPITAL IMPROVEMENT PLAN  
AND PROGRAM

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PREPARED BY

MULTNOMAH COUNTY  
DIVISION of TRANSPORTATION

# CAPITAL IMPROVEMENT PROGRAM

DEPARTMENT of ENVIRONMENTAL SERVICES

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MULTNOMAH COUNTY  
5-YEAR 1990-94  
TRANSPORTATION  
CAPITAL IMPROVEMENT PROGRAM

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PREPARED BY

MULTNOMAH COUNTY  
DIVISION of TRANSPORTATION



MULTNOMAH COUNTY 5-YEAR 1990-1994 TRANSPORTATION  
CAPITAL IMPROVEMENT PROGRAM

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**Multnomah County 5-Year 1990-1994 Transportation  
Capital Improvement Program**

**Capital Improvement Plan and Program**

The Multnomah County Transportation Division has instituted a Capital Improvement Planning (CIP) Process following the guidelines established in the 1983 County Comprehensive Framework Plan for County road capital funding. The objective of the CIP is to establish a schedule of road and road related improvements deemed necessary to maintain and/or enhance the County road system.

The CIP Process involves two major work elements, the development of a Capital Improvement Plan followed by the development of a Capital Improvement Program.

The Capital Improvement Plan identifies capital needs (specific projects) based on traffic safety, road capacity, system deficiencies, economic development, and community concerns. Once the needs are identified, the Plan ranks the projects by means of clear and objective criteria to determine which projects are to be constructed first. (See Appendix I, "Candidate Project Evaluation Framework.")

The Capital Improvement Program implements the Plan by assigning available revenue to highest priority projects and establishing a schedule for the construction year of each funded project. (See Projects/Schedule section, infra.)

Capital planning covers a twenty-year period of needs, while capital programming schedules resources for a five-year period. In the best situation, funds would be committed to the highest ranked projects until all the capital revenue was spent. A number of constraints influence the schedule, changing the order in which projects are constructed. (See Appendix II, "Development Constraints.")

**Capital Improvement**

A Capital Improvement is an improvement to the County road system requiring either substantial reconstruction or new construction. These projects typically cost in excess of \$50,000. Examples of capital improvements are: road reconstruction, extensive guardrail replacement, sidewalk construction, extensive drainage facility installation, new signals and upgrades to existing signals, intersection improvements, road widening and the construction of new roadways. (Maintenance projects such as seal coating, crack sealing, overlay, striping and signing are not funded by Transportation's Capital Improvement Program: they are funded in the Operations and Maintenance Budget.)



## **Funding Strategy**

The County's Comprehensive Framework Plan Policy #34 is to develop a safe and efficient trafficway system using the existing road network, and by: (1) improving streets to the standards established by the road classification system; (2) placing priority on maintaining the existing trafficways; and (3) making improvements to the existing system which maximizes its capacity rather than constructing new facilities.

This policy establishes the overall capital improvement funding strategy to enhance the existing road system before constructing new facilities. Consequently, projects have been constructed which fill in the most critical transportation needs on the existing road system.

### **1990-1994 CIP**

The total capital need identified in the Capital Improvement Plan is \$140,000,000, for 146 candidate projects. This includes Priority 1, 2, and 3 streets, i.e., short, intermediate, and long-term needs. The capital funding capability of Multnomah County for the next five year period is approximately \$23,800,000, leaving more than \$116 million in projects unfunded. Thus, projects with the most critical need and no development constraints, are programmed first.

The current CIP identifies 146 candidate projects. Twenty of these projects and twelve carryover projects are to be included in the Capital Improvement Program for 1990-1994. The requirement for the completion of these 32 projects is approximately \$23,800,000.

### **Updating the CIP**

The Multnomah County CIP Process is a continuous and open one, allowing citizen input at any point. The County road system is dynamic, changing in response to land use decisions and infrastructure life cycles. Consequently, the Capital Improvement Plan and Program must be updated on a regular basis.

The Capital Improvement Plan and Program is reviewed by Transportation Division staff on an annual basis. A full update process involving all interested parties is scheduled every two years.

The annual staff review and the biannual full review will ensure that limited resources for capital projects will be allocated to the most critical capital needs. (An "Annual Supplemental Schedule" will be distributed at the beginning of each fiscal year to update the program.)

## **Program Document Organization**

The Capital Improvement Program was developed to implement the Capital Improvement Plan by assigning funding resources. The Capital Improvement Program presented in the following sections show how these funds are derived and allocated, specifically which projects are recommended for funding, the estimated costs and funding sources for each project, and the schedules for project construction including development constraints.

The second section of the Program, the "Process" section, describes in general terms the relationship between Capital Improvement Plan and Capital Improvement Program. The Capital Improvement Program process is then described in more detail.

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

The fourth section contained within the Program, the "Conclusion" section, provides a summary of capital needs and funding capabilities.

In the fifth and final section of the Program, the "Project/Schedule" section, project categories are described, and the Capital Improvement Program schedule and individual project detail sheets are displayed. This section represents the end product of the Capital Improvement Plan and Program process.

Included at the end of the Program are two Appendices. Appendix I has been reproduced from the Capital Improvement Plan and displays the basic structure used to establish the priority for projects (i.e., short term, intermediate and long term needs). In Appendix II, a table summarizes the early start (construction) date for each Priority 1 project and identifies any project delays.



## Capital Improvement Program Process

The Capital Improvement Program implements the Capital Improvement Plan, which identified capital needs and prioritized all known capital projects. A process has been developed to implement the Plan, as can be seen in the Capital Improvement Plan and Program Flow Chart, Page 6.

Implementing the Plan requires matching available revenue (programming monies) to the highest ranked buildable capital projects. The first step in this process is preparing revenue forecasts. The revenue forecast is based on raw data regarding population increases and trends, number of registered motor vehicles, annexed road miles, gas tax revenue, and federal forest receipts. (See Funding Section for a complete explanation of revenue sources.)

The next step is to identify development constraints by reviewing the highest ranked road capital improvement projects found in the Plan (all Priority 1 projects) concurrently with any non-CIP projects which may affect the funding or physical development of the CIP projects. The purpose of reviewing possible development constraints is to establish the earliest possible date construction could begin for each project. The development constraints reviewed include:

1. Local jurisdictions' capital programs for sewer, water, and storm sewer systems may delay a project.
2. The Oregon Department of Transportation's Mt. Hood Parkway Work Program may delay a project.
3. Projects which will be funded in part from outside revenue sources which require Environmental Impact Statements (EIS's) and Studies or other Planning processes may delay a project.
4. Right-of-way acquisitions were assumed to require at least one year to acquire.

As seen on the Project Constraints schedule, Appendix II, scheduling dates take into account the above development constraints, if any, and indicate the earliest possible construction start date.

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

When possible, projects are combined into one road project, e.g., a signal safety project at an intersection where a road improvement is scheduled. However, where an intersection project would be significantly delayed due to a road project development constraint, the intersection project remains independent of the road project.

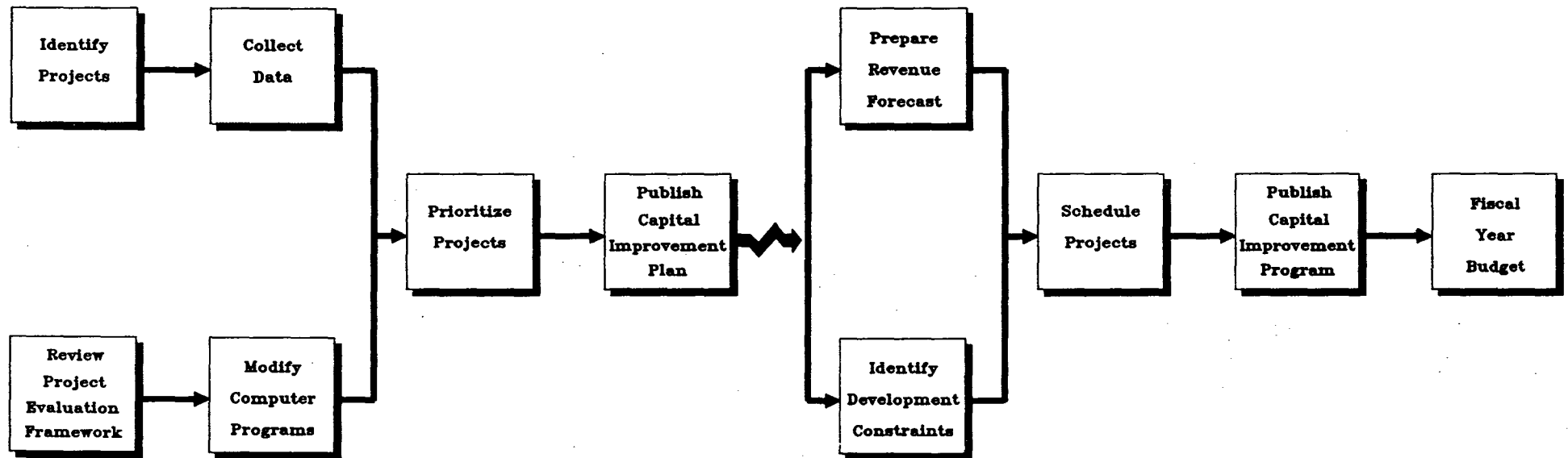
Any projects which have outside funding committed and are related to other projects funded by other agencies are scheduled to coordinate with the other agencies. The ODOT 207th Interchange project, for example, will determine the scheduling of the County's 207th Connector project.

The Capital Improvement Plan and Program for Roads and non-Willamette River Bridges is then presented to the Board of County Commissioners for approval. Subsequently, the first two years of the program will be recognized in the appropriate annual budget of the Transportation Division (Multnomah County Road Fund Budget). The schedule for the third through fifth years of the program may change as the result of the biannual update of the CIP.

The Capital Improvement Program process does not stop with the approval of the CIP. It is an ongoing, dynamic process with participation at the neighborhood, community, city, County and State levels. Constantly changing transportation needs and community concerns, project delays, escalating project cost, and changes in revenue sources will alter the plan and program. Consequently, the plan and program will be updated internally every year by the Division Staff and by all parties involved every two years. An "Annual Supplemental Schedule" will be distributed to all program holders at the beginning of each fiscal year to reflect changes and to make the program current.

# CAPITAL IMPROVEMENT PLAN & PROGRAM

## *Flow Chart*



*Capital Improvement Plan*

*Capital Improvement Program*



## Introduction

Multnomah County funds its transportation responsibilities out of the Road Fund, which is a dedicated revenue source comprised primarily of user fees. As such, road funds are restricted by ordinance and statute to road purposes, and can only be used for planning, engineering construction, and maintaining facilities within road rights-of-way.

The total capital need identified in the Capital Improvement Plan is \$140,000,000. The funding capability of the County Transportation Capital Improvement Program for Roads for the next five-year period, as addressed in this document, is estimated to be approximately \$23,800,000. As explained in this section, limited revenue resources and other requirements do not allow all projects to be completed in an ideal time-frame. Furthermore, as revenue forecasts and capital needs change, so does the Program. A regular update process is therefore built into the system to make adjustments in revenue forecasts and in anticipation of other system needs and capital requirements.

Revenue and cost estimates are based on historical record and the best available information at this time. Revenue sources are based on those currently operating. No assumptions have been made concerning any pending outcome of changes in state and federal sharing of transportation funding.

This funding section will explain: where road fund revenues (which pay for capital improvements) are derived, what kind of outside funds can be used for capital improvements, and requirements of funding allocation including the Portland Agreement, Willamette River Bridges, Road Maintenance, and Bike Fund. Finally, assumptions used in developing the revenue forecasts for the CIP are discussed.

## Revenue Sources

### Road Fund Sources

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

1. The State Highway Trust Fund includes the State gas tax, the weight/mile tax, and vehicle registration fees. The State gas tax imposed by the legislature is 18¢/gal. as of January 1, 1990, and will increase to 20¢/gal. on January 1, 1991. The weight/mile tax equivalent is collected, but a study is to be conducted before increasing it commensurate with the 20¢/gal. gas tax. The vehicle registration fee was increased Statewide this past legislative session (1989). As a result an additional \$5 per year per vehicle will be collected. The State highway trust fund is distributed to the State, counties, and cities at a rate of 60%, 24% and 16% respectively. Multnomah County is expected to receive \$17,132,229 in FY 90-91 in gross revenue (before distribution per Portland Agreement).



2. Federal Forest Receipts are those revenues derived from the timber cut in National Forests within Multnomah County. Under ORS 293.560, the funds received are divided 75% to the Road Fund and 25% to the School Fund. The annual revenue to the Road Fund is estimated at \$600,000.
3. A County gasoline tax was imposed by the Board of County Commissioners under MCC 5.30.030 as a business license fee for Multnomah County. One cent, imposed in 1977, was increased to three cents in 1981. Today, the three cents raises approximately \$7,400,000 annually.

Other revenue that makes up the Road Fund includes service reimbursement fees related to new development, cash transfers, and interest on investments. The pie chart on the following page depicts the previously mentioned revenue sources as a percentage of the total road fund.

#### Outside Funds

There are five primary sources of federal funds used by Multnomah County to fund improvements; Interstate Transfer (FAIX), Federal Aid Urban (FAU), Federal Aid Secondary (FAS), Highway Bridge Repair and Replacement (HBRR), and Hazard Elimination (HES).

The FAIX funding source was created when the decision not to fund the Mt. Hood Freeway and I-505 was made in 1978. These funds have been used for a number of arterial improvements in the region as well as the Light Rail and the Banfield Highway. This is not a renewable source and as such most funds are committed and projects complete.

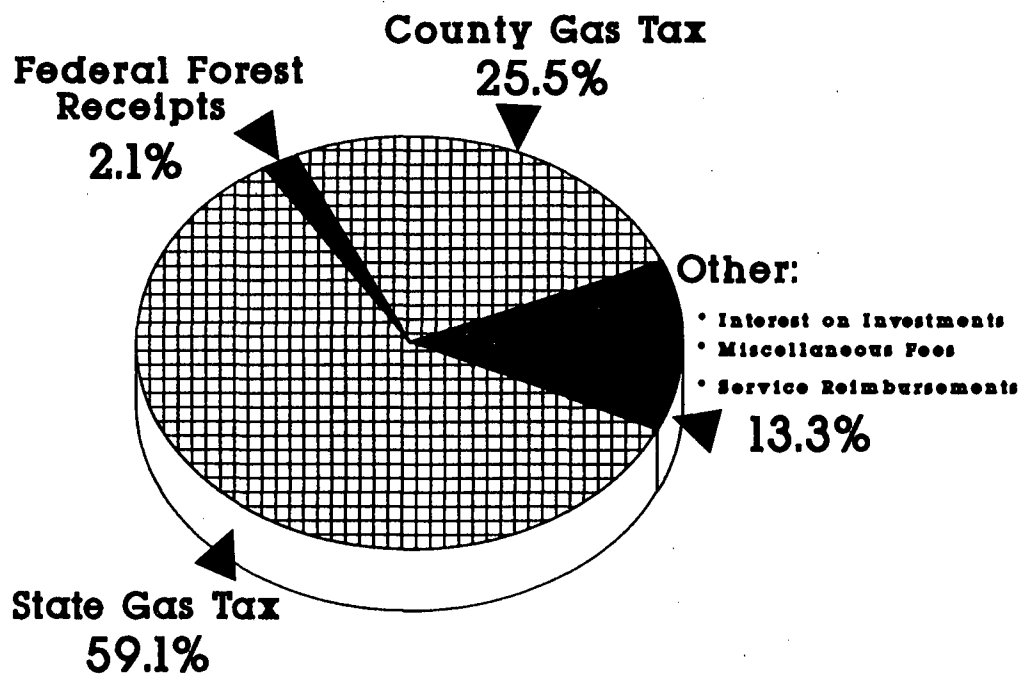
Both FAU & FAS are relatively stable funding sources used by the County to fund Urban Arterial and Non-Urban Secondary improvements respectively. The FAS funds are allocated to the County directly on a formula basis. The FAU funds are allocated to the region with a portion to each of the Counties based on their population.

The available HBRR and HES funds have been significantly reduced in the State of Oregon. Therefore, neither of these will be relied on as a significant funding source.

Another outside funding source available to fund Capital Improvements is the Special Public Works Fund (SPWF) comprised of lottery proceeds and administered by the Oregon Economic Development Department. The County is currently seeking these funds to make up the shortfall on one project. The State Highway Division also offers a source of revenue from the State Highway trust fund to pay for Capital projects needed to attract economic development. The County has not sought any of these funds for Capital projects at this time.

**Multnomah County Transportation Division**  
***Fiscal Year 1990 - 1991***

# Revenue



## **Requirements**

### **Capital Program**

After allocations from the Road Fund are made for the Portland Agreement, Willamette River Bridges, Bike Fund, and Road Maintenance, the remaining funds are allocated to Capital projects.

The estimated road fund monies for the current Capital Improvement Program are shown in the Project Schedule, Page 20. FY 1990-91 shows carryover projects, outside funded projects, and \$3,080,000 new revenue derived from the Road Fund. Fiscal year 1991-92 new revenue is estimated to be \$4,120,000; FY 1992-93 new revenue is estimated at \$4,042,000; FY 1993-94 new revenue is shown as \$3,681,000; and FY 1994-95 new road fund revenue is estimated at \$3,078,000. Carryover from prior years will modify total capital outlay each year by the amount of carryover.

### **Portland Agreement**

In 1984 the City of Portland and Multnomah County entered into an agreement to share revenues and road responsibilities related to the City's annexation of unincorporated Multnomah County. All County maintained roads within the City limits of Portland were transferred to the City in conjunction with a share of the County's road fund. The formula for sharing County road funds with the City provided for an increased share of revenue based on roads transferred and population increases from annexation. In June of 1989 the agreement was amended so that all user fee generated revenues (both County and City) were shared based solely on road mileage of the City and County System. Additionally, the agreement sets forth a requirement that a minimum of \$6,000,000 over ten years will be spent on urban transition projects; \$300,000/year for improvements inside the urban service boundary and \$300,000/year on transit streets. While the agreement resulted in a decrease in the County road fund the amendment has offset the decrease. County road fund revenue estimated to be transferred to the City of Portland in 1990-91 is \$11,880,000.

### **Willamette River Bridges**

In the Portland Agreement a yearly allocation of funds for Capital construction and maintenance of six of the Willamette River Bridges is specifically defined. These bridges are: the Sellwood, Hawthorne, Morrison, Burnside, Broadway, and Sauvie Island. A portion of that money is a set aside subtracted from the County road funds prior to administration of the sharing formula. Another portion is subtracted from the City's allocation. (See Portland Agreement.) Programming funds for Capital construction of the Willamette River Bridges is done under the County's "Capital Improvement Program for the Willamette River Bridges".

### Road Maintenance

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

### Bike Fund

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

The pie chart on Page 12 depicts the percentage allocation of the Road Fund to each of the requirements.

### Revenue Forecast Assumptions

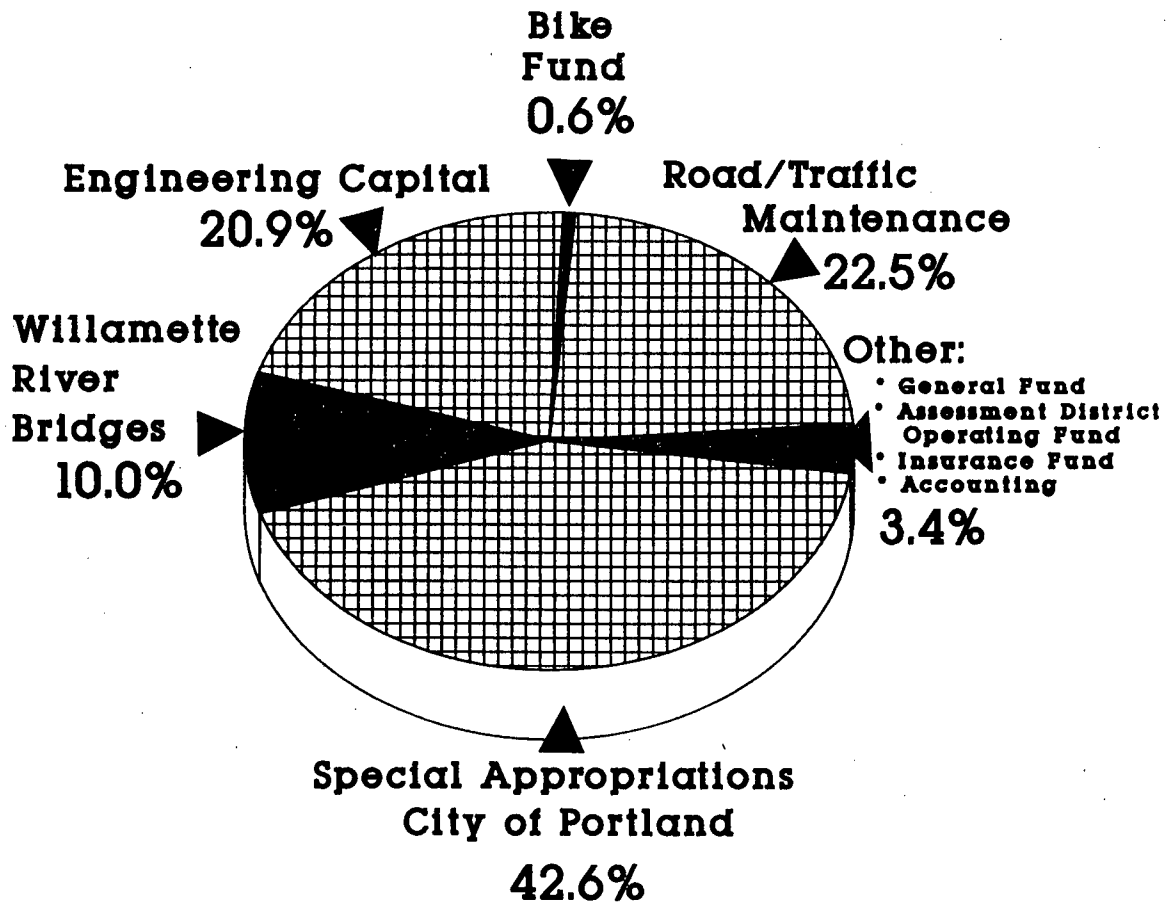
The following assumptions were used in developing the revenue forecast for the Transportation Capital Improvement Program.

### Portland Agreement

- The State Trust Fund monies received by the County are determined from a County model which assumes a base revenue developed from historical data.
  1. The 2¢ per gal. per year gas tax increase allowed by legislation is assumed to raise the same amount of revenue each year.
  2. The base revenue is shared with Counties and Cities, at an average percentage rate of 24.38% and 15.57% respectively.
  3. Multnomah County's share of all the Counties' share of the State Highway Fund is 18.2815% (# of registered vehicles in Multnomah County/ # registered vehicles Statewide).
  4. Portland's share is 25.6250% of the Cities' share which is based on population.

**Multnomah County Transportation Division**  
***Fiscal Year 1990 - 1991***

## Requirements



- Multnomah County gasoline tax raises \$7,400,000 annually.
- The Willamette River Bridges Maintenance and a portion of Capital are taken off the top of the County's share of the State Highway Trust fund and County Gas Tax. An additional portion for capital is taken from the City of Portland's share per the Portland Agreement.
  1. Maintenance is \$1,400,324 in 1990 with an inflation rate of approximately 4% per year, per Portland Agreement.
  2. The Capital annual requirement is \$1,500,000; \$1,060,000 from County share, a portion from City share and remainder from Federal Forest Receipts.
- The Federal Forest Receipts are not factored into the sharing formula for the Portland agreement. The County retains them; projected at \$600,000/year.
- Total revenue for sharing with the City of Portland is comprised of State Highway Trust Fund for the County plus County Gas Tax minus Willamette River Bridge allocation plus State Highway Trust Fund to the City.
  1. Revenue is shared based on percentage of combined miles of city and county roads.
  2. Annexations are not complete by end of program year. County still has 416 miles in system.
- From the City's allocation of shared revenue, money for improvement in the urban services area and a portion of Willamette River Bridges (WRB) Capital are subtracted and given to County.
- County's user fee allocation of the Road Fund includes County allocation of shared revenue plus urban service and WRB set asides from Portland, plus Federal Forest receipts plus funds taken off the top for WRB Maintenance and Capital.

#### Other Revenue

- Total County road fund includes other revenue in addition to user fees.
- Other revenues are projected as constants with the exception of beginning working capital.
- Other revenues (excluding beginning working capital) are expected to be approximately \$2,500,000/yr.
- The beginning working capital is comprised primarily of obligated funds not yet spent and some unaccounted revenue from under forecasting.



## Conclusion

The Capital Improvement Program has been developed to implement the Capital Improvement Plan. The Capital Improvement Plan identified projects of greatest need within Multnomah County's road system. The Capital Improvement Program identifies funding sources and schedules for those projects known in the Plan as "Priority 1."

Priority 1 projects are identified capital needs which should be constructed within the program period. Priority 2 projects are those of intermediate need. Priority 3 projects are identified capital needs which can be deferred and are a long-term requirement.

The current Capital Improvement Plan identified 146 Priority 1, 2, and 3 projects. The total estimated liability for all 146 projects is about \$140 million in 1990 dollars. Anticipated funding for budget years 1990 - 1994 is about \$23,800,000. Obviously, the need is much greater than the available revenue.

The CIP Process is designed to ensure that limited resources for capital projects will be allocated to the most critical capital needs. The priority ranking system developed in the Plan recognized 33 Priority 1 projects to be programmed first. Twenty of these 33 Priority 1 projects have been scheduled for the current CIP, and 12 carryover projects from prior capital improvement programs are still under construction. These 32 projects (20 new, 12 carryover) are shown in the Projects/Schedule section, infra.

The 13 unfunded Priority 1 projects amount to approximately \$16,324,000. The 34 unfunded Priority 2 capital projects total \$24,965,000, and the 79 unfunded Priority 3 long-term capital needs total \$80,737,000 in 1990 dollars. (See Capital Improvement Plan.)

Constantly changing community needs will alter the Program priorities over the years before all 146 projects could be constructed. Consequently, a full update process involving all interested parties is scheduled every two years to monitor these constantly changing needs. The Capital Improvement Program is reviewed by Transportation Division staff on an annual basis. The current CIP is based on the best available revenue and cost information. By clear and objective means, it sets forth a strategy for addressing the highest priority need.



1990-1994 CAPITAL IMPROVEMENT PROGRAM  
CAPITAL ALLOCATION SUMMARY BY CATEGORY

	Liability	Program
Priority 1		
ARTERIAL	\$19,970,000	\$15,400,000
BRIDGES	790,000	0
COLLECTOR	10,325,000	490,000
LOCAL	725,000	0
SIGNAL SAFETY	2,515,000	2,054,000
CARRYOVER & OTHER		5,856,000
Priority 2		
ARTERIAL	\$ 8,340,000	0
BRIDGES	3,225,000	0
COLLECTOR	10,335,000	0
LOCAL	1,270,000	0
SIGNAL SAFETY	1,795,000	0
Priority 3		
ARTERIAL	\$39,750,000	0
BRIDGES	0	0
COLLECTOR	38,977,000	0
LOCAL	2,545,000	0
SIGNAL SAFETY	1,460,000	0



## **Project Categories**

The Capital Improvement Program consists of ten funding categories: Arterial, Collector, Signal Safety, Bridges, Local, Development Support, Drainage, Guardrail, Sidewalk, and Safety Improvements. A separate category, Carryover, includes CIP projects which fall under one or more of these funding categories.

## **Funding Category Definitions**

### **ARTERIAL**

Arterial streets carry higher volumes of traffic, are four to five lanes, and are the main traffic arteries of the road system. Thus, arterial streets continue to be the most critical need on the county road system.

Collectively, arterial streets carry the most traffic and provide direct connection between major activity centers on the surface street system. The development of a good arterial system not only insures efficient travel, it also reduces the negative effects of through traffic using local (neighborhood) streets. Consequently, the highest priority aside from maintaining the existing system is to make improvements to the arterial streets.

### **COLLECTOR**

Collector streets gather area traffic and connect the traffic to the arterial system. Collectors are not intended to serve through movement.

### **SIGNAL SAFETY**

Traffic signals at intersections control traffic flow and safety and therefore can be independent of a road project. The improvement of lane geometry, signal timing, or adding additional lanes at intersections can improve the capacity and safety for an entire road segment.

### **BRIDGES**

The Bridges within this CIP are non-Willamette River Bridges which are integral to the County road system. For example, the Railroad Bridges paralleling I-84 over the existing roadway must be treated when the North/South roadways are widened. (Willamette River Bridges under Multnomah County jurisdiction are processed under the "Capital Improvement Plan and Program for the Willamette River Bridges.")

## LOCAL

Local streets provide access to private property and do not serve through traffic. Consequently, local streets usually carry the lowest volume of traffic.

## DEVELOPMENT SUPPORT

These funds are used to enhance private development projects e.g., shopping centers, subdivisions, by supplying right-of-way and/or additional improvements for the benefit of the public.

## DRAINAGE

Storm sewers, sump systems, and other drainage devices are constructed in conjunction with some road improvement projects, and will generally be funded under the road classification categories above.

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

## GUARDRAIL

As part of the safety program, guardrails are sometimes included in conjunction with a road project under the road classification categories above.

The funding for a new guardrail or a replacement guardrail independent of a road project will be funded in this category.

## SIDEWALK

New sidewalk construction is included in most arterial, collector and local projects out of the appropriate funding categories above.

The funding of missing sidewalk segments needed to connect schools, residential areas, and shopping areas is funded from this category.

## SAFETY IMPROVEMENTS

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

Traffic signal preemption devices for emergency vehicles are funded from monies set aside in this category or are included in designated intersection improvement projects. Specific intersections have been identified for preemption devices and

are listed on Page 19. Preemption devices involving Light Rail Services (Tri-Met involvement) at certain intersections require more investigation before committing funds to those devices.

#### **CARRYOVER**

The Capital Improvement Program must include a carryover category because some road projects take more than a year to complete. Carryover funds from the previous fiscal year, and status of the projects are shown in the project schedule. (The program for Carryover projects is based on best available information. An "Annual Supplemental Schedule" will be distributed at the beginning of each fiscal year to reflect unforeseen delays in project schedules and changes in project cost.)

#### **CIP Project Schedule**

The five-year Capital Improvement Program schedule is shown in the 1990-1994 CIP Project Schedule on Page 20. Projects are listed in order of highest priority within each category. The schedule displays by year monies allocated for right-of-way acquisition and/or construction for each programmed project. A Project Detail Sheet provides in greater detail the scope of work intended for each scheduled project.

#### **Project Detail Sheet**

The Project Detail Sheets outline the engineering projects scheduled for construction within the Multnomah County Transportation Division's Capital Improvement Program for 1990-1994. The project detail describes the highest priority projects, scheduled to be completed within the five-year period.

Information on the Project Detail Sheet includes:

- \* Project Name (street name and from - to termini points);
- \* Page Number (page number of project in this section of the Program);
- \* Map Number (the identification number on the Capital Improvement Plan and Program Maps);
- \* Project Number (a unique number assigned for cost accounting purposes for budgeted projects);
- \* Project Description (brief description of improvements); and a
- \* Detail Map of Project Area (highlighting project location).

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

# SIGNALIZED INTERSECTIONS IDENTIFIED FOR PREEMPTION DEVICES

<u>Intersection</u>	<u>Installation Year</u>	<u>Funding Category</u>
181st/Halsey	90/91	(In conjunction with road project, Project Detail Sheet, Page 1)
181st/Glisan	90/91	(\$18,000 safety improvement)
223rd/Stark	done	(under contract)
223rd/Glisan	90/91	(In conjunction with road project, Project Detail Sheet, Page 26)
Stark/202nd	90/91	(In conjunction with signal safety project, Project Detail Sheet, Page 16)
162nd/Glisan	90/91	(In conjunction with road project, Project Detail Sheet, Page 28)
181st/Stark	91/92	(\$18,000 safety improvement)
162nd/Halsey	92/93	(delay until in conjunction with signal safety)
172nd/Glisan	92/93	(\$18,000 safety improvement)
182nd/Division	92/93	(\$18,000 safety improvement)
174th/Stark	92/93	(In conjunction with signal safety project, Project Detail Sheet, Page 15)
182nd/Tibbetts	93/94	(\$18,000 safety improvement)
185th/Stark	93/94	(\$6,000 safety improvement)
162nd/Stark	94/95	(\$18,000 safety improvement)
181st/Burnside		(will require Tri-Met involvement)
Stark/Burnside		(will require Tri-Met involvement)
188th/Burnside		(will require Tri-Met involvement)
197th/Burnside		(will require Tri-Met involvement)
172nd/Burnside		(will require Tri-Met involvement)
162nd/Burnside		(will require Tri-Met involvement)
190th/Stark		(will require Tri-Met involvement)

**MULTNOMAH COUNTY**  
**DEPARTMENT OF ENVIRONMENTAL SERVICES, TRANSPORTATION DIVISION**  
**1990-94 CAPITAL IMPROVEMENT PROGRAM**

		<b>PROJECT SCHEDULE</b>				
<b>PROJECT NAME:</b>	<b>Map #</b>	<b>FY 90-91</b>	<b>FY 91-92</b>	<b>FY 92-93</b>	<b>FY 93-94</b>	<b>FY 94-95</b>
<b>Category: ARTERIAL</b>						
181st (Halsey-184)	239	\$400,000 C	Cp			
181st (Sandy Blvd-South)	233	\$260,000 C	Cp			
Foster Rd Ph1 (122nd-128th)	303	\$700,000 C	Cp			
Foster Rd Ph2 (128th-136th)	303	\$0	\$300,000 R	\$300,000 C	\$400,000 C	Cp
257th (Bull Run-Division)	512	\$0 DI	\$0 DI	\$1,130,000 C	Cp	
Halsey (190th-201st)	200	\$150,000 R	\$1,200,000 C	Cp		
242nd (Powell-Burnside)	509	\$0 DI	\$0 DI	\$0	\$300,000 R	\$840,000 C
207th Conn (184-Glisan/223rd)	421	\$2,436,397 R	\$1,183,603 RC	\$1,451,000 C	\$1,259,000 C	\$1,390,000 C
242nd (Hall-Division)	436	\$812,784 RC	\$587,216 C	Cp		
257th (Powell Valley-Bull Run)	513	\$0	\$0	\$240,000 R	\$880,000 C	Cp
<b>Category: COLLECTOR</b>						
Bull Run (Burnside-257th)	521	\$0 DI	\$30,000 R		\$460,000 C	Cp
<b>Category: SIGNAL</b>						
Halsey/162nd	261	\$0 DI	\$0	\$90,000 C	Cp	
Glisan/202nd	250	\$250,000 C	Cp			
Halsey/238th	451	\$140,000 R	Cp			
Stark/174th	252	\$0 DI	\$0 DI	\$120,000 C	Cp	
Stark/202nd	253	\$60,000 RC	Cp			
Orient/257th	554	\$573,000 RC	Cp			
Burnside/242nd	559	\$0 DI	\$0 DI	\$121,000 RC	Cp	
Orient/282nd	550	\$0	\$0	\$260,000 C	Cp	
Division/Troutdale Rd	557	\$0	\$0	\$0	\$0	\$440,000 RC
<b>Category: DEVELOPMENT SUPPORT</b>		\$77,000	\$100,000	\$80,000	\$100,000	\$100,000
<b>Category: DRAINAGE</b>		\$50,000	\$64,181	\$50,000	\$50,000	\$70,000
<b>Category: GUARDRAIL</b>		\$0	\$50,000	\$50,000	\$50,000	\$58,000
<b>Category: SIDEWALK</b>		\$50,000	\$50,000	\$50,000	\$50,000	\$70,000
<b>Category: SAFETY IMPROVEMENT</b>		\$76,200	\$555,000 *	\$100,000	\$132,000	\$110,000
<b>Category: CARRYOVER</b>						
NW Cornell Road		\$10,000 Rs				
Division/235th		\$1,000 Rs				
Stark/148th		\$1,000 Rs				
Stark/99th		\$1,000 Rs				
E. Burnside Ph 2		\$1,000 Rs				
221st/223rd Road & Bridge		\$1,000 Rs				
Stark (242nd-257th)		\$2,000 Rs				
Stark (223rd-242nd)	424	\$300,000 C				
Cornelius Pass/Skyline	104	\$40,000 C				
257th (Columbia Hwy-Stark)		\$2,000 Rs				
Cleveland (Division-Powell)		\$1,000 Rs				
190th & Yamhill		\$2,000 Rs				
Hogan Road (Johnson Ck Bridge)	543	\$850,000 C				
Logic Trail Rd Slide	105	\$50,000 C				
238th/242nd (Arata-Glisan)	422	\$350,000 RC				
223rd Ph 2 (Stark-Glisan)	425	\$100,000 C				
174th/Division	354	\$50,000 C				
162nd (Glisan-Burnside)	242	\$300,000 C				
223rd/Halsey	441	\$280,000 RC				
Gordon Creek Rd	600	\$90,000 C				
Yamhill (182nd-190th)	243	\$100,000 C				
Cornelius Pass (RR Tunnel SB)	106	\$300,000 RC				
<b>CAPITAL OUTLAY</b>		<b>\$8,867,381</b>	<b>\$4,120,000</b>	<b>\$4,042,000</b>	<b>\$3,681,000</b>	<b>\$3,078,000</b>

Project Status Codes: C=CONSTRUCTION, Cp=COMPLETE, DI=DELAY, R=R/W, Rs=RESERVE FUNDS FOR PROJECT CLOSE OUT

\* Includes \$'s for the Corbett Hill Road curves (\$470,000).

## 1990-94 CIP Project Detail Sheets - Index

1. 181st Avenue (Halsey - I-84)
2. 181st Avenue (Sandy Blvd - South 500')
3. Foster Road Phase 1 (122nd - 128th)
4. Foster Road Phase 2 (128th - 136th)
5. 257th Avenue (Bull Run Rd. - Division)
6. Halsey (190th - 201st)
7. 242nd Avenue (Powell - Burnside)
8. 207th Connector (I-84 - Glisan/223rd)
9. 242nd Avenue (Hall - Division)
10. 257th Avenue (Powell Valley - Bull Run Rd)
11. Bull Run Rd (Burnside - 257th)
12. Halsey/162nd signal safety
13. Glisan/202nd signal safety
14. Halsey/238th signal safety
15. Stark/174th signal safety
16. Stark/202nd signal safety
17. Orient/257th signal safety
18. Burnside/242nd signal safety
19. Orient/282nd signal safety
20. Division/Troutdale Rd signal safety
21. Stark St (223rd - 242nd)
22. Cornelius Pass/Skyline Rd intersection improvement
23. Hogan Road (Johnson Creek Bridge)
24. Logie Trail Rd Slide
25. 238th/242nd (Arata - Glisan)
26. 223rd Avenue Phase 2 (Stark - Glisan)
27. 174th/Division signal safety
28. 162nd (Glisan - Burnside)
29. 223rd/Halsey intersection improvement
30. Gordon Creek Rd
31. Yamhill (182nd - 190th)
32. Cornelius Pass (RR Tunnel SB)



☐ Carryover  
☒ New Project

# PROJECT DETAIL

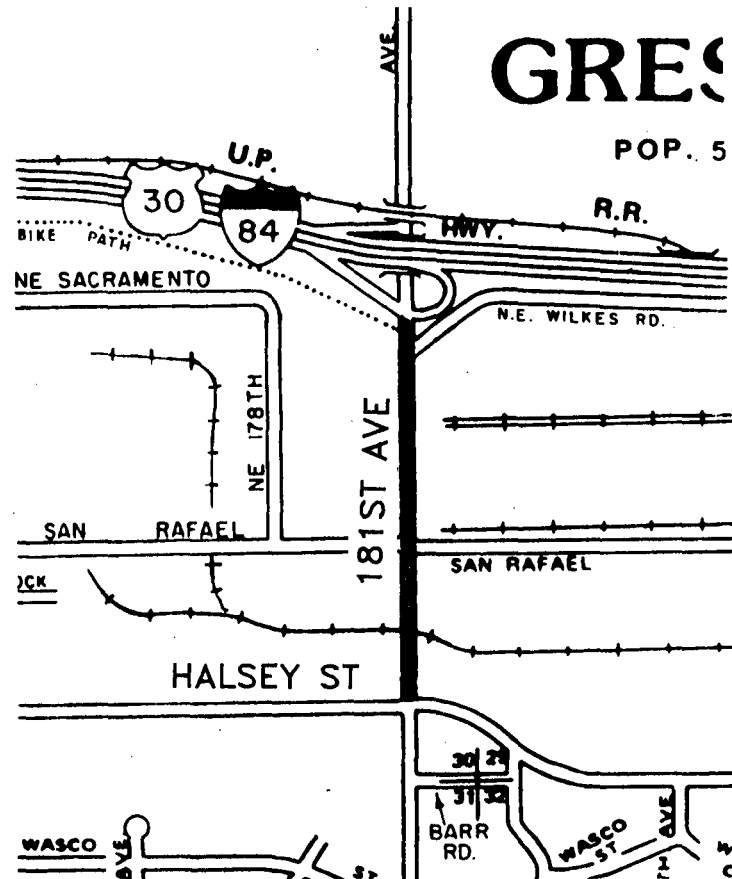
Page No. 1  
 Map No. 239

**PROGRAM:**  
 TRANSPORTATION CAPITAL

**PROJECT:** NE 181st Avenue  
 Halsey Street - I-84

**Project #** \_\_\_\_\_

**PROJECT DESCRIPTION:** Resurfacing existing roadway of 76 ft. pavement width including four travel lanes, a continuous left turn lane, two bike lanes, curbs and sidewalks.



- |   |   |  |
|---|---|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                   | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                      |
| <input type="checkbox"/> ILLUMINATION                 | <input type="checkbox"/> BRIDGES                  | <input type="checkbox"/> OTHER _____                   |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY	400,000					400,000
FEDERAL						
TOTAL	400,000					400,000
<b>ADVANCE DEPOSIT TOTAL</b>						
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	400,000					400,000
TOTAL	400,000					400,000

— Carryover  
☒ New Project

## PROJECT DETAIL

Page No. 2

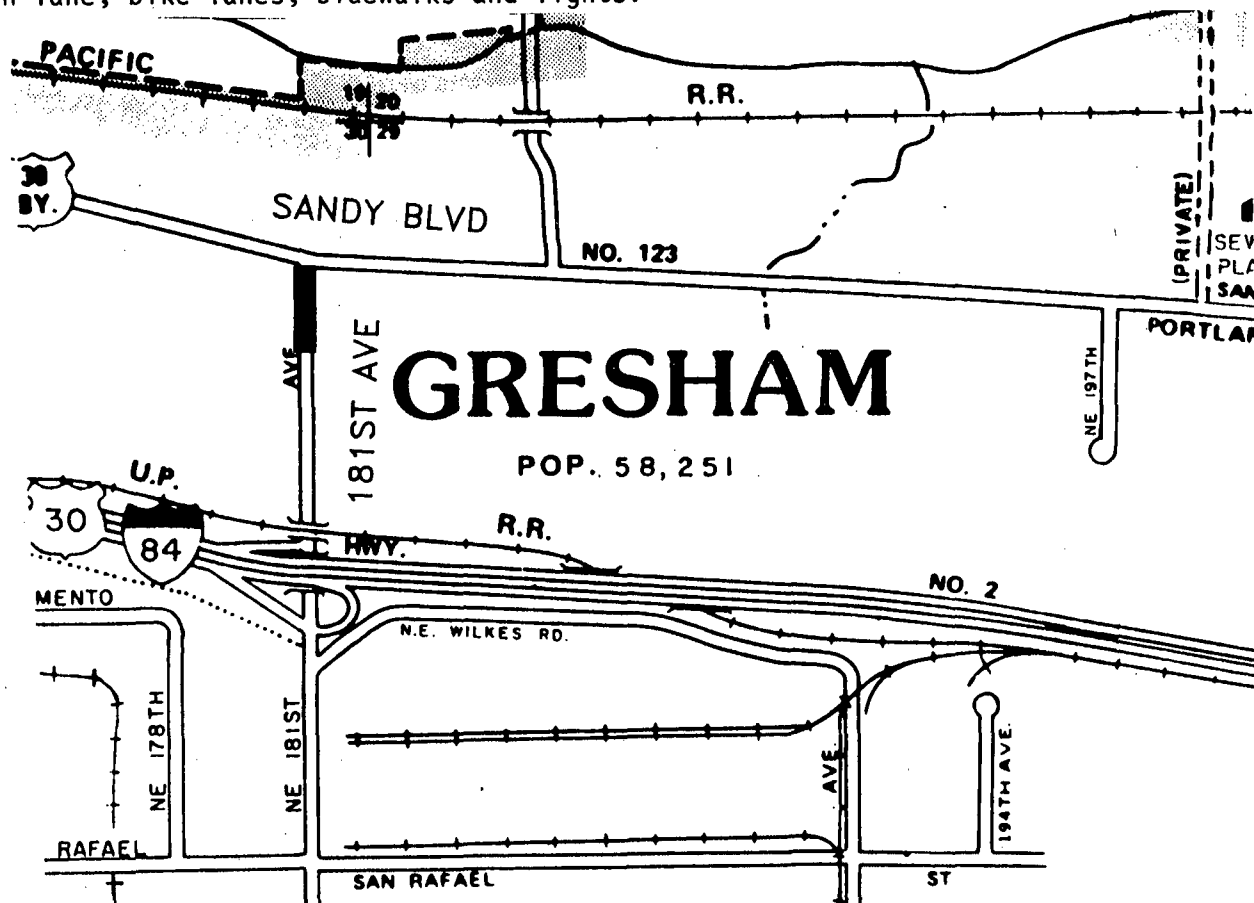
Map No. 233

PROGRAM:  
TRANSPORTATION CAPITAL

PROJECT: NE 181st Avenue  
Sandy Blvd.-South 500 ft.

Project #

**PROJECT DESCRIPTION:** Improve NE 181st Avenue to arterial standards by widening existing two lanes to 74 ft. width to provide for four traffic lanes, a continuous left turn lane, bike lanes, sidewalks and lights.



- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                              | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                      |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER                         |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	260,000					260,000
FEDERAL						
TOTAL	260,000					260,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	260,000					260,000
TOTAL	260,000					260,000

☒ Carryover  
☒ New Project

# PROJECT DETAIL

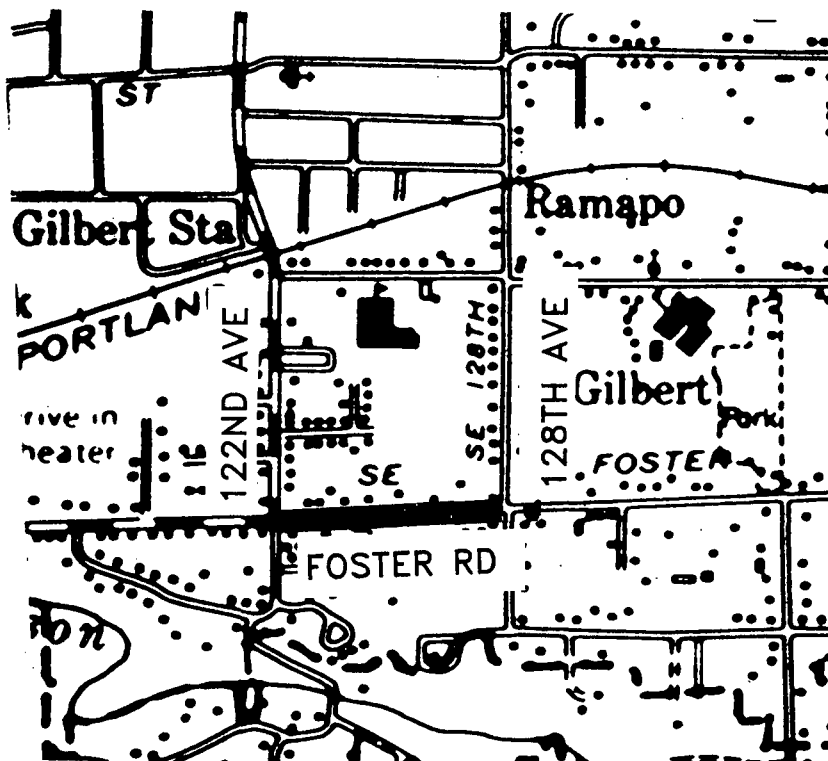
Page No. 3  
Map No. 303

**PROGRAM:**  
**TRANSPORTATION CAPITAL**

**PROJECT:** SE Foster Road/Phase I  
SE 122nd Avenue - SE 128th Avenue

**Project #** \_\_\_\_\_

**PROJECT DESCRIPTION:** Widen SE Foster Road from existing two traffic lanes to arterial standards of 66 ft. width to provide for four traffic lanes, a continuous left turn lane, bike lanes and sidewalks. Storm drainage is upgraded from existing ditch. This improvement is necessary to provide an acceptable level of service for the traffic volume.



- |   |   |  |
|---|---|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                   | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE           |
| <input type="checkbox"/> ILLUMINATION                 | <input type="checkbox"/> BRIDGES                  | <input type="checkbox"/> OTHER _____                   |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY	700,000					700,000
FEDERAL						
TOTAL	700,000					700,000
ADVANCE DEPOSIT TOTAL						
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	700,000					700,000
TOTAL	700,000					700,000

☐ Carryover  
☒ New Project

# PROJECT DETAIL

Page No. 4

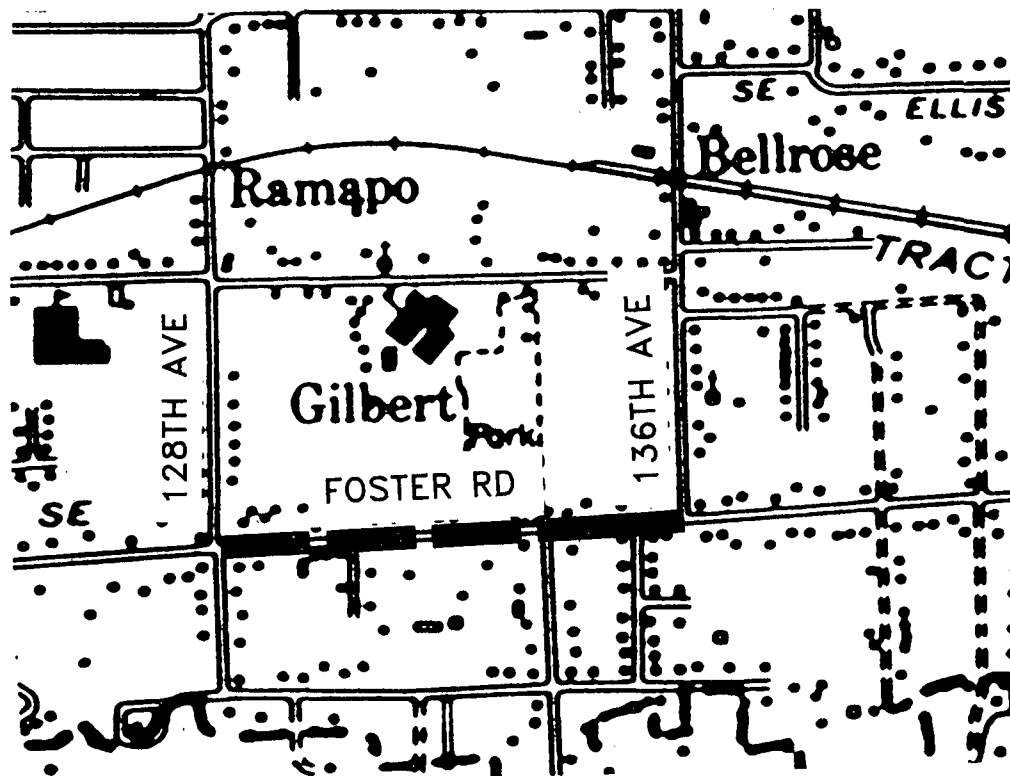
Map No. 303

**PROGRAM:**  
**TRANSPORTATION CAPITAL**

**PROJECT:** SE Foster Road/Phase 2  
 SE 128th Avenue - SE 136th Avenue

Project #

**PROJECT DESCRIPTION:** Widen SE Foster Road from existing two traffic lanes to arterial standards of 66 ft. width to provide for four traffic lanes, a continuous left turn lane, bike lanes and sidewalks. Storm drainage is upgraded from existing ditch. This improvement is necessary to provide an acceptable level of service for the traffic volume.



- |   |   |  |
|---|---|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                   | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE           |
| <input type="checkbox"/> ILLUMINATION                 | <input type="checkbox"/> BRIDGES                  | <input type="checkbox"/> OTHER                         |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY		300,000	300,000	400,000		1,000,000
FEDERAL						
TOTAL		300,000	300,000	400,000		1,000,000
<b>ADVANCE DEPOSIT TOTAL</b>			300,000			300,000
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY		300,000				300,000
UTILITY RELOCATION						
CONSTRUCTION				700,000		700,000
TOTAL		300,000		700,000		1,000,000

— Carryover  
☒ New Project

## PROJECT DETAIL

Page No. 5

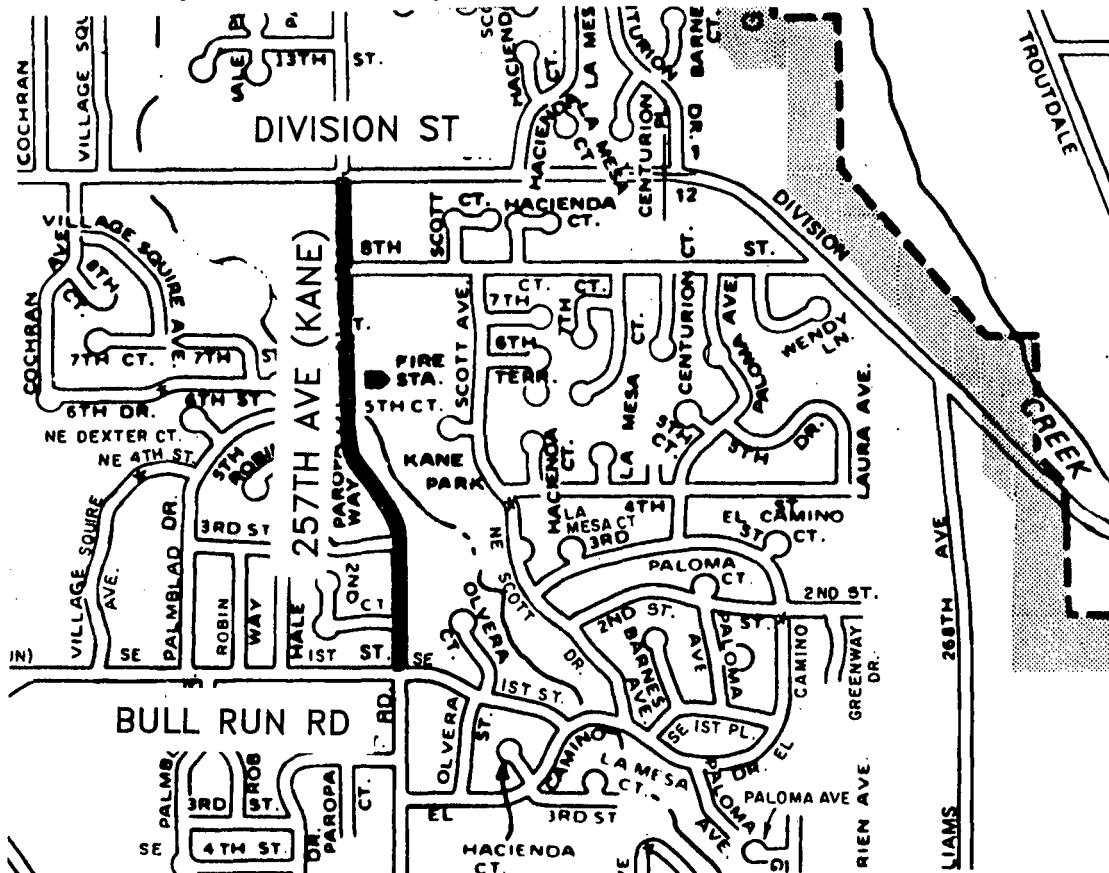
Map No. 512

**PROGRAM:**  
TRANSPORTATION CAPITAL

**PROJECT:** 257th Avenue  
Bull Run Road - Division Street

Project # \_\_\_\_\_

**PROJECT DESCRIPTION:** Improve 257th Avenue from existing two to four traffic lanes to arterial standards of 66 ft. width to provide for four traffic lanes, a continuous left turn lane, bike lanes, lights and sidewalks. Ditch drainage is upgraded to storm. This project is necessary to relieve congestion problems on existing 20 ft. paved roadway.



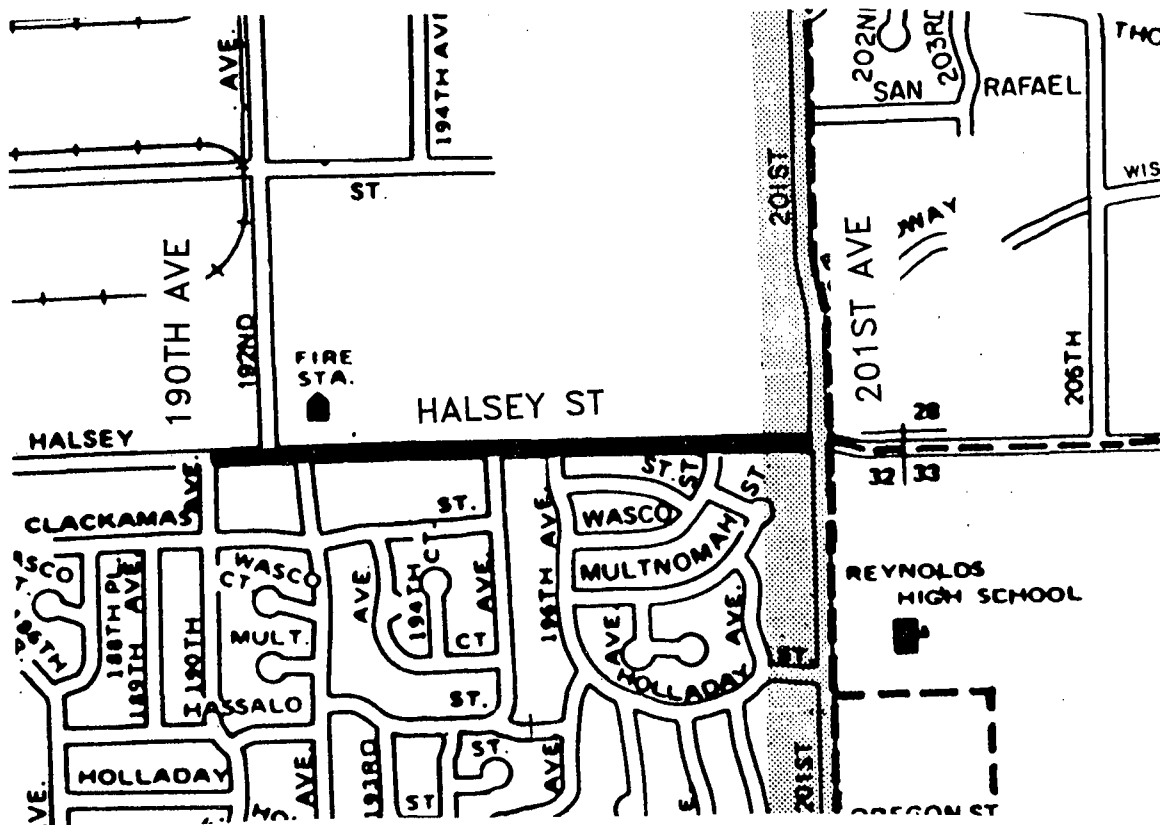
- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                              | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE           |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER _____                   |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY			1,130,000			1,130,000
FEDERAL						
TOTAL			1,130,000			1,130,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION			1,130,000			1,130,000
TOTAL			1,130,000			1,130,000

Page No. 6  
Map No. 200

Project #

**PROJECT DESCRIPTION:** Improve NE Halsey to arterial standards by widening existing two lanes to 66 ft. paved width including four travel lanes, a continuous left turn lane, a signal, intersection improvement, sidewalks, bike paths, lights and turn lane. Dith drainage is upgraded to storm sewer.



- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input checked="" type="checkbox"/> SIGNAL                   | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE           |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER _____                   |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	150,000	1,200,000				1,350,000
FEDERAL						
TOTAL	150,000	1,200,000				1,350,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY	150,000					150,000
UTILITY RELOCATION						
CONSTRUCTION		1,200,000				1,200,000
TOTAL	150,000	1,200,000				1,350,000

— Carryover  
 X New Project

# PROJECT DETAIL

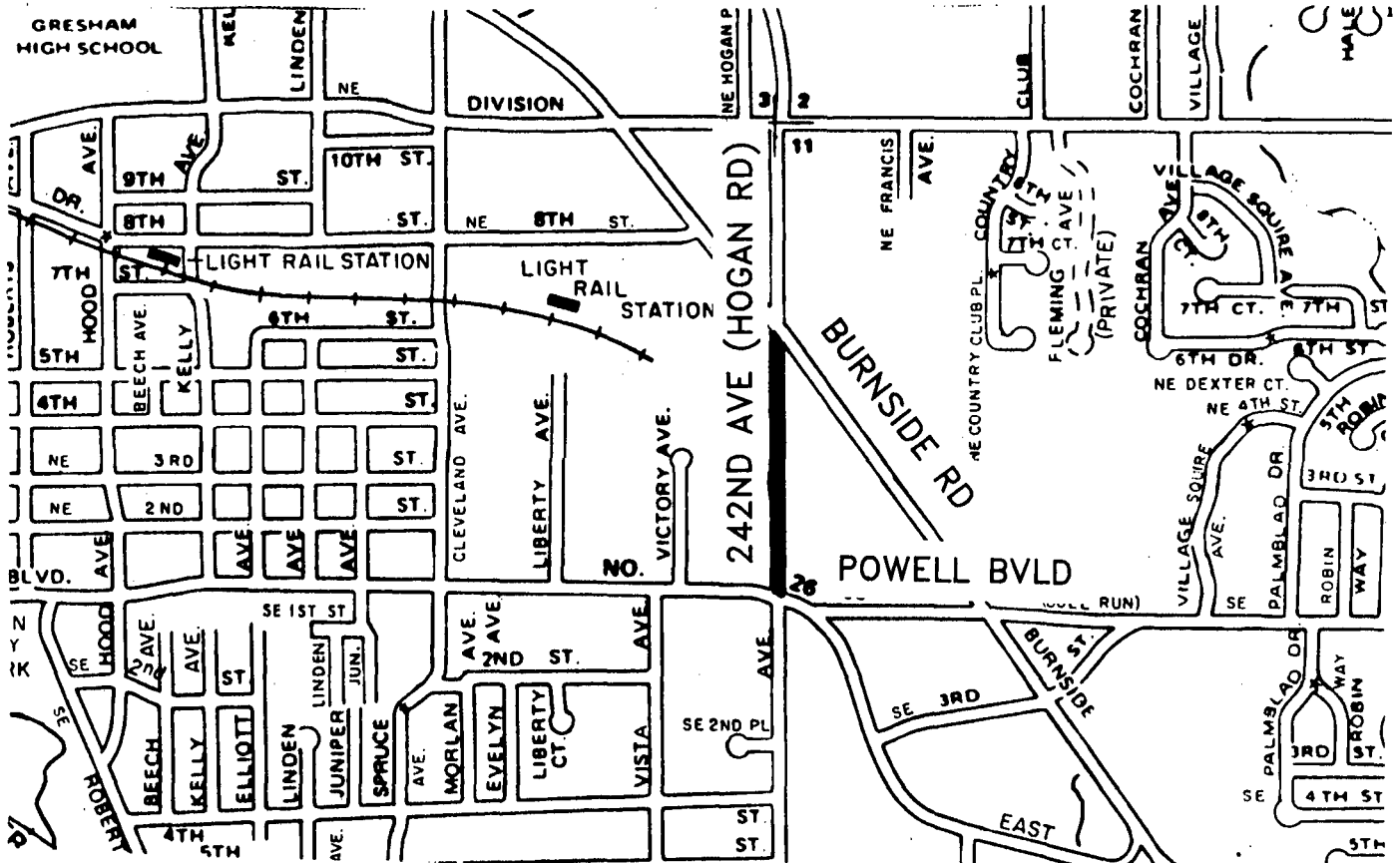
Page No. 7  
 Map No. 509

**PROGRAM:**  
 TRANSPORTATION CAPITAL

**PROJECT:** 242nd Avenue  
 Powell Blvd. - Burnside Road

**Project #** \_\_\_\_\_

**PROJECT DESCRIPTION:** Reconstruct existing two lane roadway to arterial standard including four travel lanes, continuous left turn lane, sidewalks, lights and intersection improvement.



- |   |  |   |
|---|--|---|
| <input type="checkbox"/> STRUCTURES                   | <input checked="" type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN         |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                   |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input checked="" type="checkbox"/> OTHER Sidewalks |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY				300,000	840,000	1,140,000
FEDERAL						
TOTAL				300,000	840,000	1,140,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY				300,000		300,000
UTILITY RELOCATION					840,000	840,000
CONSTRUCTION						
TOTAL				300,000	840,000	1,140,000

Map No. 421

## Project #

<input type="checkbox"/> STRUCTURES	<input checked="" type="checkbox"/> SIGNAL	<input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN
<input checked="" type="checkbox"/> ROAD CONSTRUCTION	<input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT	<input checked="" type="checkbox"/> DRAINAGE
<input checked="" type="checkbox"/> ILLUMINATION	<input type="checkbox"/> BRIDGES	<input checked="" type="checkbox"/> OTHER New sidewalks

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	700,000	1,183,603	1,451,000	1,259,000	1,390,000	5,983,603
FEDERAL	1,736,397					1,736,397
TOTAL	2,436,397	1,183,603	1,451,000	1,259,000	1,390,000	7,720,000
ADVANCE DEPOSIT TOTAL	2,436,397	360,000				2,796,397
COST						
PLAN/ENGR						
RIGHT-OF-WAY		3,260,000				3,260,000
UTILITY RELOCATION						
CONSTRUCTION			1,811,000	1,259,000	1,390,000	4,460,000
TOTAL		3,260,000	1,811,000	1,259,000	1,390,000	7,720,000



— Carryover  
☒ New Project

## PROJECT DETAIL

Page No. 9

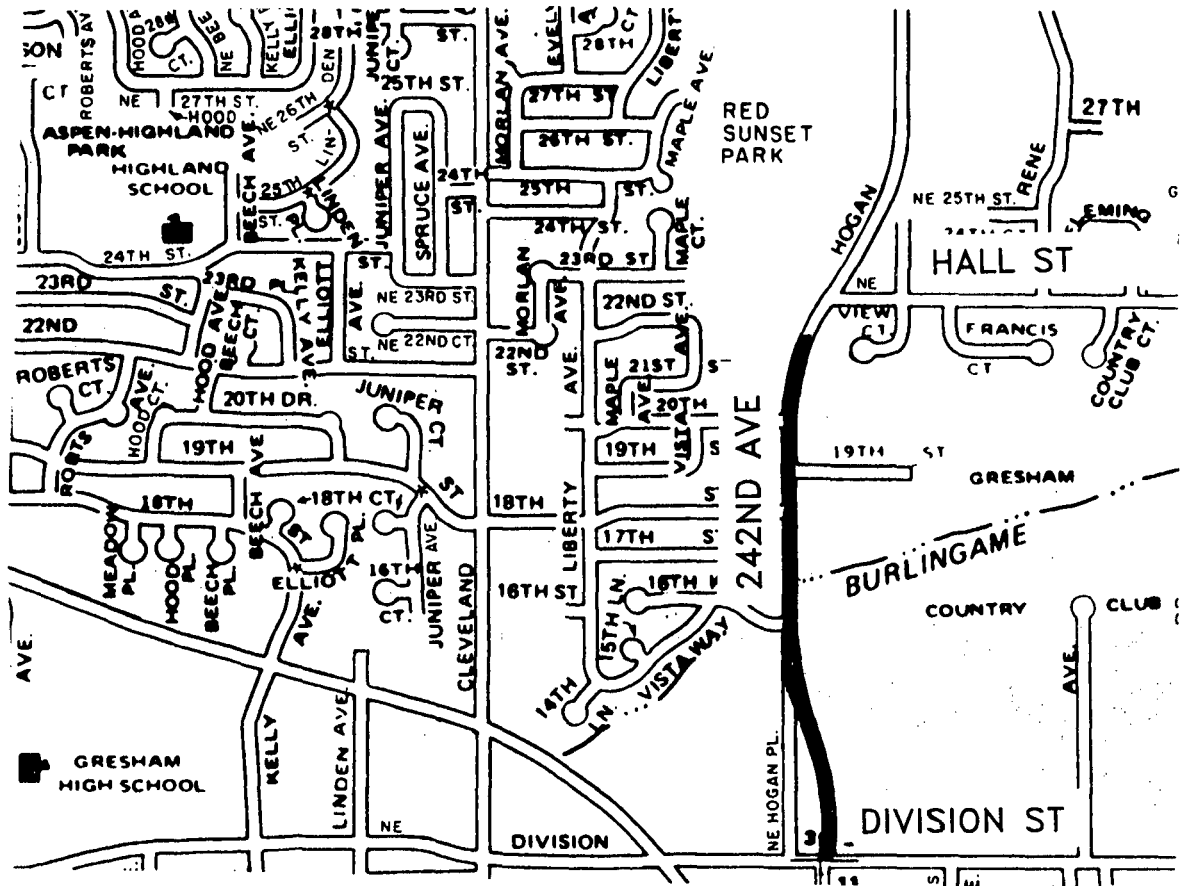
Map No. 436

PROGRAM:  
TRANSPORTATION CAPITAL

PROJECT: 242nd  
Hall - Division

Project #

**PROJECT DESCRIPTION:** Reconstruct the existing two lane roadway to provide for a full 66 ft. paved road with four travel lanes, a continuous left turn lane, sidewalks, lights and bike lanes. Existing ditch drainage will be upgraded to storm sewer.



- |   |   |  |
|---|---|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                   | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE           |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                  | <input type="checkbox"/> OTHER                         |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	20,000	587,216				607,216
FEDERAL	792,784					792,784
TOTAL	812,784	587,216				1,400,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY	100,000					100,000
UTILITY RELOCATION						
CONSTRUCTION	712,784	587,216				1,300,000
TOTAL	812,784	587,216				1,400,000

**Map No. 513**

Project #

This is a detailed street map of the Bull Run area in San Jose, California. The map shows a grid of streets including Bull Run Rd, 257th Ave (Kane Rd), Powell Valley, and various residential streets like Paloma Ave, Lovrien Ave, and Williams St. Key landmarks include Russell Middle School and the intersection of 101st St and 102nd St. The map is oriented with North at the top.

**Streets:**

- North-South:** Bull Run Rd, 257th Ave (Kane Rd), Powell Valley, Williams St, 268th Ave.
- East-West:** 1st St, 2nd St, 3rd St, 4th St, 5th St, 6th St, 7th St, 8th St, 9th St, 10th St, 11th St, 12th St, 13th St, 14th St, 15th St, 16th St, 17th St, 18th St, 19th St, 20th St, 21st St, 22nd St, 23rd St, 24th St, 25th St, 26th St, 27th St, 28th St, 29th St, 30th St, 31st St, 32nd St, 33rd St, 34th St, 35th St, 36th St, 37th St, 38th St, 39th St, 40th St, 41st St, 42nd St, 43rd St, 44th St, 45th St, 46th St, 47th St, 48th St, 49th St, 50th St, 51st St, 52nd St, 53rd St, 54th St, 55th St, 56th St, 57th St, 58th St, 59th St, 60th St, 61st St, 62nd St, 63rd St, 64th St, 65th St, 66th St, 67th St, 68th St, 69th St, 70th St, 71st St, 72nd St, 73rd St, 74th St, 75th St, 76th St, 77th St, 78th St, 79th St, 80th St, 81st St, 82nd St, 83rd St, 84th St, 85th St, 86th St, 87th St, 88th St, 89th St, 90th St, 91st St, 92nd St, 93rd St, 94th St, 95th St, 96th St, 97th St, 98th St, 99th St, 100th St, 101st St, 102nd St, 103rd St, 104th St, 105th St, 106th St, 107th St, 108th St, 109th St, 110th St, 111th St, 112th St, 113th St, 114th St, 115th St, 116th St, 117th St, 118th St, 119th St, 120th St, 121st St, 122nd St, 123rd St, 124th St, 125th St, 126th St, 127th St, 128th St, 129th St, 130th St, 131st St, 132nd St, 133rd St, 134th St, 135th St, 136th St, 137th St, 138th St, 139th St, 140th St, 141st St, 142nd St, 143rd St, 144th St, 145th St, 146th St, 147th St, 148th St, 149th St, 150th St, 151st St, 152nd St, 153rd St, 154th St, 155th St, 156th St, 157th St, 158th St, 159th St, 160th St, 161st St, 162nd St, 163rd St, 164th St, 165th St, 166th St, 167th St, 168th St, 169th St, 170th St, 171st St, 172nd St, 173rd St, 174th St, 175th St, 176th St, 177th St, 178th St, 179th St, 180th St, 181st St, 182nd St, 183rd St, 184th St, 185th St, 186th St, 187th St, 188th St, 189th St, 190th St, 191st St, 192nd St, 193rd St, 194th St, 195th St, 196th St, 197th St, 198th St, 199th St, 200th St, 201st St, 202nd St, 203rd St, 204th St, 205th St, 206th St, 207th St, 208th St, 209th St, 210th St, 211th St, 212nd St, 213th St, 214th St, 215th St, 216th St, 217th St, 218th St, 219th St, 220th St, 221st St, 222nd St, 223rd St, 224th St, 225th St, 226th St, 227th St, 228th St, 229th St, 230th St, 231st St, 232nd St, 233rd St, 234th St, 235th St, 236th St, 237th St, 238th St, 239th St, 240th St, 241st St, 242nd St, 243rd St, 244th St, 245th St, 246th St, 247th St, 248th St, 249th St, 250th St, 251st St, 252nd St, 253rd St, 254th St, 255th St, 256th St, 257th St, 258th St, 259th St, 260th St, 261st St, 262nd St, 263rd St, 264th St, 265th St, 266th St, 267th St, 268th St, 269th St, 270th St, 271st St, 272nd St, 273rd St, 274th St, 275th St, 276th St, 277th St, 278th St, 279th St, 280th St, 281st St, 282nd St, 283rd St, 284th St, 285th St, 286th St, 287th St, 288th St, 289th St, 290th St, 291st St, 292nd St, 293rd St, 294th St, 295th St, 296th St, 297th St, 298th St, 299th St, 300th St, 301st St, 302nd St, 303rd St, 304th St, 305th St, 306th St, 307th St, 308th St, 309th St, 310th St, 311th St, 312nd St, 313th St, 314th St, 315th St, 316th St, 317th St, 318th St, 319th St, 320th St, 321st St, 322nd St, 323rd St, 324th St, 325th St, 326th St, 327th St, 328th St, 329th St, 330th St, 331st St, 332nd St, 333rd St, 334th St, 335th St, 336th St, 337th St, 338th St, 339th St, 340th St, 341st St, 342nd St, 343rd St, 344th St, 345th St, 346th St, 347th St, 348th St, 349th St, 350th St, 351st St, 352nd St, 353rd St, 354th St, 355th St, 356th St, 357th St, 358th St, 359th St, 360th St, 361st St, 362nd St, 363rd St, 364th St, 365th St, 366th St, 367th St, 368th St, 369th St, 370th St, 371st St, 372nd St, 373rd St, 374th St, 375th St, 376th St, 377th St, 378th St, 379th St, 380th St, 381st St, 382nd St, 383rd St, 384th St, 385th St, 386th St, 387th St, 388th St, 389th St, 390th St, 391st St, 392nd St, 393rd St, 394th St, 395th St, 396th St, 397th St, 398th St, 399th St, 400th St, 401st St, 402nd St, 403rd St, 404th St, 405th St, 406th St, 407th St, 408th St, 409th St, 410th St, 411th St, 412nd St, 413th St, 414th St, 415th St, 416th St, 417th St, 418th St, 419th St, 420th St, 421st St, 422nd St, 423rd St, 424th St, 425th St, 426th St, 427th St, 428th St, 429th St, 430th St, 431st St, 432nd St, 433rd St, 434th St, 435th St, 436th St, 437th St, 438th St, 439th St, 440th St, 441st St, 442nd St, 443rd St, 444th St, 445th St, 446th St, 447th St, 448th St, 449th St, 450th St, 451st St, 452nd St, 453rd St, 454th St, 455th St, 456th St, 457th St, 458th St, 459th St, 460th St, 461st St, 462nd St, 463rd St, 464th St, 465th St, 466th St, 467th St, 468th St, 469th St, 470th St, 471st St, 472nd St, 473rd St, 474th St, 475th St, 476th St, 477th St, 478th St, 479th St, 480th St, 481st St, 482nd St, 483rd St, 484th St, 485th St, 486th St, 487th St, 488th St, 489th St, 490th St, 491st St, 492nd St, 493rd St, 494th St, 495th St, 496th St, 497th St, 498th St, 499th St, 500th St, 501st St, 502nd St, 503rd St, 504th St, 505th St, 506th St, 507th St, 508th St, 509th St, 510th St, 511th St, 512nd St, 513th St, 514th St, 515th St, 516th St, 517th St, 518th St, 519th St, 520th St, 521st St, 522nd St, 523rd St, 524th St, 525th St, 526th St, 527th St, 528th St, 529th St, 530th St, 531st St, 532nd St, 533rd St, 534th St, 535th St, 536th St, 537th St, 538th St, 539th St, 540th St, 541st St, 542nd St, 543rd St, 544th St, 545th St, 546th St, 547th St, 548th St, 549th St, 550th St, 551st St, 552nd St, 553rd St, 554th St, 555th St, 556th St, 557th St, 558th St, 559th St, 560th St, 561st St, 562nd St, 563rd St, 56

- | FUNDING                      | 90-91 | 91-92 | 92-93   | 93-94   | 94-95 | TOTALS    |
|------------------------------|-------|-------|---------|---------|-------|-----------|
| <b>SOURCES</b>               |       |       |         |         |       |           |
| COUNTY                       |       |       | 240,000 | 880,000 |       | 1,120,000 |
| FEDERAL                      |       |       |         |         |       |           |
| TOTAL                        |       |       | 240,000 | 880,000 |       | 1,120,000 |
| <b>ADVANCE DEPOSIT TOTAL</b> |       |       |         |         |       |           |
| <b>COST</b>                  |       |       |         |         |       |           |
| PLAN/ENGR                    |       |       |         |         |       |           |
| RIGHT-OF-WAY                 |       |       | 240,000 |         |       | 240,000   |
| UTILITY RELOCATION           |       |       |         |         |       |           |
| CONSTRUCTION                 |       |       |         | 880,000 |       | 880,000   |
| TOTAL                        |       |       | 240,000 | 880,000 |       | 1,120,000 |

☐ Carryover  
☒ New Project

## PROJECT DETAIL

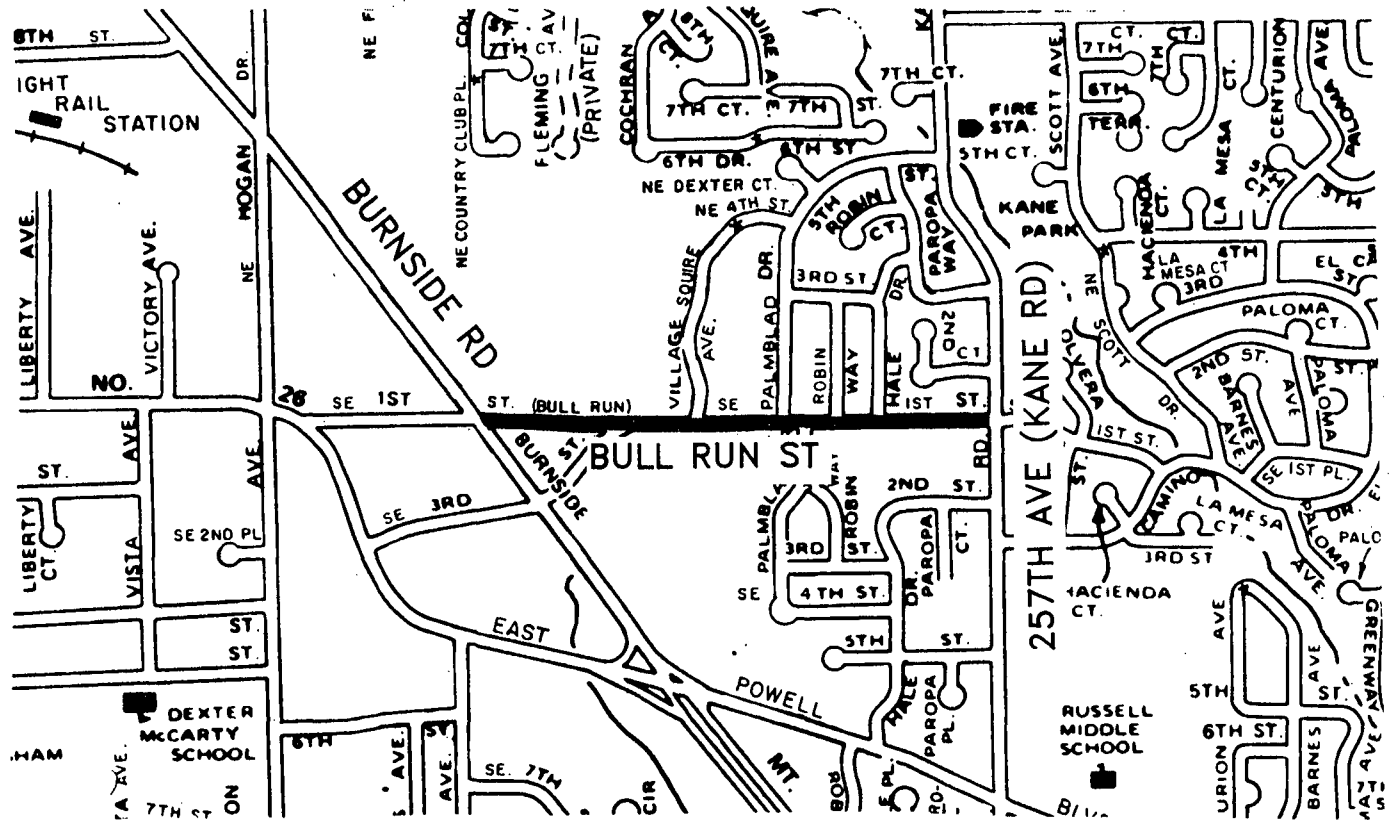
Page No. 11  
Map No. 521

PROGRAM:  
TRANSPORTATION CAPITAL

PROJECT: Bull Run St. (1st St.)  
Burnside - 257th Ave. (Kane)

Project #

**PROJECT DESCRIPTION:** Reconstruct and widen Bull Run Street from existing 24 ft. roadway to 44 ft. paved width to include two travel lanes, left turn lanes at intersections, sidewalks, bike lanes and lights. Existing ditch drainage will be upgraded to storm sewer system.



- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                              | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE           |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER                         |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY		30,000		460,000		490,000
FEDERAL						
TOTAL		30,000		460,000		490,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY		30,000				30,000
UTILITY RELOCATION						
CONSTRUCTION				460,000		460,000
TOTAL		30,000		460,000		490,000

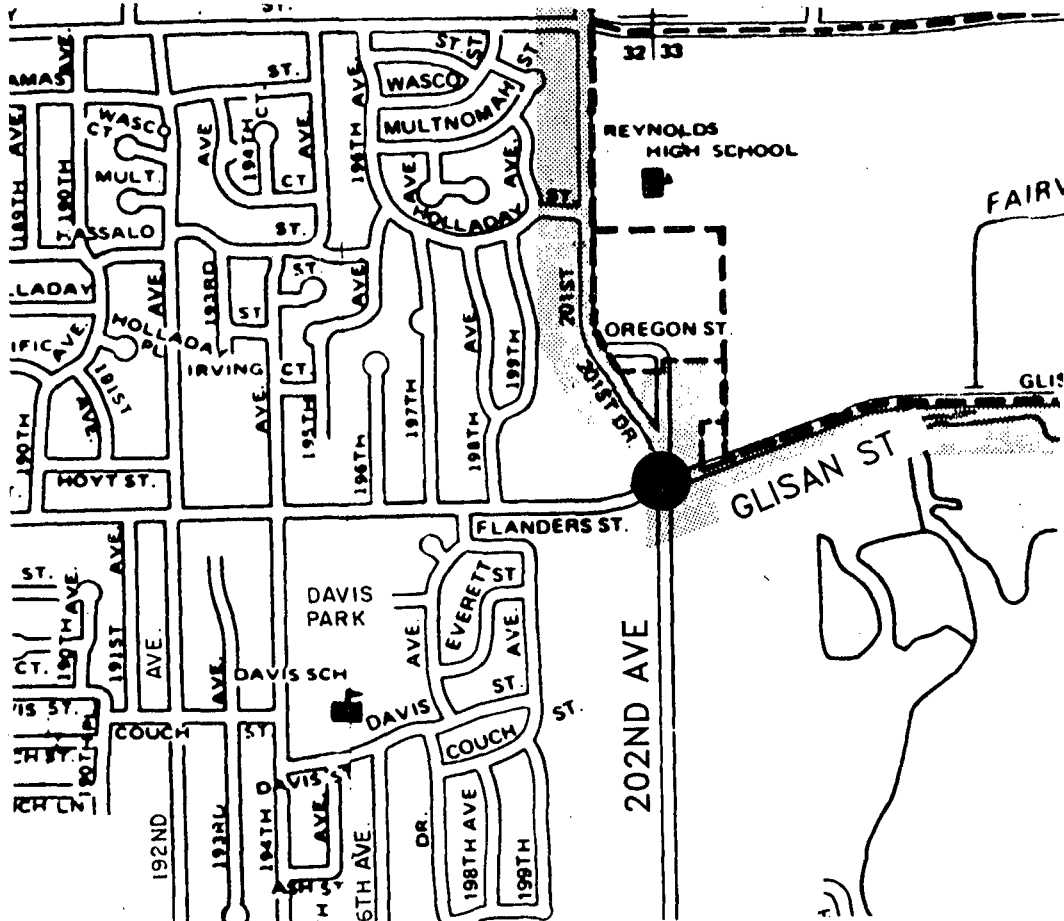
FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY			90,000			90,000
FEDERAL						
TOTAL			90,000			90,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION			90,000			90,000
TOTAL			90,000			90,000

**PROGRAM:**  
**TRANSPORTATION CAPITAL**

**PROJECT:** Glisan/202nd  
Signal Safety

Project #

**PROJECT DESCRIPTION:** Install new traffic signal at the intersection of Glisan Street and 202nd Avenue.



- |  |  |  |
|--|--|--|
| <input type="checkbox"/> STRUCTURES              | <input checked="" type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN                    |
| <input type="checkbox"/> ROAD CONSTRUCTION       | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                              |
| <input checked="" type="checkbox"/> ILLUMINATION | <input type="checkbox"/> BRIDGES                             | <input checked="" type="checkbox"/> OTHER <u>New sidewalks</u> |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	250,000					250,000
FEDERAL						
TOTAL	250,000					250,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	250,000					250,000
TOTAL	250,000					250,000

☐ Carryover  
☒ New Project

# PROJECT DETAIL

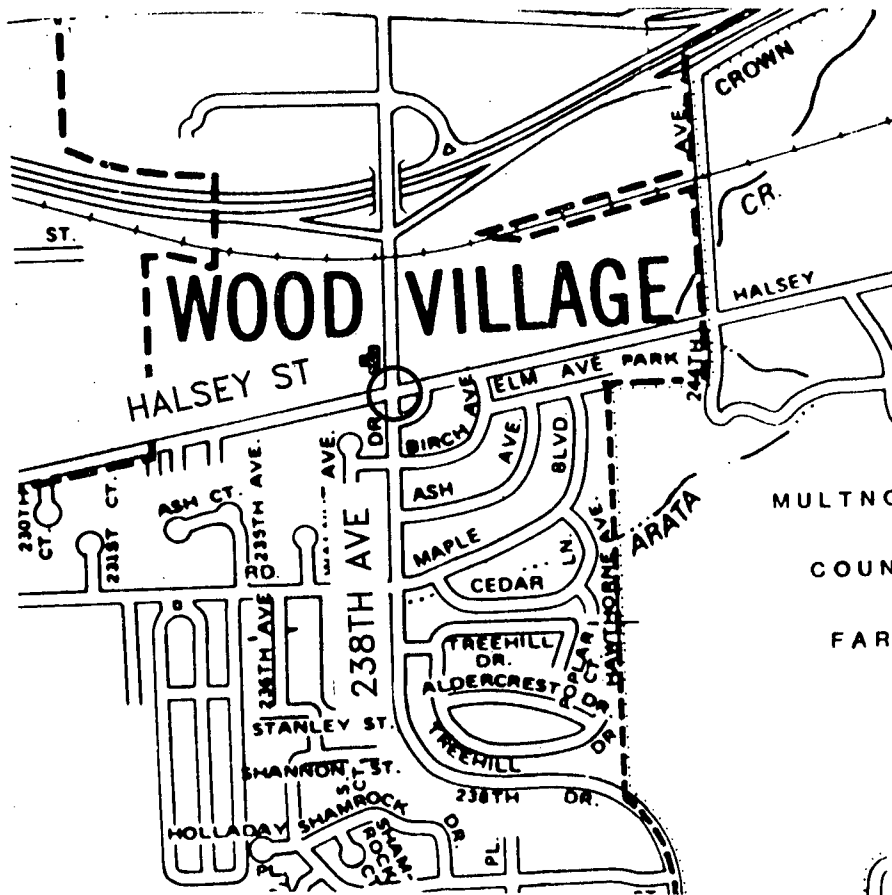
Page No. 14  
 Map No. 451

**PROGRAM:**  
 TRANSPORTATION CAPITAL

**PROJECT:** Halsey/238th  
 Signal Safety

Project # \_\_\_\_\_

**PROJECT DESCRIPTION:** Install new traffic signal at the intersection of NE Halsey and 238th, including new sidewalks, turn lane improvement, and lights.



- |  |   |  |
|--|---|--|
| <input type="checkbox"/> STRUCTURES              | <input checked="" type="checkbox"/> SIGNAL        | <input type="checkbox"/> BICYCLE/PEDESTRIAN                    |
| <input type="checkbox"/> ROAD CONSTRUCTION       | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                              |
| <input checked="" type="checkbox"/> ILLUMINATION | <input type="checkbox"/> BRIDGES                  | <input checked="" type="checkbox"/> OTHER <u>New sidewalks</u> |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY	140,000					140,000
FEDERAL						
TOTAL	140,000					140,000
<b>ADVANCE DEPOSIT TOTAL</b>						
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	140,000					140,000
TOTAL	140,000					140,000

☐ Carryover  
☒ New Project

# PROJECT DETAIL

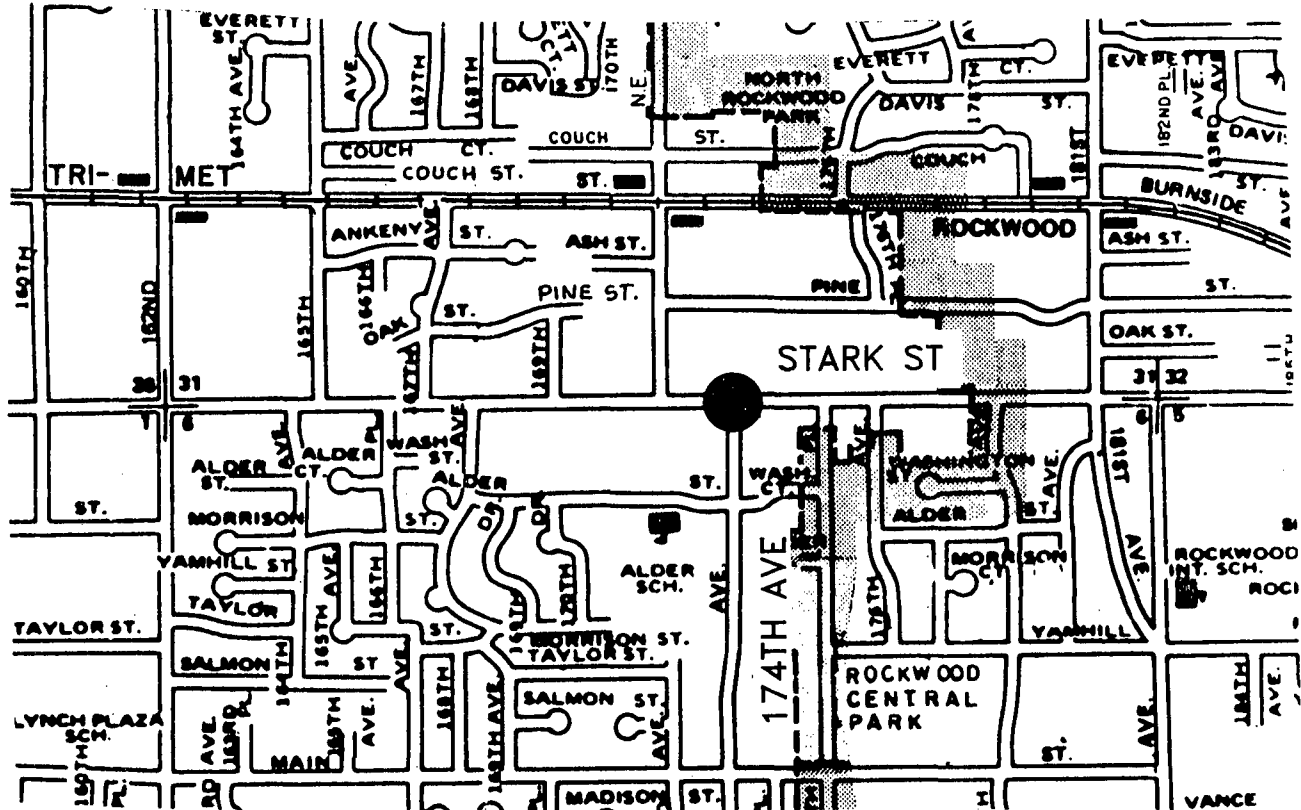
Page No. 15  
 Map No. 252

**PROGRAM:**  
 TRANSPORTATION CAPITAL

**PROJECT:** Stark/174th  
 Signal Safety

Project # \_\_\_\_\_

**PROJECT DESCRIPTION:** Install new traffic signal at the intersection of SE Stark Street and 174th Avenue, including new sidewalk and turn lane improvement.



- |  |  |   |
|--|--|---|
| <input type="checkbox"/> STRUCTURES        | <input checked="" type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN               |
| <input type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                         |
| <input type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input checked="" type="checkbox"/> OTHER <u>Sidewalk</u> |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY			120,000			120,000
FEDERAL						
TOTAL			120,000			120,000
<b>ADVANCE DEPOSIT TOTAL</b>						
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION			120,000			120,000
TOTAL			120,000			120,000

☐ Carryover  
☒ New Project

# PROJECT DETAIL

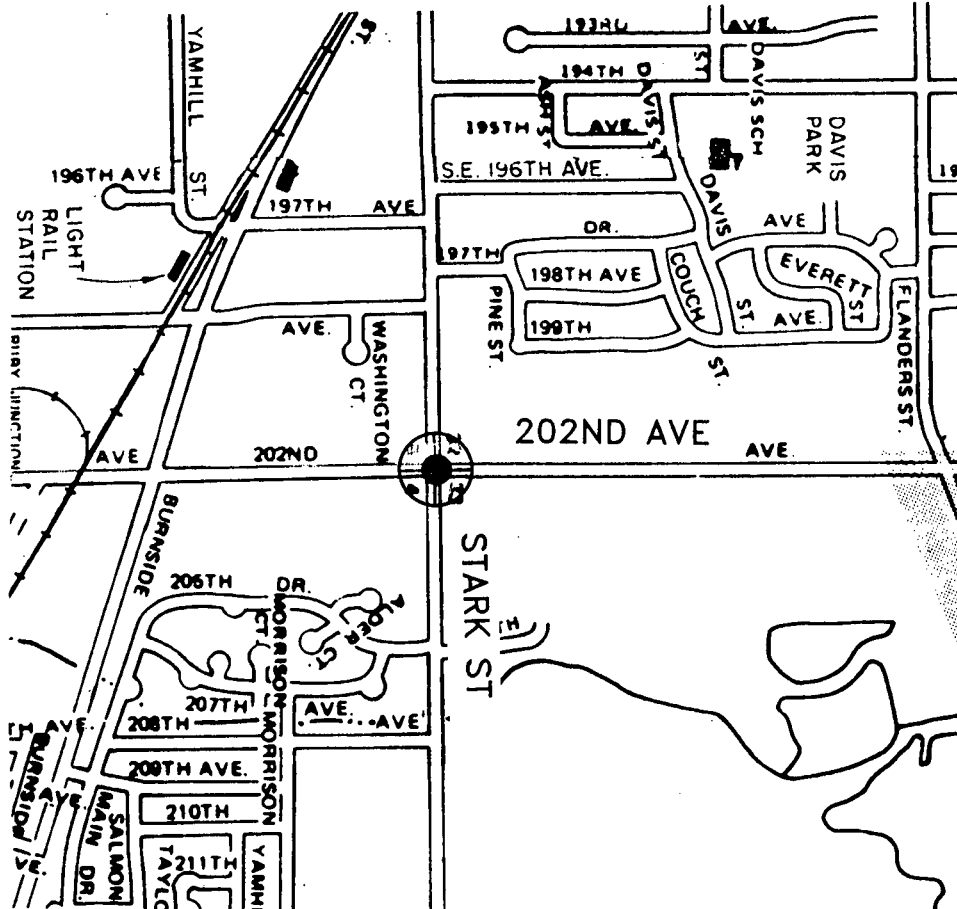
Page No. 16  
 Map No. 253

**PROGRAM:**  
 TRANSPORTATION CAPITAL

**PROJECT:** Stark/202nd  
 Signal Safety

Project # \_\_\_\_\_

**PROJECT DESCRIPTION:** Improve traffic signal at the intersection of Stark Street and 202nd Avenue, including turn lane improvement.



- |  |  |   |
|--|--|---|
| <input type="checkbox"/> STRUCTURES        | <input checked="" type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE           |
| <input type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER              |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	60,000					60,000
FEDERAL						
TOTAL	60,000					60,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY	5,000					5,000
UTILITY RELOCATION						
CONSTRUCTION	55,000					55,000
TOTAL	60,000					60,000



— Carryover  
 X New Project

# PROJECT DETAIL

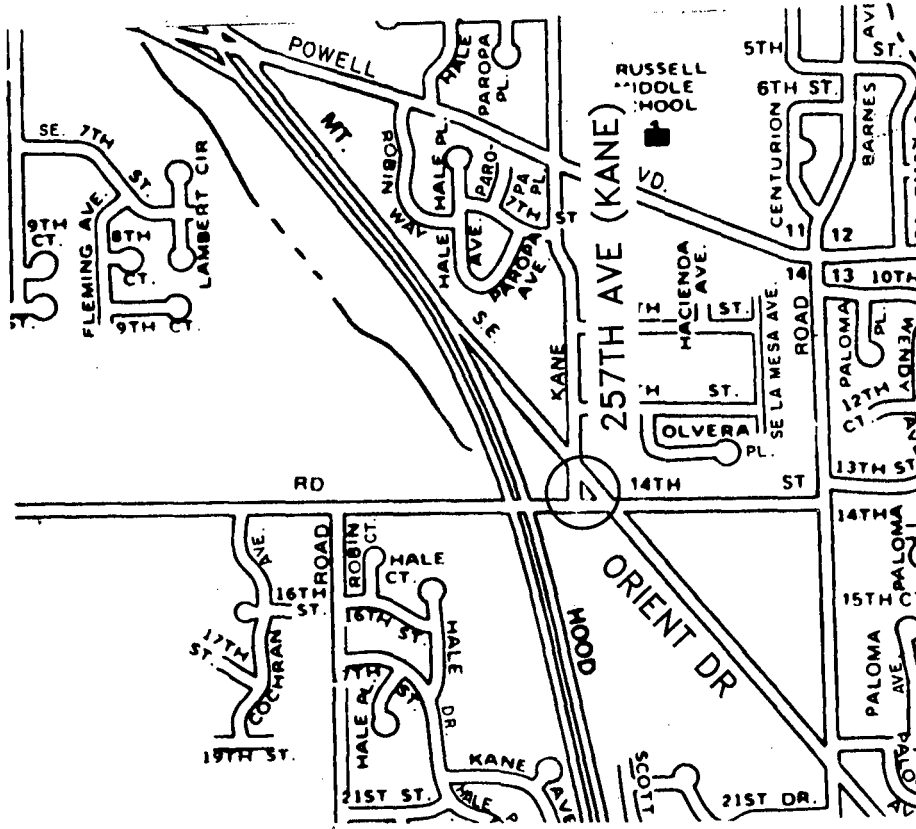
Page No. 17  
 Map No. 554

PROGRAM:  
 TRANSPORTATION CAPITAL

PROJECT: Orient/257th  
 Signal Safety

Project #

PROJECT DESCRIPTION: Install new traffic signal at the intersection of Orient Drive and 257th Avenue, including sidewalks, lights and turn lane improvement.



- |  |  |  |
|--|--|--|
| <input type="checkbox"/> STRUCTURES              | <input checked="" type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN        |
| <input type="checkbox"/> ROAD CONSTRUCTION       | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                  |
| <input checked="" type="checkbox"/> ILLUMINATION | <input type="checkbox"/> BRIDGES                             | <input checked="" type="checkbox"/> OTHER Sidewalk |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY	448,800					448,800
FEDERAL	124,200					124,200
TOTAL	573,000					573,000
<b>ADVANCE DEPOSIT TOTAL</b>						
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY	35,000					35,000
UTILITY RELOCATION						
CONSTRUCTION	538,000					538,000
TOTAL	573,000					573,000

☐ Carryover  
☒ New Project

# PROJECT DETAIL

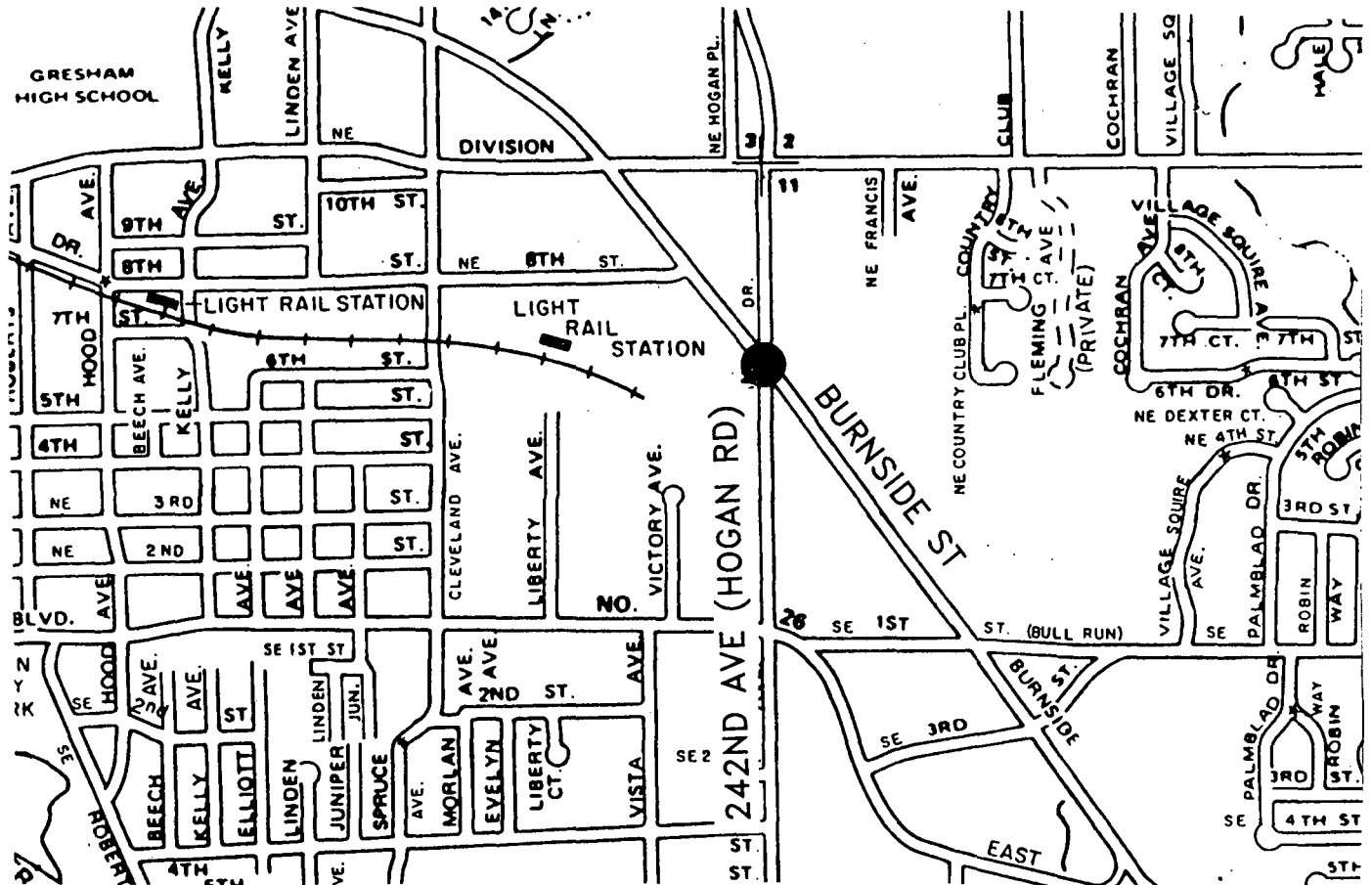
Page No. 18  
 Map No. 559

**PROGRAM:**  
 TRANSPORTATION CAPITAL

**PROJECT:** Burnside/242nd  
 Signal Safety

Project # \_\_\_\_\_

**PROJECT DESCRIPTION:** Improve traffic signal at the intersection of Burnside and 242nd Avenue and improve intersection with left turn lanes.



- |  |  |   |
|--|--|---|
| <input type="checkbox"/> STRUCTURES        | <input checked="" type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE           |
| <input type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER              |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY			121,000			121,000
FEDERAL						
TOTAL						
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY			22,500			22,500
UTILITY RELOCATION						
CONSTRUCTION			98,500			98,500
TOTAL			121,000			121,000

☐ Carryover  
☒ New Project

## PROJECT DETAIL

Page No. 19

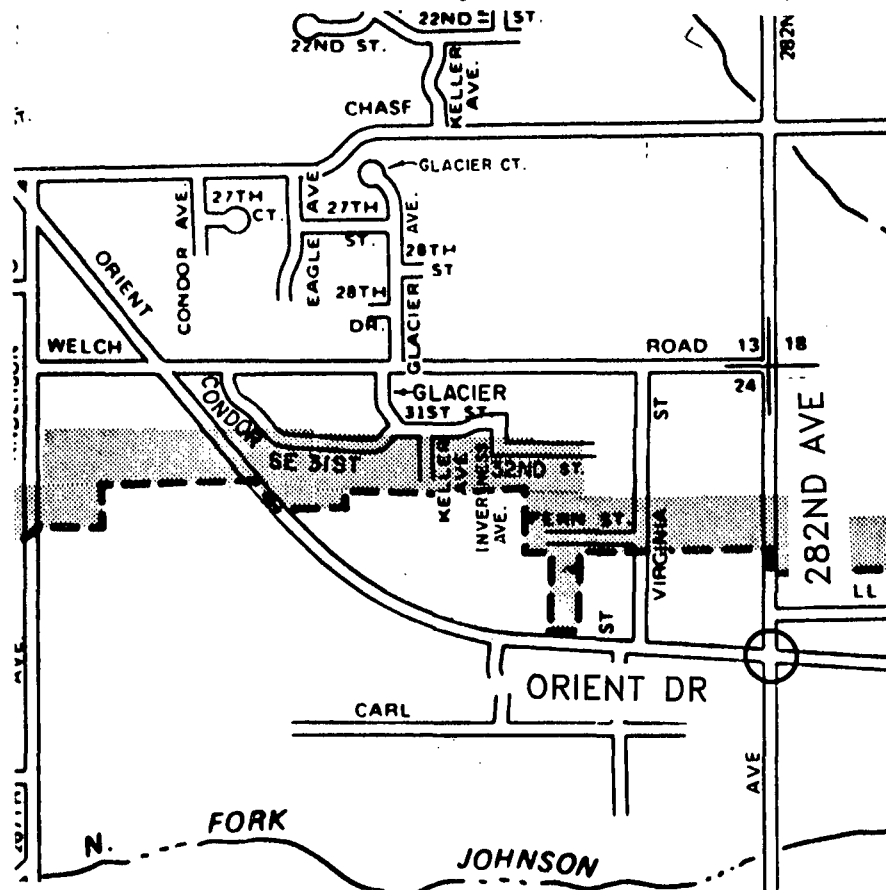
Map No. 550

PROGRAM:  
TRANSPORTATION CAPITAL

PROJECT: Orient/282nd  
Signal Safety

Project # \_\_\_\_\_

**PROJECT DESCRIPTION:** Install new signal and reconstruct intersection to widen both roads from existing two lanes to three lanes, 44 ft. paved width, improve ditch drainage to storm sewer, new sidewalks, lights and turn lane improvement.



- |  |  |   |
|--|--|---|
| <input type="checkbox"/> STRUCTURES              | <input checked="" type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN                           |
| <input type="checkbox"/> ROAD CONSTRUCTION       | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE                          |
| <input checked="" type="checkbox"/> ILLUMINATION | <input type="checkbox"/> BRIDGES                             | <input checked="" type="checkbox"/> OTHER <u>Turn lane; sidewalks</u> |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY			260,000			260,000
FEDERAL						
TOTAL			260,000			260,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION			260,000			260,000
TOTAL			260,000			260,000

\_\_\_ Carryover  
X New Project

## PROJECT DETAIL

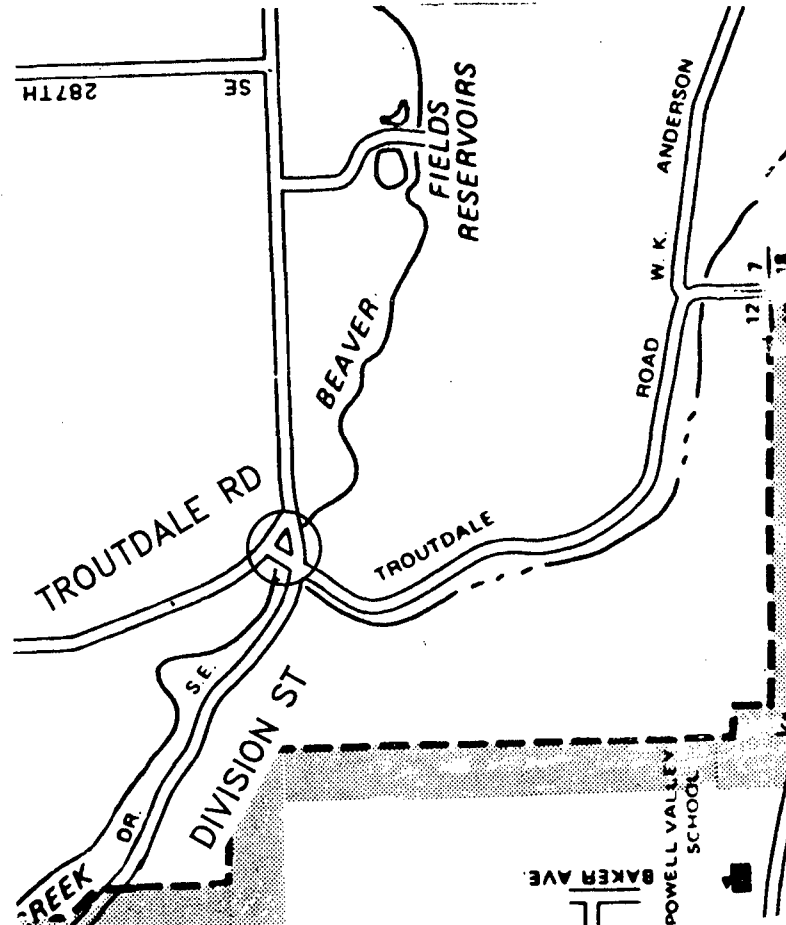
Page No. 20

Map No. 557

**PROGRAM:**  
TRANSPORTATION CAPITAL

**PROJECT:** Division / Troutdale Road Project #  
Intersection Improvement

**PROJECT DESCRIPTION:** Improve intersection of Division Street and Troutdale Road, including turn lanes.



- |  |  |   |
|--|--|---|
| <input type="checkbox"/> STRUCTURES              | <input type="checkbox"/> SIGNAL                              | <input type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input type="checkbox"/> ROAD CONSTRUCTION       | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE           |
| <input checked="" type="checkbox"/> ILLUMINATION | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER              |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY					440,000	440,000
FEDERAL						
TOTAL					440,000	440,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY					100,000	100,000
UTILITY RELOCATION						
CONSTRUCTION					340,000	340,000
TOTAL					440,000	440,000

☒ Carryover  
☐ New Project

# PROJECT DETAIL

Page No. 21

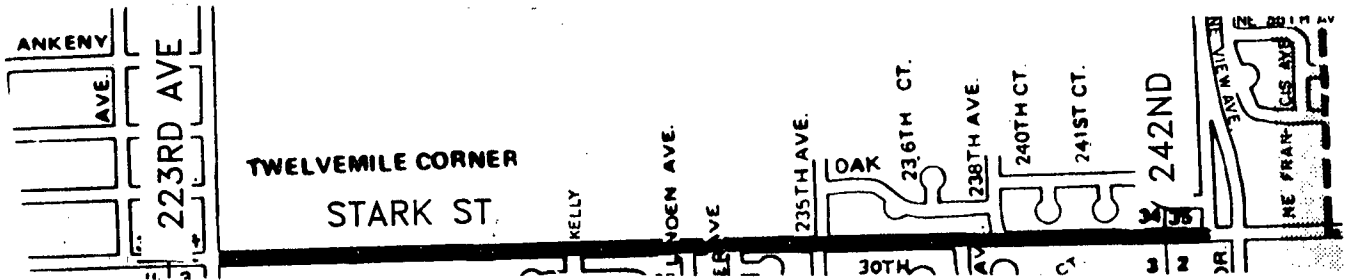
Map No. 424

**PROGRAM:**  
**TRANSPORTATION CAPITAL**

**PROJECT:** SE Stark Street  
 223rd Avenue - 242nd Avenue

Project # \_\_\_\_\_

**PROJECT DESCRIPTION:** Reconstruct SE Stark Street to major arterial standard by widening existing two lane roadway to include four travel lanes, a continuous left turn lane, bike lanes, curbs and sidewalks.



- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input checked="" type="checkbox"/> SIGNAL                   | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE           |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER _____                   |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY	300,000					300,000
FEDERAL						
TOTAL	300,000					300,000
ADVANCE DEPOSIT TOTAL						
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	300,000					300,000
TOTAL	300,000					300,000

☒ Carryover  
☐ New Project

# PROJECT DETAIL

Page No. 22

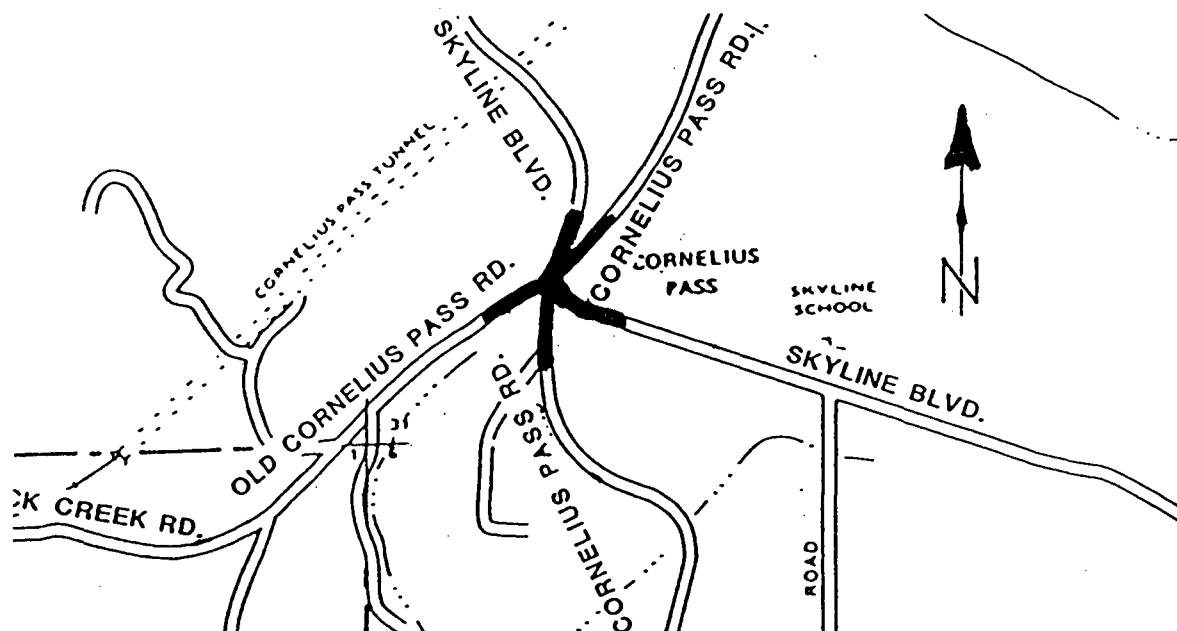
Map No. 104

**PROGRAM:**  
TRANSPORTATION CAPITAL

**PROJECT:** Cornelius Pass and  
Skyline Blvd. Intersection Improvement

Project #

**PROJECT DESCRIPTION:** Realign Skyline Blvd. and Cornelius Pass Road intersection from five corner to standard four corner intersection. Improvements are necessary to eliminate dangerous conditions, including poor sight distance at high accident location.



- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                              | <input type="checkbox"/> BICYCLE/PEDESTRIAN  |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER               |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY	40,000					40,000
FEDERAL						
TOTAL	40,000					40,000
<b>ADVANCE DEPOSIT TOTAL</b>						
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	40,000					40,000
TOTAL	40,000					40,000

☒ Carryover  
☐ New Project

# PROJECT DETAIL

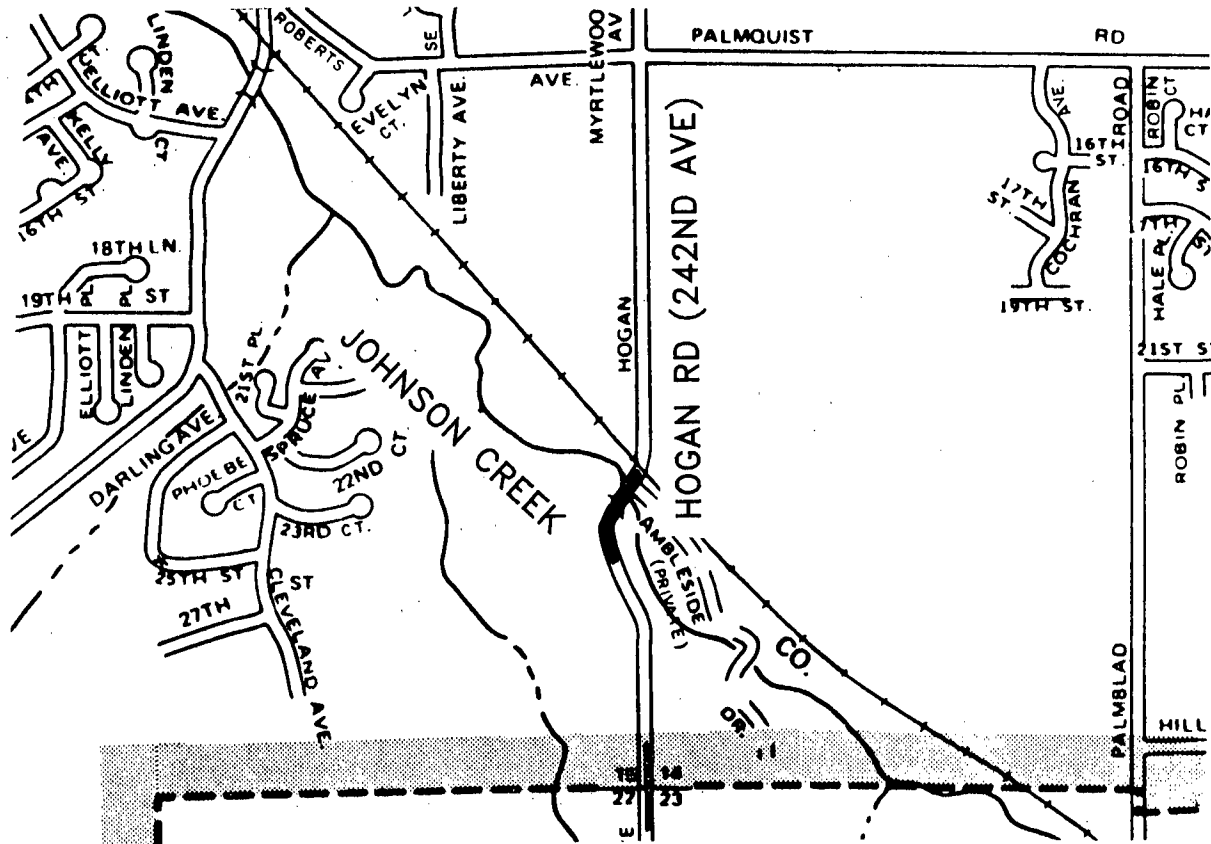
Page No. 23  
Map No. 543

**PROGRAM:**  
**TRANSPORTATION CAPITAL**

**PROJECT:** Hogan Road and Bridge at  
Johnson Creek and South 1700 ft.

**Project #** \_\_\_\_\_

**PROJECT DESCRIPTION:** Realignment of Hogan Road to eliminate dangerous curves at high accident location, including replacement of bridge over Johnson Creek.



- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> STRUCTURES        | <input type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN                 |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE                |
| <input type="checkbox"/> ILLUMINATION                 | <input checked="" type="checkbox"/> BRIDGES       | <input checked="" type="checkbox"/> OTHER Railroad crossing |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY	850,000					850,000
FEDERAL						
TOTAL	850,000					850,000
<b>ADVANCE DEPOSIT TOTAL</b>						
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	850,000					850,000
TOTAL	850,000					850,000

☒ Carryover  
☐ New Project

## PROJECT DETAIL

Page No. 24

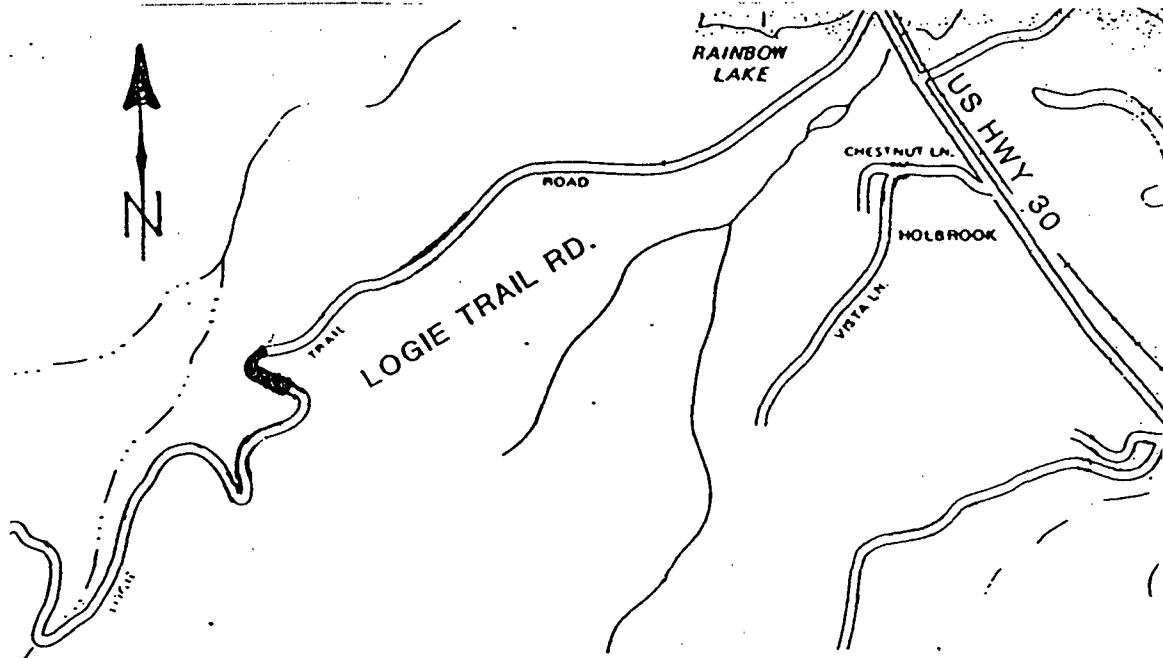
Map No. 105

PROGRAM:  
TRANSPORTATION CAPITAL

PROJECT: Logie Trail Road  
Slide Repair

Project # \_\_\_\_\_

PROJECT DESCRIPTION: Construct retaining walls and reconstruct shoulders to a safe condition.



- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> STRUCTURES | <input type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN                      |
| <input type="checkbox"/> ROAD CONSTRUCTION     | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                                |
| <input type="checkbox"/> ILLUMINATION          | <input type="checkbox"/> BRIDGES                  | <input checked="" type="checkbox"/> OTHER <u>Retaining walls</u> |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	50,000					50,000
FEDERAL						
TOTAL	50,000					50,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	50,000					50,000
TOTAL	50,000					50,000



☒ Carryover  
☐ New Project

## PROJECT DETAIL

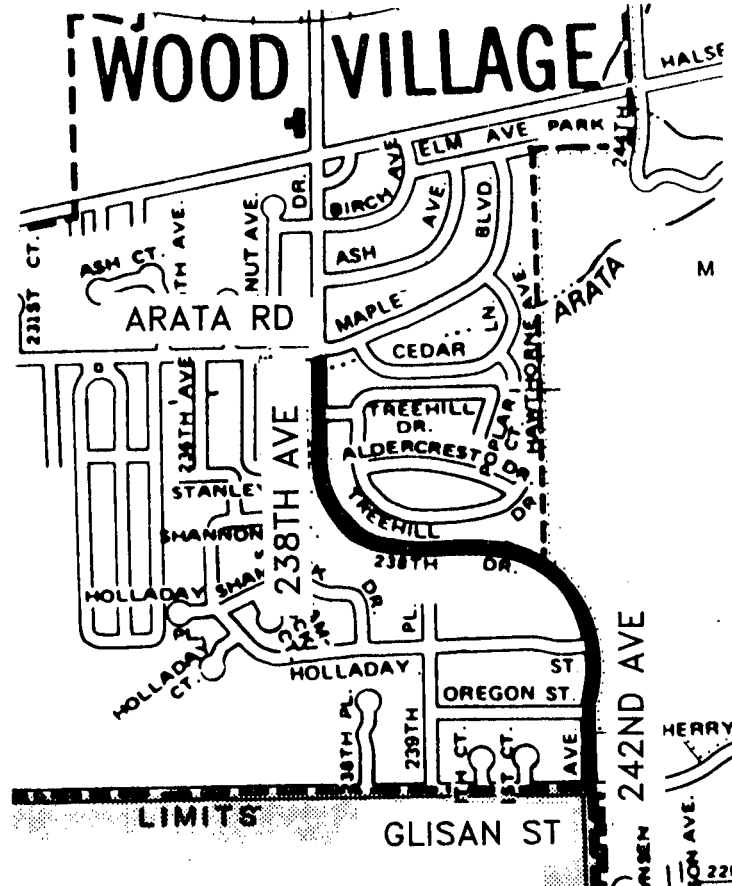
Page No. 25  
Map No. 422

PROGRAM:  
TRANSPORTATION CAPITAL

PROJECT: 238th - 242nd  
Arata - Glisan

Project #

**PROJECT DESCRIPTION:** Improve 238th-242nd Avenues by widening the existing three lane roadway with no shoulders to a four lane, 52 ft. width facility with new sidewalks, lights and soundwall.



- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> STRUCTURES        | <input type="checkbox"/> SIGNAL                              | <input type="checkbox"/> BICYCLE/PEDESTRIAN         |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                   |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input checked="" type="checkbox"/> OTHER Soundwall |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	350,000					350,000
FEDERAL						
TOTAL	350,000					350,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY	50,000					50,000
UTILITY RELOCATION						
CONSTRUCTION	300,000					300,000
TOTAL	350,000					350,000

☒ Carryover  
☐ New Project

# PROJECT DETAIL

Page No. 26

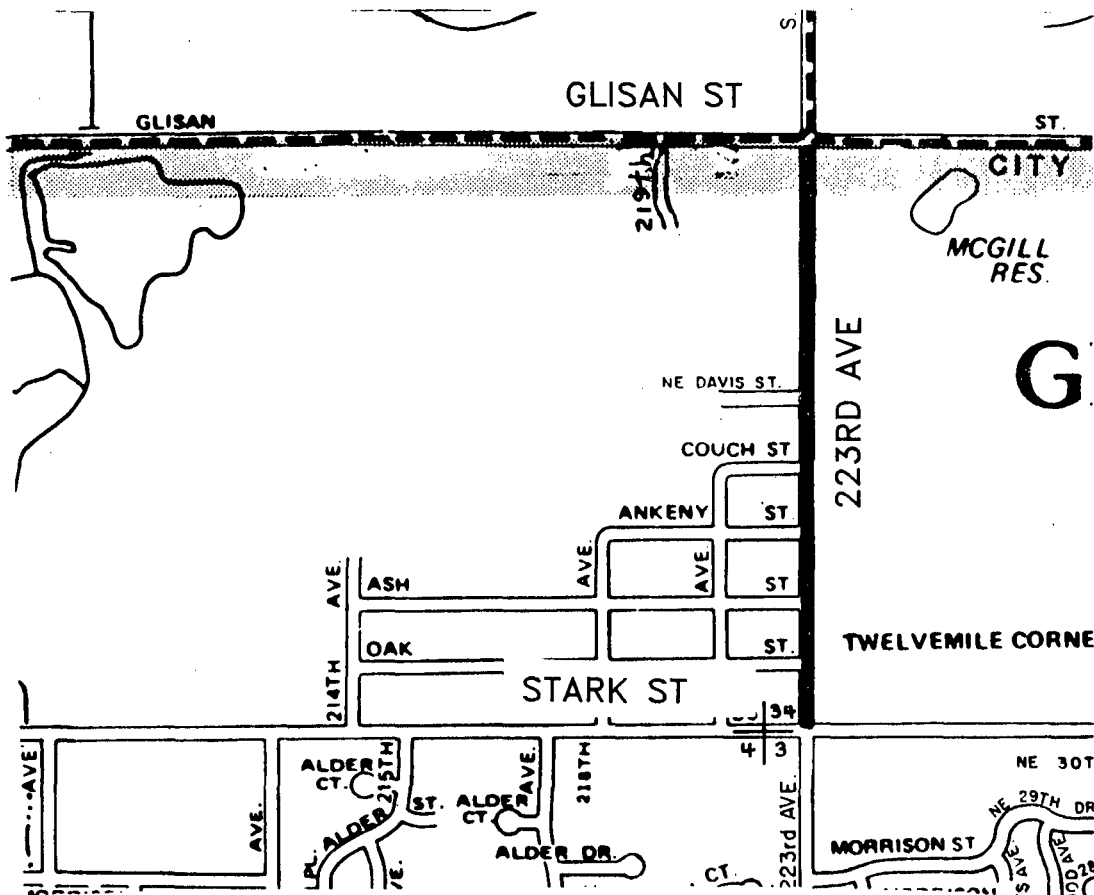
Map No. 425

**PROGRAM:**  
**TRANSPORTATION CAPITAL**

**PROJECT:** 223rd Avenue (Phase 2)  
 Stark Street - Glisan Street

Project # \_\_\_\_\_

**PROJECT DESCRIPTION:** Reconstruct 223rd Avenue to major arterial standards by widening to 72 ft. paved width to include four travel lanes, a continuous left turn lane, and two 5 ft. bike lanes, sidewalk, signal and intersection improvement.



- |   |  |   |
|---|--|---|
| <input type="checkbox"/> STRUCTURES                   | <input checked="" type="checkbox"/> SIGNAL                   | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN              |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE                        |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input checked="" type="checkbox"/> OTHER <u>Utility relocation</u> |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY	100,000					100,000
FEDERAL						
TOTAL	100,000					100,000
ADVANCE DEPOSIT TOTAL						
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	100,000					100,000
TOTAL	100,000					100,000

☒ Carryover  
☐ New Project

## PROJECT DETAIL

Page No. 27  
Map No. 354

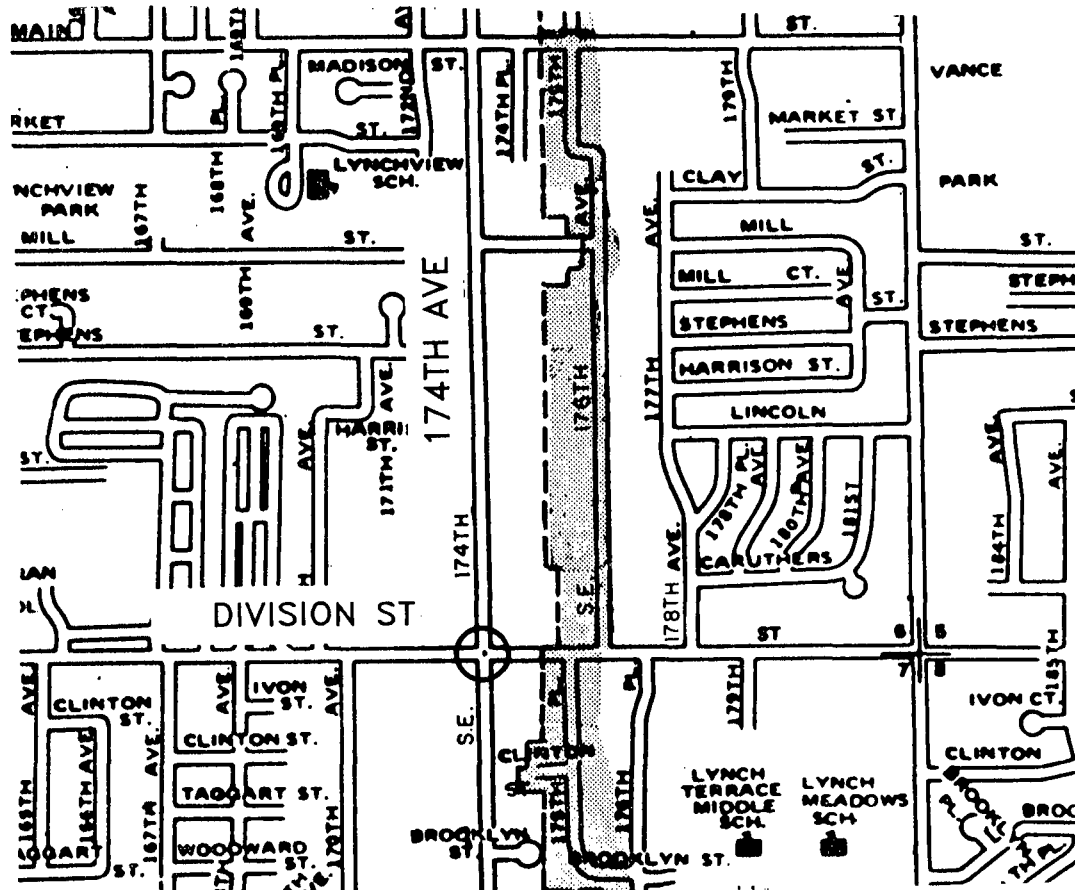
PROGRAM:  
TRANSPORTATION CAPITAL

PROJECT: 174th  
Signal Safety

/Division

Project #

PROJECT DESCRIPTION: Install new traffic signal at intersection of SE 174th Avenue and Division Street to facilitate left turn movements.



- |  |   |   |
|--|---|---|
| <input type="checkbox"/> STRUCTURES        | <input checked="" type="checkbox"/> SIGNAL        | <input type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE           |
| <input type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                  | <input type="checkbox"/> OTHER              |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	50,000					50,000
FEDERAL						
TOTAL	50,000					50,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	50,000					50,000
TOTAL	50,000					50,000

☒ Carryover  
☐ New Project

# PROJECT DETAIL

Page No. 28

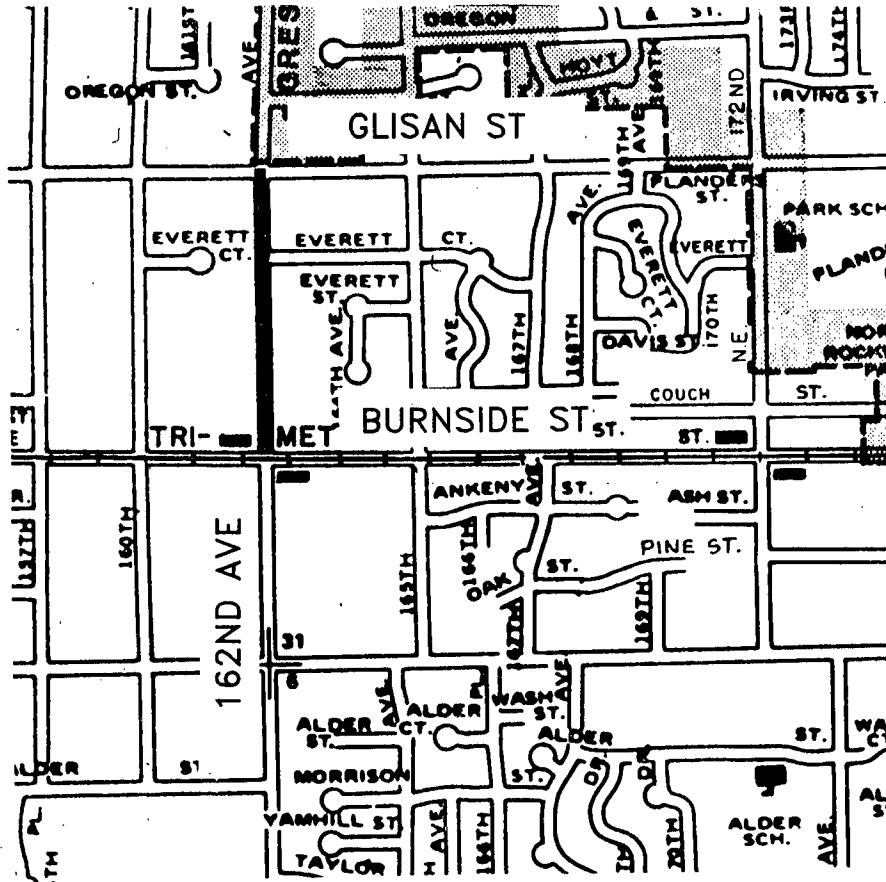
Map No. 242

**PROGRAM:**  
**TRANSPORTATION CAPITAL**

**PROJECT:** 162nd  
 Glisan - Burnside

**Project #** \_\_\_\_\_

**PROJECT DESCRIPTION:** Reconstruct existing two lane roadway to arterial standard including four travel lanes, continuous left turn lane, sidewalks, bike lanes and lights. Existing ditch drainage is upgraded to sump and storm sewer.



- |   |   |  |
|---|---|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                   | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN         |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE                   |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                  | <input checked="" type="checkbox"/> OTHER <u>New sidewalks</u> |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY	300,000					300,000
FEDERAL						
TOTAL	300,000					300,000
<b>ADVANCE DEPOSIT TOTAL</b>						
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	300,000					300,000
TOTAL	300,000					300,000

☒ Carryover  
☐ New Project

## PROJECT DETAIL

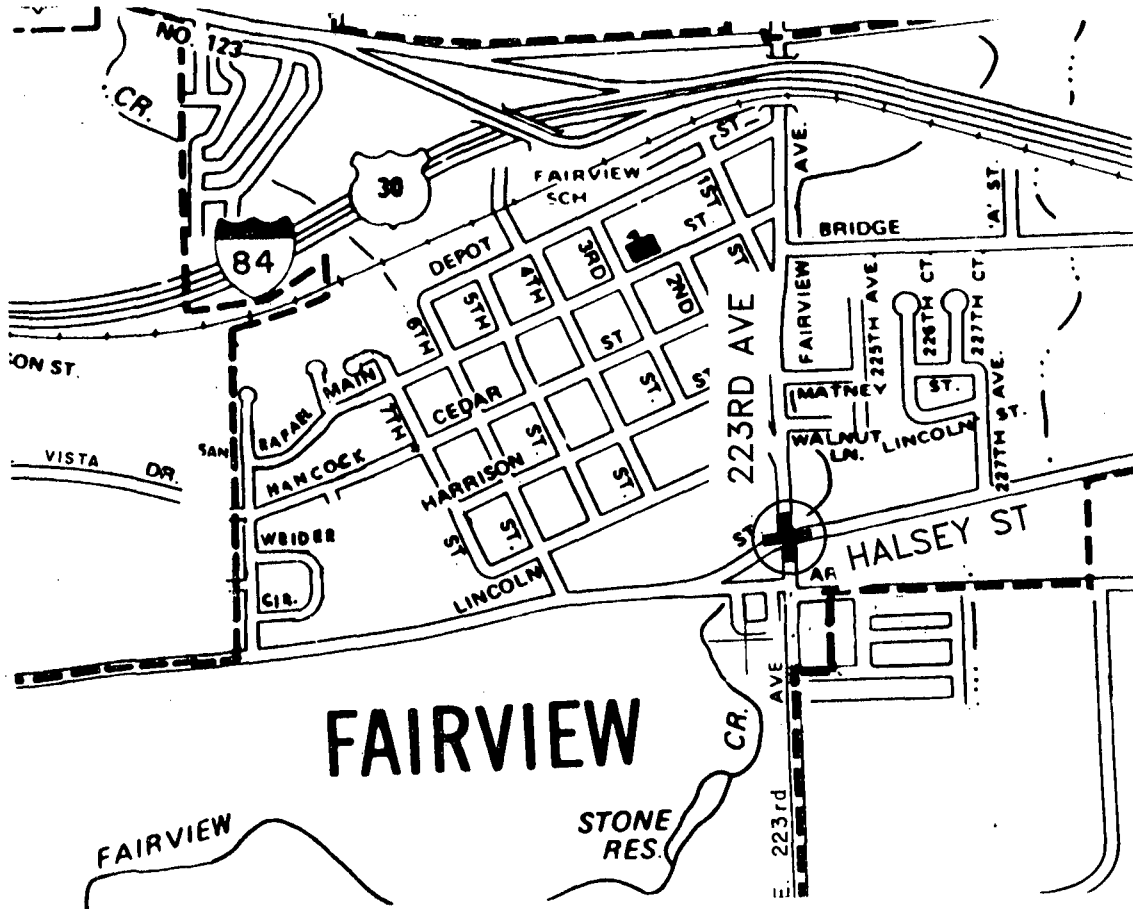
Page No. 29  
Map No. 441

PROGRAM:  
TRANSPORTATION CAPITAL

PROJECT: 223rd/Halsey  
Intersection Improvement

Project # \_\_\_\_\_

PROJECT DESCRIPTION: Improve intersection of 223rd Avenue and Halsey Street for traffic safety. Upgrade existing ditch drainage to storm sewer.



- |  |  |  |
|--|--|--|
| <input type="checkbox"/> STRUCTURES        | <input type="checkbox"/> SIGNAL                              | <input type="checkbox"/> BICYCLE/PEDESTRIAN  |
| <input type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE |
| <input type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER               |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	280,000					280,000
FEDERAL						
TOTAL	280,000					280,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY	50,000					50,000
UTILITY RELOCATION						
CONSTRUCTION	230,000					230,000
TOTAL	280,000					280,000

☒ Carryover

☐ New Project

## PROJECT DETAIL

Page No. 30

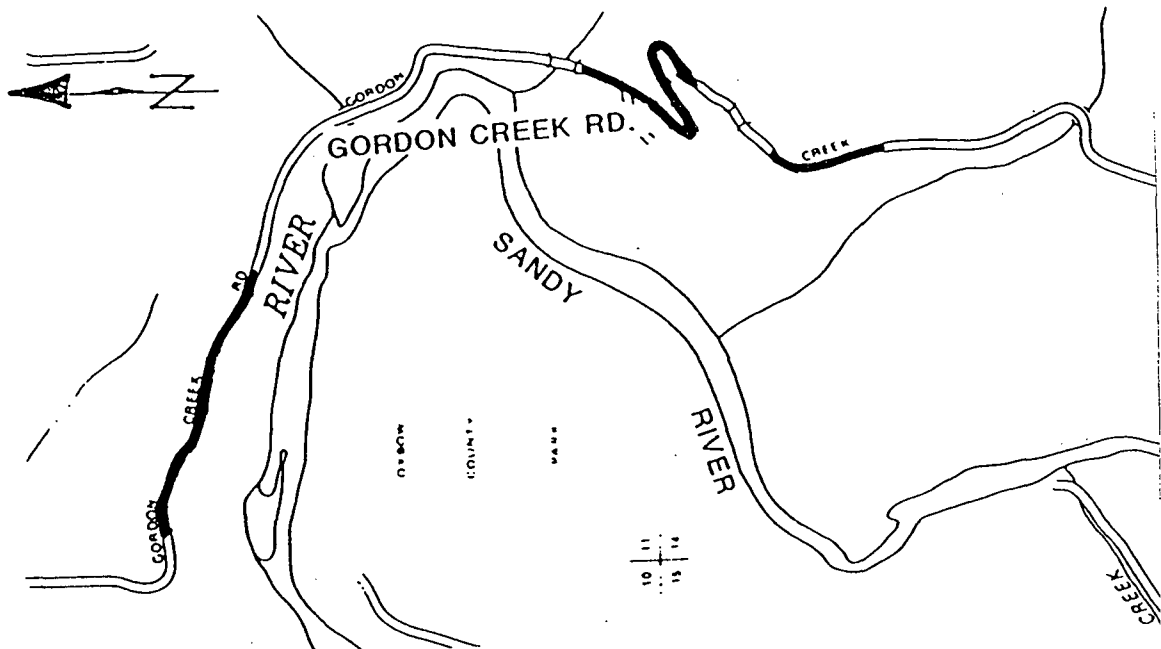
Map No. 600

PROGRAM:  
TRANSPORTATION CAPITAL

PROJECT: Gordon Creek Road  
Hurlburt Road East

Project #

**PROJECT DESCRIPTION:** Construct retaining walls, widen shoulders and construct guard-rail where existing shoulders have become unsafe, due to erosion and minor slides.



- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> STRUCTURES        | <input type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN                           |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE                          |
| <input type="checkbox"/> ILLUMINATION                 | <input type="checkbox"/> BRIDGES                  | <input checked="" type="checkbox"/> OTHER <u>Shoulder improvement</u> |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	90,000					90,000
FEDERAL						
TOTAL						
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	90,000					90,000
TOTAL	90,000					90,000

☒ Carryover  
☐ New Project

## PROJECT DETAIL

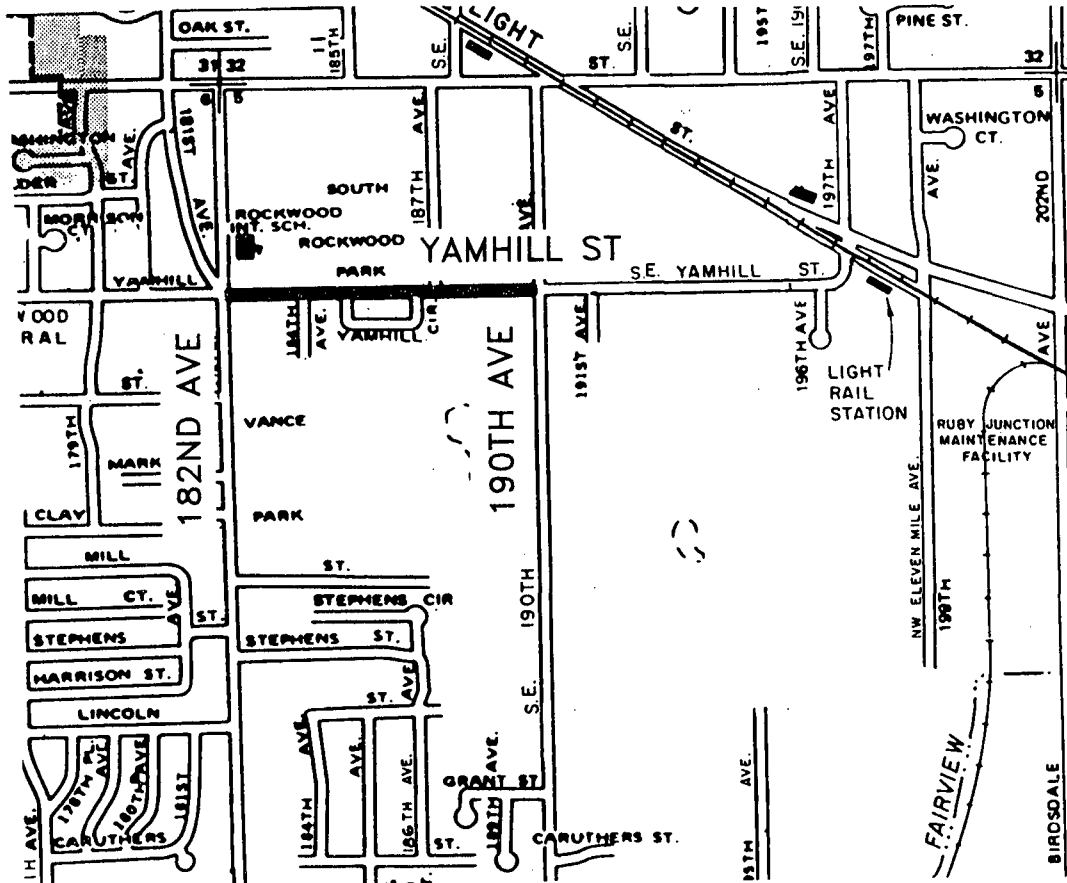
Page No. 31  
Map No. 243

PROGRAM:  
TRANSPORTATION CAPITAL

PROJECT: Yamhill  
182nd - 190th

Project # \_\_\_\_\_

**PROJECT DESCRIPTION:** Improve Yamhill Street to neighborhood collector standards by widening the existing two lane facility to a 38 ft. roadway with curbs and sidewalks on both sides.



- |   |   |  |
|---|---|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN                |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                          |
| <input type="checkbox"/> ILLUMINATION                 | <input type="checkbox"/> BRIDGES                  | <input checked="" type="checkbox"/> OTHER <u>Sidewalks</u> |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
SOURCES						
COUNTY	100,000					100,000
FEDERAL						
TOTAL	100,000					100,000
ADVANCE DEPOSIT TOTAL						
COST						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	100,000					100,000
TOTAL	100,000					100,000

☒ Carryover  
☐ New Project

# PROJECT DETAIL

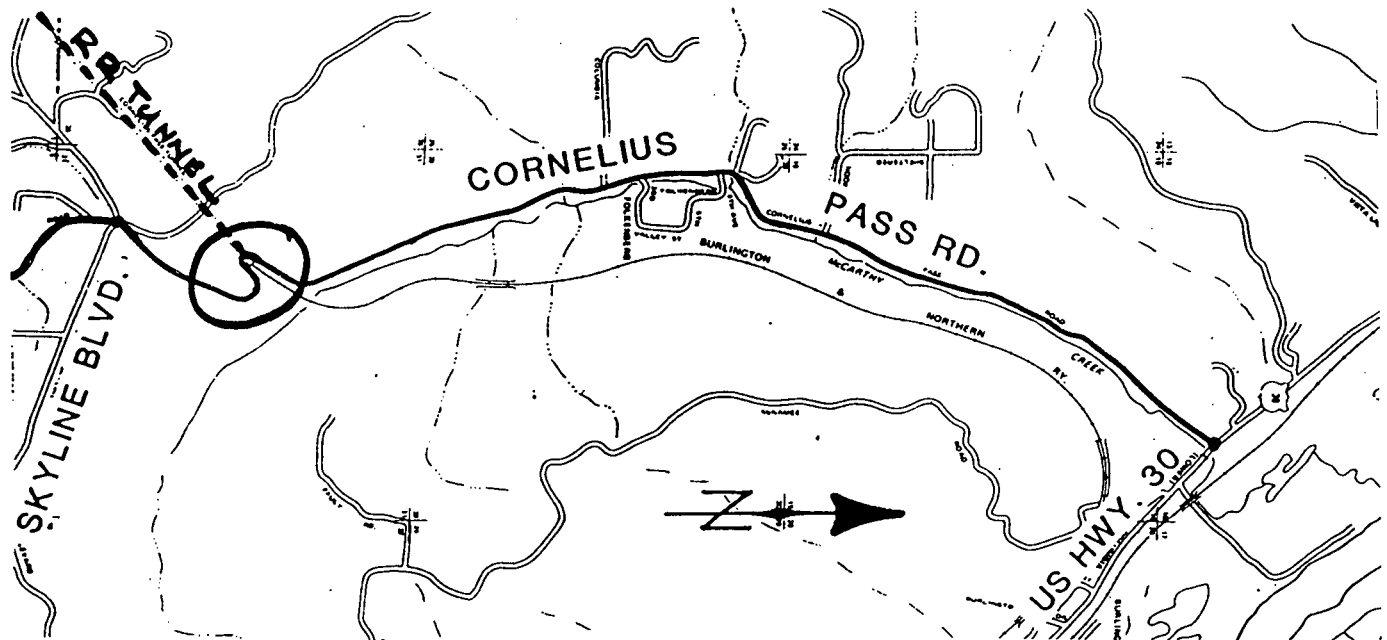
Page No. 32  
 Map No. 106

**PROGRAM:**  
 TRANSPORTATION CAPITAL

**PROJECT:** Cornelius Pass Road  
 Railroad Tunnel Vicinity

Project # \_\_\_\_\_

**PROJECT DESCRIPTION:** Improve Cornelius Pass Road by widening roadway into hill to provide room for shoulder and new guard rail. Also, improve alignment at switchback curve above railroad tunnel portal.



- |   |   |  |
|---|---|--|
| <input checked="" type="checkbox"/> STRUCTURES        | <input type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN  |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE |
| <input type="checkbox"/> ILLUMINATION                 | <input type="checkbox"/> BRIDGES                  | <input type="checkbox"/> OTHER _____         |

FUNDING	90-91	91-92	92-93	93-94	94-95	TOTALS
<b>SOURCES</b>						
COUNTY	300,000					300,000
FEDERAL						
TOTAL	300,000					300,000
<b>ADVANCE DEPOSIT TOTAL</b>						
<b>COST</b>						
PLAN/ENGR						
RIGHT-OF-WAY						
UTILITY RELOCATION						
CONSTRUCTION	300,000					300,000
TOTAL	300,000					300,000





APPENDIX I  
CAPITAL IMPROVEMENT PLAN  
PROJECT EVALUATION FRAMEWORK

Street Hierarchy

Priority 1 Streets (Greatest Need)

1. Need reconstruction within first two years of the planning period; or,
2. Existing level of Service E or below; or,
3. A hazardous condition which results in a high accident rate (critical location); or,
4. Substantial increases of traffic anticipated within first two years of the planning period that would result in a level of Service E or below; or,
5. The construction of a new arterial or collector street project would logically extend the street system and is needed to serve an area that will develop within the first two years of the planning period; or,
6. Projects that have outside funding committed.

Priority 2 Streets (Need)

1. Need reconstruction within the 3rd through 5th years of the planning period; or,
2. A hazardous condition exist; or,
3. Substantial increases in traffic are anticipated within the 3rd through 5th years of the planning period that would result in a level of Service E or below; or,
4. The construction of a new arterial or collector street project would logically extend the street system and is needed to serve an area that will develop within the 3rd through 5th years of the planning period.

### Priority 3 Streets (No Immediate Need)

1. Level of Service D or above; and
2. No reconstruction needed within the five year planning period; and
3. Low accident rate; and
4. No traffic increases are anticipated within the 5 year planning period which would result in an E or below level of service; or,
5. Meets street standards.



# CIP 1990-1994 PROJECT CONSTRAINTS

MULTNOMAH COUNTY

DES, TRANSPORTATION DIVISION

## CONSTRAINTS

PROJECT NAME:	RANK ORDER	SEWER DELAY	WATER DELAY	STORM DELAY	MT HOOD PKWY DELAY	PLAN/ EIS REQ	R/W REQ	EARLY START
Category: Arterial								
181st (Halsey-184)	1							90/91
181st (Sandy Blvd-South)	2							90/91
Foster Rd (122nd-142nd)	3						90/91	91/92 *
257th (Bull Run-Division)	4		91/92	90/92				92/93
Halsey (190th-201st)	5						90/91	91/92
242nd (Powell-Burnside)	6				91/92		92/93	93/94
207th Conn (184-Glisan/223rd)	7					90/91	91/93	93/94
242nd (Hall-Division)	8					90/91	90/91	91/92
162nd (Glisan-Halsey)	9	88/89				90/91	91/92	92/93
238th-242nd (Arata-Glisan)	10						90/91	91/92
257th (Powell Valley-Bull Run)	11						90/91	91/92
Category: Bridges								* Phase I
201st (RR-184)	1		94/95			90/91	94/95	95/96
Category: Collector								
136th (Foster-Division)	1	94/95+					90/91	94/95+
174th (Division-Stark)	2	94/95+						94/95+
201st (Halsey-Sandy)	3		94/95			90/91	94/95	95/96
Main (162nd-174th)	4	93/94						94/95
Jenne Rd (2050' NE Foster-800' S Powell)	5					94/95	90/91	94/95
201st (Glisan-Halsey)	6		94/95			90/91	94/95	95/96
Bull Run (Burnside-257th)	7		91/93				91/92	92/93
174th (Powell-Division)	8	94/95+					90/91	94/95
202nd (Stark-Glisan)	9		93/94			90/91	93/94	94/95
Category: Local								
139th (Stark-Burnside)	1	94/95+					94/95+	97/98
139th (Burnside-Glisan)	2	94/95+					94/95+	94/95+
Category: Signal								
Halsey/162nd	1					90/91		91/92
Glisan/202nd	2		94/95			90/91		95/96
Halsey/238th	3				91/92		90/91	91/92
Stark/174th	4	91/92						92/93
Stark/202nd	5						90/91	90/91
Orient/257th	6		91/92				90/91	90/91
162nd/Main	7	93/94						94/95
Burnside/242nd	8				91/92		90/91	91/92
Orient/282nd	9							90/91
Division/Troutdale Rd	10						90/91	91/92

# CAPITAL IMPROVEMENT PLAN

DEPARTMENT of ENVIRONMENTAL SERVICES

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MULTNOMAH COUNTY  
5-YEAR 1990-94  
TRANSPORTATION  
CAPITAL IMPROVEMENT PLAN

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PREPARED BY

MULTNOMAH COUNTY  
DIVISION of TRANSPORTATION





**Multnomah County  
5-Year 1990-94  
Transportation  
Capital Improvement Plan**

<u>Section</u>	<u>Page</u>
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IV. CIP Process (Full)	viii



## Multnomah County 5-Year 1990-1994 Transportation Capital Improvement Plan

The Multnomah County Transportation Division has instituted a Capital Improvement Plan (CIP) process following the guidelines established in the County Comprehensive Plan Trafficways Policy #32 for County road capital funding. The intent of the Capital Improvement Plan is to establish a list and priority of road and road related improvements deemed necessary to enhance and/or maintain the County road system. The goal of the plan is:

"To promote and enhance a balanced transportation system that encourages economic development, increases public safety, allows for efficient transportation flow and protects the quality of our neighborhoods and communities with the best possible usage of funds available."

The Capital Improvement Plan, however, is not a Capital Improvement Program. The Capital Improvement Plan, by means of clear and objective criteria, assigns priority to road projects deemed necessary to promote and enhance a balanced transportation system. The Capital Improvement Program implements the plan by assigning available revenues and establishing a 5 year schedule for the construction of the top priority projects. The Capital Improvement Program is a companion document derived from the Capital Improvement Plan.

### Project Identification

Three Transportation Division programs are the primary means used to identify needed Capital Improvement projects. The three programs are: (1) High Accident Location Program, (2) Pavement Management Program, and (3) The Master Transportation Plan. These programs identify road segments, intersections, and structures on the County road system that are hazardous, in need of reconstruction, and/or congested.

A number of external sources are also consulted for the purpose of identifying potential projects. The following source documents are utilized:

- . Problem Location Report, Multnomah County 1977 and update 1983.
- . Multnomah County Transportation Safety Study, STRAAM, Feb., 1981.

- . Federal Projects: Committed, Multnomah County, Aug., 1983.
- . Federal Projects: Potential, Multnomah County, Aug., 1983.
- . Transit Station Area Planning Program, Multnomah County, 1981 to present.
- . FPR-11 Update, Multnomah County, Nov., 1981.
- . Multnomah County Budget 1986-1987.
- . Gresham Roadway and Traffic Safety Management Plan, TPM Inc., Aug., 1981.
- . Portland Problem Intersections, Portland Public Works, Aug., 1983.
- . Portland Arterial Streets Classifications Policy, Oct., 1983.
- . Citizen Neighborhood Association, and City Requests, July, 1989.
- . Multnomah County Comprehensive Plan, 1983.
- . Regional Transportation Plan, Metropolitan Service District, July, 1982 & Update.
- . Multnomah County 1986-91 (2 year update) Transportation Improvement Program.
- . Portland Northwest Hills Study, May, 1985.

In addition, project questionnaires were distributed to all cities, neighborhood and community groups served by the County road system.

Ultimately, 146 projects were identified by all of the above means.

### Project Evaluation

Each of the 146 identified projects were evaluated and prioritized by means of the Candidate Project Evaluation Framework. The framework uses ten different evaluation criteria and requires some 45 pieces of information for each project. In general, the criteria consider roadway condition, level of service, and safety. Appendix I displays the Candidate Project Evaluation Framework. Appendix II identifies the data collected for each project.

Projects are prioritized by means of a point system. The point system utilizes a "Base" point plus a "Bonus" point scoring approach. If a project meets either an immediate or short term need, it will be designated Priority 1 or Priority 2 for which a "Base" point score will be assigned.

A project which deals with a long term need will be classified Priority 3 and a base point score of zero will be assigned. After "Base" points have been scored for each project, "Bonus" points will be awarded when certain conditions exist (transit route, bike route, etc.) The "Bonus" point is used to differentiate projects within each priority.

Projects designated Priority 1 have the greatest need. Priority 1 projects require attention within the first two years of a five year program period. Priority 2 projects are necessary but require no urgent resolution. If resources are available after completing Priority 1 projects, Priority 2 projects should be constructed during the program period, generally during years 3-5. Priority 3 projects have no immediate need but should be re-evaluated after Priority 1 and Priority 2 projects have been constructed.

### **Project Report**

The Report, "Capital Improvement Projects", lists all projects in rank order within their project category (arterial, bridges/structures, collector, local, signals). Total point assignment, project description, and cost estimates are shown for each report.

This report is the result of the Capital Improvement Plan process. The Plan will be used by the Multnomah County Transportation Division staff in the preparation of the Capital Improvement Program and the annual Transportation Division Budget.

### **The CIP Update Process**

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

The Capital Improvement Plan will be reviewed by staff on an annual basis. A full update process involving all interested parties will be scheduled every two years. The annual review in conjunction with the full review will ensure that limited resources for capital projects will be efficiently allocated to the most critical capital needs. (Appendix IV shows a diagram of the full CIP process.)



## REPORT FORMAT

The Capital Improvement Projects Report organizes all known Capital Improvement projects by category, (Arterial, Bridge/Structure, Collector, Local, and Signal) and by priority (1, 2, 3). The "Arterial" category projects are displayed in the first section of the report followed by Bridge/Structures, Collector, Local, and Signal project sections respectively. Projects are organized within each category by Priority (1, 2, 3) and displayed in descending order.

For example, in the Arterial category section eleven Priority 1 projects are displayed followed by four Priority 2 projects. At the top of the Arterial, Priority 1 list, the 181st Avenue Project between Halsey and I-84 with 443 points is followed by the 181st Avenue Project between Sandy Blvd. to 500' south of Sandy Blvd. with 432 points.

Several pieces of information are displayed to describe each project and to depict the projects relative importance. A discussion of each of the project descriptions follows:

MULTNOMAH COUNTY OREGON			CAPITAL IMPROVEMENT PROJECTS 1990 - 1994							TRANSPORTATION DIVISION										
			ENVIRONMENTAL SERVICES																	
*****																				
CATEGORY: ARTERIAL			PRIORITY: 1		Existing							New			TOTAL COST					
PROJECT NAME			MAP NUMBER		LANES			SIGNS		LIGHTS		LANES		SIGNS		LIGHTS		ROW COST		
TOTAL		FROM	PROJECT SOURCE		PRIM JURIS		ROW W		SIGNAL		STRPNG		ROW W		SIGNAL		STRPNG		CONST COST	
PTS		TO	PRIM ST CLASSIF		LOCAL JUR1		PVT W		SIDEWK		TRNLN		PVT W		SIDEWK		TRNLN		MULT SHARE	
			2NDY ST CLASSIF		LOCAL JUR2		DRAIN		BIKE		INTIMP		DRAIN		BIKE		INTIMP		FED'L SHARE	

Category - All projects are categorized into one of five types of projects: Arterial Street, Bridge/Structural, Collector Street, Local Street, or Signal.

Priority - There are three priorities of projects, Priority 1, Priority 2, or Priority 3. Priority 1 projects should be constructed within the first two years of the Five Year Program Period. Priority 2 projects should be constructed between the 3rd through 5th year of the five year program period. Priority 3 projects are known needs which can be deferred beyond the current five year program period.

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

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

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

Map Number - A 3-digit number was assigned to each project. Refer to the CIP map for location of each project corresponding to map number.

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

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

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

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

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

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

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

Existing Right-of-Way/New Right-of-Way - Indicates the minimum width of County ownership or right-of-way in feet for any one road segment or intersection leg.

Existing Pavement/New Pavement - Indicates the minimum width in feet from curb-to-curb or road edge-to-road edge.

Existing Drainage/New Drainage - Indicates storm sewer, ditch, sump, or culvert.

Existing Signs/New Sign(s) - Indicates replacement signs(s) and/or new sign(s).

Existing Signal/New Signal - A new signal indicates either a signal upgrade or the installation of a signal at a new location.



Existing Sidewalk/New Sidewalk - Indicates a sidewalk exists and/or a new or replacement sidewalk will be constructed.

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

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

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

Existing Turn Lane(s)/New Turn Lane(s) - Indicates turning lanes exist and/or new or replacement turn lanes will be installed.

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

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

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

Construction Cost - The sum of estimated base year project construction cost.

Multnomah County Share - The committed or potential contribution derived from County government revenue sources.

Federal Share - The committed or potential contribution derived from Federal and/or State government revenue sources.

## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: ARTERIAL		PRIORITY: 1		Existing			New			TOTAL COST	
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	
											\$400,000
443	181st Ave	239		5	yes	yes	5	yes	yes		\$0
	Halsey	Mult Co.	MULT_CO	90	yes	yes	90	yes	yes		\$400,000
	I-84	ART,Princ	Gresham	76	no	yes	76	yes	yes		\$400,000
				storm	no	---	storm	yes	no		\$0
											\$260,000
432	181st Ave	233		3/2	yes	no	5	yes	yes		\$0
	Sandy Blvd S 500'	Mult Co.	MULT_CO	80-90	yes	yes	90	yes	yes		\$260,000
	Sandy Blvd	ART,Minor	Gresham	38-76	no	yes	74	yes	yes		\$260,000
				storm	no	---	storm	yes	yes		\$0
											2,800,000
429	Foster Rd	303		2	yes	no	5	yes	no		\$500,000
	122nd	Mult Co.	MULT_CO	60	yes	yes	80	yes	yes		2,300,000
	142nd	ART,Minor		22-28	no	yes	66	yes	yes		2,800,000
				ditch	no	---	storm	yes	yes		\$0
											1,130,000
429	257th Avenue	512		4/2	yes	no	5	yes	yes		\$0
	Bull Run Road	MC/Grshn	MULT_CO	90	yes	yes	90	yes	yes		1,130,000
	Division	ART,Major	Gresham	20	no	yes	66	yes	yes		1,130,000
				ditch	no	---	storm	yes	yes		\$0
											1,500,000
427	NE Halsey	200		2	yes	no	5	yes	yes		\$300,000
	190th Ave	MC/Grshn	MULT_CO	60-90	no	yes	80	yes	yes		1,200,000
	201st Ave	ART,Minor	Gresham	20	no	no	66	yes	yes		1,500,000
				ditch	no	---	storm	yes	yes		\$0

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## CAPITAL IMPROVEMENT PROJECTS 1990 - 1994

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

*****													
CATEGORY: ARTERIAL			PRIORITY: 1			Existing			New			TOTAL COST	
PROJECT NAME			MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST		
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST			
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE			
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE			
-----													
											1,140,000		
	242nd Avenue	509		2	yes	yes	5	yes	yes		\$300,000		
419	Powell Blvd	Mult Co.	MULT_CO	60	yes	yes	90	yes	yes		\$840,000		
	Burnside Rd	ART,Princ	Gresham	44	no	yes	72	yes	yes		1,140,000		
				storm	no	---	storm	no	yes		\$0		
											7,720,000		
	207th Connector	421		0	no	no	5	yes	yes		3,260,000		
416	207th Interchange	MC/Frww	MULT_CO	0	no	no	90	yes	yes		4,460,000		
	Glisan/223rd	ART,Minor	Fairview	0	no	no	66	yes	yes		5,983,603		
				n/a	no	no	storm	yes	yes		1,736,397*		
											1,400,000		
	242nd Avenue	436		2	yes	no	5	yes	yes		\$100,000		
415	Hall	Greshm/MC	MULT_CO	70-80	yes	yes	80	yes	yes		1,300,000		
	Division	ART,Minor	Gresham	34	no	yes	66	yes	yes		\$607,216		
				ditch	no	---	storm	yes	no		\$792,784*		
											1,620,000		
	162nd Ave	206		3/2/5	yes	no	5	yes	yes		\$400,000		
411	Glisan	Mult Co.	MULT_CO	50-90	yes	yes	90	yes	yes		1,220,000		
	Halsey	ART,Minor		22	no	yes	72	yes	yes		1,620,000		
				ditch	no	---	sm/st	yes	yes		\$0		
											\$880,000		
	238th Ave. to 242nd Ave.	422		3-4	yes	no	4	yes	yes		\$50,000		
407	Arata Rd	MC/WdVlg	MULT_CO	60-80	yes	yes	80	yes	yes		\$830,000		
	Glisan	ART,Minor	Wd Village	34	no	yes	52	yes	yes		\$880,000		
				storm	no	---	storm	no	yes		\$0		

## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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

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	257th Avenue	513	2	yes	no	5	yes	yes	1,120,000
401	Powell Valley Road	Mult Co.	50	yes	yes	80	yes	yes	\$240,000
	Bull Run Road	ART, Major	20	no	no	66	yes	yes	\$880,000
			ditch	no	---	storm	yes	yes	1,120,000
									\$0

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Total Right-of-Way Cost: \$5,150,000 Total Construction Cost: \$14,820,000 Federal Share: \$2,529,181 County Share: \$17,440,819

GRAND TOTAL ARTERIAL

PRIORITY 1 \$19,970,000

## CAPITAL IMPROVEMENT PROJECTS 1990 - 1994

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

CATEGORY: ARTERIAL		PRIORITY: 2		Existing			New			TOTAL COST	
PROJECT NAME		MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	SHARE
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT	FED'L SHARE
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP		
										2,000,000	
	NE Glisan	407		2	yes	no	5	yes	yes	\$0	
334	202nd	MC/Frvw	MULT_CO	80	no	yes	80	yes	yes	2,000,000	
	223rd	ART, Major	Fairview	24	no	yes	66	yes	yes	2,000,000	
				ditch	no	---	storm	no	yes	\$0	
										1,870,000	
	Palmquist	502		2	yes	no	5	yes	yes	\$400,000	
322	242nd (Hogan)	Mult Co.	MULT_CO	50	yes	yes	80	yes	yes	1,470,000	
	Mt. Hood Hwy	ART, Minor	Gresham	20	no	no	66	yes	yes	1,870,000	
				ditch	no	---	storm	yes	yes	\$0	
										2,170,000	
	242nd Avenue	510		2	yes	no	5	yes	yes	\$470,000	
312	Palmquist	Mult Co.	MULT_CO	50	yes	yes	90	yes	yes	1,700,000	
	Powell	ART, Major	Gresham	24	no	yes	72	yes	yes	2,170,000	
				ditch	no	---	storm	no	yes	\$0	
										2,300,000	
	Cornelius Pass Rd	103		2	yes	no	3/rea	yes	no	\$500,000	
309	Skyline	Mult Co.	MULT_CO	60-80	no	yes	80	no	yes	1,800,000	
	Mile Post 2	ART, Minor		20	no	no	44	no	no	2,300,000	
				ditch	no	no	ditch	no	no	\$0	

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Total Right-of-Way Cost: \$1,370,000 Total Construction Cost: \$6,970,000 Federal Share: \$0 County Share: \$8,340,000

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GRAND TOTAL ARTERIAL

PRIORITY 2

\$8,340,000

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

MULTNOMAH COUNTY OREGON

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CATEGORY: ARTERIAL

PRIORITY: 3

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

1,700,000

47	NE Halsey 223rd 238th	405 MC/Frvw ART,Minor	MULT_CO Fairview Wd Village	2 80 20 ditch	yes yes no no	no yes no ---	5 80 66 storm	yes yes yes yes	yes yes yes yes	\$0 1,700,000 1,700,000 \$0
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1,220,000

46	NE Halsey 212th 223rd	404 MC/Frvw ART,Minor	MULT_CO Fairview	2 80 20 ditch	yes yes no no	no yes no ---	5 80 66 storm	yes yes yes yes	yes yes yes yes	\$0 1,220,000 1,220,000 \$0
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2,940,000

40	NE Halsey 238th Crown Point Hwy	406 MC/WdVlg ART,Minor	MULT_CO Wd Village Troutdale	2 80 32 ditch	yes yes no no	no yes no ---	5 80 66 storm	yes yes yes yes	yes yes yes yes	\$0 2,940,000 2,940,000 \$0
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1,260,000

37	NE Halsey St. 201st 212th	432 MC/Frvw ART,Minor	MULT_CO Fairview	2 80-90 20 ditch	yes no no no	no yes no ---	5 90 66 storm	yes yes yes yes	yes yes yes yes	\$0 1,260,000 1,260,000 \$0
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2,130,000

31	Orient Drive Kane (257th) Anderson (267th)	500 Mult Co. ART,Minor	MULT_CO Gresham	2 60 30 ditch	yes no no no	no yes no --	5 80 66 storm	yes yes yes yes	yes yes yes yes	\$300,000 1,830,000 2,130,000 \$0
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## TRANSPORTATION DIVISION

TOTAL COST

ROW COST

CONST COST  
MULT SHARE  
FED'L SHARE

## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

*****											
CATEGORY: ARTERIAL			PRIORITY: 3		Existing			New			TOTAL COST
PROJECT NAME			MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
TOTAL	FROM	PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
PTS	TO	PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	
-----											
											\$820,000
20	148th Ave	337		2	yes	no	5	yes	yes		\$0
	Gladstone Dr	Mult Co.	MULT_CO	80	yes	yes	80	yes	yes		\$820,000
	Powell	ART,Minor		32	no	yes	66	yes	yes		\$820,000
				sump	no	---	sump	yes	yes		\$0
											\$950,000
15	257th Avenue	514		2	yes	no	5	yes	yes		\$210,000
	Orient Drive	Mult Co.	MULT_CO	50	no	yes	80	yes	yes		\$740,000
	Powell Valley	ART,Minor	Gresham	22	no	no	66	yes	yes		\$950,000
				ditch	no	---	storm	yes	yes		\$0
											2,900,000
14	Holgate Blvd	333		2	yes	no	5	yes	no		\$500,000
	122nd	Mult Co.	MULT_CO	50-60	yes	yes	80	yes	yes		2,400,000
	136th	ART,Minor		22	no	yes	66	yes	yes		2,900,000
				ditch	no	---	storm	yes	yes		\$0
											2,200,000
13	Cherry Park Rd	402		2	yes	yes	5	yes	yes		\$400,000
	242nd (Hogan)	Mult Co.	MULT_CO	40-60	yes	yes	80	yes	yes		1,800,000
	257th (Kane)	ART,Minor	Troutdale	32-20	yes	yes	66	yes	yes		2,200,000
				storm	no	no	storm	yes	yes		\$0
											1,700,000
12	162nd Ave	208		5/2	yes	no	5	yes	yes		\$200,000
	Halsey	Mult Co.	MULT_CO	50-80	yes	yes	80	yes	yes		1,500,000
	I - 84	ART,Minor		22	no	yes	66	yes	yes		1,700,000
				d/stm	no	---	storm	yes	yes		\$0



## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

*****											
CATEGORY: ARTERIAL			PRIORITY: 3		Existing			New			TOTAL COST
PROJECT NAME			MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
TOTAL	FROM		PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
PTS	TO		PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
											FED'L SHARE
-----											
											3,600,000
12	242nd Avenue		535		2	yes	no	5	yes	yes	\$630,000
	Ruegg Rd		Mult Co.	MULT_CO	40	no	yes	80	no	yes	2,970,000
	Johnson Ck		ART,Minor	Gresham	20	no	no	66	yes	yes	3,600,000
					ditch	no	---	storm	no	no	\$0
											5,000,000
9	Cornelius Pass Rd		100		2	yes	no	3/rea	yes	no	1,000,000
	Mile Post 2		Mult Co.	MULT_CO	60-80	no	yes	60-80	no	yes	4,000,000
	Highway 30		ART,Minor		20	no	no	44	no	no	5,000,000
					ditch	no	no	ditch	no	no	\$0
											2,500,000
8	Cornelius Pass Rd		101		2	yes	no	3	yes	no	\$500,000
	County Line		Mult Co.	MULT_CO	80	no	yes	80	no	yes	2,000,000
	Skyline		ART,Minor		20	no	no	38	no	no	2,500,000
					ditch	no	---	ditch	no	no	\$0
											1,700,000
7	190th Ave		309		3/2	yes	no	5	yes	yes	\$250,000
	Butler		Mult Co.	MULT_CO	50	no	yes	80	no	yes	1,450,000
	Highland Drive		ART,Minor	Gresham	22	no	yes	66	yes	yes	1,700,000
					ditch	no	---	storm	no	yes	\$0
											1,400,000
6	242nd Avenue		511		2	yes	no	5	yes	yes	\$350,000
	Johnson Ck		Mult Co.	MULT_CO	40	no	yes	80	no	yes	1,050,000
	Palmquist		ART,Minor	Gresham	20	no	no	66	yes	yes	1,400,000
					ditch	no	---	storm	no	no	\$0

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 Total Right-of-Way Cost: \$5,850,000 Total Construction Cost: \$33,900,000 Federal Share: \$0 County Share: \$39,750,000

GRAND TOTAL ARTERIAL PRIORITY 3 \$39,750,000

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 Total Right-of-Way Cost: \$12,370,000 Total Construction Cost: \$55,690,000 Federal Share: \$2,529,181 County Share: \$65,530,819

GRAND TOTAL ARTERIAL \$68,060,000

## CAPITAL IMPROVEMENT PROJECTS 1990 - 1994

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

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

	201st Avenue	237	2	yes	no	2	yes	yes	\$790,000	
321	RR Bridge	Mult Co.	40	no	yes	50	no	yes	\$10,000	
	at I-84	COLL, Neigh	25	no	no	38	yes	no	\$780,000	
		Gresham	ditch	no	---	storm	yes	no	\$790,000	
									\$0	

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Total Right-of-Way Cost: \$10,000 Total Construction Cost: \$780,000 Federal Share: \$0 County Share: \$790,000

GRAND TOTAL BRIDGES

PRIORITY 1

\$790,000

## CAPITAL IMPROVEMENT PROJECTS 1990 - 1994

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

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CATEGORY: BRIDGES

PRIORITY: 2

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

309	162nd Ave RR Bridge at I-84	238 Mult Co. ART, Minor	MULT_CO	2	yes	no	5	yes	no	\$855,000
				50	no	yes	80	no	yes	\$15,000
				37	no	no	66	yes	no	\$840,000
				ditch	no	---	storm	yes	no	\$855,000
										\$0

221	223rd Avenue RR Bridge at 2000' N of I-84	439 Mult Co. COLL, Major	MULT_CO Fairview	2	yes	no	2	yes	yes	\$790,000
				60	no	yes	60	no	yes	\$10,000
				22	no	no	44	yes	no	\$780,000
				ditch	no	---	storm	yes	no	\$790,000
										\$0

221	185th Ave. RR Bridge at 750' N of Sandy	241 Mult Co. COLL, Major	MULT_CO Gresham	2	yes	no	2	yes	yes	\$790,000
				50	no	yes	60	no	yes	\$10,000
				20	no	no	44	yes	yes	\$780,000
				ditch	no	---	storm	yes	no	\$790,000
										\$0

219	223rd Avenue RR Bridge at I-84	438 Mult Co. COLL, Major	MULT_CO Fairview	2	yes	no	2	yes	yes	\$790,000
				50	no	yes	60	no	yes	\$10,000
				22	no	no	44	yes	no	\$780,000
				ditch	no	---	storm	yes	no	\$790,000
										\$0

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Total Right-of-Way Cost: \$45,000 Total Construction Cost: \$3,180,000 Federal Share: \$0 County Share: \$3,225,000

GRAND TOTAL BRIDGES PRIORITY 2 \$3,225,000

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Total Right-of-Way Cost: \$55,000 Total Construction Cost: \$3,960,000 Federal Share: \$0 County Share: \$4,015,000

GRAND TOTAL BRIDGES \$4,015,000

## MULTNOMAH COUNTY OREGON

## CAPITAL IMPROVEMENT PROJECTS 1990 - 1994

## ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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

329	136th Ave Foster Division	336 Mult Co. COLL, Major	MULT_CO	2 50 22-24 d/smp	yes yes no no	no yes yes ---	2 60 44 sump	yes yes yes yes	no yes yes yes	2,740,000 \$140,000 2,600,000 2,740,000 \$0
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329	174th Ave Division Stark	209 Mult Co. COLL, Neigh	MULT_CO	2 50 20 ditch	yes yes no no	no yes yes ---	2 50 38 sump	yes yes yes yes	no yes yes no	1,270,000 \$0 1,270,000 1,270,000 \$0
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323	201st Ave Halsey Sandy Blvd	235 Mult Co. COLL, Neigh	MULT_CO Gresham	2 40 22-27 ditch	yes no no no	no yes no ---	2 50 38 storm	yes yes yes yes	yes yes yes yes	\$875,000 \$75,000 \$800,000 \$875,000 \$0
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322	Main St 162nd 174th	201 Mult Co. COLL, Neigh	MULT_CO	2 50 22 ditch	yes yes no no	no yes no ---	2 50 38 sump	yes yes yes yes	no yes no no	\$720,000 \$0 \$720,000 \$720,000 \$0
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316	Jenne Rd 2050' NE of Foster 800' S of Powell	306 Mult Co. COLL, Major	MULT_CO	2 50 20 ditch	yes no no no	no yes no ---	2/rea 60 44 storm	yes no yes yes	no yes no no	\$720,000 \$60,000 \$660,000 \$720,000 \$0
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## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: COLLECTOR

PRIORITY: 1

Existing

New

TOTAL COST

PROJECT NAME

MAP NUMBER

LANES SIGNS LIGHTS

LANES SIGNS LIGHTS

ROW COST

TOTAL

FROM

PROJECT SOURCE

PRIM JURIS

ROW W SIGNAL STRPNG

ROW W SIGNAL STRPNG

CONST COST

PTS

TO

PRIM ST CLASSIF

LOCAL JUR1

PVT W SIDEWK TRNLN

PVT W SIDEWK TRNLN

MULT SHARE

2NDY ST CLASSIF

LOCAL JUR2

DRAIN BIKE INTIMP

DRAIN BIKE INTIMP

FED'L SHARE

	201st Ave	240		2	yes	no	2	yes	yes	\$900,000
314	Glisan	Mult Co.	MULT_CO	40	no	yes	50	yes	yes	\$100,000
	Halsey	COLL, Neigh	Gresham	22-27	no	no	38	yes	yes	\$800,000
				ditch	no	---	storm	yes	yes	\$900,000
										\$0
	Bull Run St. (1st St-Gresham)	521		2	yes	no	2	yes	yes	\$930,000
314	Burnside Rd	Gresham	MULT_CO	50	yes	yes	60	yes	yes	\$110,000
	257th (Kane)	COLL, Major	Gresham	24	no	no	44	yes	yes	\$820,000
				ditch	no	no	storm	yes	yes	\$930,000
										\$0
	174th Ave	308		2	yes	no	2	yes	no	1,380,000
313	Powell	Mult Co.	MULT_CO	40-50	yes	yes	60	yes	yes	\$200,000
	Division	COLL, Major		20-24	no	no	44	yes	yes	1,180,000
				d/smp	no	---	sump	yes	no	1,380,000
										\$0
	202nd Ave	210		2	yes	no	2	yes	yes	\$790,000
311	Stark	Mult Co.	MULT_CO	40	yes	yes	50	yes	yes	\$120,000
	Glisan	COLL, Neigh	Gresham	22	no	no	38	yes	yes	\$670,000
				sump	no	---	sump	yes	yes	\$790,000
										\$0

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Total Right-of-Way Cost: \$805,000 Total Construction Cost: \$9,520,000 Federal Share: \$0 County Share: \$10,325,000

GRAND TOTAL COLLECTOR

PRIORITY 1 \$10,325,000

## MULTNOMAH COUNTY OREGON

## CAPITAL IMPROVEMENT PROJECTS 1990 - 1994

## ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: COLLECTOR		PRIORITY: 2				Existing			New			TOTAL COST
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	CONST COST	MULT SHARE	FED'L SHARE
PTS	FROM TO	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG				
		PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN				
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP				
												1,320,000
235	223rd Avenue	415	2	yes	no	2	yes	yes				\$0
	Sandy Blvd	MC/Frvw	60	no	yes	60	no	yes				1,320,000
	Marine Drive	COLL, Major	20-24	no	no	44	yes	yes				1,320,000
			ditch	no	---	storm	yes	no				\$0
												1,180,000
224	202nd Avenue	236	2	yes	no	3	yes	yes				\$150,000
	Burnside	Mult Co.	50	yes	no	60	no	yes				1,030,000
	Division	COLL, Major	24	no	no	44	yes	yes				1,180,000
			sump	no	---	sump	yes	no				\$0
												\$515,000
222	185th Ave	234	2	yes	no	2	yes	yes				\$75,000
	Sandy Blvd	Mult Co.	50	no	yes	60	no	yes				\$440,000
	City Boundary	COLL, Major	20	no	no	44	yes	yes				\$515,000
			ditch	no	---	storm	yes	no				\$0
												1,060,000
222	Arata Road	430	2	yes	no	2	yes	yes				\$100,000
	223rd	MC/WdVlg	50	yes	yes	50+	yes	yes				\$960,000
	238th	COLL, Neigh	24	no	no	38	yes	no				1,060,000
			ditch	no	---	storm	no	no				\$0
												2,120,000
219	223rd Avenue	414	2	yes	no	2	yes	yes				\$320,000
	Halsey	MC/Frvw	50	yes	yes	60	yes	yes				1,800,000
	Sandy Blvd	COLL, Major	22-26	no	no	44	yes	yes				2,120,000
			ditch	no	---	storm	yes	ues				\$0

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## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: COLLECTOR			PRIORITY: 2		Existing				New			TOTAL COST
PROJECT NAME			MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
TOTAL	FROM		PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
PTS	TO		PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
			2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	
-----												
											\$700,000	
	Crown Pt Hwy/Corbett Hill Rd	602			2	yes	no	2/rea	yes	no	\$100,000	
219	intersection	Mult Co.	MULT_CO		60	no	yes	60	no	yes	\$600,000	
	improvement	COLL,Major			38	no	no	22	no	no	\$700,000	
		LOCAL			ditch	no	---	ditch	no	yes	\$0	
											1,480,000	
	Troutdale Rd	434			2	yes	no	2/rea	yes	yes	\$130,000	
219	Strebin	Mult Co.	MULT_CO		50-60	yes	yes	60	yes	yes	1,350,000	
	Stark	COLL,Major	Troutdale		24	no	no	44	yes	yes	1,480,000	
					ditch	no	---	storm	no	yes	\$0	
											1,200,000	
	190th Ave	220			2	yes	no	2	yes	yes	\$150,000	
218	Division	Mult Co.	MULT_CO		40-60	yes	yes	60	yes	yes	1,050,000	
	Yamhill	COLL,Major	Gresham		24	no	no	44	yes	no	1,200,000	
					ditch	no	---	sump	no	no	\$0	
											\$260,000	
	169th Ave	232			2	yes	no	2	yes	yes	\$0	
216	Halsey	Mult Co.	MULT_CO		50	no	no	50	no	yes	\$260,000	
	Wilkes Rd	COLL,Neigh			20	no	no	38	yes	no	\$260,000	
					d/smp	no	---	sump	no	no	\$0	
											\$500,000	
	Troutdale Rd	410			2	yes	no	2	yes	yes	\$50,000	
210	Stark St	Troutdle	MULT_CO		50	yes	yes	60	yes	yes	\$450,000	
	1700' N of Stark	COLL,Major	Troutdale		20	no	no	44	yes	yes	\$500,000	
					ditch	yes	---	storm	yes	yes	\$0	

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 Total Right-of-Way Cost: \$1,075,000 Total Construction Cost: \$9,260,000 Federal Share: \$0 County Share: \$10,335,000

GRAND TOTAL COLLECTOR PRIORITY 2 \$10,335,000

## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: COLLECTOR		PRIORITY: 3	Existing			New			TOTAL COST	
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	FROM TO	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	

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	Heiney Road	332	2	yes	no	2	yes	yes	\$730,000	
32	Tegart	Mult Co.	60-80	no	yes	60	no	yes	\$0	
	17th	COLL, Neigh	21-38	no	no	38	yes	no	\$730,000	
			ditch	no	---	storm	yes	no	\$0	
	Heiney Road	305	2	yes	yes	2	yes	yes	\$510,000	
31	SW 17th	MC/Grsh	60	no	yes	60	no	yes	\$0	
	18th Ct	COLL, Neigh	24-38	no	no	38	yes	no	\$510,000	
			ditch	no	---	storm	yes	no	\$0	
	Mill St.	207	2	yes	no	2	yes	no	\$40,000	
29	135th	citizen	60	no	no	60	no	no	\$0	
	556' S of 135th	COLL, Neigh	28	no	no	40	yes	no	\$40,000	
			storm	yes	---	storm	yes	no	\$0	
	212th Ave (Wallula)	412	2	yes	no	2	yes	yes	\$270,000	
28	15th St	MC/Grsh	60	yes	yes	60	yes	yes	\$0	
	Burnside	COLL, Neigh	20	no	no	38	yes	yes	\$270,000	
			ditch	no	---	storm	no	no	\$0	
	282nd Avenue	542	2	yes	no	2	yes	yes	1,610,000	
27	Powell Valley	Mult Co.	60	yes	yes	60	yes	yes	\$0	
	Orient	COLL, Major	20	no	no	44	yes	yes	1,610,000	
			ditch	no	---	storm	no	yes	\$0	

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## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: COLLECTOR		PRIORITY: 3	Existing			New			TOTAL COST	
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	FROM TO	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	SHARE
		PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT	FED'L SHARE
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP		

	157th Ave	338	2	yes	no	2	yes	no	\$750,000	
27	Powell	Mult Co.	60	no	no	60	no	yes	\$0	
	Division	COLL, Neigh	20	no	no	38	yes	no	\$750,000	
			ditch	no	---	sump	yes	no	\$0	
									\$630,000	
	Cochran Drive	431	2	yes	no	2	yes	yes	\$60,000	
26	1375' E of 257th	Mult Co.	50	no	yes	60	no	yes	\$570,000	
	Troutdale Rd	COLL, Major	26	no	yes	44	yes	yes	\$630,000	
			ditch	no	no	storm	no	no	\$0	
									\$500,000	
	Orient Drive	520	2	yes	no	2	yes	yes	\$0	
25	Anderson (267th)	Mult Co.	60	no	yes	60	no	yes	\$500,000	
	Gresham City Limit	COLL, Major	30	no	no	44	yes	no	\$500,000	
			ditch	no	---	storm	no	no	\$0	
									2,260,000	
	Regner Rd	506	2	yes	no	2	yes	yes	\$160,000	
24	Roberts	MC/Grshn	60	no	yes	60	yes	yes	2,100,000	
	Butler	COLL, Major	20-32	no	no	44	yes	yes	2,260,000	
			d/stm	no	---	storm	yes	yes	\$0	
									1,720,000	
	Butler Road	300	2	yes	no	2	yes	yes	\$120,000	
24	190th	Mult Co.	60	no	yes	60	yes	yes	1,600,000	
	Regner Rd	COLL, Major	24	no	no	44	yes	yes	1,720,000	
			ditch	no	yes	storm	yes	yes	\$0	

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## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: COLLECTOR		PRIORITY: 3	Existing			New			TOTAL COST	
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	FROM TO	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	
										1,400,000
	Powell Valley	505	2	yes	no	2	yes	yes		\$0
24	Barnes Rd	Mult Co.	60	no	yes	60	no	yes	1,400,000	
	Troutdale Rd	COLL, Major	20-24	no	no	44	yes	no	1,400,000	
			ditch	no	---	storm	yes	no		\$0
										\$180,000
	Heiney Road	304	2	yes	no	2	yes	yes		\$20,000
22	190th	Mult Co.	40	no	yes	50	no	yes	160,000	
	Tegart	COLL, Neigh	21	no	no	38	yes	no	180,000	
			ditch	no	---	storm	yes	no		\$0
										\$890,000
	Harold St	331	2	yes	no	2	yes	no		\$0
22	122nd	Mult Co.	50	yes	yes	50	yes	yes	890,000	
	136th	COLL, Neigh	20	no	no	38	yes	yes	890,000	
			ditch	no	---	storm	yes	yes		\$0
										\$770,000
	Powell Valley	503	2	yes	no	2	yes	yes		\$0
21	Kane (257th)	Mult Co.	60	no	yes	60	yes	yes	770,000	
	Barnes Rd	COLL, Major	24	no	no	44	yes	yes	770,000	
			ditch	no	---	storm	yes	yes		\$0
										1,975,000
	Anderson (267th) Ave	530	2	yes	no	2	yes	yes		\$175,000
19	Orient Dr	Mult Co.	50	no	no	50	no	yes	1,800,000	
	County Line	COLL, Neigh	22	no	no	38	yes	no	1,975,000	
			ditch	no	---	storm	no	no		\$0

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## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: COLLECTOR		PRIORITY: 3	Existing			New			TOTAL COST	
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	FROM TO	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	

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18	128th Ave Foster Holgate	334 Mult Co. COLL, Neigh	MULT_CO	2 50 28 ditch	yes no no no	no no no ---	2 50 38 sp/st	yes no yes no	no yes no no	1,140,000 \$0 1,140,000 1,140,000 \$0
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18	Williams (268th Ave.) Powell Valley Division	540 Mult Co. COLL, Neigh	MULT_CO	2 60 20-24 ditch	yes no no no	yes no no ---	2 60 38 storm	yes no yes no	yes yes no no	1,000,000 \$0 1,000,000 1,000,000 \$0
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18	Chase Road Orient Dr 282nd Ave	532 Mult Co. COLL, Neigh	MULT_CO	2 50 34 ditch	yes no no no	no yes no no	2 50 38 storm	yes no yes no	yes yes no no	1,160,000 \$60,000 1,100,000 1,160,000 \$0
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17	Welch Road 267th Ave 282nd Ave	539 Mult Co. COLL, Neigh	MULT_CO	2 60 22 ditch	yes no no no	yes no no ---	2 60 38 storm	yes no yes no	yes yes no no	\$950,000 \$0 \$950,000 \$950,000 \$0
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17	Regner Butler County Line	536 Mult Co. COLL, Major	MULT_CO	2 60 20 ditch	yes no no no	no yes no ---	2 60 44 storm	yes yes yes no	yes yes yes yes	\$960,000 \$80,000 \$880,000 \$960,000 \$0
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CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

MULTNOMAH COUNTY OREGON

TRANSPORTATION DIVISION

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CATEGORY: COLLECTOR			PRIORITY: 3		Existing			New			TOTAL COST	
PROJECT NAME			MAP NUMBER		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
TOTAL	FROM		PROJECT SOURCE	PRIM JURIS	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
PTS	TO		PRIM ST CLASSIF	LOCAL JUR1	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
			2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	
-----												
											\$670,000	
	130th Ave		335		2	yes	no	2	yes	no	\$0	
16	Holgate		Mult Co.	MULT_CO	50	no	no	50	no	yes	\$670,000	
	Powell		COLL,Neigh		28	no	no	38	yes	no	\$670,000	
					d/smp	no	---	sump	no	no	\$0	
											\$640,000	
	262nd Avenue		437		2	yes	no	2	yes	yes	\$0	
16	Hensley		Mult Co.	MULT_CO	50	no	yes	50	no	yes	\$640,000	
	Cherry Park Road		COLL,Neigh	Troutdale	22	no	no	38	yes	no	\$640,000	
					ditch	no	---	storm	no	no	\$0	
											\$460,000	
	Main St		202		2	yes	no	2	yes	yes	\$0	
16	174th		Mult Co.	MULT_CO	50	no	yes	50	no	yes	\$460,000	
	182nd		COLL,Neigh		22	no	no	38	yes	no	\$460,000	
					ditch	no	---	sump	no	no	\$0	
											\$590,000	
	Deardorff Rd (SE 134th Ave)		302		2	yes	no	2	yes	no	\$0	
16	SE Foster Rd		Mult Co.	MULT_CO	60	no	yes	60	yes	yes	\$590,000	
	Johnson Ck Bridge		COLL,Neigh		20	no	no	38	yes	yes	\$590,000	
					ditch	no	---	storm	no	yes	\$0	
											\$550,000	
	212th Ave (Wallula)		411		2	yes	no	2	yes	yes	\$0	
16	Burnside		MC/Grshn	MULT_CO	60	yes	yes	60	yes	yes	\$550,000	
	Stark		COLL,Neigh	Gresham	20	no	no	38	yes	yes	\$550,000	
					ditch	no	---	storm	no	no	\$0	

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## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: COLLECTOR		PRIORITY: 3	Existing			New			TOTAL COST	
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	FROM TO	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	
										\$530,000
16	Barbara Welch Rd	330	2	yes	no	2	yes	no	\$50,000	
	City Limit	Mult Co.	60	no	yes	60	no	yes	\$480,000	
	County Line	COLL, Neigh	20	no	no	38	yes	no	\$530,000	
			ditch	no	no	storm	no	no	\$0	
										\$427,000
15	Palmquist	501	2	yes	no	2	yes	yes	\$57,000	
	Roberts	Mult Co.	50	no	yes	60	no	yes	\$370,000	
	242nd (Hogan)	COLL, Major	22	no	no	44	yes	no	\$427,000	
			ditch	no	---	storm	yes	no	\$0	
										\$300,000
15	8th St (Rowe Rd)	541	2	yes	no	2	yes	yes	\$0	
	La Mesa Court	Mult Co.	50	no	no	50	no	no	\$300,000	
	Division	COLL, Neigh	20	no	no	38	yes	no	\$300,000	
			ditch	no	---	storm	no	no	\$0	
										1,630,000
14	235th Ave	416	2	yes	no	2	yes	yes	\$200,000	
	Division	Mult Co.	50	yes	yes	60	yes	yes	1,430,000	
	Stark	COLL, Major	34	no	no	44	yes	yes	1,630,000	
			ditch	no	---	storm	no	no	\$0	
										1,620,000
14	Salquist Rd	537	2	yes	yes	2	yes	yes	\$250,000	
	262nd	Mult Co.	40	no	yes	60	no	yes	1,370,000	
	282nd	COLL, Major	24	no	no	44	yes	no	1,620,000	
			ditch	no	---	storm	yes	no	\$0	

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## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: COLLECTOR		PRIORITY: 3	Existing			New			TOTAL COST	
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	FROM TO	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	
	Yamhill St	203	2	yes	no	2	yes	yes	\$530,000	
13	190th	Mult Co.	40	yes	no	50	yes	yes	\$60,000	
	197th	COLL, Neigh	22-30	no	yes	38	yes	yes	\$470,000	
			d/smp	no	---	sump	yes	no	\$530,000	
									\$0	
	202nd Avenue	310	2	yes	no	3	yes	yes	\$820,000	
11	Division	Mult Co.	50	yes	no	60	yes	yes	\$110,000	
	Powell	COLL, Major	24	no	no	44	yes	yes	\$710,000	
			sump	no	---	storm	yes	no	\$820,000	
									\$0	
	Hensley Road	440	0	no	no	2	yes	yes	\$260,000	
10	262nd	Troutdale	0	no	no	60	no	yes	\$0	
	Troutdale Rd	COLL, Neigh	0	no	no	44	yes	yes	\$260,000	
			n/a	no	no	storm	no	yes	\$260,000	
									\$0	
	Cherry Park Rd	401	2	yes	yes	2	yes	yes	\$470,000	
10	257th (Kane)	Mult Co.	40-60	no	yes	60	no	yes	\$70,000	
	262nd	COLL, Major	32	yes	no	44	yes	no	\$400,000	
			storm	no	no	storm	yes	no	\$470,000	
									\$0	
	Hensley Road	433	2	yes	no	2	yes	yes	\$300,000	
10	257th	Mult Co.	50	no	yes	50	no	yes	\$0	
	262nd	COLL, Neigh	20	no	no	38	yes	no	\$300,000	
			ditch	no	---	storm	no	no	\$300,000	
									\$0	

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## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: COLLECTOR		PRIORITY: 3	Existing			New			TOTAL COST	
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	FROM TO	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	
									\$160,000	
9	122nd Ave	307	2	yes	no	2	yes	no	\$20,000	
	Foster Rd	Mult Co.	40	yes	yes	50	yes	yes	\$140,000	
	Foster Place	COLL, Neigh	20	no	yes	38	yes	yes	\$160,000	
			ditch	no	---	storm	no	yes	\$0	
									3,300,000	
9	Barnes Rd. (262nd Ave.)	531	2	yes	yes	2	yes	yes	\$600,000	
	Powell Valley	Mult Co.	40	no	no	60	no	yes	2,700,000	
	Anderson (267th)	COLL, Major	26-36	yes	no	44	yes	no	3,300,000	
			ditch	no	no	storm	no	no	\$0	
									1,010,000	
7	Hillyard Rd	534	2	yes	yes	2	yes	yes	\$100,000	
	Palmbld (252nd)	Mult Co.	40-50	no	yes	50	no	yes	\$910,000	
	Anderson (267th)	COLL, Neigh	20-28	yes	no	38	yes	no	1,010,000	
			ditch	no	---	storm	no	no	\$0	
									\$950,000	
7	Walters Rd	538	2	yes	yes	2	yes	yes	\$160,000	
	Blaine Ave	Mult Co.	30	no	yes	50	no	yes	\$790,000	
	7th St	COLL, Neigh	20	no	no	38	yes	no	\$950,000	
			ditch	no	---	storm	no	no	\$0	
									1,240,000	
7	209th Ave (Towle Rd)	508	2	yes	no	2	yes	yes	\$200,000	
	Butler	MC/Grshn	40	no	yes	60	yes	yes	1,040,000	
	Heiney	COLL, Major	18-46	no	yes	44	yes	yes	1,240,000	
			ditch	no	---	storm	no	yes	\$0	

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## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

*****												
CATEGORY: COLLECTOR			PRIORITY: 3			Existing			New			TOTAL COST
PROJECT NAME			MAP NUMBER			LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST
TOTAL	FROM		PROJECT SOURCE	PRIM JURIS		ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST
PTS	TO		PRIM ST CLASSIF	LOCAL JUR1		PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE
			2NDY ST CLASSIF	LOCAL JUR2		DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE
-----												
												\$960,000
	Main St		230			2	yes	no	2	yes	no	\$100,000
7	139th		Mult Co.	MULT_CO		40	no	yes	50	no	yes	\$860,000
	152nd		COLL,Neigh			18	no	no	38	yes	no	\$960,000
						ditch	no	---	sump	no	no	\$0
												\$760,000
	Clatsop		301			2	yes	no	2	yes	no	\$160,000
6	Barbara Welch Rd		Mult Co.	MULT_CO		30	no	yes	60	no	yes	\$600,000
	SE 162nd		COLL,Major			22	no	no	44	yes	no	\$760,000
						ditch	no	no	storm	no	no	\$0
												\$610,000
	Troutdale Rd		435			2	yes	yes	2	yes	yes	\$60,000
6	19th St		MC/Trtdl	MULT_CO		50	no	yes	60	no	yes	\$550,000
	Cherry Park Rd		COLL,Major	Troutdale		20	no	no	44	yes	no	\$610,000
						d/stm	yes	---	storm	yes	no	\$0
												\$550,000
	Walters Rd		507			2	yes	yes	2	yes	yes	\$100,000
5	Powell		Mult Co.	MULT_CO		30	no	yes	50	no	yes	\$450,000
	7th Ave		COLL,Neigh	Gresham		20	no	no	38	yes	no	\$550,000
						ditch	no	---	storm	no	no	\$0
												\$195,000
	Mill St		231			2	yes	no	2	yes	no	\$25,000
-1	148th		Mult Co.	MULT_CO		40	yes	yes	50	yes	yes	\$170,000
	152nd		COLL,Neigh			24-28	no	no	38	yes	no	\$195,000
						ditch	no	---	sump	yes	no	\$0

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 Total Right-of-Way Cost: \$2,997,000 Total Construction Cost: \$35,980,000 Federal Share: \$0 County Share: \$38,977,000

GRAND TOTAL COLLECTOR PRIORITY 3 \$38,977,000

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 Total Right-of-Way Cost: \$4,877,000 Total Construction Cost: \$54,760,000 Federal Share: \$0 County Share: \$59,637,000

GRAND TOTAL COLLECTOR \$59,637,000



## CAPITAL IMPROVEMENT PROJECTS 1990 - 1994

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

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

	139th Ave	204	2	yes	no	2	yes	no	\$325,000	
205	Stark	Mult Co.	40	yes	no	50	yes	yes	\$35,000	
	Burnside	LOCAL	22	no	no	32	yes	yes	\$290,000	
			ditch	no	---	sump	no	no	\$325,000	
									\$0	

	139th Ave	205	2	yes	no	2	yes	no	\$400,000	
205	Burnside	Mult Co.	40	yes	no	50	yes	no	\$40,000	
	Glisan	LOCAL	22	no	no	32	yes	no	\$360,000	
			ditch	no	---	sump	no	no	\$400,000	
									\$0	

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Total Right-of-Way Cost: \$75,000 Total Construction Cost: \$650,000 Federal Share: \$0 County Share: \$725,000

GRAND TOTAL LOCAL PRIORITY 1 \$725,000

## MULTNOMAH COUNTY OREGON

## CAPITAL IMPROVEMENT PROJECTS 1990 - 1994

## ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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

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\$620,000

\$20,000

\$600,000

\$620,000

\$0

\$470,000

\$30,000

\$440,000

\$470,000

\$0

\$180,000

\$30,000

\$150,000

\$180,000

\$0

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Total Right-of-Way Cost: \$80,000 Total Construction Cost: \$1,190,000 Federal Share: \$0 County Share: \$1,270,000

GRAND TOTAL LOCAL

PRIORITY 2 \$1,270,000

## MULTNOMAH COUNTY OREGON

## CAPITAL IMPROVEMENT PROJECTS 1990 - 1994

## ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: LOCAL		PRIORITY: 3	Existing			New			TOTAL COST	
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	FROM	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
	TO	PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	

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\$550,000

\$0

\$550,000

\$550,000

\$0

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Total Right-of-Way Cost: \$0 Total Construction Cost: \$550,000 Federal Share: \$0 County Share: \$550,000

GRAND TOTAL LOCAL

PRIORITY 3

\$550,000

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Total Right-of-Way Cost: \$155,000 Total Construction Cost: \$2,390,000 Federal Share: \$0 County Share: \$2,545,000

GRAND TOTAL LOCAL

\$2,545,000

## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: SIGNAL		PRIORITY: 1	Existing			New			TOTAL COST	
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	FROM TO	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	
										\$90,000
437	Halsey/162nd signal safety	261 Grshn/MC ART, Major ART, Minor	5/3 80/90 66/66 storm	yes yes no no	no yes yes ---	5/3 80/90 66/66 storm	yes yes yes no	yes yes yes no	\$0 \$90,000 \$90,000 \$0	
433	Glisan/202nd signal safety	250 MC/Grshn ART, Major COLL, Neigh	5/2 80/50 66/22 storm	yes no no no	no yes yes ---	5/2 80/50 66/38 storm	yes yes yes no	yes yes yes yes	\$0 \$250,000 \$250,000 \$0	
429	Halsey/238th signal safety	451 Mult Co. ART, Minor ART, Minor	2/4 50/80 24/44 storm	yes yes no no	yes yes no ---	3/4 80/80 66/44 storm	yes yes yes no	yes yes yes no	\$190,000 \$100,000 \$90,000 \$190,000 \$0	
428	Stark/174th signal safety	252 Mult Co. ART, Major COLL, Neigh	5/2 80/50 66/20 sump	yes yes no no	no yes no ---	5/3 80/50 66/38 sump	yes yes yes no	no yes yes yes	\$120,000 \$0 \$120,000 \$120,000 \$0	
427	Stark/202nd signal safety	253 MC/Grshn ART, Major COLL, Neigh	5/2 80/40 76/20 storm	yes yes yes no	yes yes yes ---	5/3 80/50 76/44 storm	yes yes yes no	yes yes yes yes	\$35,000 \$5,000 \$30,000 \$35,000 \$0	

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## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: SIGNAL			PRIORITY: 1			Existing			New		
PROJECT NAME		MAP NUMBER	PRIM JURIS		LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	TOTAL COST
TOTAL	FROM	PROJECT SOURCE	LOCAL JUR1	PVT W	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	ROW COST
PTS	TO	PRIM ST CLASSIF	LOCAL JUR2	PVT W	SIDEWK	TRNLN		PVT W	SIDEWK	TRNLN	CONST COST
		2NDY ST CLASSIF	LOCAL JUR2	DRAIN	BIKE	INTIMP		DRAIN	BIKE	INTIMP	MULT SHARE
-----											
											\$900,000
423	Orient Dr/257th (Kane)	554		2/2	yes	no		5/5	yes	yes	\$300,000
	signal	MC/Grshh	MULT_CO	60/50	no	yes		80/80	yes	yes	\$600,000
	safety	ART, Minor	Gresham	30/22	no	no		66/66	yes	yes	\$900,000
		ART, Minor		ditch	no	---		storm	no	yes	\$0
											\$50,000
419	162nd/Main St	256		5/2	yes	no		5/2	yes	no	\$0
	signal	Mult Co.	MULT_CO	90/50	yes	yes		90/50	yes	yes	\$50,000
	safety	ART, Minor		76/22	no	yes		76/38	yes	yes	\$50,000
		COLL, Neigh		sump	no	---		sump	no	yes	\$0
											\$350,000
413	Burnside/242nd	559		5/3	yes	yes		5/5	yes	yes	\$100,000
	signal	Mult Co.	MULT_CO	90/80	yes	yes		90/110	yes	yes	\$250,000
	safety	ART, Princ	Gresham	76/66	yes	yes		76/90	yes	yes	\$350,000
		ART, Minor		storm	no	---		storm	no	yes	\$0
											\$90,000
319	Orient Dr/282nd	550		2/2	yes	no		3/3	yes	yes	\$0
	signal	Mult Co.	MULT_CO	60/60	yes	yes		60/60	yes	yes	\$90,000
	safety	COLL, Major		30/20	no	no		44/44	yes	yes	\$90,000
		COLL, Major		ditch	no	---		storm	no	yes	\$0
											\$440,000
299	Division/Troutdale Rd	557		2/2	yes	no		2/2	yes	yes	\$100,000
	signal	Mult Co.	MULT_CO	60/50	no	yes		60/60	no	yes	\$340,000
	safety	COLL, Major		24/24	no	no		44/44	yes	yes	\$440,000
		COLL, Major		ditch	no	---		storm	no	yes	\$0

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 Total Right-of-Way Cost: \$605,000 Total Construction Cost: \$1,910,000 Federal Share: \$0 County Share: \$2,515,000

GRAND TOTAL SIGNAL

PRIORITY 1 \$2,515,000

## CAPITAL IMPROVEMENT PROJECTS 1990 - 1994

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

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

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	257th (Kane)/MHCC Entrance	452	5/2	yes	yes	5/2	yes	yes	\$80,000	
349	signal	Mult Co.	80/34	no	yes	80/34	yes	yes	\$0	
	safety	ART, Major	66/32	yes	yes	66/32	yes	yes	\$80,000	
		LOCAL	storm	no	---	storm	no	yes	\$0	
										\$35,000
343	Division/130th	352	5/2	yes	no	5/2	yes	yes	\$0	
	signal	Mult Co.	90/60	yes	yes	90/60	yes	yes	\$35,000	
	safety	ART, Major	76/40	yes	yes	76/40	yes	yes	\$35,000	
		COLL, Major	sump	no	---	sump	no	no	\$0	
										\$100,000
338	Division/257th (Kane)	457	5/3	yes	no	5/5	yes	yes	\$20,000	
	signal	Mult Co.	90/90	yes	yes	90/90	yes	yes	\$80,000	
	safety	ART, Major	36/76	yes	yes	76/76	yes	yes	\$100,000	
		ART, Major	storm	no	---	storm	no	yes	\$0	
										\$350,000
333	Halsey/223rd Ave.	454	2/2	yes	no	5/3	yes	yes	\$0	
	signal	Mult Co.	80/50	yes	yes	80/50	yes	yes	\$350,000	
	safety	ART, Minor	20/24	no	no	66/38	yes	yes	\$350,000	
		ART, Minor	storm	no	---	storm	no	yes	\$0	
										\$75,000
333	Division/242nd	456	5/3	yes	no	5/5	yes	yes	\$15,000	
	signal	Mult Co.	90/70	yes	yes	90/80	yes	yes	\$60,000	
	safety	ART, Major	76/34	yes	yes	76/66	yes	yes	\$75,000	
		ART, Minor	storm	no	---	storm	no	yes	\$0	

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## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

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CATEGORY: SIGNAL		PRIORITY: 2	Existing			New			TOTAL COST	
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	FROM TO	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	
										\$245,000
333	Stark St/Troutdale Rd	459	2/2	yes	yes	5/3	yes	yes	\$20,000	
	signal	Mult Co.	60/50	yes	yes	90/60	yes	yes	\$225,000	
	safety	ART, Major	34/25	yes	yes	66/44	yes	yes	\$245,000	
		COLL, Major	storm	no	---	storm	no	yes	\$0	
										\$90,000
329	Glisan/188th	259	5/2	yes	no	5/2	yes	yes	\$0	
	signal	Mult Co.	80/50	no	yes	80/50	yes	yes	\$90,000	
	safety	ART, Major	66/40	yes	yes	66/40	yes	yes	\$90,000	
		COLL, Neigh	storm	no	---	storm	no	no	\$0	
										\$90,000
328	Stark/130th	265	5/2	yes	yes	5/2	yes	yes	\$0	
	signal	Mult Co.	80/60	yes	yes	80/60	yes	yes	\$90,000	
	safety	ART, Reg Mjr	66/40	yes	yes	66/40	yes	yes	\$90,000	
		COLL, Neigh	storm	no	---	storm	no	yes	\$0	
										\$125,000
322	257th (Kane)/1st St	558	2/2	yes	no	5/3	yes	yes	\$0	
	signal	Mult Co.	90/50	yes	yes	90/50	yes	yes	\$125,000	
	safety	ART, Major	20/24	no	yes	72/38	yes	yes	\$125,000	
		COLL, Neigh	ditch	no	---	storm	no	yes	\$0	
										\$310,000
319	Foster/136th	357	2/2	yes	no	5/3	yes	no	\$60,000	
	signal	Mult Co.	60/50	yes	no	80/60	yes	yes	\$250,000	
	safety	ART, Minor	22/24	no	yes	66/44	yes	yes	\$310,000	
		COLL, Major	ditch	no	---	storm	no	yes	\$0	

\*\*\*\*\*

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

MULTNOMAH COUNTY OREGON

\*\*\*\*\*

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

	Orient Dr/262nd	553	2/2	yes	yes	5/3	yes	yes	\$140,000	
304	signal	MC/Greshm	60/50	no	yes	80/60	yes	yes	\$50,000	
	safety	ART, Minor	30/22	no	no	66/44	yes	yes	\$90,000	
		COLL, Major	ditch	no	---	storm	no	yes	\$140,000	
									\$0	
	Orient Dr/267th (Anderson)	552	2/2	yes	yes	3/3	yes	yes	\$120,000	
219	signal	Grshn/MC	60/40	no	n/y	60/60	yes	yes	\$30,000	
	safety	COLL, Major	30/22	no	no	44/44	yes	yes	\$90,000	
		COLL, Major	ditch	no	---	storm	no	yes	\$120,000	
									\$0	
	174th/Haig	355	2/2	yes	no	2/2	yes	yes	\$35,000	
218	signal	CennNghb	50/40	no	no	50/40	yes	yes	\$0	
	safety	COLL, Major	32/20	no	no	32/20	yes	no	\$35,000	
		LOCAL	sump	no	---	sump	no	no	\$35,000	
									\$0	

\*\*\*\*\*

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Total Right-of-Way Cost: \$195,000 Total Construction Cost: \$1,600,000 Federal Share: \$0 County Share: \$1,795,000

GRAND TOTAL SIGNAL PRIORITY 2 \$1,795,000



## CAPITAL IMPROVEMENT PROJECTS 1990 - 1994

MULTNOMAH COUNTY OREGON

ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

\*\*\*\*\*

CATEGORY: SIGNAL		PRIORITY: 3	Existing			New			TOTAL COST	
TOTAL	PROJECT NAME	MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
PTS	FROM TO	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
		PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	

-----

										\$65,000
38	Halsey/172nd signal safety	254 Mult Co. ART, Major COLL, Neigh	MULT_CO Gresham	5/2 90/60 66/44 storm	yes no no no	no yes yes ---	5/2 90/60 66/44 storm	yes yes yes no	yes yes yes no	\$0 \$65,000 \$65,000 \$0
29	Foster/134th signal safety	351 Mult Co. ART, Minor COLL, Neigh	MULT_CO	3/2 60/50 34/32 ditch	yes no no no	no yes yes ---	3/2 60/50 34/32 storm	yes yes no no	yes yes yes no	\$35,000 \$0 \$35,000 \$35,000 \$0
29	257th (Kane)/Cherry Park Rd signal safety	455 Troutdale ART, Major COLL, Major	MULT_CO Troutdale	5/2 90/60 66/32 storm	yes no no no	yes yes yes ---	5/3 90/60 66/44 storm	yes yes yes no	yes yes yes yes	\$90,000 \$0 \$90,000 \$90,000 \$0
29	122nd/Harold signal safety	350 Mult Co. ART, Major COLL, Neigh	MULT_CO	5/2 90/50 76/20 sump	yes yes no no	no yes yes ---	5/2 90/50 76/38 sump	yes yes yes no	no yes yes yes	\$60,000 \$0 \$60,000 \$60,000 \$0
28	Stark/139th signal safety	258 Mult Co. ART, Major COLL, Neigh	MULT_CO	5/2 80/40 66/22 sump	yes yes no no	yes yes yes ---	5/3 80/50 66/38 sump	yes yes yes no	yes yes yes yes	\$40,000 \$0 \$40,000 \$40,000 \$0

\*\*\*\*\*

## MULTNOMAH COUNTY OREGON

CAPITAL IMPROVEMENT PROJECTS 1990 - 1994  
ENVIRONMENTAL SERVICES

## TRANSPORTATION DIVISION

\*\*\*\*\*

CATEGORY: SIGNAL		PRIORITY: 3	Existing			New			TOTAL COST	
PROJECT NAME		MAP NUMBER	LANES	SIGNS	LIGHTS	LANES	SIGNS	LIGHTS	ROW COST	
TOTAL	FROM	PROJECT SOURCE	ROW W	SIGNAL	STRPNG	ROW W	SIGNAL	STRPNG	CONST COST	
PTS	TO	PRIM ST CLASSIF	PVT W	SIDEWK	TRNLN	PVT W	SIDEWK	TRNLN	MULT SHARE	
		2NDY ST CLASSIF	DRAIN	BIKE	INTIMP	DRAIN	BIKE	INTIMP	FED'L SHARE	
										\$60,000
24	Glisan/192nd signal safety	260 Gresham ART, Major COLL, Neigh	5/2 80/50 66/28 storm	yes no no no	no yes yes ---	5/2 80/50 66/28 storm	yes yes yes no	yes yes yes no	\$0 \$60,000 \$60,000 \$0	
										\$90,000
24	Glisan/172nd signal safety	257 Mult Co. ART, Major COLL, Neigh	5/2 80/60 66/38 sump	yes yes no no	no yes yes ---	5/2 80/60 66/38 sump	yes yes yes no	yes yes yes yes	\$0 \$90,000 \$90,000 \$0	
										\$310,000
22	Halsey/201st signal safety	251 Mult Co. ART, Minor COLL, Neigh	2/2 90/40 20/25 ditch	yes no no no	no yes no ---	5/3 90/50 66/38 storm	yes yes yes no	yes yes yes yes	\$20,000 \$290,000 \$310,000 \$0	
										\$90,000
19	Butler/Rodlin signal safety	353 Mult Co. COLL, Neigh LOCAL	2 60/40 20/20 ditch	yes no no no	no yes no ---	2 60/50 38/32 storm	yes yes yes no	yes yes yes yes	\$20,000 \$70,000 \$90,000 \$0	
										\$80,000
9	Butler/Regner Rd signal safety	555 Grshn/MC COLL, Major COLL, Neigh	2/2 60/60 24/20 ditch	yes no no no	no yes no ---	2/2 60/60 44/38 storm	yes yes yes no	yes yes yes yes	\$0 \$80,000 \$80,000 \$0	

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## MULTNOMAH COUNTY OREGON

\*\*\*\*\*

Existing

**New**

TOTAL COST

PROJECT NAME

MAP NUMBER

LANES SIGNS LIGHTS

LANES SIGNS LIGHTS

ROW COST

TOTAL  
PTS

FROM  
TO

PROJECT SOURCE  
PRIM ST CLASSIF

PRIM JURIS  
LOCAL JUR1

ROW W SIGNAL STRPNG  
PVT W SIDEWK TRNLN

ROW W SIGNAL STRPNG  
PVT W SIDEWK TRNLN

CONST COST  
MULT SHARE

2NDY ST CLASSIF LOCAL JUR2

DRAIN BIKE INTIMP

DRAIN BIKE INTIMP

FED'L SHARE

[illegible]

1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738 2739 2740 2741 2742 2743 2744 2745 2746 2747 2748 2749 2750 2751 2752 2753 2754 2755 2756 2757 2758 2759 2760 2761 2762 2763 2764 2765 2766 2767 2768 2769 2770 2771 2772 2773 2774 2775 2776 2777 2778 2779 2780 2781 2782 2783 2784 2785 2786 2787 2788 2789 2790 2791 2792 2793 2794 2795 2796 2797 2798 2799 2800 2801 2802 2803 2804 2805 2806 2807 2808 2809 2810 2811

doi:10.1371/journal.pone.0142002.g002

5.1    2000   5.10   5.1    5.05   5.10   5.1    5.15   5.05   5.10

\$70,000

148th/Mill  
9 signal  
safety

255  
Mult Co.                      MULT\_CO  
ART, Minor  
COLL, Neigh

2/2	yes	no
80/40	yes	yes
66/24	no	yes
sump	no	---

5/3	yes	no
80/50	yes	yes
66/38	yes	yes
sump	no	yes

\$20,000  
\$50,000  
\$70,000  
\$0

\$350,000

9 Powell Valley Rd/257th  
signal  
safety

551  
Mult Co.                      MULT\_CO  
ART, Minor                  Gresham  
ART, Minor

2/2	yes	no
60/50	no	yes
24/22	no	no
ditch	no	---

5/5	yes	yes
80/80	yes	yes
66/66	yes	yes
storm	no	yes

\$60,000  
290,000  
\$350,000  
\$0

\$120,000

Butler/209th (Towle)  
9 signal  
safety

556  
Mult Co.                      MULT\_CO  
COLL, Neigh                Gresham  
COLL, Major

2/2	yes	no
60/40	no	yes
20/18	no	no
ditch	no	---

2/2	yes	yes
60/60	yes	yes
38/44	yes	yes
storm	no	yes

\$40,000  
\$80,000  
\$120,000  
\$0

\*\*\*\*\*  
\*\*\*\*\*  
Total Right-of-Way Cost:   \$160,000   Total Construction Cost:   \$1,300,000   Federal Share:           \$0   County Share:   \$1,460,000

GRAND TOTAL SIGNAL	PRIORITY 3	\$1,460,000
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\*\*\*\*\*  
\*\*\*\*\*  
Total Right-of-Way Cost:   \$960,000   Total Construction Cost:   \$4,810,000   Federal Share:       \$0   County Share:   \$5,770,000

GRAND TOTAL SIGNAL	\$5,770,000
--------------------	-------------



APPENDIX I  
CAPITAL IMPROVEMENT PLAN  
PROJECT EVALUATION FRAMEWORK

Street Hierarchy

Priority 1 Streets (Greatest Need)

1. Need reconstruction within first two years of the planning period; or,
2. Existing level of Service E or below; or,
3. A hazardous condition which results in a high accident rate (critical location); or,
4. Substantial increases of traffic anticipated within first two years of the planning period that would result in a level of Service E or below; or,
5. The construction of a new arterial or collector street project would logically extend the street system and is needed to serve an area that will develop within the first two years of the planning period; or,
6. Projects that have outside funding committed.

Priority 2 Streets (Need)

1. Need reconstruction within the 3rd through 5th years of the planning period; or,
2. A hazardous condition exist; or,
3. Substantial increases in traffic are anticipated within the 3rd through 5th years of the planning period that would result in a level of Service E or below; or,
4. The construction of a new arterial or collector street project would logically extend the street system and is needed to serve an area that will develop within the 3rd through 5th years of the planning period.

Priority 3 Streets (No Immediate Need)

1. Level of Service D or above; and
2. No reconstruction needed within the five year planning period; and
3. Low accident rate; and
4. No traffic increases are anticipated within the 5 year planning period which would result in an E or below level of service; or,
5. Meets street standards.



Appendix II  
CAPITAL IMPROVEMENT PLAN  
Project Background Data

Description of Proposed Project

Reconstruction  
Installation or upgrading of signals  
Sign upgrading  
Stripe upgrading  
Widening  
Installation turn lanes  
Intersection improvement  
New drainage facilities  
New sidewalks  
New bikeway  
New lighting  
New right-of-way width  
New paved width  
New number of lanes  
Project source (Who identified the project.)  
Estimated project cost  
Federal funding source  
Federal share of funding  
County share of funding  
Jurisdiction  
Map number

Description of Existing Road

Existing right-of-way width  
Existing paved width  
Existing number of lanes  
Existing sidewalks  
Existing bikeway  
Existing lighting  
Existing drainage

Street Classification

As designated on the County Functional Classification of Trafficways Map.

Current Daily Traffic Volume

Current traffic counts were provided by the Multnomah County Traffic Engineering Section. Estimates were used where no counts were available.

Projected Two and Five Year Traffic Volumes

The Metropolitan Service District (MSD) forecast and traffic studies were used to project traffic volumes for the program period.



### Existing Daily and Peak Hour Road Capacity

Two sources were used to determine the design capacity for street segments and intersections, Multnomah County Transportation Safety Study, 1981, and traffic studies. Where capacity information was not available, estimates were made by County staff.

### Levels of Service

Levels of service were calculated by Multnomah County staff.

### Number of Accidents

The total number of accidents for the last three year period were compiled from the ODOT Accidents Reports.

### Hazardous Location

Each project was investigated to determine if a hazardous condition existed.

### Transit Relationship

Existing and future bus routes, light rail transit routes, and street access to park-and-ride lots, were identified by Tri-Met staff.

### Land Use

Land use designations were derived from local zoning maps and Comprehensive Plan Maps.

### Bicycle/Pedestrian Facilities

The Multnomah County Framework Plan and local Comprehensive Plans were used to identify Bikeways and Pedestrian Trails.

### Reconstruction Need

The Multnomah County Pavement Management Program was used to identify road segments which would require reconstruction within the program period.

### Project Length

The length of each project (in feet) was derived from the Multnomah County Master Road List Report.

### Economic Development Relationship

Local jurisdictions and Multnomah County Planning staff determined the scale of development anticipated for large vacant parcels within their jurisdiction. Parcels were classified using the following typology:

- Regional Scale Industrial
- Large Industrial Areas (100 acres and above)
- Other Industrial
- Regional Retail Centers (Portland CBD, Lloyd Center, Mall 205)
- Major Retail Center (Dept. of Commerce definition)
- Clustered Commercial (as noted by Land Use designation)
- Regional Community Service (Major hospitals, community  
& Office colleges, large scale government  
facilities)
- Major Community Service (Hospitals, community college  
& Office branches medium scale government  
facilities)

### Outside Funding Potential

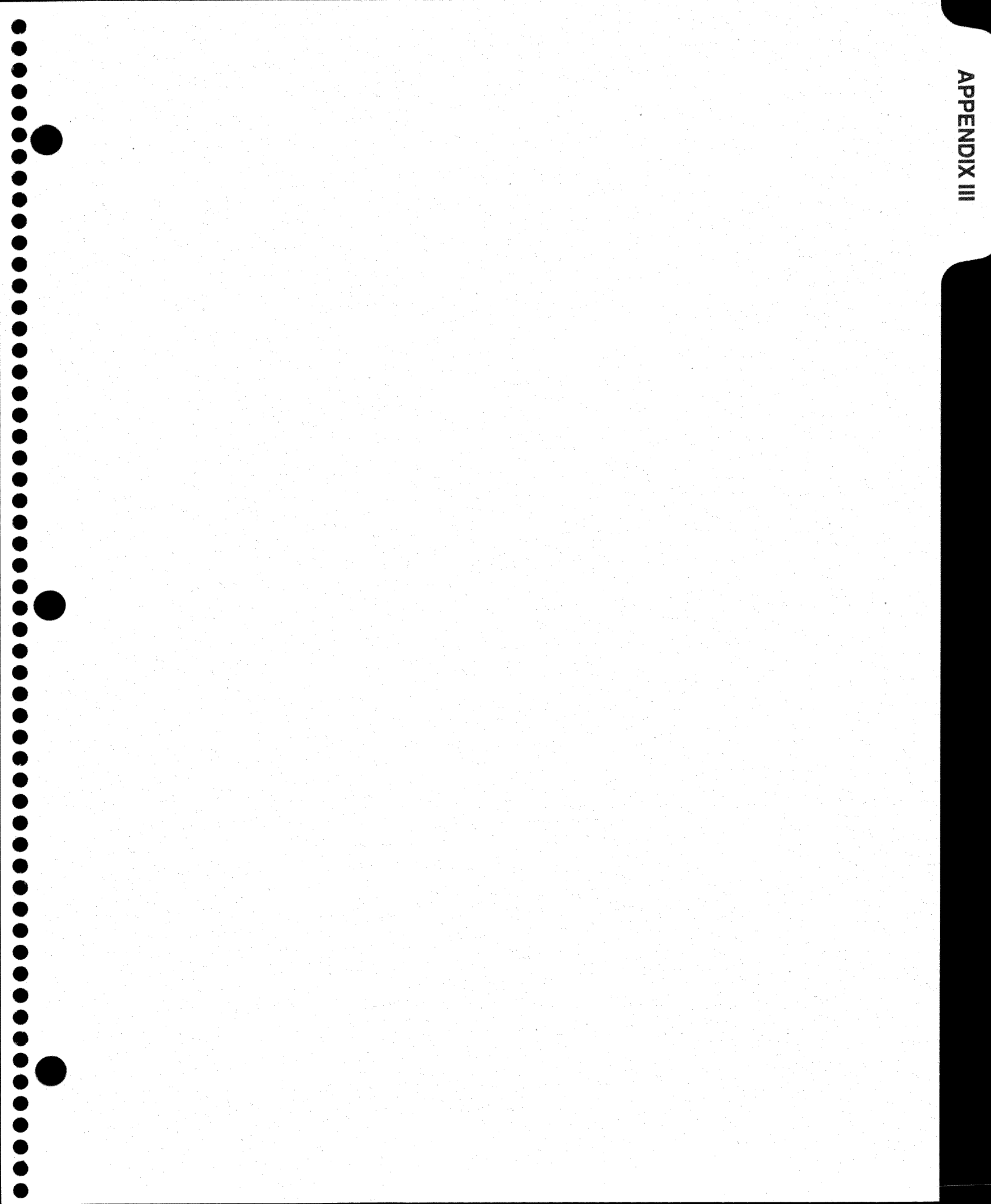
Projects listed in the ODOT Six Year Program and/or the Metropolitan Service District TIP were identified as having outside funding potential.

### Environmental Impact

Projects which would require additional right-of-way, noise walls, and/or demolition were identified by Multnomah County Transportation Division Staff.

### Community Support

Projects listed in Local Comprehensive Plans, the Regional Transportation Plan or Community Plans were identified by Multnomah County and local jurisdiction planning staffs. Written requests were submitted by some neighborhood groups and associations.



APPENDIX III  
CAPITAL IMPROVEMENT PLAN  
SCHEDULE OF POINT ASSIGNMENTS

Base Point Assignment

Street <u>Priority</u>	Arterial/ <u>Transit Corridor</u>	Collector/ <u>Scenic Route</u>	<u>Local</u>
1	400	300	200
2	300	200	100
3	Ø	Ø	Ø

Bonus Point Assignment

Transit

*Bus Route	10
*Future Bus Route	5
*Park & Ride	10
*LRT	10
*Future LRT	5

Designated

Land Use

*Light Mfg	8
*Heavy Mfg	8
*Reg Com	10
*Central Com	10
*Other Com	5
*Reg Com Serv	10
*Other Com Serv	4
*High Density Res	5
*Other Residential	2

Economic Development

*Reg. Scale Ind.	10
*Large Ind. Area (100 Ac+)	7
*Other Ind.	5
*Reg. Retail	10
*Maj. Retail	7
*Clustered Com.	5
*Reg. Com. Serv. & Office	10
*Maj. Com. Serv.	3

Outside Funding

Committed	10
Potential	5

Envir Impact

Right-of-Way Acquisition

'Build	-15
'Land	-10
Noise Problem	-10

Community Support

Plan	10
Written Supt	5

Bicycle Relate	5
----------------	---

Street Importance	1-10
-------------------	------

Land Use

Street Length

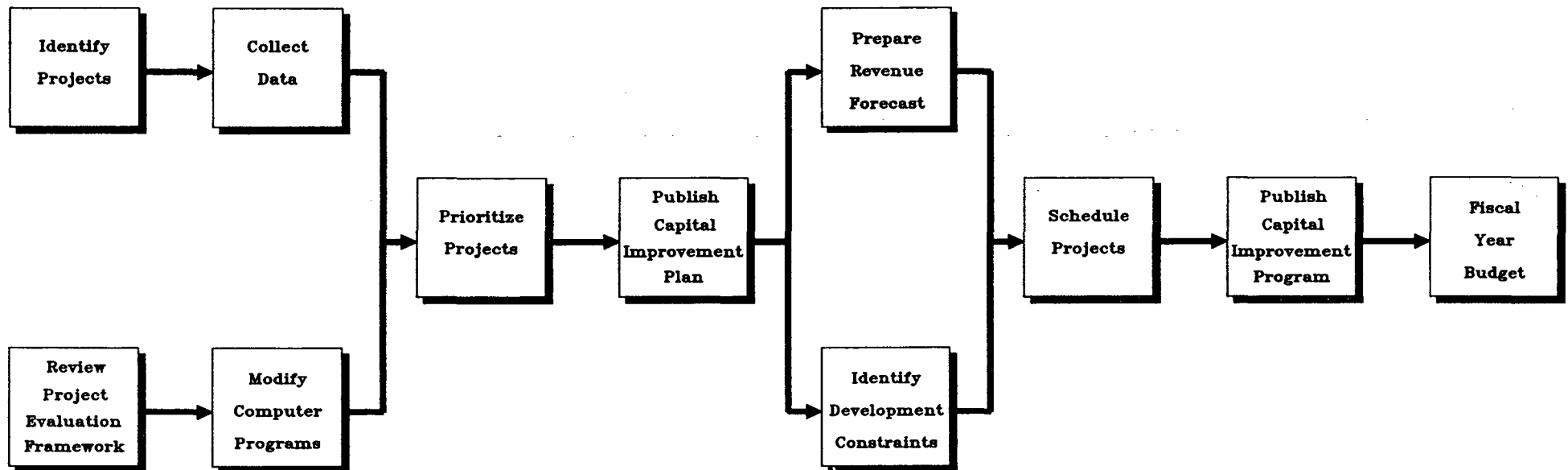
	<u>500</u>	<u>1000</u>	<u>2000</u>	<u>3000</u>	<u>4000</u>	<u>4001+</u>
Reg/Cent. Commercial	5	6	7	8	9	10
Community Service	4	5	6	7	8	9
Other Commercial	3	4	5	6	7	8
Residential	2	3	4	5	6	7
Manufacturing	1	2	3	4	5	6



APPENDIX IV  
CAPITAL IMPROVEMENT PLAN  
CIP PROCESS (FULL)

# CAPITAL IMPROVEMENT PLAN

## *Flow Chart*





FEB 16

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-11

REQUEST FOR PLACEMENT ON THE AGENDA

SUBJECT: Private Sale

Informal Only\* \_\_\_\_\_ Formal Only \_\_\_\_\_

DEPARTMENT Environmental Services DIVISION Tax Title

CONTACT Larry Baxter TELEPHONE 248-3590

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Larry Baxter

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

1. Request consideration of bids for purchase of tax foreclosed property by private sale as provided by ORS 275.200. Acquired in June of 1978, this property is a small rectangular parcel of unimproved elevated land located on a hillside adjacent to NW Germantown Rd. It contains approximately 3,000 square feet. The market value is \$600.00.

Legal description is GLEN HARBOR- EXC PT IN ST, LOT 2, BLOCK 7. X 90-27

Request hearing date to be March 1, 1990 at 9:30 AM, Room 602

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 5 minutes

IMPACT:

PERSONNEL

☒ FISCAL/BUDGETARY

☒ General Fund

Other Tax Title

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: \_\_\_\_\_

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.

BOARD OF  
COUNTY COMMISSIONERS  
1990 FEB 20 PM 3:19  
MULTI-NOMIN COUNTY  
OREGON

In the Matter of Contract 15534 for )  
the Sale of Certain Real Property to )

RODGER EVENSON

It further appearing that the said bidder has tendered the down payment due and that a contract containing the terms and conditions of said sale should be entered into by Multnomah County;

GLEN HARBOR  
EXC PT IN ST, LOT 2, BLOCK 7

Dated at Portland, Oregon this 18th day of April, 1990.

(SEAL)

Gladys McCoy  
Multnomah County Chair

By Paul G Mackey  
Journal Not of Board Record

Not of Board Record

April 19 1000

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)

Meeting Date MAR 01 1990

Agenda No. R-12

REQUEST FOR PLACEMENT ON THE AGENDA

SUBJECT: Private Sale

Informal Only\* \_\_\_\_\_

Formal Only \_\_\_\_\_

DEPARTMENT Environmental Services

DIVISION Tax Title

CONTACT Larry Baxter

TELEPHONE 248-3590

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Larry Baxter

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

1. Request consideration of bids for purchase of tax foreclosed property by private sale as provided by ORS 275.200. Acquired in June of 1971, this property is a rectangular parcel of unimproved elevated land located on a hillside adjacent to NW Germantown Rd. It contains approximately 4,700 square feet. The market value is \$1,400.00

Legal description is GLEN HARBOR- EXC PT IN ST, LOT 4, BLOCK 7. # 90-28

Request hearing date to be March 1, 1990 at 9:30 AM, Room 602

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 5 minutes

IMPACT:

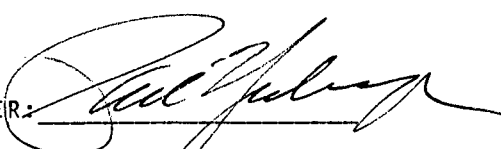
PERSONNEL

☒ FISCAL/BUDGETARY

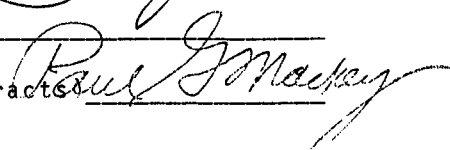
☒ General Fund

Other Tax Title

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: 

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.

1990 FEB 20 PM 3:20  
MULTI-COUNTY  
OREGON  
AND OF  
COUNTY CLERK

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Contract 15535 for     )  
the Sale of Certain Real Property to     )  
   )     ORDER 90-28  
RODGER EVENSON                             )

It appearing that heretofore Multnomah County acquired the real property hereinafter described through the foreclosure of liens for delinquent taxes, and thereafter, after due notice and advertisement as by law provided, offered said property at a private sale, and did receive from RODGER EVENSON a bid for the sum of \$700.00, which said sum was the highest and best bid for said property; said bidder offering to pay \$140.00 in cash, the remainder to be paid under written agreement in equal monthly installments of \$18.57 per month including interest at the rate of 10 percent per annum, and that at a public meeting held at 9:30 AM, MARCH 1, 1990, Agenda #R12, the Board of County Commissioners accepted the bid;

It further appearing that the said bidder has tendered the down payment due and that a contract containing the terms and conditions of said sale should be entered into by Multnomah County;

NOW, THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners enter into a contract with RODGER EVENSON for the sale of the following described real property situated in the County of Multnomah, State of Oregon:

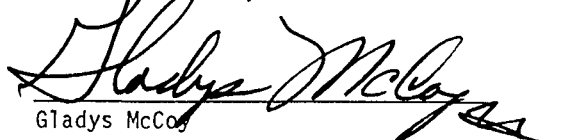
GLEN HARBOR  
EXC PT IN ST, LOT 4, BLOCK 7

for the sum of \$700.00, payable as follows: \$140.00 in cash upon the execution of this agreement, and the balance in equal monthly installments of \$18.57 each over a term of 36 months. Payments to include interest at the rate of 10 per cent per annum on the entire unpaid balance of the purchase price accrued at the time of payment of each installment. Each payment to be first applied to interest to the date of payment, the balance to principal. Said contract to contain provisions requiring the purchaser to pay before delinquency all taxes thereafter assessed against said real property and to discharge before delinquency all municipal assessments and liens assessed thereon.

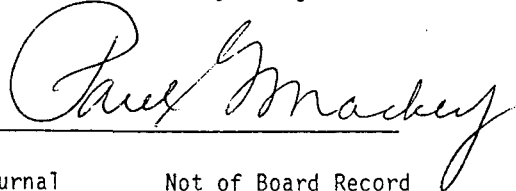
Dated at Portland, Oregon this 18th day of April, 1990.

(SEAL)

BOARD OF COUNTY COMMISSIONERS  
MULTNOMAH COUNTY, OREGON

  
Gladys McCoy  
Multnomah County Chair

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

By   
Journal     Not of Board Record

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date MAR 0 1 1990  
Agenda No. R-13

REQUEST FOR PLACEMENT ON THE AGENDA

SUBJECT: Private Sale

Informal Only\* \_\_\_\_\_ Formal Only \_\_\_\_\_

DEPARTMENT Environmental Services DIVISION Tax Title

CONTACT Larry Baxter TELEPHONE 248-3590

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Larry Baxter

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

1. Request consideration of bids for purchase of tax foreclosed property by private sale as provided by ORS 275.200. Acquired in June of 1971, this property is a rectangular parcel of unimproved elevated land located on a hillside adjacent to NW Germantown Rd. It contains approximately 8,800 square feet. The market value is \$2,800.00

Legal description is GLEN HARBOR- EXC PT IN ST, LOT 5, BLOCK 7. *# 00-29*

Request hearing date to be March 1, 1990 at 9:30 AM, Room 602

[ ] INFORMATION ONLY [ ] PRELIMINARY APPROVAL [ ] POLICY DIRECTION [X] APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 5 minutes

IMPACT:

PERSONNEL

[X] FISCAL/BUDGETARY

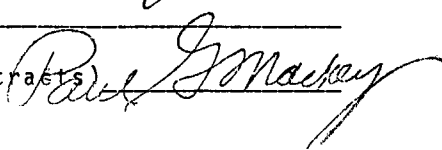
[X] General Fund

Other Tax Title

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: 

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.

CLERK OF  
COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
1990 FEB 20 PM 3:20

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Contract 15536 for     )  
the Sale of Certain Real Property to     )  
   )     ORDER 90-29  
RODGER EVENSON                             )

It appearing that heretofore Multnomah County acquired the real property hereinafter described through the foreclosure of liens for delinquent taxes, and thereafter, after due notice and advertisement as by law provided, offered said property at a private sale, and did receive from RODGER EVENSON a bid for the sum of \$1,400.00, which said sum was the highest and best bid for said property; said bidder offering to pay \$280.00 in cash, the remainder to be paid under written agreement in equal monthly installments of \$36.31 per month including interest at the rate of 10 percent per annum. and that at a public meeting held at 9:30 AM, MARCH 1, 1990, Agenda #R13, the Board of County Commissioners accepted the bid;

It further appearing that the said bidder has tendered the down payment due and that a contract containing the terms and conditions of said sale should be entered into by Multnomah County;

NOW, THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners enter into a contract with RODGER EVENSON for the sale of the following described real property situated in the County of Multnomah, State of Oregon:

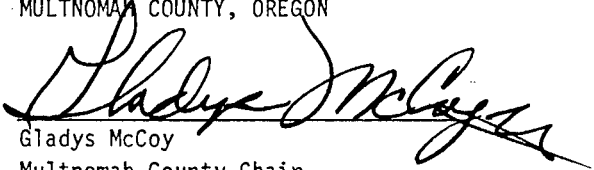
GLEN HARBOR  
EXC PT IN ST, LOT 5, BLOCK 7

for the sum of \$1,400.00, payable as follows: \$280.00 in cash upon the execution of this agreement, and the balance in equal monthly installments of \$36.31 each over a term of 36 months. Payments to include interest at the rate of 10 per cent per annum on the entire unpaid balance of the purchase price accrued at the time of payment of each installment. Each payment to be first applied to interest to the date of payment, the balance to principal. Said contract to contain provisions requiring the purchaser to pay before delinquency all taxes thereafter assessed against said real property and to discharge before delinquency all municipal assessments and liens assessed thereon.

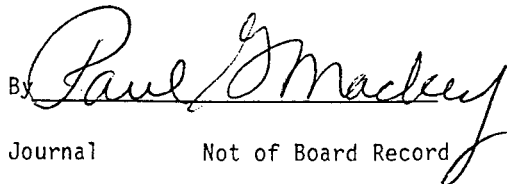
Dated at Portland, Oregon this 18th day of April, 1990.

(SEAL)

BOARD OF COUNTY COMMISSIONERS  
MULTNOMAH COUNTY, OREGON

  
Gladys McCoy  
Multnomah County Chair

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

By   
Journal            Not of Board Record

Page

April 18 1990

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-14

SUBJECT: Private Sale

CONTACT Larry Baxter TELEPHONE 248-3590

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

Legal description is GLEN HARBOR- INC PT IN ST WLY OF & ADJ LOTS 1 & 2,  
BLOCK 8.

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

**IMPACT:**

## PERSONNEL

[X] FISCAL/BUDGETARY

[X] General Fund

Other	Tax Title

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER

BUDGET/PERSONNEL:

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts)

OTHER W. M. G. G. G.  
(Purchasing, Facilities Management, etc.)

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

CLAY COUNTY COMMISSIONERS  
CLAY COUNTY, OREGON  
1980 FEB 20 PM 3:20

In the Matter of Contract 15537 for       )  
the Sale of Certain Real Property to     )  
  )       ORDER 90-30  
RODGER EVENSON                               )

A      •      7      1      0      1      0      0      0



DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-15 & R-16

REQUEST FOR PLACEMENT ON THE AGENDA

SUBJECT: INTERGOVERNMENTAL AGREEMENT FOR FORECLOSURE SALES

Informal Only\* \_\_\_\_\_ Formal Only \_\_\_\_\_

DEPARTMENT Environmental Services DIVISION Tax Title

CONTACT Larry Baxter TELEPHONE 248-3590

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Larry Baxter

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

1. Request approval of an intergovernmental agreement between Multnomah County and the City of Portland for the sale of properties which have been deeded to the County through tax foreclosure on which there are special City special assessments.
2. Separate marketing of these properties by the County and City is a duplication of effort, is confusing to buyers, and results in reduced revenues to both jurisdictions.
3. ORS 190.003 through 190.010 authorizes the County and the City to enter into agreements which will further economy and efficiency of local governments and ORS 312.170(3) authorizes agreements to facilitate foreclosure sales for the collection of delinquent property taxes and municipal liens.

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 5 minutes

IMPACT: original agree- R-15 90-31  
PERSONNEL ment & copy of order sent to Larry Baxter 3/7/90

☒ FISCAL/BUDGETARY copies to Dan Vizzini 131/202 3/7/90

☒ General Fund EXECUTED contract approval form  
Other Tax Title Returned to Larry Baxter 3/14/90

SIGNATURES:

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

BUDGET/PERSONNEL: [Signature]

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) [Signature]

OTHER N.L. Holub  
(Purchasing, Facilities Management, etc.)

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

**CONTRACT APPROVAL FORM**

(See Administrative Procedure #2106)

MULTNOMAH COUNTY OREGON

Contract # 20191-1Amendment #       

<b>CLASS I</b> <input type="checkbox"/> Professional Services under \$10,000	<b>CLASS II</b> <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	<b>CLASS III</b> <input checked="" type="checkbox"/> Intergovernmental Agreement  R-15      March 1, 1990
---	---	--

Contact Person Larry Baxter Phone 248-3590 Date March 1, 1990Department Environmental Services Division Facilities Bldg/Room Ford/3rd FloorDescription of Contract Agreement with City of Portland for Foreclosure Sales

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

ORS/AR # \_\_\_\_\_ Contractor is ☐ MBE ☐ WBE ☐ QRFContractor Name Auditor, City of PortlandMailing Address 1220 SW 5thPortland, OR 97204Phone 248-4090

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

Effective Date March 1, 1990Termination Date IndefiniteOriginal Contract Amount \$ 10% of Sales

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

Total Amount of Agreement \$ 10% of Sales**REQUIRED SIGNATURES:**Department Manager [Signature]Purchasing Director  
(Class II Contracts Only) [Signature]County Counsel [Signature]County Chair/Sheriff [Signature]**Payment Term**☐ Lump Sum \$ \_\_\_\_\_☐ Monthly \$ \_\_\_\_\_☒ Other \$ Semi-Annual contingent on sales☐ Requirements contract - Requisition required.

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

☐ Requirements Not to Exceed \$ N/A

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

BOARD OF  
 COUNTY COMMISSIONERS  
 1990 MAR 19 PM 2:48  
 MULTNOMAH COUNTY  
 OREGON

### 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.

MAR 2 1990

INTERGOVERNMENTAL AGREEMENT  
FORECLOSURE SALES FOR COLLECTION OF CITY AND COUNTY LIENS

## A. Parties:

This agreement is made by and between Multnomah County (County), a political subdivision of the State of Oregon, and the City of Portland (City), a municipal corporation.

## B. Effective Date:

This agreement is made on this 2<sup>nd</sup> day of March, 1990 and shall take effect upon signing.

## C. Findings:

1. The County acquires real property through foreclosure of liens for delinquent taxes. The City has recorded special assessment liens on a significant portion of County tax foreclosed real property. If the County forecloses upon and sells property for collection of outstanding taxes due, this action extinguishes all City liens.
2. The County is authorized to sell and manage tax foreclosed property pursuant to ORS 275.090 through 275.275. The City is authorized to foreclose and sell property for the collection of assessment liens pursuant to ORS 223.505 through 223.575.
3. The County and the City have experienced difficulties in marketing and selling properties that have combined County and City liens. Independent County and City marketing activities represent an expensive duplication of effort, are confusing to potential purchasers, and may reduce the final purchase price received by the County or the City.
4. ORS 190.003 through 190.010 authorizes the County and City to enter into agreements that further the economy and efficiency of local government. ORS 312.170(3) specifically authorizes the County to enter into agreements with the City to facilitate foreclosure sales for the collection of delinquent property taxes and municipal liens.

## EXHIBIT A

### INTERGOVERNMENTAL AGREEMENT FORECLOSURE SALES FOR COLLECTION OF CITY AND COUNTY LIENS

#### D. Agreements and Understandings:

1. County Shall Notify the City of Pending County Sheriff's Sale

The County shall notify the City of a pending County Sheriff's Sale at least 90 calendar days prior to the sale notice required by ORS 275.120. The County shall provide a detailed list of tax foreclosed property. The listing shall include legal descriptions, site addresses, tax account numbers, market values, a detailed accounting of delinquent taxes, accrued interest and costs, and proposed minimum sale prices.

2. City May Purchase Tax Foreclosed Property from the County Prior to the Sheriff's Sale

The City shall notify the County at least one week prior to the Sheriff's Sale of any tax-foreclosed property that it intends to purchase prior to the Sale. The purchase price of each parcel shall include delinquent taxes, accrued interest on those taxes, and costs of sale to the date of the purchase. Costs shall include direct expenditures necessary for the inventory of the property, maintenance required prior to sale, and advertising for the sale. Costs shall not include administrative overhead, full-time personnel costs, or any other general expenditures.

3. Removal of Property from the Sale List by the Property Owner

If the former property owner exercises rights under ORS 275.180 to remove property from the Sale List prior to the Sheriff's Sale, the County will also require that the property owner pay off delinquent City liens in full including: interest, penalties, and costs. City costs include any rebilling fees, costs of special notices and collection efforts made to date, and any legal or other professional fees. City costs shall not include administrative overhead, full-time personnel costs, or any other general expenditures. If the former property owner pays the City Liens, interest, penalties, and costs, the City shall extinguish its liens to provide clear title.

4. Sheriff's Sale and Purchase of Property by the City After the Sale

The County shall sell tax foreclosed property not purchased by the City or the former owner prior to the Sale under applicable State statutes. The City will not purchase property after the sale except in situations where the City deems it necessary to carry out its fiduciary duty to its bondholders or taxpayers. The City shall extinguish outstanding City liens on property sold at the Sheriff's Sale as provided in State law.

\* Agreement with Multnomah County on foreclosure sales to collect delinquent liens.  
(Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. On December 30, 1942, the City of Portland and Multnomah County entered into an interagency agreement to consolidate foreclosure sales of properties to collect delinquent City and County liens. The agreement provided for a pro-rated distribution of proceeds from property sales conducted by the County Sheriff.
2. On March 2, 1989, Multnomah County cancelled the 1942 agreement citing a County Counsel opinion that the agreement was limited to properties delinquent and subject to foreclosure in 1942.
3. The City and County have experienced difficulties in marketing and selling properties that have combined City and County liens. Independent marketing activities represent an expensive duplication of effort, are confusing to potential purchasers, and may reduce the final purchase price received by the City or the County.
4. ORS 312.170(3) authorizes agreements between Cities and Counties to facilitate foreclosure sales for the collection of delinquent property taxes and municipal liens.
5. On February 1, 1990, the Committee on Delinquent Assessments reviewed and approved the intergovernmental agreement as presented to Council. The Committee endorses the agreement as essential to carrying out the City's fiduciary responsibility to taxpayers and bondholders.

NOW, THEREFORE, the Council directs:

- a. The Mayor and Auditor are hereby authorized to execute an Intergovernmental Agreement, attached hereto as Exhibit A, with Multnomah County regarding foreclosure sales to collect delinquent City and County liens.

Section 2. The Council declares that an emergency exists in order for the City to benefit from the next County Sheriff's sale; therefore, this Ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council, **FEB 07 1990**

Barbara Clark, City Auditor  
Dan Vizzini  
February 2, 1990  
taxord.dgv

**BARBARA CLARK**  
Auditor of the City of Portland  
By: *Mae Flanagan*  
Deputy

## EXHIBIT A

### INTERGOVERNMENTAL AGREEMENT FORECLOSURE SALES FOR COLLECTION OF CITY AND COUNTY LIENS

#### 5. County Distributes Sheriff Sale Proceeds

The County shall distribute proceeds of the sale of tax foreclosed property as follows:

- a. First to the County in an amount equal to the costs of quieting title, maintaining property, preparing property for sale and conducting the Sheriff's sale. Costs shall include direct expenditures necessary for the inventory of the property, maintenance required prior to sale, and advertising for the sale. Costs shall also include direct costs for conducting the sale, including bid opening, verification of bids, and recording of sale and deed transfer. Costs shall not include administrative overhead, full-time personnel costs, or any other general expenditures.
- b. Second to the County in an amount equal to taxes and interest accrued through the date the property is deeded to the County by the Tax Collector.
- c. Any remainder to the City to be applied to the delinquent liens, accrued interest, penalties and City costs (as defined in Section D. 3.). The City share shall be paid in full at the time of the distribution of sale proceeds regardless of the method of payment agreed to between the County and the purchaser.

#### 6. City Payment of County Administrative Costs

The City will reimburse the County semi-annually for administrative costs associated with the management of foreclosed property and Sheriff's Sales not recovered from sale proceeds. The reimbursement will be based upon the City's pro-rata share of sale proceeds, but not to exceed 10% of the City's share of the sale proceeds. The administrative costs to be reimbursed include the cost of two positions as authorized in the County's FY 89-90 budget, any future salary adjustments for those two positions, and associated materials and services. Administrative costs do not include any pass through of sale proceeds to any jurisdiction, or any extraordinary, one time expenditures.

#### 7. Work in Progress

The County and the City recognize that the County is currently preparing for a Sheriff's Sale to be conducted in February 1990. Both parties agree that notification requirements for that sale will be adjusted to allow the sale to proceed in a timely manner. Proceeds from the sale will be distributed according to this agreement.

EXHIBIT A

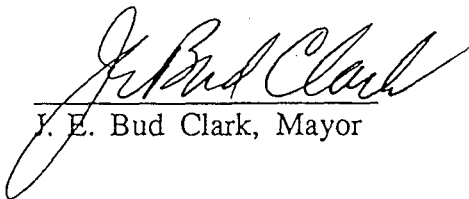
INTERGOVERNMENTAL AGREEMENT  
FORECLOSURE SALES FOR COLLECTION OF CITY AND COUNTY LIENS

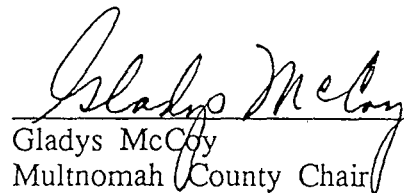
E. Termination:

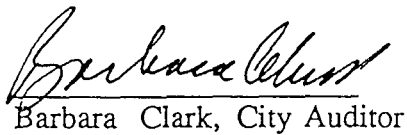
This agreement may be terminated by either the City or the County upon ninety (90) days written notice. In the event of termination of this agreement all sales and transactions shall be completed and distributions of proceeds made under terms of this agreement.

CITY OF PORTLAND

BOARD OF COUNTY  
COMMISSIONERS  
MULTNOMAH COUNTY,  
OREGON

  
J. E. Bud Clark, Mayor

  
Gladys McCoy  
Multnomah County Chair

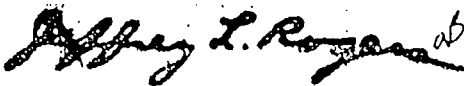
  
Barbara Clark, City Auditor

(Seal)

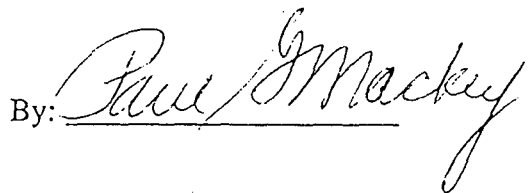
APPROVED AS TO FORM:  
Jeffrey L. Rogers, City Attorney

REVIEWED:  
Laurence Kressel, County Counsel

**APPROVED AS TO FORM**



By: CITY ATTORNEY

By: 



**CONTRACT APPROVAL FORM**

(See Administrative Procedure #2106)

MULTNOMAH COUNTY OREGON

Contract # 30181-0

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

<b>CLASS I</b> <input type="checkbox"/> Professional Services under \$10,000	<b>CLASS II</b> <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	<b>CLASS III</b> <input checked="" type="checkbox"/> Intergovernmental Agreement <div style="text-align: center;"><b>RATIFIED</b></div> <div style="text-align: center;"><b>Multnomah County Board of Commissioners</b></div> <div style="text-align: center;">R-15    <u>March 1, 1990</u></div>
---	---	---

Contact Person Larry Baxter Phone 248-3590 Date March 1, 1990Department Environmental Services Division Facilities Bldg/Room Ford/3rd FloorDescription of Contract Agreement with City of Portland for Foreclosure Sales

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

ORS/AR # \_\_\_\_\_ Contractor is ☐ MBE ☐ WBE ☐ QRFContractor Name Auditor, City of PortlandMailing Address 1220 SW 5thPortland, OR 97204Phone 248-4090

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

Effective Date March 1, 1990Termination Date IndefiniteOriginal Contract Amount \$ 10% of Sales

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

Total Amount of Agreement \$ 10% of Sales**Payment Term**☐ Lump Sum \$ \_\_\_\_\_☐ Monthly \$ \_\_\_\_\_☒ Other \$ Semi-Annual contingent on sales☐ Requirements contract - Requisition required.

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

☐ Requirements Not to Exceed \$ N/A**REQUIRED SIGNATURES:**Department Manager [Signature] Date 3-5-90Purchasing Director  
(Class II Contracts Only) [Signature] Date \_\_\_\_\_County Counsel [Signature] Date 5/7/90County Chair/Sheriff [Signature] Date 3/14/90

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

INTERGOVERNMENTAL AGREEMENT  
FORECLOSURE SALES FOR COLLECTION OF CITY AND COUNTY LIENS

A. Parties:

This agreement is made by and between Multnomah County (County), a political subdivision of the State of Oregon, and the City of Portland (City), a municipal corporation.

B. Effective Date:

This agreement is made on this       day of February, 1990 and shall take effect upon signing.

C. Findings:

1. The county acquires real property through foreclosure of liens for delinquent taxes. The City has recorded special assessment liens on a significant portion of County tax foreclosed property. If the County forecloses upon and sells property for collection of outstanding taxes due, this action extinguishes all City liens.
2. The County is authorized to sell and manage tax foreclosed property pursuant to ORS 275.090 through 275.275. The City is authorized to foreclose and sell property for the collection of assessment liens pursuant to ORS 223.505 through 223.575.
3. The County and the City have experienced difficulties in marketing and selling properties that have combined County and City liens. Independent County and City marketing activities represent an expensive duplication of effort, are confusing to potential purchasers, and may reduce the final purchase price received by the the County or the City.
4. ORS 190.003 through 190.010 authorizes the County and City to enter into agreements that further economy and efficiency of local governments. ORS 312.170(3) specifically authorizes the County to enter into agreements with the City to facilitate foreclosure sales for the collection of delinquent property taxes and municipal liens.

INTERGOVERNMENTAL AGREEMENT  
FORECLOSURE SALES FOR COLLECTION OF CITY AND COUNTY LIENS

D. Agreements and Understandings:

1. County Shall Notify the City of Pending County Sheriff's Sale

The County shall notify the City of a pending County Sheriff's Sale at least 90 days calendar days prior to the sale notice required by ORS 275.120. The County shall provide a detailed list of tax foreclosed property. The listing shall include legal descriptions, site addresses, tax account numbers, market values, a detailed accounting of delinquent taxes, accrued interest and costs, and proposed minimum sale prices.

2. City May Purchase Tax Foreclosed Property from the County Prior to the Sheriff's Sale

The City shall notify the County at least one week prior to the Sheriff's Sale of any tax-foreclosed property that it intends to purchase prior to the Sale. The purchase price of each parcel shall include delinquent taxes, accrued interest on those taxes, and costs of sale to the date of the purchase. Costs shall include direct expenditures necessary for the inventory of the property, maintenance required prior to sale, and advertising for the sale. Costs shall not include administrative overhead, full-time personnel costs or any other general expenditures.

3. Removal of Property from the Sale List by the Property Owner

If the former property owner exercises rights under ORS 275.180 to remove property from the Sale List prior to the Sheriff's Sale, the County will also require that the property owner pay off delinquent City liens in full including: interest, penalties, and costs. City costs include any rebilling fees, costs of special notices and collection efforts made to date, and any legal or other professional fees. City costs shall not include administrative overhead, full-time personnel costs, or any other general expenditures. If the former property owner pays the City Liens, interest, penalties, and costs, the City shall extinguish its liens to provide clear title.

4. Sheriff's Sale and Purchase of Property by the City After the Sale

The County shall sell tax foreclosed property not purchased by the City or the former owner prior to the Sale under applicable State statutes. The City will not purchase property after the sale except in situations where the City deems it necessary to carry out its fiduciary duty to its bondholders or taxpayers. The City shall extinguish outstanding City liens on property sold at the Sheriff's Sale as provided in State law.

INTERGOVERNMENTAL AGREEMENT  
FORECLOSURE SALES FOR COLLECTION OF CITY AND COUNTY LIENS

5. County Distributes Sheriff Sale Proceeds

The County shall distribute proceeds of the sale of tax foreclosed property as follows:

- a. First to the County in an amount equal to the costs of quieting title, maintaining property for sale and conducting the Sheriff's sale. Costs shall include direct expenditures necessary for the inventory of the property, maintenance required prior to sale, and advertising for the sale. Costs shall also include direct costs for conducting the sale, including bid opening, verification of bids, and recording of sale and deed transfer. Costs shall not include administrative overhead, full time personnel costs, or any other general expenditures.
- b. Second to the County in an amount equal to taxes and interest accrued through the date the property is deeded to the County by the Tax Collector.
- c. Any remainder to the City to be applied to the delinquent liens, accrued interest, penalties and City costs (as defined in Section D. 3.). The City shall be paid in full at the time of the distribution of sale proceeds regardless of the method of payment agreed to between the County and the purchaser.

6. City Payment of County Administrative Costs

The City will reimburse the County semi-annually for administrative costs associated with the management of foreclosed property and Sheriff Sales not recovered from sale proceeds. The reimbursement will be based upon the City's pro-rata share of sale proceeds, but not to exceed 10% of the City's share of the sale proceeds. The administrative costs to be reimbursed include the cost of two positions as authorized in the County's FY 89-90 budget, any future salary adjustments for those two positions, and associated materials and services. Administrative costs do not include any pass through of sale proceeds to any jurisdiction, or any extraordinary, one time expenditures.

7. Work in Progress

The County and the City recognize that the County is currently preparing for a Sheriff's Sale to be conducted in January or February 1990. Both parties agree that notification requirements for that sale will be adjusted to allow the sale to proceed in a timely manner. Proceeds for the sale will be distributed according to this agreement.

INTERGOVERNMENTAL AGREEMENT  
FORECLOSURE SALES FOR COLLECTION OF CITY AND COUNTY LIENS

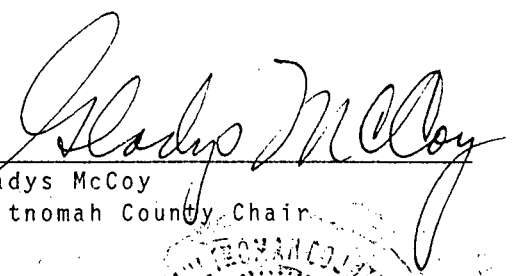
E. Termination:

This agreement may be terminated by either the City or the County upon ninety (90) days written notice. In the event of termination of this agreement all sales and transactions shall be completed and distributions of proceeds made under terms of this agreement.

CITY OF PORTLAND

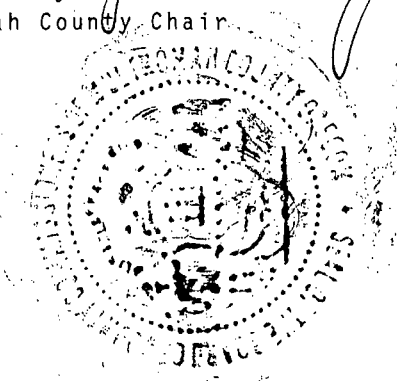
BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

\_\_\_\_\_  
J. E. Bud Clark, Mayor

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

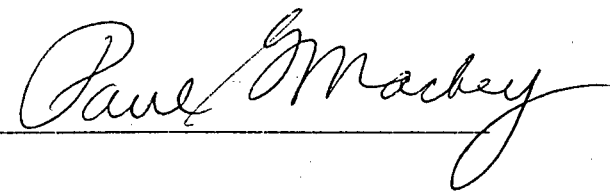
\_\_\_\_\_  
Barbara Clark, City Auditor

(Seal)



APPROVED AS TO FORM:  
Jeffrey L. Rogers, City Attorney

REVIEWED:  
Laurence Kressel, County Counsel

  
\_\_\_\_\_

**RATIFIED**  
**Multnomah County Board**  
**of Commissioners**  
March 1, 1990

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the Matter of an Intergovernmental )  
Agreement Between the City of Portland ) ORDER  
and Multnomah County for Foreclosure Sales )  
for Collection of City and County Liens ) #90-31

The above entitled matter is before the Board; and it appearing that the Multnomah County acquires real property through foreclosures of liens for delinquent taxes on which the City of Portland has recorded special assessment liens and that ORS 190.003 through 190.010 authorizes the County and the City to enter into agreements that further economy and efficiency of local governments and ORS 312.170(3) authorizes the County to enter into agreements with the City to facilitate foreclosure sales for the collection of delinquent property taxes and municipal liens; and

It further appearing that an agreement between Multnomah County and the City of Portland which provides for sale by the County of properties on which the are City special assessments will further economy and efficiency of local governments and is in the best interest of the County;

NOW, THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners enter into an agreement with the City of Portland for the sale of property acquired by tax foreclosure on which there are recorded City special assessments.

Dated at Portland, Oregon this 1st day of March, 1990.



BOARD OF COUNTY COMMISSIONERS  
MULTNOMAH COUNTY, OREGON

*Gladys McCoy*  
Gladys McCoy  
Multnomah County Chair

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

By *Paul G. Mackey*  
Journal

Page

Entered 3/1/90

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-17

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Various Streets

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

Formal Only \_\_\_\_\_  
(Date)

DEPARTMENT Environmental Services

DIVISION Transportation

CONTACT Dick Howard

TELEPHONE Ext. 3599

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Dick Howard

BRIEF SUMMARY

This is an order authorizing the Chair of the Board of Commissioners to execute deed for Multnomah County owned property to the public for road purposes.

3/17/90 Original order # AO-32  
sent to Dick

original deed & copy of order sent to  
Dick Howard 3/17/90

ACTION REQUESTED:

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 5 minutes

IMPACT:

☐ PERSONNEL

☐ FISCAL/BUDGETARY

☐ General Fund

Other N.A.

SIGNATURES:

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

BUDGET/PERSONNEL 1

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) [Signature]

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

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

3706V

CLERK OF  
COUNTY COMMISSIONERS  
1990 FEB 20 PM 3:21  
MULTNOMAH COUNTY  
OREGON



# MULTNOMAH COUNTY OREGON

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

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

February 6, 1990

Board of County Commissioners  
606 Courthouse  
Portland, Oregon 97204

RE: Order Authorizing Deed for Road Purposes

Dear Commissioners:

Certain parcels of real property now owned by Multnomah County are necessary for road purposes.

Therefore, we recommend that the Chair be authorized to execute a deed for road purposes.

Very truly yours,



PAUL YARBOROUGH  
Director  
Dept. of Environmental Services

PY/RTH/js

1490W



BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

In the Matter of the Execution  
of a Deed from Multnomah County,  
a Political Subdivision of the  
State of Oregon, for Certain Real  
Property for Dedicated Street  
Purposes.

)  
)  
)  
)  
)  
)

ORDER #90-32  
AUTHORIZING EXECUTION OF DEED  
FOR DEDICATED STREET PURPOSES

Various Streets  
Item No. 90-24

The above entitled matter is before the Board to consider the execution of a Deed of Dedication conveying certain real property to the use of the public for road purposes; and

It appearing to the Board at this time that Multnomah County does not desire to utilize said property for the establishment of a county road, but that the premises are suitable as a dedicated street; and

It further appearing that it would be to the best interest of Multnomah County to execute said deed conveying certain real property to the public for dedicated street purposes; and that the Director of the Department of Environmental Services has recommended that said deed be execute.

NOW, THEREFORE, IT IS HEREBY ORDERED, that the Chair of the Board of County Commissioners of Multnomah County, Oregon, be authorized to execute said deed of Multnomah County, a political subdivision of the state of Oregon, conveying to the public the following described real property, situated in the county of Multnomah, state of Oregon, to-wit:

Account  
Numbers:

Parcels:

231301190	Tract "A", EASTMONT, a recorded plat, recorded June 9, 1964, in Plat Book 1197, Page 30 (on S.E. Haig Street west of S.E. 162nd Avenue).
728000010	Tract "A", ROSIER FARM ESTATES, a recorded plat, recorded August 16, 1983, in Plat Book 1216, Page 55 (on S.E. 131st Avenue south of S.E. Foster Road).
057700010	Tract "A", BATEY ADDITION, a recorded plat, recorded July 5, 1978, in Plat Book 1209, Page 47 (on N.E. 140th Avenue south of N.E. Glisan Street).
193902180	The east one foot (1.00') of the west 30.74 feet of the south 50.00 feet of the north 296.00 feet of Lot 4, Block 4, DAGMAR ACRES, a recorded plat, recorded June 1, 1914, in Plat Book 620, Pages 91-92 (on S.E. Mill Court east of S.E. 127th Avenue).
193902140	Tax Lot 8 of Lot 4, Block 4, DAGMAR ACRES, a recorded plat, recorded June 1, 1914, in Plat Book 620, Pages 91-92 (on S.E. Mill Court east of S.E. 127th Avenue), as follows:

Account  
Numbers:

Parcels:

193902140  
(con't.)

That portion of Lot 4, Block 4, said DAGMAR ACRES, situated in the southwest one-quarter of Section 2, T1S, R2E, W.M., Multnomah County, Oregon, which is described as the easterly 1.00 foot of the following described tract of land:

Beginning at the southeast corner of Lot 1, Block 1, DUO ADDITION, a recorded plat in Multnomah County, Oregon; thence S 0°13'10" W along the southerly extension of the east line of said Lot 1, a distance of 50.00 feet to the northeast corner of Lot 1, Block 2 of said DUO ADDITION; thence N 89°01'22" E along the easterly extension of the north line of said Lot 1, Block 2, a distance of 79.00 feet to a point in the east line of Lot 4, Block 4, DAGMAR ACRES, a recorded plat in Multnomah County, Oregon; thence N 0°13'13" E along the east line of said Lot 4, a distance of 50.00 feet to a point in the easterly extension of the south line of Lot 1, Block 1 of said DUO ADDITION; thence S 89°01'22" W along said easterly extension 79.00 feet to the point of beginning.

FURTHER ORDERED that said executed deed be recorded in the Deed Records of Multnomah County, Oregon.

DATED this 1st day of March, 19 90.

APPROVED:

LARRY F. NICHOLAS, P.E.  
County Engineer  
for Multnomah County, Oregon

By *[Signature]*

REVIEWED:

LAURENCE KRESSEL  
County Counsel  
for Multnomah County, Oregon

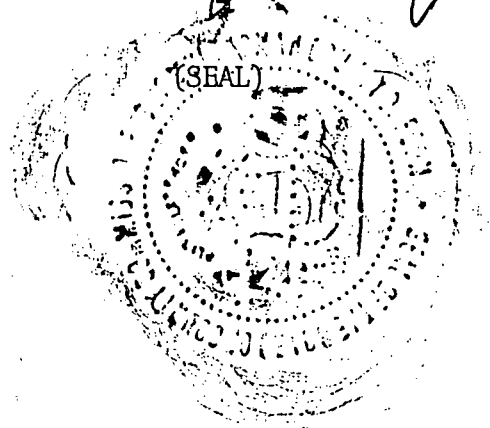
By *[Signature]*

JOHN L. DUBAY  
Assistant County Counsel  
1490W

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

By *[Signature]*

GLADYS McCOY/Chair



DEED FOR ROAD PURPOSES

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, conveys to  
MULTNOMAH COUNTY, a political subdivision of the State of Oregon, for road  
purposes, the following described property:

<u>Account</u> <u>Numbers:</u>	<u>Parcels:</u>
231301190	Tract "A", EASTMONT, a recorded plat, recorded June 9, 1964, in Plat Book 1197, Page 30 (on S.E. Haig Street west of S.E. 162nd Avenue).
728000010	Tract "A", ROSIER FARM ESTATES, a recorded plat, recorded August 16, 1983, in Plat Book 1216, Page 55 (on S.E. 131st Avenue south of S.E. Foster Road).
057700010	Tract "A", BATEY ADDITION, a recorded plat, recorded July 5, 1978, in Plat Book 1209, Page 47 (on N.E. 140th Avenue south of N.E. Glisan Street).
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193902140	Tax Lot 8 of Lot 4, Block 4, DAGMAR ACRES, a recorded plat, recorded June 1, 1914, in Plat Book 620, Pages 91-92 (on S.E. Mill Court east of S.E. 127th Avenue), as follows:  That portion of Lot 4, Block 4, said DAGMAR ACRES, situated in the southwest one-quarter of Section 2, T1S, R2E, W.M., Multnomah County, Oregon, which is described as the easterly 1.00 foot of the following described tract of land:  Beginning at the southeast corner of Lot 1, Block 1, DUO ADDITION, a recorded plat in Multnomah County, Oregon; thence S 0°13'10" W along the southerly extension of the east line of said Lot 1, a distance of 50.00 feet to the northeast corner of Lot 1, Block 2 of said DUO ADDITION; thence N 89°01'22" E along the easterly extension of the north line of said Lot 1, Block 2, a distance of 79.00 feet to a point in the east line of Lot 4, Block 4, DAGMAR ACRES, a recorded plat in Multnomah County, Oregon; thence N 0°13'13" E along the east line of said Lot 4, a distance of 50.00 feet to a point in the easterly extension of the south line of Lot 1, Block 1 of said DUO ADDITION; thence S 89°01'22" W along said easterly extension 79.00 feet to the point of beginning.

The true and actual consideration for this conveyance is \$0.00.

DEED/VARIOUS STREETS  
Item No. 90-24  
February 2, 1990  
Page 2

DATED this 1st day of March, 1990.

BOARD OF COUNTY COMMISSIONERS

By Gladys McCoy  
GLADYS McCOY/Chair

APPROVED:

LARRY F. NICHOLAS, P.E.  
County Engineer  
for Multnomah County, Oregon

By Richard Y. Gurnett

REVIEWED:

LAURENCE KRESSEL  
County Counsel  
for Multnomah County, Oregon

By: John DuBay

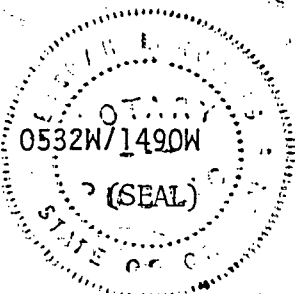
JOHN DuBAY  
Assistant County Counsel

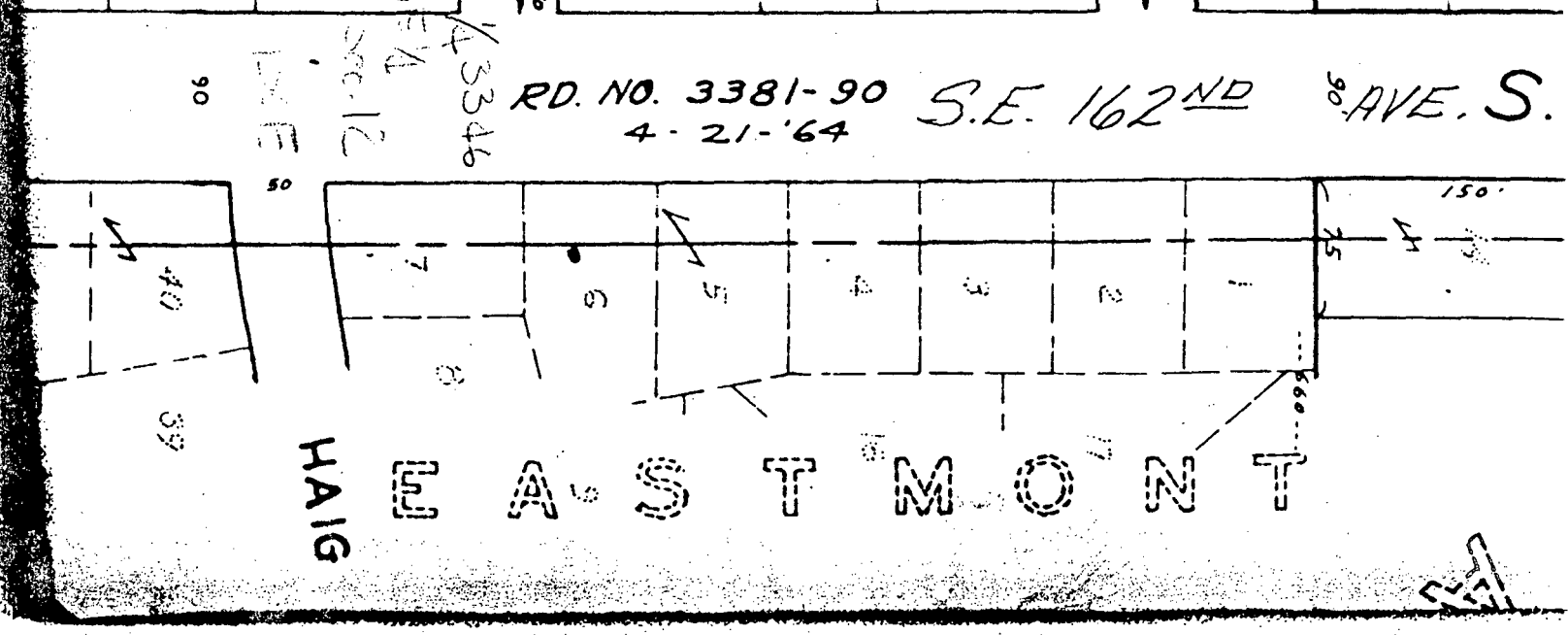
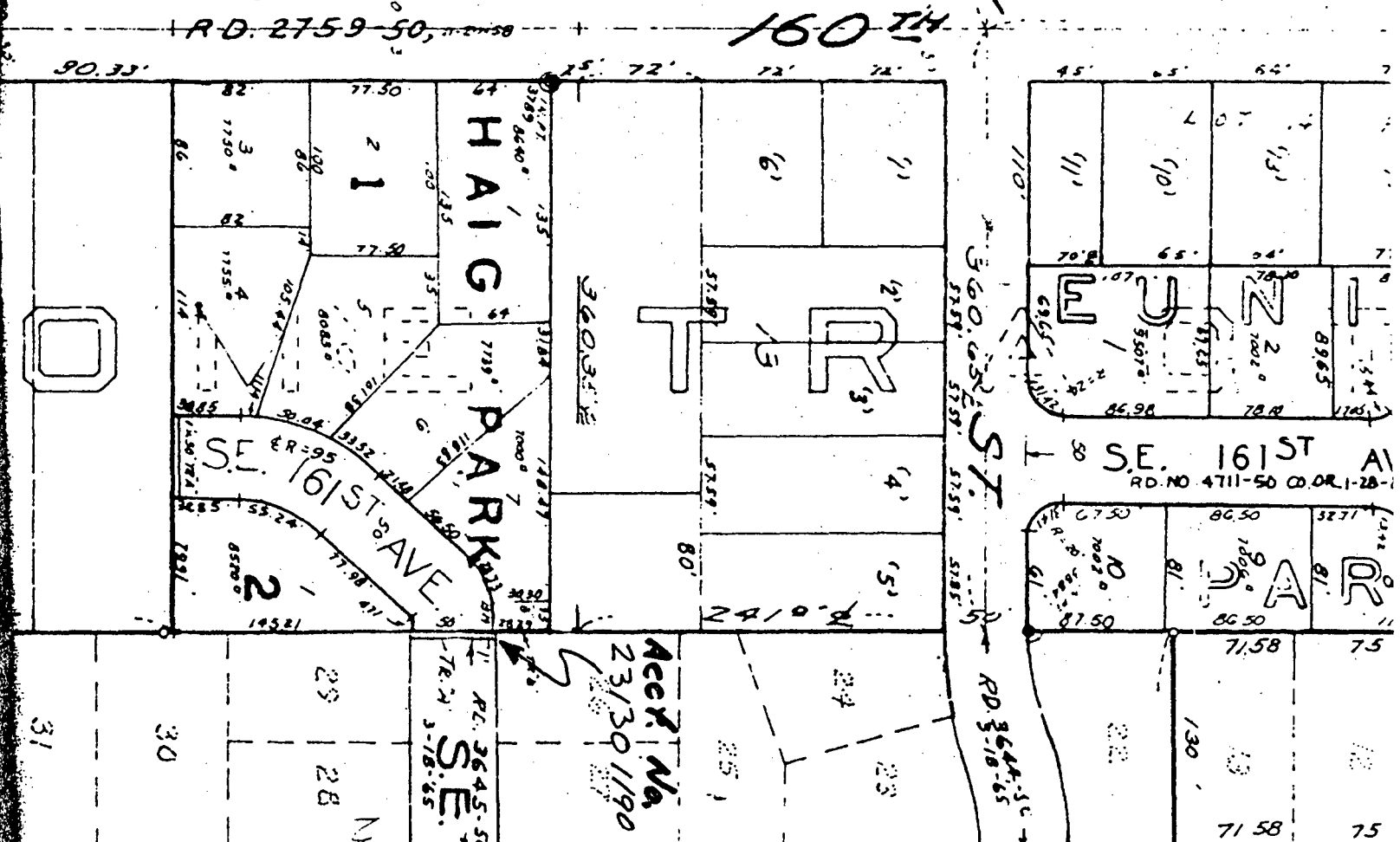
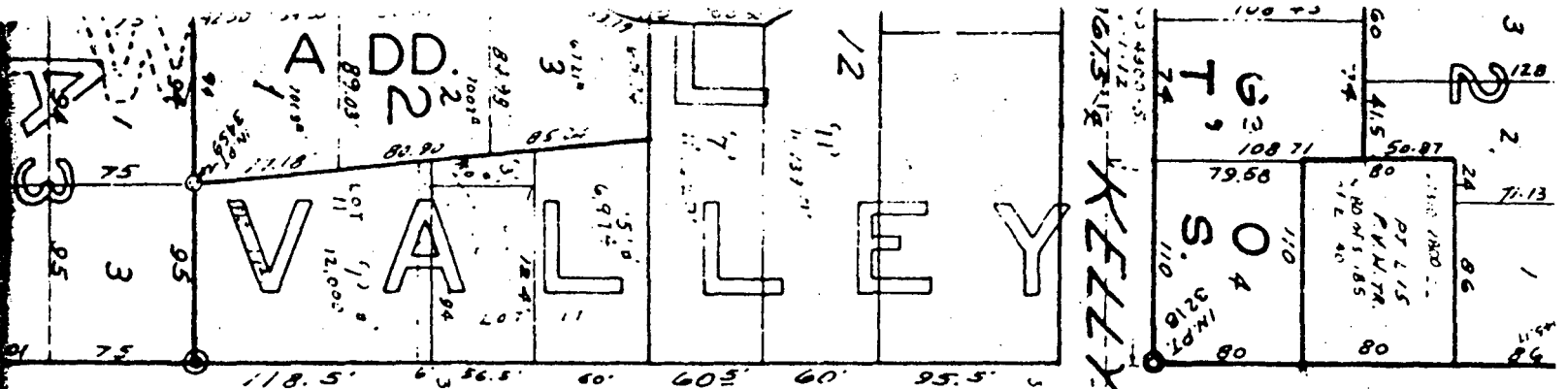
STATE OF OREGON, County of Multnomah

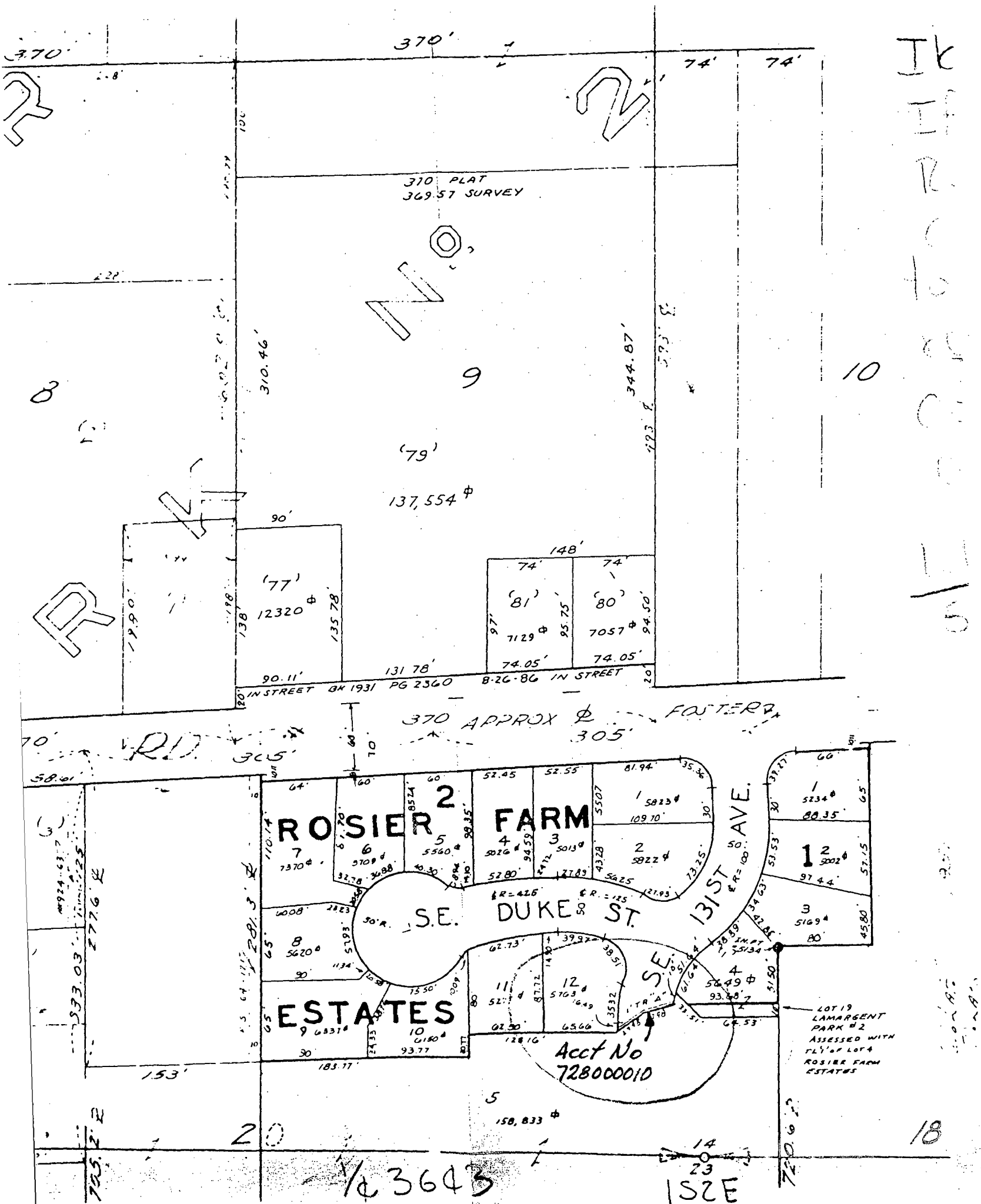
SIGNED BEFORE ME March 1, 1990, personally appeared  
Gladys McCoy, who, being sworn, stated that she is the  
Chair of the Board of County Commissioners of Multnomah County, Oregon, and that  
this instrument was voluntarily signed in behalf of said county by authority of its  
Board of County Commissioners. Before me:

Wesford H. Rogers  
Notary Public for said State

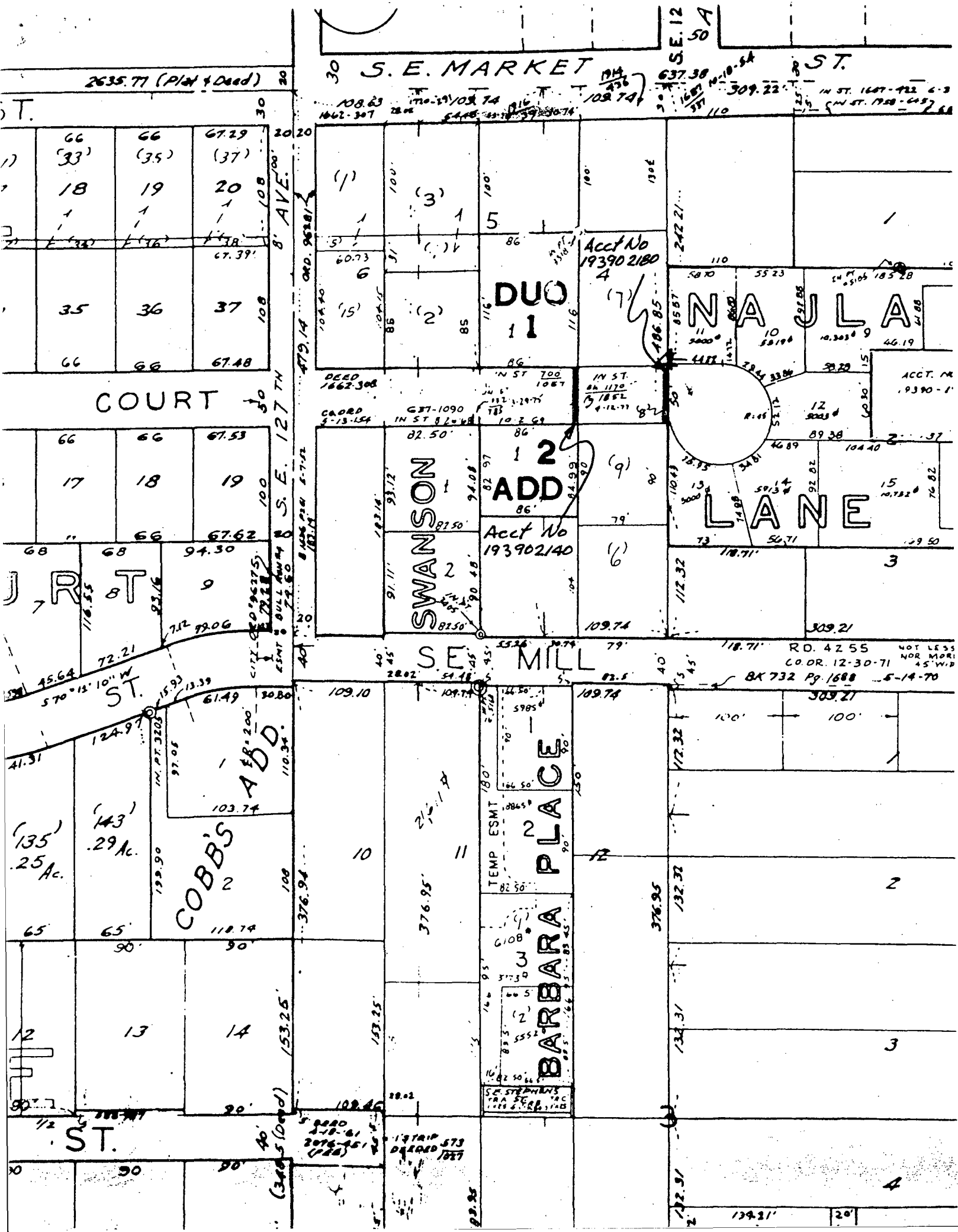
My Commission expires June 27, 1993







COUNTY RD. NO. 1472918 N.E. Gibson St - S.T.



30 S.E. MARKET ST.

SE. 12 50 A

ST.

2635.77 (P/M + Deed)

108.63 170.51/108.74 108.74 637.38 309.22

IN ST. 1687-422 6-3  
IN ST. 1758-6437

66 (33)	66 (35)	67.29 (37)
18	19	20
1	1	1
35	36	37
66	66	67.48

(1)	(3)	5
60.73	(11)	86
(15)	(2)	85
104.30	104.15	116
104.30	104.15	116

58.10	55.23	59.18	46.19
11	10	10.303	46.19
58.10	55.23	59.18	46.19
11	10	10.303	46.19

COURT

66	66	67.53
17	18	19
66	66	67.62

82.50	86	82.97	86
82.50	86	82.97	86
82.50	86	82.97	86
82.50	86	82.97	86

12	12	12	12
12	12	12	12
12	12	12	12
12	12	12	12

68	68	94.30
17	18	19
68	68	94.30

SE MILL

RD. 4255 NOT LESS  
CO. OR. 12-30-71 NOR MORE  
BX 732 Pg 1688 5-14-70

(135)	(143)	25 Ac.	29 Ac.
65	65	90	90
12	13	14	14

103.74	103.74	103.74	103.74
103.74	103.74	103.74	103.74
103.74	103.74	103.74	103.74
103.74	103.74	103.74	103.74

100	100	100	100
100	100	100	100
100	100	100	100
100	100	100	100

12	13	14	14
12	13	14	14
12	13	14	14
12	13	14	14

103.74	103.74	103.74	103.74
103.74	103.74	103.74	103.74
103.74	103.74	103.74	103.74
103.74	103.74	103.74	103.74

100	100	100	100
100	100	100	100
100	100	100	100
100	100	100	100



DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-18

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Dunthorpe Riverdale Service District No. 1

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

Formal Only \_\_\_\_\_  
(Date)

DEPARTMENT Environmental Services

DIVISION Transportation

CONTACT Dick Howard *DHB*

TELEPHONE Ext. 3599

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Dick Howard

BRIEF SUMMARY

Order designating registered office and registered agent for Dunthorpe Riverdale Service District No. 1.

*3/7/90 copy of # 90-33 sent to  
Dick Howard*

ACTION REQUESTED:

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 5 minutes

IMPACT:

☐ PERSONNEL

☐ FISCAL/BUDGETARY

☐ General Fund

Other N.A.

SIGNATURES:

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

BUDGET/PERSONNEL 1

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) *[Signature]*

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

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

3706V/7086V

BOARD OF  
COUNTY COMMISSIONERS  
1990 FEB 20 PM 3:20  
MULTNOMAH COUNTY  
OREGON



## MULTNOMAH COUNTY OREGON

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

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

February 7, 1990

Board of County Commissioners  
606 Courthouse  
Portland, Oregon 97204

RE: Dunthorpe Riverdale Service District No. 1

Dear Commissioners:

Oregon state law requires that each special district designate a registered office and a registered agent.

Therefore, we recommend that the Board of County Commissioners, as governing body for Dunthorpe Riverdale Service District No. 1, adopt an order fulfilling this requirement.

Very truly yours,

PAUL YARBOROUGH  
Director  
Dept. of Environmental Services

PY/RTH/js  
Encl.: Order 90-1

7086V

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON  
SITTING AS THE GOVERNING BODY OF  
DUNTHORPE RIVERDALE SERVICE DISTRICT NO. 1

In the Matter of Designating a	)	
Registered Office and Registered	)	ORDER NO. 90-1
Agent for Dunthorpe Riverdale	)	
<u>Service District No. 1</u>	)	(#90-33)

It appearing that ORS 198.340 requires that a special district shall designate a registered office and a registered agent; it is therefore

ORDERED, that the registered office for Dunthorpe Riverdale Service District No. 1 be:

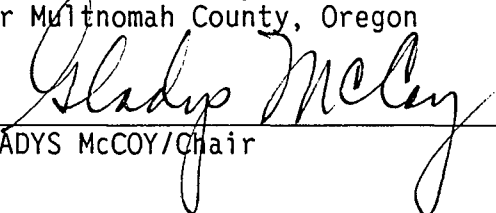
Multnomah County Division of Transportation  
1620 SE 190th Avenue  
Portland, Oregon 97233; and it is

FURTHER ORDERED, that the registered agent for Dunthorpe Riverdale Service District No. 1 be:

Richard T. Howard  
1620 SE 190th Avenue  
Portland, Oregon 97233

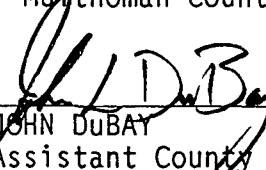
DATED this 1st day of March, 1990.

DUNTHORPE RIVERDALE SERVICE DISTRICT NO. 1  
by Board of County Commissioners  
for Multnomah County, Oregon

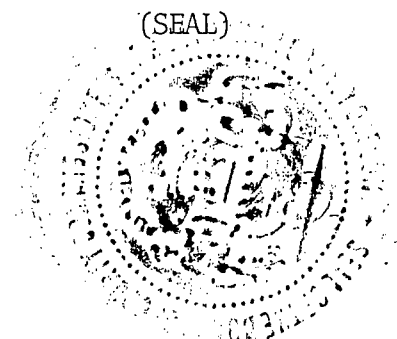
  
GLADYS McCOY/Chair

REVIEWED:

LARRY KRESSEL  
County Counsel  
for Multnomah County, Oregon

By   
JOHN DuBAY  
Assistant County Counsel

(SEAL)



7086V

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-19

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: West Hills Service District No. 2

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

Formal Only \_\_\_\_\_  
(Date)

DEPARTMENT Environmental Services

DIVISION Transportation

CONTACT Dick Howard *DH*

TELEPHONE Ext. 3599

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Dick Howard

BRIEF SUMMARY

Order designating registered office and registered agent for West Hills Service District No. 2.

*3/7/90 copy of # 00-34 Sent to Dick Howard*

ACTION REQUESTED:

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 5 minutes

IMPACT:

☐ PERSONNEL

☐ FISCAL/BUDGETARY

☐ General Fund

Other N.A.

CLERK OF  
COUNTY COMMISSIONER  
1990 FEB 20 PM 3:21  
MULTIPLIPLY COUNTY  
OREGON

SIGNATURES:

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

BUDGET/PERSONNEL /

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) *[Signature]*

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

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

3706V/7086V



## MULTNOMAH COUNTY OREGON

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

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

February 7, 1990

Board of County Commissioners  
606 Courthouse  
Portland, Oregon 97204

RE: West Hills Service District No. 2

Dear Commissioners:

Oregon state law requires that each special district designate a registered office and a registered agent.

Therefore, we recommend that the Board of County Commissioners, as governing body for West Hills Service District No. 2, adopt an order fulfilling this requirement.

Very truly yours,

PAUL YARBOROUGH  
Director  
Dept. of Environmental Services

PY/RTH/js  
Encl.: Order 90-1

7086V

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON  
SITTING AS THE GOVERNING BODY OF  
WEST HILLS SERVICE DISTRICT NO. 2

In the Matter of Designating a )  
Registered Office and Registered )  
Agent for West Hills Service )  
District No. 2 )

ORDER NO. 90-1  
(#90-34)

It appearing that ORS 198.340 requires that a special district shall designate a registered office and a registered agent; it is therefore

ORDERED, that the registered office for West Hills Service District No. 2 be:

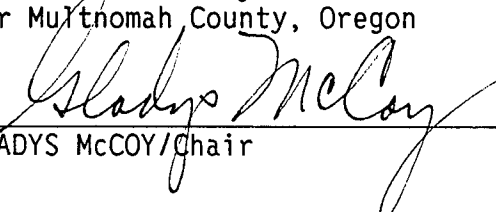
Multnomah County Division of Transportation  
1620 SE 190th Avenue  
Portland, Oregon 97233; and it is

FURTHER ORDERED, that the registered agent for West Hills Service District No. 2 be:

Richard T. Howard  
1620 SE 190th Avenue  
Portland, Oregon 97233

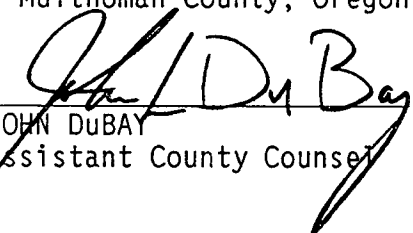
DATED this 1st day of March, 19 90.

WEST HILLS SERVICE DISTRICT NO. 2  
by Board of County Commissioners  
for Multnomah County, Oregon

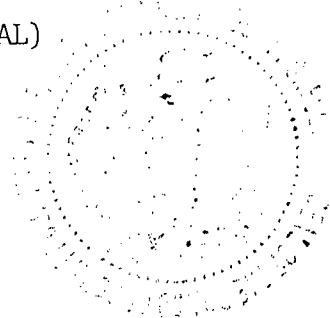
  
GLADYS McCOY/Chair

REVIEWED:

LARRY KRESSEL  
County Counsel  
for Multnomah County, Oregon

By   
JOHN DuBAY  
Assistant County Counsel

(SEAL)



7086V

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-20

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Central County Service District No. 3

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

Formal Only \_\_\_\_\_  
(Date)

DEPARTMENT Environmental Services

DIVISION Transportation

CONTACT Dick Howard *DWH*

TELEPHONE Ext. 3599

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Dick Howard

BRIEF SUMMARY

Order designating registered office and registered agent for Central County Service District No. 3.

*3/7/90 copy of # A0-35 sent to Dick Howard*

ACTION REQUESTED:

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 5 minutes

IMPACT:

☐ PERSONNEL

☐ FISCAL/BUDGETARY

☐ General Fund

Other N.A.

SIGNATURES:

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

BUDGET/PERSONNEL 1

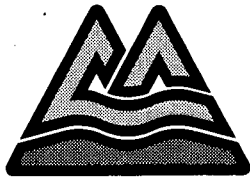
COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) *[Signature]*

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

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

3706V/7086V

CLERK OF  
COUNTY COMMISSIONER  
1990 FEB 20 PM 3:21  
MULTI-COUNTY  
OREGON



# MULTNOMAH COUNTY OREGON

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

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

February 7, 1990

Board of County Commissioners  
606 Courthouse  
Portland, Oregon 97204

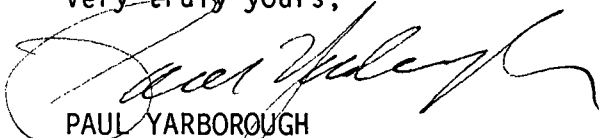
RE: Central County Service District No. 3

Dear Commissioners:

Oregon state law requires that each special district designate a registered office and a registered agent.

Therefore, we recommend that the Board of County Commissioners, as governing body for Central County Service District No. 3, adopt an order fulfilling this requirement.

Very truly yours,



PAUL YARBOROUGH  
Director  
Dept. of Environmental Services

PY/RTH/js  
Encl.: Order 90-1

7086V



BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON  
SITTING AS THE GOVERNING BODY OF  
CENTRAL COUNTY SERVICE DISTRICT NO. 3

In the Matter of Designating a	)	
Registered Office and Registered	)	ORDER NO. 90-1
Agent for Central County Service	)	
<u>District No. 3</u>	)	(#90-35)

It appearing that ORS 198.340 requires that a special district shall designate a registered office and a registered agent; it is therefore

ORDERED, that the registered office for Central County Service District No. 3 be:


Multnomah County Division of Transportation  
1620 SE 190th Avenue  
Portland, Oregon 97233; and it is

FURTHER ORDERED, that the registered agent for Central County Service District No. 3 be:

Richard T. Howard  
1620 SE 190th Avenue  
Portland, Oregon 97233

DATED this 1st day of March, 1990.

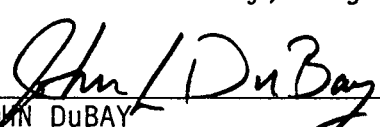
CENTRAL COUNTY SERVICE DISTRICT NO. 3  
by Board of County Commissioners  
for Multnomah County, Oregon

  
GLADYS MCCOY/Chair

REVIEWED:

LARRY KRESSEL  
County Counsel  
for Multnomah County, Oregon

(SEAL)

By   
JOHN DuBAY  
Assistant County Counsel

7086V

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-21

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Mid County Service District No. 14

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

Formal Only \_\_\_\_\_  
(Date)

DEPARTMENT Environmental Services

DIVISION Transportation

CONTACT Dick Howard *DHW*

TELEPHONE Ext. 3599

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Dick Howard

BRIEF SUMMARY

Order designating registered office and registered agent for Mid County Service District No. 14.

*3/7/90 copy of # 00-36 sent to Dick Howard*

ACTION REQUESTED:

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 5 minutes

IMPACT:

☐ PERSONNEL

☐ FISCAL/BUDGETARY

☐ General Fund

Other N.A.

SIGNATURES:

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

BUDGET/PERSONNEL /

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) *[Signature]*

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

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

3706V/7086V

CLERK OF  
COUNTY COMMISSIONERS  
1990 FEB 20 PM 3:21  
MULTIPLIPLY COUNTY  
OREGON



## MULTNOMAH COUNTY OREGON

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

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

February 7, 1990

Board of County Commissioners  
606 Courthouse  
Portland, Oregon 97204

RE: Mid County Service District No. 14

Dear Commissioners:

Oregon state law requires that each special district designate a registered office and a registered agent.

Therefore, we recommend that the Board of County Commissioners, as governing body for Mid County Service District No. 14, adopt an order fulfilling this requirement.

Very truly yours,

PAUL YARBOROUGH  
Director  
Dept. of Environmental Services

PY/RTH/js  
Encl.: Order 90-1

7086V

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON  
SITTING AS THE GOVERNING BODY OF  
MID COUNTY SERVICE DISTRICT NO. 14

In the Matter of Designating a	)	
Registered Office and Registered	)	ORDER NO. 90-1
Agent for Mid County Service	)	
<u>District No. 14</u>	)	(#90-36)

It appearing that ORS 198.340 requires that a special district shall designate a registered office and a registered agent; it is therefore

ORDERED, that the registered office for Mid County Service District No. 14 be:

Multnomah County Division of Transportation  
1620 SE 190th Avenue  
Portland, Oregon 97233; and it is

FURTHER ORDERED, that the registered agent for Mid County Service District No. 14 be:

Richard T. Howard  
1620 SE 190th Avenue  
Portland, Oregon 97233

DATED this 1st day of March, 19 90.

MID COUNTY SERVICE DISTRICT NO. 14  
by Board of County Commissioners  
for Multnomah County, Oregon

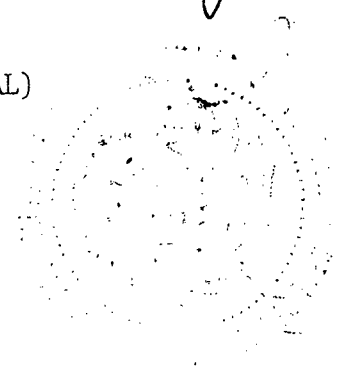
  
GLADYS MCCOY Chair

REVIEWED:

LARRY KRESSEL  
County Counsel  
for Multnomah County, Oregon

By   
JOHN DUBAY  
Assistant County Counsel

(SEAL)



FEB 16

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. R-22

## REQUEST FOR PLACEMENT ON THE AGENDA

Subject: PCRB ExemptionInformal Only \* \_\_\_\_\_  
(Date)Formal Only 3/1/90  
(Date)DEPARTMENT of Environmental ServicesDIVISION Facilities MangementCONTACT Lillie Walker / Lennie SobocinskiTELEPHONE 248-5111 / 248-3322\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Lennie Sobocinski

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

Request of the Board of County Commissioners, acting as PCRB, for an exemption to contract with Ackerly Communications of the Northwest, Inc. for removal and relocation of an advertising billboard sign.

2/22/90 Notice & Application Sent to PCRB List, DES  
and ISD, DCAS & Purchasing

ACTION REQUESTED:

☐ INFORMATION ONLY☐ PRELIMINARY APPROVAL  
\* ORDER # 90-37☐ POLICY DIRECTION☒ APPROVALINDICATE THE ESTIMATED TIME NEEDED ON AGENDA 10 Minutes

IMPACT:

☐ PERSONNEL☐ FISCAL/BUDGETARY☐ GENERAL FUND☐ OTHER \_\_\_\_\_3/7/90 Notice & Order sent to PCRB  
List, DES, ISD, DCAS & Purchasing

3/9/90 send Lennie Sobocinski copy of Approval

BOARD OF  
COUNTY COMMISSIONERS  
MULTI-COUNTY  
OREGON  
1990 FEB 20 PM 3:19

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: K. Brinda Alexander

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

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) [Signature]OTHER Lillie M. Walker  
(Purchasing, Facilities Management, etc.)

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



# 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  
RICK BAUMAN • DISTRICT 3 • 248-5217  
SHARRON KELLEY • DISTRICT 4 • 248-5213  
JANE McGARVIN • Clerk • 248-3277

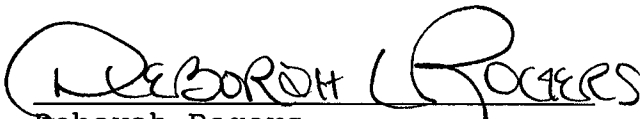
## NOTICE OF HEARING

The Multnomah County Board of Commissioners, sitting as the Public Contract Review Board, will consider an application on Thursday, **March 1, 1990**, at 9:30 A.M. in Room 602 of the Multnomah County Courthouse, 1021 SW Fourth, Portland, Oregon, in the matter of an exemption from public bidding, a contract with Ackerly Communications for removal and relocation of an advertising billboard sign..

A copy of the application is attached.

For additional information, contact Lillie Walker, Purchasing Director at 248-5111, or Jane McGarvin, Clerk of the Board at 248-3277.

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

  
Deborah Rogers  
Assistant Clerk of the Board

0755C.10/dr  
enclosure  
2/22/90

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

In the Matter of Exemption from )  
Public Bidding a Contract with )  
Ackerly Communications for Removal )  
and Relocation of an Advertising )  
Billboard Sign )


A P P L I C A T I O N

Application to the Public Contract Review Board on behalf of a request from DES, Facilities Management Division, is hereby made pursuant to the Board's Administrative Rules AR 10.010, adopted under the provisions of ORS 279.015 and 279.017, for an order exempting from the requirements of public bidding a contract for the removal and relocation of a billboard sign at 127th and S.E. Division by the property owner, Ackerly Communications of the Northwest, Inc., in the amount of \$13,750.

This request is made by the Facilities Management Division because the County purchased the property located at 127th and S.E. Division to build a County Health Center. The property owner, Ackerly Communications of the Northwest, Inc., required that the County allow for the removal and relocation of the advertising billboard sign through a contract let by the owner in the amount of \$13,750. The owner provided an estimate for the work based upon cost analysis from a recent State of Oregon street widening project. Because the sign is the property of the owner, the contract is considered a sole source.

The DES, Facilities Management Division, has appropriated funds for purchase of the property at 127th and Division in FY 1989-90 budget.

Dated this 14th day of February, 1990.

  
Lillie M. Walker, Director  
Purchasing Section



# 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  
RICK BAUMAN • DISTRICT 3 • 248-5217  
SHARRON KELLEY • DISTRICT 4 • 248-5213  
JANE McGARVIN • Clerk • 248-3277

## NOTICE OF APPROVAL

The Multnomah County Board of Commissioners, sitting as the Public Contract Review Board, considered an application on Thursday, March 1, 1990, and approved Order #90-37 in the Matter of an Exemption from Public Bidding a Contract with Ackerley Communications for Removal and Relocation of an Advertising Billboard Sign.

A copy of the order is attached.

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

Deborah Rogers  
Assistant Clerk of the Board

0755C.8/dr  
enclosure



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

In the Matter of an Exemption from Public )  
Bidding a Contract with Ackerly Communi- )  
cations for Removal and Relocation of an )  
Advertising Billboard Sign )

O R D E R

#90-37

The above entitled matter is before the Board of County Commissioners, acting in its capacity as the Multnomah County Public Contract Review Board, to consider a request from DES, Facilities Management Division for an order exempting from the requirement of public bidding a contract for removal and relocation of an advertising billboard sign by the owner of the property located at 127th and S.E. Division, purchased by Multnomah County.

It appearing to the Board that the recommendation for exemption, as it appears in the application, is based upon the fact that the County purchased the property from Ackerly Communications of the Northwest, Inc. to build a County Health Care Clinic with the provision that they be allowed to contract for the removal and relocation of the billboard sign. The contract cost for the removal and relocation of the sign is \$13,750. This price is based upon a recent cost analysis by the Oregon State Highway Division for a street widening project.

It appearing to the Board that this request for an exemption is in accord with the requirements of the Multnomah County Public Contract Review Board Administrative Rules AR 10.100, 20.030, and 30.010; it is, therefore,

ORDERED that the contract for removal and replacement of the billboard sign be exempted from the requirement of public bidding.

Dated this <sup>1st</sup> ~~14th~~ day of <sup>March</sup> ~~February~~, 1990.

REVIEWED:

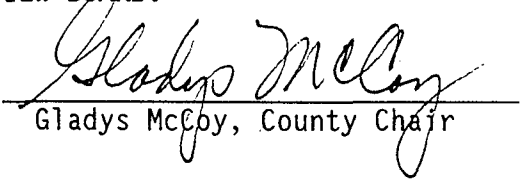
Laurence Kressel, County Counsel  
for Multnomah County, Oregon

By

  
Assistant County Counsel

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

By

  
Gladys McCoy, County Chair

(SEAL)



DATE SUBMITTED 2/22/90

(For Clerk's Use)  
Meeting Date MAR 01 1990  
Agenda No. 130

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Work Session - MCRC

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

Formal Only \_\_\_\_\_  
(Date)

DEPARTMENT Nondepartmental DIVISION County Chair/Sheriff's Office

CONTACT \_\_\_\_\_ TELEPHONE X-3308 255-3600

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD \_\_\_\_\_

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

Work Session - MCRC - at 1:30

(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 \_\_\_\_\_

IMPACT:

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

CLERK OF  
COUNTY COMMISSIONERS  
1990 FEB 22 PM 4:02  
MULTI-COUNTY  
OREGON

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Madys Ency

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

## MEMORANDUM

TO : Commissioner Pauline Anderson  
Commissioner Rick Bauman  
Commissioner Gretchen Kafoury  
Commissioner Sharron Kelley

FROM : Gladys McCoy *G. McCoy*  
Multnomah County Chair

DATE : February 7, 1990

RE : Multnomah County Restitution Center Work Session

BOARD OF  
COUNTY COMMISSIONERS  
1990 FEB - 9 AM 10:33  
MULTNOMAH COUNTY  
OREGON

The recently released 1989 Multnomah County Grand Jury Report on Corrections has recommended a gradual increase in additional bed capacity at the Multnomah County Restitution Center. No cost figures are attached to these recommendations however. Before we spend additional monies on additional bed capacity at MCRC, we need to consider some of the other recommendations by the grand Jury for adding jail bed capacity to our system in more economical ways. First of all, we need assurances that the beds we now have in our system are being used to their maximum effectiveness.

I must presume that the Sheriff's Office's recent contingency requests for the addition of bed capacity at MCRC represents the best estimate of our current additional bed needs. Therefore, I am asking the Sheriff to return to the Board of Commissioners on February 22nd at 1:30 p.m. with a proposal to add additional beds within existing facilities and utilizing existing staff. ←

Please forward to Bob Skipper by February 15th, any questions and/or specific issues which you request the Sheriff's Office address at this work session.

GM:tmd

cc: Sheriff Bob Skipper  
✓ Clerk of the Board  
Grant Nelson, Director DJS  
Linda Alexander, Director DGS  
Paul Yarborough, Director DES  
Duane Zussy, Director DHS

MOVED TO  
3/1/90 @ 1:30 pm

PAULINE ANDERSON  
Multnomah County Commissioner  
District 1



605 County Courthouse  
Portland, Oregon 97204  
(503) 248-5220

February 15, 1990

To: Bob Skipper  
Grant Nelson  
Duane Zussy  
Wayne Salvo  
Larry Kressel

Re: Questions for the Board informal on MCRC

From: Pauline Anderson

I was sorry to hear of the delay in the briefing on MCRC, but given the potential scope of the issue, the delay may be beneficial. I'm not sure what you have already been asked, so I am including all the questions I have. The questions are addressed to several people because none of you have all the answers! I hope we will have an opportunity to discuss these as a Board in the very near future.

The question is what is the best use of this facility. The answer to that is one that involves DHS and DJS and the weighing of a number of factors.

I have tried to list the possible uses for the facility and the factors that I think should be considered in making that decision. Some of this information can best be provided by the Sheriff, some by DJS, some by DHS, and some by Probation Services and County Counsel. I hope that you can work together in advance of our briefing on the 22nd so that we can try to process the information in an orderly fashion.

1. How would the unused space (70 to 80 beds) accommodate the following uses:

- a. expanded work release center with county offenders
- b. expanded work release center with state offenders
- c. one or two of the 40 bed A/D residential programs approved by the levy
- d. Men's probation center
- e. drug free housing for men or women with children - with supportive services and evening programming

2. Factors to consider

- a. staffing costs
- b. related costs of programs, food, capital, materials, etc.
- c. security needs and compatibility of populations
- d. legally, the type of land use action needed to accomplish
- e. impact on neighbor and reaction of citizens committee
- f. estimated need for the particular service and system impact on providing that service
- g. type of person we would likely serve under each program

3. In considering expanding MCRC to 180 for work release, I have the following questions:

- a. How would the present criteria for who is admitted have to be changed to accommodate this expansion?
- b. What will be the probable effect on sentencing guidelines on the type of offender considered for MCRC and likely to be accepted for MCRC?
- c. In the Sheriff's judgment, what is the total number of inmates currently eligible for work release in all institutions?
- d. How many of those eligible are likely to pass the citizens committee screen?
- e. How many of those eligible should be receiving drug treatment?
- f. Compare the "matrix scores" for those admitted into MCRC with those released under the matrix system.
- g. Has the citizen screening committee been presented with specific proposals for the unused beds that do not involve work release? What was their reaction/specific objection? Do you think they would be amenable to any other use for the unused floors?
- h. What are current recidivism rates for MCRC graduates? Do you have any basis for comparing these rates with recidivism rates for offenders with comparable backgrounds?
- i. How is the facility used during the day?
- j. How many offenders are actually going to jobs during the day
- v. looking for work?
- k. What is the average length of stay at MCRC?
- l. How many successfully complete the program? If they fail, what happens to them?

The larger issue is the best use of the entire facility. These questions relate to that issue.

4. What would be the cost to provide intensive probation services to these clients in lieu of a work release program.

5. Legally, what actions would the Board have to take to convert the entire building to any of the uses listed above?

6. Legally, what is the power of the citizen's screening committee? Specifically, can the BCC set its own standards concerning who is admitted to MCRC?

1855

3/1/90  
work session

## FULL UTILIZATION OF THE MULTNOMAH COUNTY RESTITUTION CENTER

### Contracting with the State

It is my desire to utilize the available space at the Restitution Center for County inmates sentenced by the Circuit and District Courts. I believe that this space would be fully utilized once the Courts were aware of its availability.

It is understood that this full utilization by the County would require County funds which may not be available at this time. If the Board is unable to find sufficient funds for the full operation of the Restitution Center, it is my feeling that the most appropriate use of this space, considering the protection of the community and the overall criminal justice system, would be to contract with the State to use the Center as a work release facility for persons nearing release from the State Penitentiary.

The programming provided at the Restitution Center would better enable these inmates to fulfill the requirements of parole. This would ultimately result in a safer community, since this would also allow the State Penitentiary additional space to house inmates who appropriately should be sentenced to the Penitentiary.

Any contract with the State should allow for the termination of the contract within a reasonable period of time when it is evident that we have sufficient County inmates to fill the space and sufficient funds on the County level to fund the appropriate staffing necessary.

### Long Range Approach - Vision Of How The Building Would Operate In The Future

At the current time the County needs and should utilize all existing and available jail space for sentenced and pre-trial inmates. This includes the full utilization of the Restitution Center.

If County funding is not available, I think it is extremely prudent on the County's part to maintain this facility as a correctional facility for the available inmates and then utilize it, on a temporary basis, for contracted State prisoners.

In any event, the facility should be maintained as a correctional facility. There is no doubt in my mind that in the future, with the changing demographics of the community, with the increase in police officers on the street, and with the increased bookings that we have seen in the last few years, there will continue to be a serious need for jail space.

Sentencing guidelines will have an effect on the sentences handed out by the court, and will affect sentenced space and pre-trial space to some degree. The extent of this impact is hard to estimate at this point.

It should be understood that we will be monitoring the situation, although it is unrealistic to think that the existing beds will not be utilized. It is also unrealistic to think that in the future we will not continue to need the existing space, including the full utilization of the Restitution Center.

Custody space, be it the Detention Center, the Restitution Center, or any of the other existing correctional facilities, is an extremely valuable commodity for the community. This space allows existing non-custody programs to operate. This jail space is the leverage that allows these programs to operate.

At this time, we see the problems caused by inadequate jail space. These problems will increase, and the people that will suffer will be the community in general. Non-custody programs which depend on jail as the leverage to better ensure compliance and participation will also suffer. The protection of the community should be a primary concern of the County and adequate jail space is critical to ensuring this community protection.

#### Alcohol and Drug Programming

This issue of utilizing additional space at the Restitution Center for alcohol and drug clients has been discussed on several occasions. It is my understanding that this discussion reached closure and that it was decided, with citizen input, that the utilization of these beds for alcohol and drug clients would not be advisable and would not be sought.

In fact, we were informed that the Department of Justice Services would seek an RFP to provide space and programming for alcohol and drug programs and for the 120 beds funded through the November 7th levy.



This issue was discussed in the recent Grand Jury report.

"The proposal to place 40 drug and alcohol treatment beds within MCRC would necessarily eliminate 40 potential work release beds. That simply cannot be allowed to happen. Both 160 restitution center beds for work release programs as well as the full 120 drug and alcohol treatment beds are necessary in a community of this size to facilitate the needs of the sentencing courts with the least restrictive confinement necessary under circumstances of the individual case. The highest and best use of the facilities located at MCRC together with efficient use of the monies generated by the recent levy demands that Multnomah County maximize its use of both concepts by siting the full 120 drug and alcohol treatment beds elsewhere."

The mixing of alcohol and drug clients and work release clients would not be advisable and would affect the maintenance of both programs. It is our sincere feeling that the net effect of combining the programs would be a danger to the public and that we would be unable to maintain the high level of operation that currently exists at the Center.

Responses to MCRC questions posed in Ramsay Weit's 2/13/90 memo

During the last six months, the population of the Restitution Center has been 83% felony and 17% misdemeanors. A closer review of this population indicates 17% were A felony, 17.5% B felony, and 49% were C felony.

A review of the population over the last 60 days indicates that 18% were held on violent felonies, 24% drug felonies, and 26% on property felonies.

The mean average matrix scores of the current population is 77 while the mean average score for the population over the last 60 days was 73. These scores are considerably higher than the average scores of those being released either pretrial (43) or sentenced (40).

During the last 60 days, 111 potential residents have been screened and 93% (or 103) were accepted. The denials were generally considered dangerous to the community or the Center.

There is generally a waiting list for the Restitution Center. During the month of January, the waiting list averaged 17 inmates. This average has continued into February.

The 84 residents at the Center on February 23, 1990 were reviewed to determine the extent of substance abuse problem. We found that 61% had alcohol and/or drug abuse problems. Most are actively involved in treatment either in the community or at the Center. Twenty-four (24) are involved in a treatment agency in the community, eighteen (18) are receiving ongoing counseling by staff at the Center, and thirty (30) are participating in NA or AA meetings at the Center.

*in response to  
Carrington's  
there  
may be  
Some  
duplication  
in numbers*

A review of the terminations during the last 60 days indicates a successful completion rate of 80% which is slightly higher than the rate for the 1989 calendar year (71%). The 20% unsuccessful terminations were the result of rule violations, drug use and escapes or AWOL's.

Last year there were 265 hearings due to 271 rule violations at the Center. The largest group (37%) were for contraband violations followed by failure to follow orders (26%). Work release violations, AWOL and being in an unauthorized area account for 8% each. Only one person was arrested while under supervision during 1989.

During the last calendar year over 750 residents have been involved in group counseling activities at the Center. Groups include Unlocking Your Potential, anger control, parenting, NA and AA. All residents receive individual counseling and assistance from Center staff.

Residents paid over \$112,000 towards their room and board, \$22,000 toward restitution, and over \$6,000 towards treatment and probation fees. They provided over \$183,000 towards the support of their families and left the Center with over \$60,000.

Residents provided over 3000 hours of work to outside agencies and over 25,000 hours of work in the Center.

The Restitution Center has been extremely successful. This success is the result of dedicated staff and an involved community. As you know, community residents are extremely involved in the Center's activities, including the screening committee; activities for the residents, such as the residents' family Christmas party; and community restitution projects. The community residents also provide general advice toward the operation of the Center. These community volunteers have provided over 2300 hours of service during 1989.

DISCUSSION OF THE GRAND JURY'S PROPOSALS FOR INCREASING BED SPACE  
AT EXISTING FACILITIES

The Grand Jury proposes that an additional 192 beds be added to MCDC. They further propose that by double bunking MCIJ, the current inmate capacity at MCIJ can be increased by 246 beds. (The capacity increase does not include the 210 beds at MCIJ funded by the November 7th jail levy.)

Additional Costs

The Grand Jury indicates that in both MCDC and MCIJ, the only costs associated with these additional beds would be "...the cost of the beds themselves as well as any additional direct or indirect supervision that was deemed necessary for safety considerations..."

This and other statements by the Grand Jury concerning the costs associated with adding inmate beds to MCDC and MCIJ only addresses the immediately apparent costs of the beds and the additional security staff required to supervise the additional inmates. The infrastructure costs which would be required and are essential to supporting the additional inmates are not addressed nor even mentioned.

Infrastructure

Beds and corrections officers are the more visible components of a correctional facility. The not so apparent components are the infrastructure services. These include food service, counseling, medical, transport, inmate movement, equipment, supplies and even phones and showers and toilets. These services are essential to the safe, secure and orderly functioning of a facility and to the health and well being of the inmates who are incarcerated within the walls of the facility.

Adding additional beds to both MCDC and MCIJ will necessitate the additional costs associated with adding additional infrastructure services.

## DOUBLE BUNKING MCDC

### Federal Court Order

As noted by the Grand Jury, it would be necessary to re-apply to the Federal Court in order to increase inmate capacity at MCDC. Presently we have only a few months remaining under the Federal Court appointed monitor, and less than a year remaining on the Court Order itself. To suggest changes in our current inmate capacity could generate some questions by the Court.

### Security

Although the Grand Jury cited the Courthouse Jail as an example of double bunking, it should be noted that there are fewer obstructions in this jail which would inhibit the officer's view.

The Courthouse Jail is configured as a semi-dormitory style facility. One officer is able to completely walk around the living areas, and, with the exception of the female holding area which is only used on day shift, the officer is able to view through bars and screen the activities of the inmates. (Screen and bars allow an officer to observe activity from a distance, often without the inmates realizing that they are being observed.)

MCDC was designed as a single cell modular facility. Individual cells or entire modules can be "locked down." MCDC was designed to hold presentenced prisoners and other inmates who are more difficult to manage and control and who are potentially dangerous, either to others or themselves. Consequently, MCDC is the most restrictive and secure Multnomah County correctional facility. To double bunk these individual cells would reduce the facility's effectiveness in being able to control, through secure housing, the higher security risk or behavioral problem inmates.

To monitor inmate behavior at MCDC, the officer has to enter a module, go to each individual room (which is fully enclosed) and actively view the inmate through a small window in the cell door.

The modules must be entered through noisy doors, which would immediately alert the inmates to the officer's presence. Any inmates who would be double bunked and who could be engaged in prohibited activities, could discontinue those activities as soon as the officer entered the module area.

### Bottleneck Congestion

Adding an additional 192 beds to MCDC (and 246 beds to MCIJ) would mean that the "choke point" of the system (MCDC itself) will become even more obstructed. All intake, booking, transport, property control and initial court appearance and release activities occur at MCDC. It was designed to be the central intake facility for the County. It was never designed to assume the current, nor projected, level of inmate movement which occurs on a daily basis within the intake and release processing areas.

If the Grand Jury's recommendations concerning double bunking at MCDC and MCIJ were to be implemented, the increased number of inmates would create an horrendous problem at MCDC. The Grand Jury noted that many of the activities which currently occur at MCDC would need to be decentralized and placed at MCIJ, which would become the Eastside intake "hub." Without additional funds, this decentralization will not happen, and MCDC will become deadlocked.

### Elevators

Another major obstacle at MCDC is the elevator system. The elevators are required for all movement within MCDC, including staff movement, food distribution and refuse disposal, and additionally, all inmate movement for recreation, medical, court, release, housing, and visiting. The MCDC elevators can barely handle all the movement required by the current number of inmates. More inmates will mean more and slower inmate movement and more congestion and slower transfer of inmates.

### DOUBLE BUNKING MCIJ

The Grand Jury Report states:

"There are absolutely no limitations in existence now to the adding of additional bed space <at> MCIJ. ...the only limitation currently setting the population limit at 256 is the number of beds that have been placed there to house inmates." The Grand Jury proposes three progressive alternatives which "...are premised upon a finding that within the concepts of corrections officer and inmate safety and security, additional beds can be added to MCIJ. ... There is absolutely no justification for not putting bunk beds on each of the beds in each dorm... There being no outside limitations prohibiting increased use of existing facilities at MCIJ, it is proposed that Multnomah County ... fully double bunk the five existing dorms at MCIJ."

## Infrastructure

The Grand Jury recommended that an additional 246 inmates be added to MCIJ. This number of inmates would be impossible to manage, let alone house and feed. As previously noted, the Grand Jury did not even consider nor recognize the infrastructure services which would be required if double bunking were to occur at MCIJ.

## Supervision of Inmates: Sentenced vs Unsentenced

There are also several other considerations which must be discussed which have a direct bearing on the double bunking issue at MCIJ. The direct supervision dorm setting at MCIJ is a new concept in jails. The design was selected because the cost was lower, more inmates could be housed in a smaller space, and the type of construction meant less time was needed to build the facility.

Although the dorm setting design at MCIJ solved a number of problems it also created some problems. MCIJ was originally designed to house sentenced inmates. Instead, the majority of inmates currently housed at MCIJ are unsentenced inmates. The Grand Jury Report indicates that the number of inmates being housed should not be affected by whether the inmates are sentenced or unsentenced.

The Grand Jury notes that the "...issues of safety and security presented to the State of Oregon in supervising sentenced felons cannot be significantly different from the supervision and security issues related to the supervision of unsentenced felons and sentenced misdemeanants within Multnomah County." The Grand Jury also notes that the dorms proposed for the new State prison facility at Ontario "...will house 72 double bunked inmates under the direct supervision of one corrections officer."

NOTE: these State dorms will be larger than MCIJ's dorms. Also, the State prisoners leave the dorms for recreation, work, food, etc.; the inmates at MCIJ are confined within the dorm where all these activities take place.

Whether inmates are unsentenced or sentenced does make a difference. Unsentenced inmates are more difficult to supervise. Since proper supervision of inmates requires the officer to have direct knowledge of the activities of those inmates, it is necessary for the officer to be able to view what the inmates are doing.

It is noteworthy that the American Correctional Association (ACA) Standards state that "multiple occupancy rooms in pretrial facilities (which MCIJ is filling more and more with 'close custody' inmates) should not house more than 16 individuals."

### Supervision of Inmates: G Shift

Another, and very serious problem with double bunking concerns G shift supervision. Currently, at night, one corrections officer is responsible for supervising and overseeing two dorms containing 50 inmates each. This means the officer is responsible for 100 inmates. If these dorms were double bunked, the number of inmates would increase to 200. Even with added staff, 200 inmates in a space designed for 80 inmates could create an extremely dangerous situation.

### Design Capacity

MCIJ was originally designed to house 190 inmates. Because of the design configuration, it was possible to add an additional 70 beds, bringing the inmate capacity up to 260. The additional 70 beds represent a 37% increase over the designed capacity of this facility. This means that more inmates are using the dorm facilities (such as toilets and showers) than were planned for. Just about every night (even after lights out), inmates are queued up to use these facilities. Adding additional showers and toilets for the double bunked inmates would require massive and costly renovations.

The current physical structure of MCIJ would not be capable of providing the physical space required by the additional support services which would be needed for the additional 246 double bunked inmates. The current, 37% over-designed-inmate capacity is also stretching the food services, counseling and medical staff and other support services so that these infrastructure components are just able to provide the required services for the current 260 inmates.

(See Appendix A. Bob Nilsen, Facilities Management, comments on double bunking at MCIJ and areas of concern (i.e., construction and infrastructure).

### ----- PICTURES

One of the Sheriff's concerns is that the Grand Jury and other groups usually tour MCIJ during the day when many of the inmates are downtown for Court appearances or at medical or out on a work crew. Consequently, the dorms appear to be almost empty and quite spacious, and it looks as if more inmates could be placed in the dorms. The infrastructure services and the facility look as if they too, are being under-utilized. The pictures in Appendix B were taken when MCIJ has its full complement of inmates.



### Grand Jury's Use of MCCF as a Model for Double Bunking

Using MCCF as a model is extremely inappropriate. For years, we have complained about the overcrowded conditions at MCCF, specifically citing the issues of supervision problems with the number of inmates in each dorm. The facility is currently being remodeled to lower the number of inmates in each dorm to 38.

The Grand Jury Report cites MCCF as being problem-free. This is not the case, due to supervision and sightline problems, as witnessed by reports and previous Grand Jury reports.

The classification of the MCCF inmate calls for an inmate that has demonstrated better behavior than those housed at MCIJ. Therefore, it would seem that if MCCF was reducing the number of inmate per dorm to 38, it would not seem prudent to raise the number of pre-trial inmates (given more behavior problems) at MCIJ.

It is noteworthy that the non-working inmates housed at MCIJ are those that cannot be housed at MCCF.

### RESPONSES TO OTHER GRAND JURY ISSUES

#### FACILITIES

##### MCDC - Transfer Holding Cells (page 10)

Currently the Transfer Area is being used almost every Tuesday and Wednesday night for "in-transit" inmates. Between the time the Grand Jury met and now, we have made a concerted effort to utilize this area whenever it is appropriate as outlined in the Federal Court Order.

As to adequate staffing in this area, we currently hire an officer for four hours overtime if there are not adequate resources on the shift. To ask for a full time position, as suggested by the Grand Jury, is unreasonable in that the post is only open two nights per week and would require .26 officers. It would be unlikely that the Commissioners would give us one full officer when little more than one quarter of an officer is needed.

The use of existing staff from the Reception Area has already been reviewed. Not only do these staff members have enough to do, but their activities are such that we could not guarantee adequate supervision of the Transfer Area.

The Grand Jury likened the use of Reception staff to the activities performed at the CHJ. The difference is that the CHJ staff is "dedicated" to only the function of supervising the inmate living area, whereas the Reception staff are booking inmates, moving people within and outside the facility as well as supervising inmates in Reception.

The court order seems to be very specific about adequate staff "dedicated" to inmate supervision. As we discussed prior to the final order by the Federal Court, this post is a fixed post where the officer spends the entire shift monitoring those inmates assigned to the Transfer area. Our current practice for filling this post appears to be adequate.

MCDC - Increase Short-Term Holding Capacity on Reception Floor  
(page 19)

It is not feasible to increase capacity on the Reception floor. First of all, due to the activity level on the Reception floor it is already difficult for the officers to track inmate movement and document the same for the Federal Court.

Second, we currently have two units which are multi-person. RB13 can house people up to 24 hours while TH8 is short term or less than 12 hours. In both of these units we experience a high degree of inmate altercations. It should be kept in mind that persons held on Reception are frequently drunk or under the influence of drugs and certainly angry to be incarcerated. To expel this anger and frustration these people tend to fight or pick fights. Every time officers respond to fights, especially ones involving numerous people, the chances of officer injuries increase.

CHJ plus 1 bed (page 17)

The capacity of the Courthouse Jail will be increased from 70 to 70 plus 1 inmate worker as of July 1, 1990. Currently the Courthouse Jail acts as a day holding area for Court appearances and as a week-end sentence facility for TSI's.

**MCCF**

Screening of Dorm Windows (page 70)

A request was submitted requesting the installation of security screening on the inside of all windows in the inmate housing area. This request was identified as a capital improvement project by the budget committee.

In addition, a service request, with an estimated cost of \$4,216 was submitted on January 5, 1990. This request involved three estimates for the removal of the outside window screens. Each screen was to be repainted and then installed on the inside of the window.

The service request is currently on hold awaiting funding during the next fiscal year.

#### Roof Ventilators (page 70, 1.)

A request for roof ventilators was submitted to the budget committee for the installation of electric blowers on the roof of each wing. This request was identified as a capital improvement project by the budget committee.

#### Nighttime Perimeter Lighting (page 71, 2.a.)

A request was submitted for the installation of additional lighting and light poles at MCCF. This request was identified as a capital improvement project by the budget committee. Current outside lighting at MCCF does not fully illuminate the second security fence line. The installation of additional lighting has been estimated at \$8500.

#### Motion Detectors Along the Fence Line (page 71, 2.b.)

We requested the installation of motion detectors between the two perimeter fences at MCCF.

The budget committee approved this request, and it will be submitted to the Board of County Commissioners for final approval. This project has been estimated to cost \$8,000.

#### Ribbon Wire Between The Two Fences (page 70, 2.)

We requested money for the installation of security razor ribbon inside the perimeter fences at MCCF. This request was identified as a capital improvement project by the budget committee. The estimated cost of this project was \$30,000.

#### Video Camera Capabilities (page 71, 2.d.)

Video cameras should added to allow master control to view all areas of the fence line either on a rotating basis or by use of fixed cameras around the facility.

A request was submitted for the purchase of six new video cameras, and six new video monitors, for MCCF. Four cameras and four video monitors were requested to replace existing units. The two remaining cameras and monitors were intended to enhance perimeter security.

#### Sheltered Recreational Area (page 71, 3.)

A request for the construction of a covered recreation area outside the dormitory, for year-round recreation at MCCF, was submitted. This request was identified as a capital improvement project by the budget committee.

#### Paint Interior of MCCF (page 72, 4.)

In 1989, an estimate was obtained by Facilities Management for the painting of MCCF, both inside and outside, by a professional contractor. This estimate came to approximately \$35,000. Based on this estimate, a request for an addition to the 1990-91 fiscal year budget was submitted on November 13, 1989, requesting that the interior and exterior of MCCF be repainted. Considering the available inmate labor pool, this estimate could be reduced to less than \$2,000 by purchasing the paint and allowing inmate labor to complete the job.

### PROGRAMS

#### Elimination of the Primary Score of 200 for out-of-county holds and Population Release on out-of-county warrants (page 26)

Generally out of county holds are transported 1-2 days after being booked into the facility. Infrequently, when inmates have holds for counties in Eastern Oregon it may take longer.

It is extremely difficult to matrix when hold charges from those other counties are unknown, and the computer system is unable to determine other counties' charges. Matrix staff currently review all out-of-county holds and they are matrixed on local charges to coincide with transport to other counties. It should be noted that county holds (only charge) average 5 inmates and many of those could be non-releasable (high scores).

#### Inclusion of Non-violent Felonies and Misdemeanors in Matrix History Score (page 27)

The goal of the Sheriff's Office is to identify the violent / dangerous offender. While this consideration has merit it would change the release factors by escalating the non-violent inmates matrix score. By this consideration, violent offenders may be released prior to non-violent offenders being released.

Population Release of Sentenced Inmates at a Different Rate than Presentenced (page 28)

This recommendation has merit and has been considered and reviewed. Studies have been completed which have verified that more dangerous presentenced inmates would be released. This recommendation will be reconsidered when new beds (MCIJ) come on line.

Study to Determine Release Scores and Other Factors that Could Identify Successful Releases (page 29)

Studies such as this are very staff intensive, but are viewed as very important. However, it must be remembered that staff efforts must be directed towards supervision and monitoring of clients.

Officer Communication Re: Inmate Movement (page 44)

Currently, the back of the booking card is used to list all moves and reasons for moves. Procedures require a classification update to be completed prior to any moves based upon negative behavior and/or disciplinary write-ups. These updates should be attached to the booking card, which communicates to the staff why the move was initiated.

MCRC Screening: Written Criteria for Judges (page 46)

Eligibility criteria has been developed to explain how the screening process works and what factors are considered in making a decision to accept or reject a potential MCRC resident. For the last several months, the Sheriff's Office has been working with the District Attorney's Office to clarify criteria and develop a format for sharing this information with the D.A.'s Office and the Court.

Population Release Criteria for the Courts and Staff Phone Numbers (page 46)

Since the creation of the Population Release Unit, criteria have been shared with the courts, Probation officers, and District Attorney's Office. Corrections Technicians and their supervisor regularly receive calls from judge, probation officers, police agencies and the District Attorney's Office regarding further information that is important and continually utilized in the development of matrix scores.

Advisory Committee for MCCF and MCIJ (page 47)

The formation and implementation of Community Advisory Committees for MCCF and MCIJ could indeed facilitate a stronger working relationship between the Corrections Division and the community and be beneficial to both groups.

However, it should be noted that the development and maintenance of these committees requires staff time, training and support. In order to professionally educate and coordinate large groups of volunteers, provide them with timely and necessary data and information, relay their suggestions to administration, and respond to their committee needs, additional staff time may need to be allocated.

At MCRC, the current Volunteer Coordinator assists the facility commander in this role. To successfully implement these committees at MCIJ and MCCF, similar staff positions would need to be implemented as professional liaisons to the community.  
Feedback Screening Committee Re: Criteria (page 56)

Citizens are given monthly statistics that show how many residents are accepted, rejected, terminate successfully or unsuccessfully, and information about program participation and residents' financial transactions. Information on any individual's progress is available upon request. The Sheriff's Office will be soliciting input from the citizens at upcoming meetings to see if any changes or enhancements are recommended in this process.

## SUPPORT SERVICES

Inmate Movement and Transport (page 30)

The Grand Jury process was valuable in helping focus on the system-wide nature of the problems complicating the transport of prisoners to court. Since then, we have begun to experience an improvement of inmate processing by the facilities as they become aware of the role they play in the timeliness of the chains.

To address a number of concerns, both by the Grand Jury and staff, the Corrections Branch is in the process of proposing a specific assignment pattern for staff in the Transfer Area. This proposal includes a supervisor to alleviate the authority issues involved between Transfer and Reception, the installation of a FAX machine to assist in paperwork transfers, the assignment of staff on a regular basis and with staggered shifts for the area and the use of corrections officers, where necessary, to supplement the transport functions. With proper procedures and staff availability we could possibly address the late add-ons by the court.

The specific concern recommending call-forwarding of the transport coordinator's phone after they end their shift at 5:00 pm took a different turn when we pursued this matter. Negotiations with the Chief Criminal Judge resulted in a recognition that timely notification by the courts of hold-over cases would solve the entire problem. That has, in fact, happened. In addition, by leaving direct responsibility for receiving transport requests with the same unit personnel, it has allowed us to resolve the problem referred to on page 32.

Instead of producing and distributing a form to the 39 courts, each with alternating personnel, we have created a check-list of information items that we require from each of the requestors.

### MCIJ Transport

The Grand Jury indicated that the staging and processing of prisoners to be transported from MCIJ is done in an inefficient and irregular fashion.

MCIJ is properly pulling and staging the inmates according to the established load-planning scheme. The basic problem with the transport of inmates from MCIJ is primarily due to equipment maintenance problems.

The unreliability and inadequacy of transport vehicles has, of course, been a high priority concern historically. Two new buses and vans budgeted partly under the new Inverness expansion, plus on-going maintenance supervision assigned to Transport Deputy George Schneider (who has extensive training and experience in this area) offer hope for substantial improvement.

It would be prudent to move the morning meal schedule at MCIJ up by 30-45 minutes, allowing more processing time. However, the Food Service Contractor will not do that without additional equipment. We authorized that equipment, and have been waiting for cost figures so that we can finalize the purchase.

As for staging men first, that does not always work out, as women (any inmate for that matter - male or female) who have AM Courthouse Jail appearances are given #1 priority above any other court transports.

We are committed to making the system run smoother and assisting in any way to implement changes to improve. Each morning, the G shift sergeant speaks directly with the Transport Officers to ensure that transports are staged according to their instructions.

**Note:** Current policy at MCIJ states that all court inmates are ready to board Transport Unit vehicles by 0710, as per a long standing request from that Unit.

TSI Bookings (page 62)

As for TSI (turn self in) bookings at MCIJ, we could perform such a function at MCIJ without difficulty, if we were able to schedule their arrival and empty beds were left open and available for use by the TSI inmate.

HUB Operations (page 64)

Operation of the HUB Program taking place at MCIJ is possible; given sufficient additional staff and the proper physical plant capable of housing highly volatile inmates in single-cell configured modules, such as those found at MCDC.

Video Proceedings (page 40)

The Grand Jury's recommendations listed on pages 41 and 42 are shared by the Sheriff's Office and, by now, funding has been established. Expansion of application is constantly being sought by all elements of the system, including the defense bar whose usage has proliferated geometrically since the inception of this program, which they met with skepticism and rejection.

Commissary (page 49)

As to whether a yearly outside audit is necessary, it is our belief that the current contract with the private accounting firm of Stamps and Associates fills this need. In addition, the new computerized system has built-in accounting and balancing features.

We took the position, regarding the prices of the commissary items, that commissary, like recreation, chaplains, etc., is a safety and security issue and is the responsibility of the Sheriff to provide. (This position is standard among counties.)

The suggestion of replacing county employees with volunteers raises the issue of bargaining unit opposition. In addition, commissary is a tightly managed, day to day operation necessitating unit management and supervision.

It does not seem advisable to add the space at the bottom of the commissary form for suggested new items to be added to the commissary list. We receive "kites" presently wherein the inmates indicate desired items. The list that is presently offered is the result of years of trial and error.



NOTE: Granola bars were once offered and never gained sufficient popularity to justify the expense of stocking. In fact, like most new items, the remainder of the first order of granola bars had to be thrown away. There was no demand for the bars and they sat around and eventually exceeded their shelf-life.

Yearly Audit of Inmate Welfare Fund (page 50)

A yearly audit of the Inmate Welfare Fund is specified as part of the operational procedures outlined for the Fund. Presently the MCSO Fiscal Unit is working directly with the accounting firm of Stamps and Associates to stabilize the accounting system which is currently in place. A formalized audit will follow.

Laundry (page 52)

The issue of the blankets resulted from a batch of patently inferior blankets which showed up on one of the orders. Those blankets have been removed from the general supply so that only adequate ones are now in circulation.

Additional Washers and Dryers at MCRC (page 59)

Washers and dryers are provided so that residents can keep a clean neat appearance while inside and outside the center, and for hygiene in general. It is seen as necessary for the proper operation of the center, and not as an inmate welfare item. An expansion of the number of washers and dryers has been budgeted as part of the overall expansion budget as the population is allowed to increase.

APPENDIX A  
FACILITIES RESPONSE

Memo from Bob Nilsen, Facilities Management, to Lt. Gary Walker, Sheriff's Office, dated February 28, 1990.  
(Handwritten FAXed memo was retyped.)

At present, construction documents are underway on a 210 bed addition to MCIJ. This new addition together with the current 37% over-designed capacity will stretch food services, counseling, medical staff and other support services to the point where small interim adjustments will be required and will have to be factored into our 210 bed addition budget as funds allow. Adding Grand Jury recommended bunk beds to this equation would simply swamp the system.

It is recommended that before any direction is taken in regards to adding "Grand Jury" recommended bunk beds at either MCDC or MCIJ, that a detailed Building Code, Corrections Standards, infrastructure, potential remodeling or building cost budget, and staffing analysis be completed.

A Building Code review for both MCDC and MCIJ should take place for basic code requirements and also in regards to building code appeals that were granted during the original building process on both buildings.

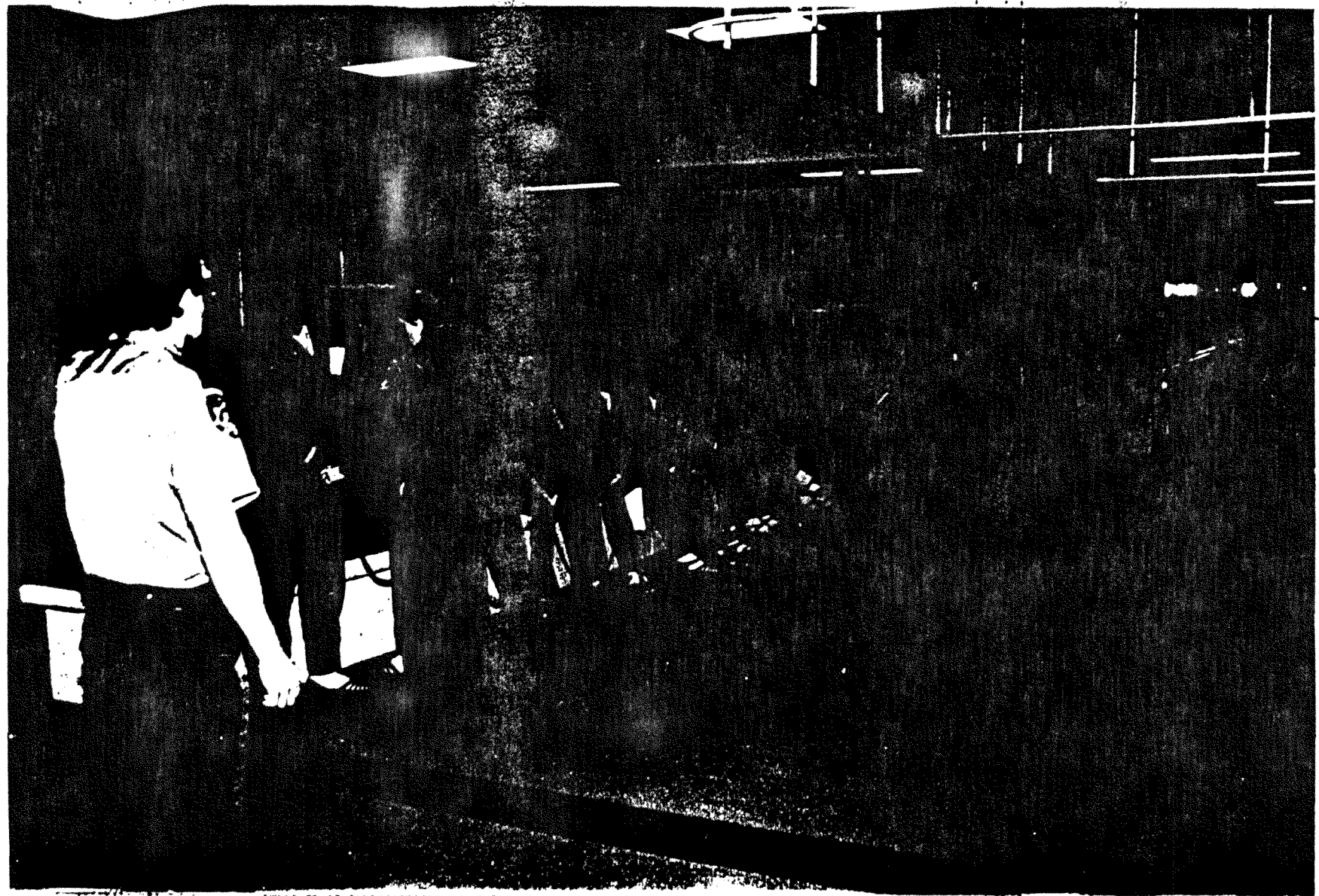
Corrections Standards could become an important issue if accreditation is to be considered in the future.

APPENDIX B

MCIJ

SPACE AND BUNKS

PROCESSING AREA AT MC1J

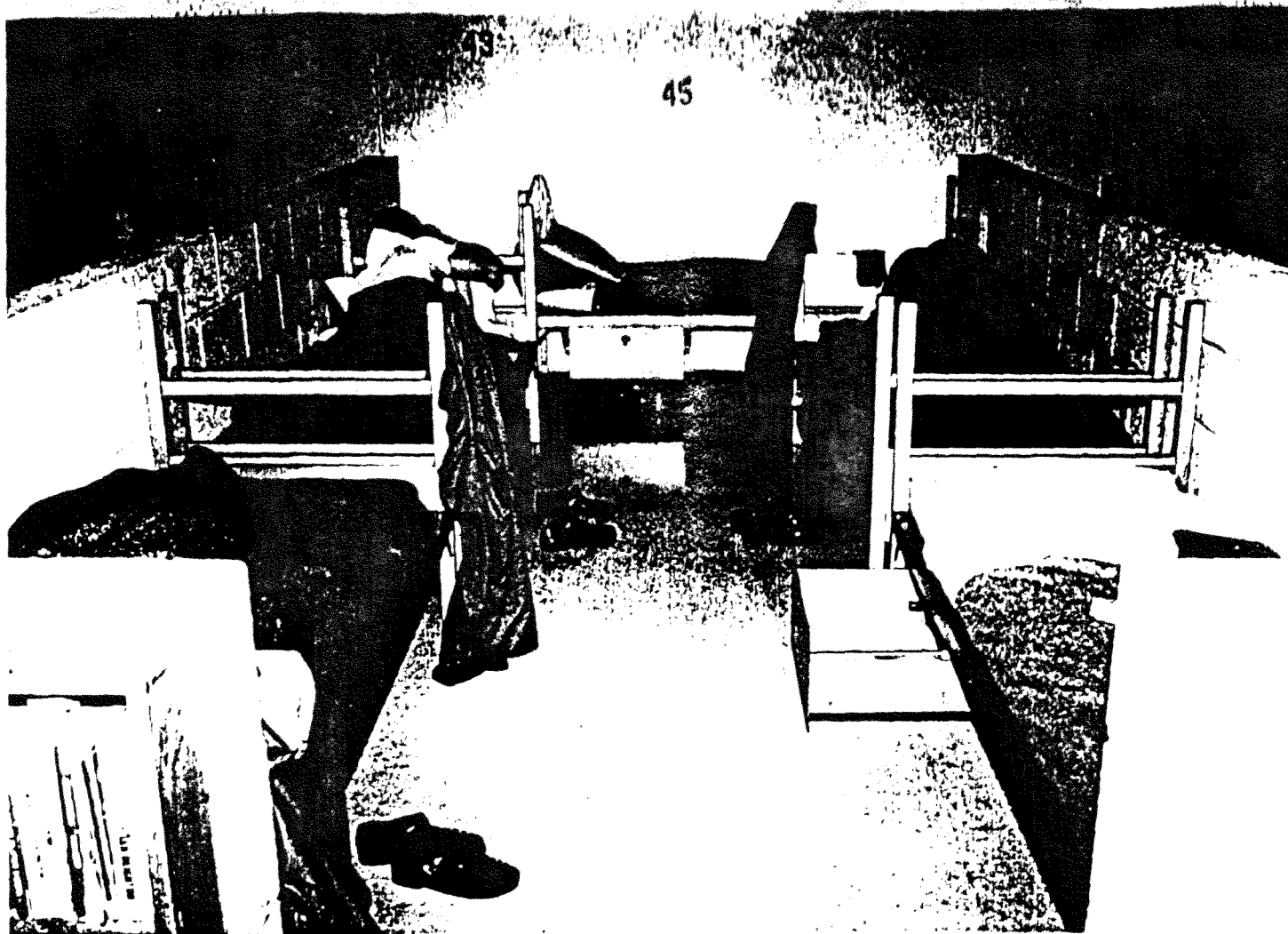


DAY AREA OF LIVING UNIT WHERE INMATES EAT, WATCH T.V. AND CONVERSE





DAY AREA OF LIVING UNIT WHERE INMATES EAT, WATCH T.V. AND CONVERSE



BEDS IN LIVING UNIT (50 BEDS TO EACH DORM)

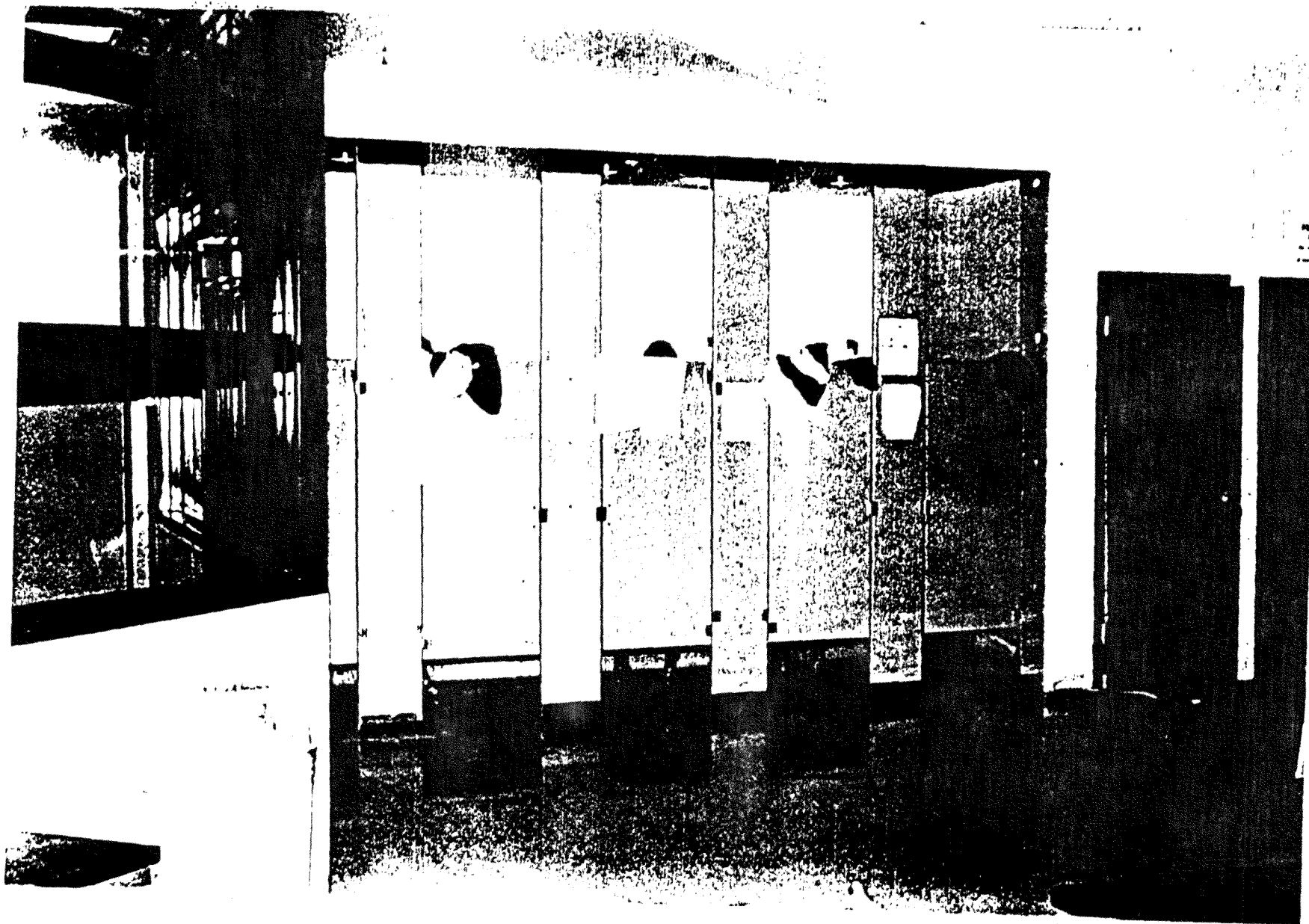


MCIJ RECREATION AREA ATTACHED TO LIVING UNIT





TELEPHONES IN LIVING UNIT



SHOWER AREA IN LIVING UNIT



MCIJ KITCHEN (SERVES----260 INMATES)

APPENDIX A

MCRC

STATISICAL DATA

MULTNOMAH COUNTY RESTITUTION CENTER

Population on Mondays from September 4 - February 19, 1990.  
(2,000 Residents in sample)

<u>Category:</u>	<u>#</u>	<u>%</u>
A Felony	340	17%
B Felony	350	17.5%
C Felony	972	48.6%
Misdemeanor	82	4.2%
Traffic	254	12.7%

Population during last 60 days (12-17 and 2-14-90)

# of Residents - 164

Mean Average Matrix Score = 73 (60 day population)

Mean Average Matrix Score = 77 (current population)

<u>Category:</u>	<u>#</u>	<u>%</u>
A Felony	25	15%
B Felony	13	12%
C Felony	89	54%
Misdemeanor	31	19%
Violent Felons	26	16%
Drug Felons	7	4%
Property Felons	40	26%
Traffic Felons	12	8%
Violent Misdemeanor	5	3%
Property Misdemeanor	4	2%
Traffic Misdemeanor	22	13%

WTA 018/12137/414

RESTITUTION CENTER POPULATION REVIEW  
MONDAYS STARTING 9/4/89

DATE	A FEL	B FEL	C FEL	MISD	TRAFFIC	TOTAL
Sept. 4	14	18	27	6	5	70
Sept. 11	13	19	30	5	6	73
Sept. 18	11	19	33	5	6	74
Sept. 25	12	15	34	5	6	72
Oct. 2	13	15	35	4	6	73
Oct. 9	12	15	44	4	6	81
Oct. 16	10	14	43	4	9	80
Oct. 23	9	15	42	2	12	80
Oct. 30	10	14	45	2	14	85
Nov. 6	13	11	46	4	15	89
Nov. 13	10	10	44	3	15	82
Nov. 20	11	12	43	3	12	81
Nov. 27	13	12	44	3	11	83
Dec. 4	12	12	40	3	8	75
Dec. 11	14	15	39	4	9	81
Dec. 18	17	16	40	3	9	85
Dec. 25	15	15	36	1	12	79
Jan. 1	16	15	36	2	12	81
Jan. 8	16	13	37	2	16	84
Jan. 15	18	12	38	2	13	83
Jan. 22	17	12	37	3	11	80
Jan. 29	17	13	39	5	10	84
Feb. 5	16	10	42	3	12	83
Feb. 12	16	14	41	3	11	85
Feb. 19	15	14	37	3	8	77
-----						
TOTAL	340	350	972	84	254	2000
% OF TOTAL	17.0%	17.5%	48.6%	4.2%	12.7%	

MULTNOMAH COUNTY RESTITUTION CENTER

Facility population and waiting lists on Mondays 12/4/89 - 2/12/90.

<u>DATE</u>	<u>POPULATION</u>	<u>WAITING LIST</u>
12/4/89	81	14
12/11/89	81	10
12/18/89	85	10
1/2/90	81	13
1/9/90	84	19
1/16/90	83	21
1/22/90	80	15
1/29/90	84	16
2/5/90	83	16
2/12/90	85	17

MONTHLY AVERAGE

	<u>AVERAGE DAILY</u> <u>POPULATION</u>	<u>WAITING LIST</u>
JANUARY	84	17
FEBRUARY (1-14)	84	16

WTC 610/12/70/41A



MULTNOMAH COUNTY RESTITUTION CENTER

Screening Summary Data

(Last 60 Days - 12/17/89 to 2/14/90)

# Screened	111
# Accepted	103
Acceptance Rate	93%
# Rejected	8

Reasons for Rejections

1. Danger to Community and Center.  
Arson charge - Set fire to girlfriends house. History of domestic violence. Psychological report noted problems with authority and anger.
2. Danger to Community and institution behavior problems.  
Charges Robbery and Kidnap prior violent history. Poor institutional behavior history.
3. Danger to Center and facility population.  
Active gang member (skinhead) prior history of violence against minority victim (stranger) and intimidation. Psychological evaluation notes antisocial personality.
4. Danger to Community.  
Charge Rape 1. Extensive juvenile history. Probation officer recommended denial noting danger and chronic lying. PSI recommended a 20 year penitentiary sentence.
5. Institutional behavior problem.  
Continual drug abuser, failed community treatment programs, no motivation for change. Six major institutional behavior problems in last 6 months.
6. Danger to community.  
On temporary leave from penitentiary, after sentencing but before coming to jail was shot in leg during a home burglary attempt. Probation officer was attempting to return inmate to OSP.
7. Danger to community.  
Charge CCW but was actually an armed confrontation with a security guard. Poorly motivated and poor attitude when interviewed. Probation officer recommended denial.
8. Danger to community and facility.  
Charge promoting prostitution and PCSI, 22 prior arrests. Appears to be a drug pusher and a pimp. Failed to bring in requested documents.

MULTNOMAH COUNTY RESTITUTION CENTER

ALCOHOL/DRUG NEEDS OF CURRENT POPULATION (2/23/90)

CURRENT POPULATION 84

SUBSTANCE ABUSE PROBLEM

	#	%
Alcohol	24	29%
Drug	26	31%
Both	1	1%

TREATMENT

Community Agency Treatment	24
Substance Abuse Counseling at Center	18
Participation in NA/AA at Center	30

ALCOHOL/DRUG NEEDS OF PERSONS ACCEPTED

DURING LAST 60 DAYS

# Accepted	103
# With Substance Abuse Problems	66

END PAGE 2

MULTNOMAH COUNTY RESTITUTION CENTER

TERMINATION DATA

	<u>LAST 60 DAYS</u>		<u>1989 CALENDAR YEAR</u>	
	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
Successful	69	80%	402	71%
Unsuccessful	17	20%	168	29%
Escape/Awol	3			
Rule Violations	3			
Alcohol Use	4			
Drug Use	7			

ACTIVITY REPORT (1989 Calendar Year)

EMPLOYMENT

Employed at Intake	283
Unemployed at Intake	293
New Hire	179
Received Employment Counseling	440
Employment Counseling Referral	257

FINANCIAL

Board and Room	112,322.31
Restoration	21,847.93
Court Ordered Support	4,417.00
Family Support	179,181.07
Probation Fees	2,565.00
Treatment Fees	3,374.50
Money at Release	60,502.99

TOTAL 384,211.02

TREATMENT GROUP PARTICIPATION

Unlocking Potential	142
Anger Control	82
Parenting	63
NA	238
JA	232

ARRESTS WHILE UNDER SUPERVISION 1

WTW/dld/1215X/40A

INMATE HEARINGS REPORT  
CALENDER YEAR 1989

Hearings/Institution	Total	% of Total
MCDC	1987	47.56%
MCCF	680	16.28%
MCRC	265	6.34%
GHJ	170	4.07%
MCIJ	687	16.44%
ISP	383	9.17%
FEM WORK RELEASE	6	0.14%

TOTAL 4178

MCRC

Disruptive Behavior	11	4.06%
Fail Order	70	25.83%
Contraband	101	37.27%
Theft	3	1.11%
Desiruct Property	0	0.00%
Fighting	8	2.95%
Unauthorized Area	22	8.12%
Threatening	3	1.11%
Comm other Areas	0	0.00%
Misuse Law Library	0	0.00%
Forcing	0	0.00%
Sexual Act	0	0.00%
Return to Room	0	0.00%
Gambling	0	0.00%
Plot or Attempt	5	1.85%
Cont to Viol	5	1.85%
Escape	21	7.75%
Work Rel Rules	21	7.75%
Assault	1	0.37%
Misuse Lib Equip	0	0.00%

Total

271

## Restitution Center Eligibility Criteria

Permits and agreements which allow for the operation of the Restitution Center at its current location require that all residents are: Completely sentenced, eligible for work release, and approved by a screening committee that involves citizens from the community. Residents can be accepted with a wide variety of current charges and criminal or social backgrounds. No single variable will make someone ineligible. However, the more "questionable" attributes listed in the chart below that describe a defendant, the less likely it is that they will be accepted.

	Acceptable	Questionable
In-house Behavior	<ol style="list-style-type: none"> <li>1. When a defendant presents himself as cooperative and remorseful the weight of other questionable factors is reduced.</li> <li>2. No incarceration history, positive history, or past work release failures that were selfdestructive in nature (AWOL, alcohol use) may be acceptable.</li> </ol>	<ol style="list-style-type: none"> <li>1. Active addiction; defendant needs detoxification prior to MCRC residency.</li> <li>2. Mental instability.</li> <li>3. History of disruption or disrespectful behavior while incarcerated.</li> <li>4. Angry, uncooperative, unremorseful.</li> <li>5. Medical problems, gang associations, etc.</li> </ol>
Current Crime	Property crimes or nonviolent person crimes that are not seen as being a danger to the community.	Person crime, the defendant is considered dangerous to the community, or the controls of the center are not seen as strong enough to safely house this kind of offender.
Criminal History	Any criminal history not covered in the "questionable" column.	<ol style="list-style-type: none"> <li>1. Criminal history scale of A, B, or C on the sentencing guidelines.</li> <li>2. The defendant's current crime is a person crime with a history of multiple unprosecuted person crimes of similar nature.</li> <li>3. A history of property crime with regularity that indicates a lifestyle or compulsion of criminal property offenses.</li> </ol>

DETAILED EXPLANATION FOLLOWS

Following is a more thorough discussion of the screening process and defendant behavior and background that are considered during the screening process. The MCRC screening committee consists of five voting members: Three staff and two citizen volunteers. The three staff members include the Counseling Supervisor, the Facility Sergeant and the person presenting the case to the rest of the Committee.

Most rejections of potential residents occur because the individual is considered to be either a potential management problem inside the Center, or dangerous to the community at large or the neighborhood surrounding the Center. An individual's mental stability and predictability are important variables when making judgements about their potential behavior in the neighborhood or inside the Center.

#### **Potential Behavior Problems In-house**

Because the Center has minimal security staffing, an unsecured perimeter, and is multi-storied, offenders with certain histories or situational needs cannot safely be housed at the Restitution Center. These individuals present too great a potential of management problems inside the facility. Examples of variables that are considered follow:

1. Addiction: Offenders with extreme addiction problems that require lockdown or segregation to prevent drug use or drug procurement activity are at risk of causing management problems. These individuals should undergo detoxification either in jail or at a detox facility (hospital/treatment center) prior to their admission to the Restitution Center. Residents of the Restitution Center desperate for drugs or alcohol could either escape or cause drugs to enter the Center thereby jeopardizing the progress or success of a number of vulnerable recovering substance abusers.
2. Mental Stability: Offenders with mental health problems who need constant supervision, are unable to follow directions, who lack adequate group living skills, or who disrupt the smooth operation of the Center are not appropriate. Likewise an individual who is very depressed, distraught, or suicidal cannot be safely housed at the Restitution Center.
3. Disciplinary Problems: Offenders with recent histories of serious disciplinary problems while confined are not generally accepted. At the least their most recent custody classification must be "general housing" or else they are returned to the appropriate housing area until they earn a "general housing" status by good behavior under the current system. The Corrections Branch Classification Unit located on the Third Floor of the Justice Center maintains information on overall jail behavior. The court can gain access to general information about an offender's classification by contacting the Classification Unit.
4. Attitude: During the intake interview, before screening, a counselor explains the work release requirements and Center rules to the defendant. The counselor also examines with the defendant the factors that influenced their criminal behavior. Defendants who feel they can't live by the Center's rules or become hostile or uncooperative with the interview process are considered very questionable for Center housing.
5. Miscellaneous Factors: Offenders with gang affiliations, AIDS, who are easily intimidated by others, or are homosexual are not automatically excluded for housing at MCRC. These factors are considered along with other behaviors in making a final decision.

## Community Danger

Offenders who show a great likelihood of re-offending while in the Center or whose history or charges reveal violence are often denied. Current crime and criminal history are considered and examples of various combinations follow.

1. Current Crime: When the current offense is assault, rape, sodomy, robbery, kidnap or arson the Committee requires that the counselor presenting the case at screening bring either the police report or PSI so the offense can be examined from some other perspective than the offender's. If one of these offenses occurred and the victim was a stranger there is a greater likelihood of rejection than if the offender knew the victim. For example, a first time rape where the victim was a step-child is a situation which is commonly reviewed at the Restitution Center. Under these circumstances danger to the community is not a paramount concern. However, this same charge coupled with a past criminal record or sex crimes with strangers would probably cause rejection. An arson committed as an act of vengeance against a girl friend (burning down her garage) might be accepted where this same charge with a history of arson or mental health problems that undermine predictability would probably result in rejection. An assault when the offender was drunk, even if serious and with a past history of assaults, might be acceptable with a condition that the defendant take antabuse. The reasoning would be that if we control the drinking we minimize the risk of assault.
2. Criminal History: An offender with a lifelong history of criminal conduct is seen as a poor risk unless evidence can be presented that they have a history of responding well to structure such as work release or are motivated to begin to make changes. A rash of recent criminal behavior, or escalation of the seriousness of offense pattern will cause the Committee to look closely at the whole person in order to assess risk. An example of cumulative minor charges that might result in rejection would be offender with 20 Theft II arrests in the last two years. If this was a drug abuser who is now maintaining sobriety he would be considered differently than a transient who was not motivated to change. The latter would present too much risk of continuing theft activity in the immediate area surrounding the Center.

POPULATION RELEASE DATA

RELEASE DURING LAST 5 MONTHS (10/1 - 2/23/90)

TOTAL RELEASES      2,171

Average Releases Per Week   103

PRESENTENCED

<u># RELEASED</u>	<u>% OF RELEASES</u>	<u>RELEASE/WEEK</u>
1,349	62%	64

SENTENCED

<u># RELEASED</u>	<u>% OF RELEASES</u>	<u>RELEASE/WEEK</u>
822	38%	39

POPULATION RELEASED CLIENTS UNDER COMMUNITY SUPERVISION  
(Last 5 Month Review 10/1 - 2/23/90)

PRESENTENCED

Average # Under Supervision	359
Program Count on 2/23/90	346

SENTENCED

Average # Under Supervision	135
Program Count on 2/23/90	136

WTH/dld/1219X/41A



# POPULATION RELEASE DATA

Release of 100 presentenced and 100 sentenced population releases made in January 1990.

## PRESENTENCED

### CHARGE CATEGORY:

A Felony	5%
B Felony	0
C Felony	80%
U Felony	1%
Misdemeanor	13%
Traffic	1%

Probation Violations	34%
FTA	33%
Both PV & FTA (Include Above)	6%

Mean Average Release Score 43

## SENTENCED

### CHARGE CATEGORY:

A Felony	6%
B Felony	0
C Felony	47%
Misdemeanor	24%
Traffic	23%

Probation Violations	10%
----------------------	-----

Mean Average Sentence 130 days

Mean Average Release Score 40

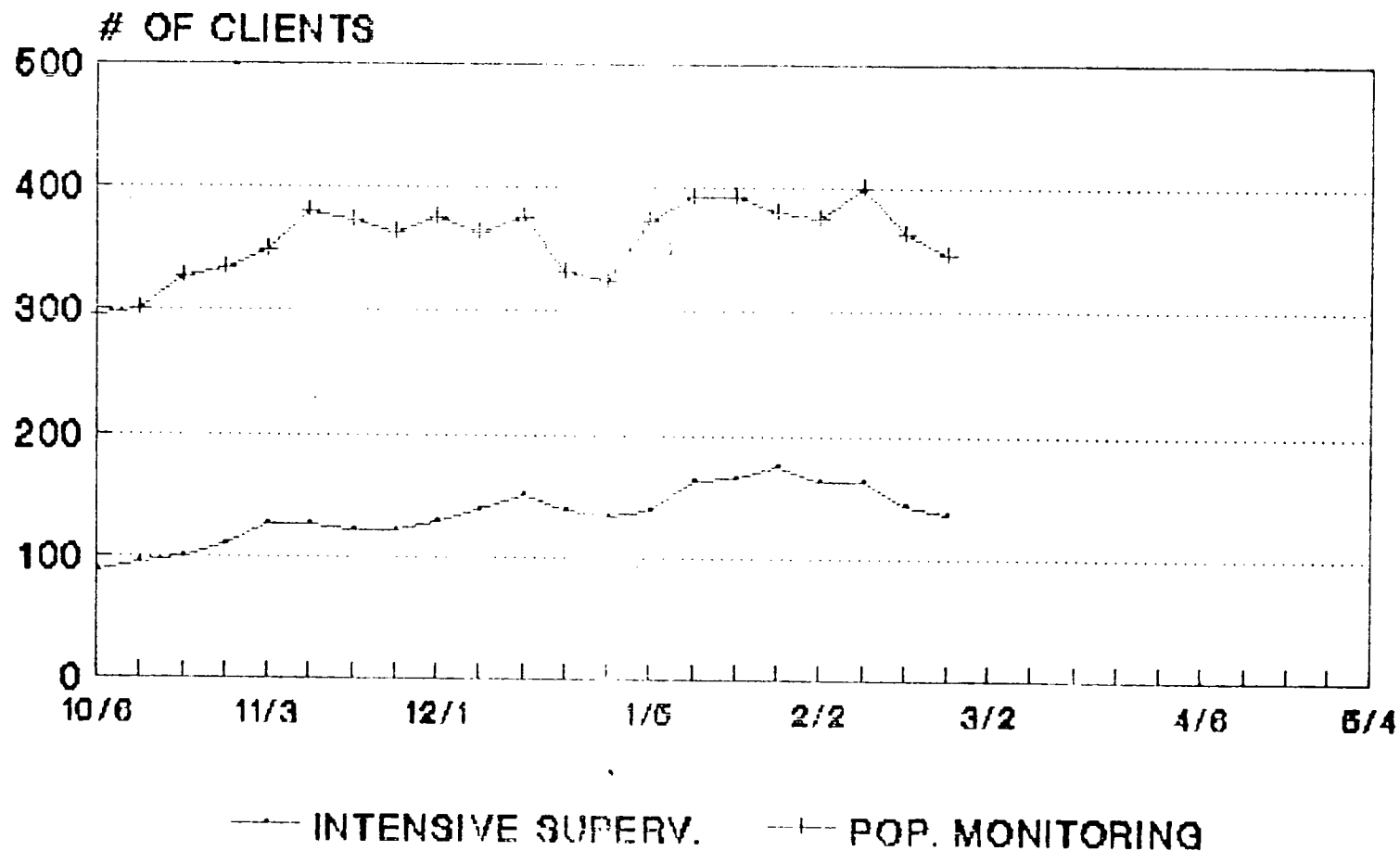
Sentence Range (days)

-	30	-	12%
11	30	-	12%
31	45	-	14%
61	90	-	23%
91	180	-	24%
181	270	-	6%
271	365+	-	11%

W-116/1216X/41A

# RELEASE PROGRAM COUNT\*

Feb. 23, 1990



PROG: (\*Program count on Friday)

## X Data

## INTENSIVE SUPE POP. MONITORIN

10/6

89

296

96

301

100

328

109

335

11/3

127

350

126

380

121

373

123

365

12/1

129

376

138

365

150

377

140

332

133

325

1/3

140

373

164

394

165

393

175

381

2/2

163

376

163

401

144

364

136

346

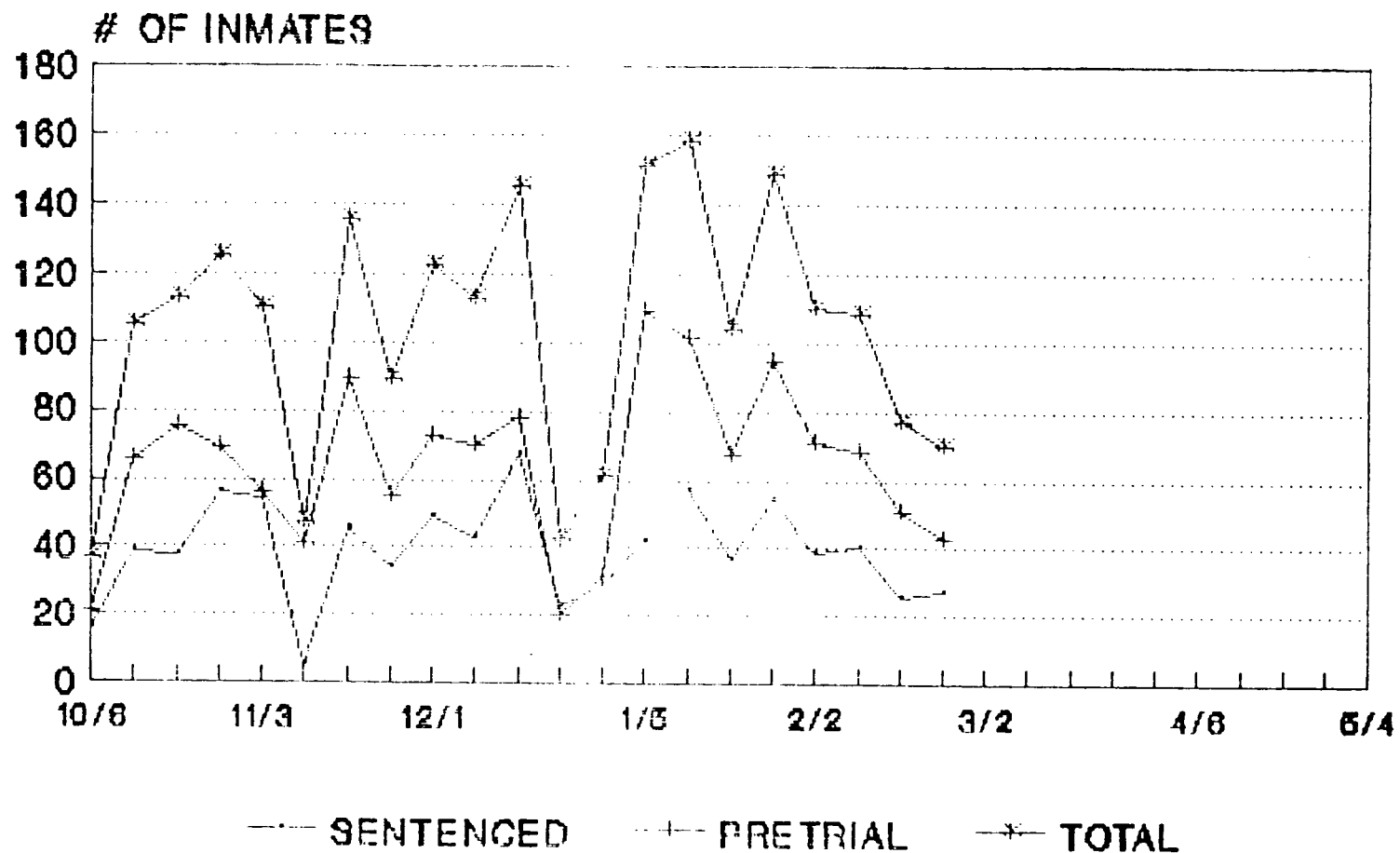
3/2

4/6

5/4

# WEEKLY POPULATION RELEASES\*

Feb. 23, 1990



POP#:(+Releases for the week)

X Data	SENTENCED	PRETRIAL	TOTAL
10/6	16	21	37
	39	66	105
	38	75	113
	56	69	125
11/3	54	56	110
	6	41	47
	46	89	135
	34	55	89
12/1	49	73	122
	43	70	113
	67	78	145
	23	20	43
	29	32	61
1/5	42	109	151
	57	101	158
	37	67	104
	54	94	148
2/2	39	71	110
	40	68	108
	26	51	77
	27	43	70
3/2			
4/6			
5/4			

\*\*\*\*\* BUD ONE \*\*\*\*\*  
 MULTNOMAH COUNTY SHERIFF'S OFFICE -  
 MCRC EXPANSION (annualized for fy 1990-91) - County Inmates  
 Sheriff's Office Budget  
 \*\*\*\*\*

Inmate population - from 101 up to	{110}	{120}	{130}	{140}	{150}	{160}
	1990-91	1990-91	1990-91	1990-91	1990-91	1990-91
	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET

REQUIREMENT DETAIL

CODE	OBJECT TITLE						
5100	Permanent	109,445	151,556	320,918	397,518	414,865	479,259
5200	Temporary	0	0	0	0	0	0
5300	Overtime	19,099	19,099	57,297	68,605	68,605	68,605
5400	Premium	1,172	1,172	3,516	4,688	4,688	4,688
5500	Fringe	45,198	56,462	133,610	163,874	168,514	185,739
	DIRECT PERSONAL SERVICES-----	174,914	228,289	515,341	634,685	656,672	738,291
5550	Insurance Benefits	18,395	26,283	54,853	68,191	71,969	83,856
	TOTAL PERSONAL SERVICES-----	193,309	254,572	570,194	702,876	728,641	822,147
6060	Pass Through Payments	0	0	0	0	0	0
6110	Professional Services	21,908	39,840	78,069	98,973	115,959	132,946
6120	Printing	349	697	1,046	1,394	1,743	2,092
6130	Utilities	0	0	0	0	0	0
6140	Communications	106	106	106	176	176	176
6170	Rentals	0	0	0	0	0	0
6180	Repairs and Maintenance	250	500	750	1,000	1,250	1,500
6190	Maintenance Contracts	0	0	0	0	0	0
6200	Postage	0	0	0	0	0	0
6230	Supplies	10,557	19,833	37,535	46,673	54,342	62,772
6270	Food	0	0	0	0	0	0
6310	Education and Training	0	0	0	0	0	0
6330	Travel	0	0	0	0	0	0
6520	Insurance	0	0	0	0	0	0
6550	Drugs	0	0	0	0	0	0
6560	Refunds	0	0	0	0	0	0
6620	Dues and Subscriptions	0	0	0	0	0	0
	DIRECT MAT/SERVICES TOTAL-----	33,169	60,976	117,505	148,216	173,470	199,486
7100	Indirect Costs	0	0	0	0	0	0
7150	Telephone	0	0	0	0	0	0
7200	Data Processing	420	840	1,260	1,680	2,100	2,520
7300	Motor Pool	0	0	0	3,150	3,150	6,300
7400	Building Management	0	0	0	0	0	0
7500	Other Internal	0	0	0	0	0	0
7604	Tax Land Sale Cash Transfer	0	0	0	0	0	0
	INTERNAL SVC REIMBURSEMENTS-----	420	840	1,260	4,830	5,250	8,820
	TOTAL MATERIALS/SERVICES-----	33,589	61,816	118,765	153,046	178,720	208,306
8200	Buildings	0	0	0	0	0	0
8300	Other Improvements	0	0	0	0	0	0
8400	Equipment	25,672	33,880	43,156	66,655	71,730	79,479
	TOTAL CAPITAL OUTLAY-----	25,672	33,880	43,156	66,655	71,730	79,479
	TOTAL REQUIREMENT						
	DIRECT BUDGET-----	233,755	323,145	676,002	849,556	901,872	1,017,256
	TOTAL BUDGET-----	252,570	350,268	732,115	922,577	979,091	1,109,932

27-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)  
Inmate population - from 101 up to 110

ORGN	JBCLASS	NAME	JBTITLE	FTE	BASE	FRINGE	INSURANCE BENEFITS	TOTAL	FUND
PERMANENT -									
3900	4055	ZVACANCY1	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	2029	ZVACANCY1	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY2	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	6268	ZVACANCY1	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
				4	109,445	37,749	17,397	164,591	

OVERTIME -									
3900	4055		CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
				3	19,099	7,019	966	27,084	

PREMIUM -									
3900	2029		CORR OFF	1	586	215	16	817	Gen
3900	2029		CORR OFF	1	586	215	16	817	Gen
				2	1,172	430	32	1,634	

TOTAL PERSONNEL

=====

193,309

(ESTIMATE)

MATERIALS/SUPPLIES

=====	101 to 110	COST OF EACH	SUBTOTAL	TOTAL COST
6110 - PROF SERV				5,716
hiring	4	945	3,780	
food (# of meals)	395	1.483	586	
GED - hours	0	1,008	0	
Pay Services	0	2,363	0	
Legal fee	1	600	600	
Urinalysis contract	10	75	750	
6120 - PRINTING	10	34.86	349	349
6140 - COMMUNICATIONS				
Phones	3	35	106	106

27-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - 101 up to 110

(ESTIMATE)

MATERIALS/SUPPLIES =====	101 to 110 -----	COST OF EACH -----	SUBTOTAL -----	TOTAL COST -----
-----------------------------	------------------------	--------------------------	-------------------	---------------------

6180 - REPAIR/MAINT	1	250	250	250
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6230 - SUPPLIES				10,557
-----------------	--	--	--	--------

uniforms	3	682	2,047	
mattresses	12	58	693	
inmate clothing	12	121	1,449	
tables	3	105	315	
chairs	12	50	600	
batteries	4	55	220	
janitorial	10	135	1,350	
laundry-per inmate	10	99.84	998	
chairs-empl	1	210	210	
sidechair	3	137	410	
office supplies	3	13	38	
computer supplies	1	650	650	
computer table/chart	1	360	360	
food serv. items	1	167	167	
misc. ie chains, riot items, coax	10	105	1,050	

7200 - DATA PROCESSING	10	42	420	420
------------------------	----	----	-----	-----

7300 - MOTOR POOL				0
-------------------	--	--	--	---

vehicle- (see equipment)	0	0	0	
maint/replace-yr				
Car	0	3,150	0	
Bus	0	5,250	0	
Van	0	4,200	0	

TOTAL MATERIALS/SUPPLIES				17,397
--------------------------	--	--	--	--------

8400 - EQUIPMENT				25,672
------------------	--	--	--	--------

bunks	10	260	2,604	=====
radios	2	1,785	3,570	
charger	1	630	630	
laundry carts -				
6 coaster	1	764	764	
5 coaster	0	367	0	
PC/network/printer	1	16,000	16,000	
dryer	1	2,104	2,104	
vehicle -				
bus	0	105,000	0	
car	0	15,750	0	
van	0	21,000	0	
Misc equip. ie kitchen, televisions, and VCRs	0	0	0	

TOTAL FOR INCREASE AT MCRC

236,378



27-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 120

ORGN	JBCLASS	NAME	JBTITLE	FTE	BASE	FRINGE	INSURANCE BENEFITS	TOTAL	FUND
PERMANENT -									
3900	4055	ZVACANCY1	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	2029	ZVACANCY1	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY2	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	6268	ZVACANCY1	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY2	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6001	ZVACANCY1	OA II - Accts	1	17,347	4,640	3,778	25,765	Gen
				6	151,556	49,013	25,285	225,854	
OVERTIME -									
3900	4055		CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
				3	19,099	7,019	966	27,084	
PREMIUM -									
3900	2029		CORR OFF	1	586	215	16	817	Gen
3900	2029		CORR OFF	1	586	215	16	817	Gen
				2	1,172	430	32	1,634	
TOTAL PERSONNEL								254,572	

(ESTIMATE)

MATERIALS/SUPPLIES

	101 to 120	COST OF EACH	SUBTOTAL	TOTAL COST
6110 - PROF SERV				7,455
hiring	5	945	4,725	
food (# of meals)	425	1.483	630	
GED - hours	0	1,008	0	
Psy Services	0	2,363	0	
Legal Fee	1	600	600	
Urinalysis contract	20	75	1,500	
6120 - PRINTING	20	34.66	697	697
6140 - COMMUNICATIONS				
Phones	3	35	106	106
6180 - REPAIR/MAINT	1	500	500	500

27-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - 101 up to 120

(ESTIMATE)

MATERIALS/SUPPLIES =====	101 to 120 -----	COST OF EACH -----	SUBTOTAL	TOTAL COST -----
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6230 - SUPPLIES				19,833
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uniforms	3	682	2,047	
mattresses	22	58	1,270	
inmate clothing	22	121	2,656	
tables	5	105	525	
chairs	22	50	1,100	
batteries	4	55	220	
janitorial	20	135	2,700	
laundry-per inmate	20	99.84	1,997	
chairs-espl	2	210	420	
sidechair	3	137	410	
office supplies	3	12.5	38	
computer supplies	1	650	650	
computer table/chair	1	360	360	
food serv. items	20	167	3,340	
misc. ie chains, riot items, coax	20	105	2,100	

7200 - DATA PROCESSING	20	42	840	840
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7300 - MOTOR POOL				0
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vehicle- (see equipment)	0	0	0	
maint/replace-yr				
Car	0	3,150	0	
Bus	0	5,250	0	
Van	0	4,200	0	

TOTAL MATERIALS/SUPPLIES				29,431
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8400 - EQUIPMENT				33,880
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bunks	20	260	5,208	=====
radios	2	1,785	3,570	
charger	1	630	630	
laundry carts -				
6 coaster	1	764	764	
5 coaster	0	367	0	
PC/network/printer	1	16,000	16,000	
PC package	1	3,500	3,500	
dryer	2	2,104	4,208	
vehicle -				
bus	0	105,000	0	
car	0	15,750	0	
van	0	21,000	0	
Misc equip. ie kitchen, televisions, and VCRs	0	0	0	

TOTAL FOR INCREASE AT MCRC

317,884

## MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 130

ORGN	JBCLASS	NAME	JBTITLE	FTE	BASE	FRINGE	INSURANCE BENEFITS	TOTAL	FUND
PERMANENT -									
3900	4055	ZVACANCY1	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY2	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY3	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	2029	ZVACANCY1	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY2	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY3	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY4	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY5	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY6	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	626B	ZVACANCY1	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	626B	ZVACANCY2	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6001	ZVACANCY1	OA II - Accts	1	17,347	4,640	3,778	25,765	Gen
				12	320,918	111,263	51,859	484,040	
OVERTIME -									
3900	4055		CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055		CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055		CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
				9	57,297	21,057	2,898	81,252	
PREMIUM -									
3900	2029		CORR OFF	1	586	215	16	817	Gen
3900	2029		CORR OFF	1	586	215	16	817	Gen
3900	2029		CORR OFF	1	586	215	16	817	Gen
3900	2029		CORR OFF	1	586	215	16	817	Gen
3900	2029		CORR OFF	1	586	215	16	817	Gen
3900	2029		CORR OFF	1	586	215	16	817	Gen
				6	3,516	1,290	96	4,902	

TOTAL PERSONNEL

570,194

27-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 130

(ESTIMATE)

MATERIALS/SUPPLIES

=====	101 to 130	COST OF EACH	SUBTOTAL	TOTAL COST
-----	-----	-----	-----	-----
6110 - PROF SERV				29,492
hiring	11	945	10,395	
food (# of meals)	1,185	1.483	1,757	
GED - hours	5	1,008	5,040	
Psy Services	4	2,363	9,450	
Legal Fee	1	600	600	
Urinalysis contract	30	75	2,250	
 6120 - PRINTING	 30	 34.86	 1,046	 1,046
 6140 - COMMUNICATIONS				
Phones	3	35	106	106
 6180 - REPAIR/MAINT	 1	 750	 750	 750
 6230 - SUPPLIES				37,535
uniforms	9	682	6,142	
mattresses	32	58	1,856	
inmate clothing	32	121	3,864	
tables	8	105	840	
chairs	32	50	1,600	
batteries	8	55	440	
janitorial	30	135	4,050	
laundry-per inmate	30	99.84	2,995	
chairs-expl	4	210	840	
siderchair	5	137	683	
office supplies	5	12.5	63	
computer supplies	1	5,650	5,650	
computer table/chair	1	360	360	
food serv. items	30	167	5,010	
misc. ie chains, riot items, coax	30	105	3,150	
 7200 - DATA PROCESSING	 30	 42	 1,260	 1,260

27-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - 101 up to 130

(ESTIMATE)

	101 to 130	COST OF EACH	SUBTOTAL	TOTAL COST
7300 - MOTOR POOL				0
vehicle- (see equipment)	0	0	0	
maint/replace-yr				
Car	0	3,150	0	
Bus	0	5,250	0	
Van	0	4,200	0	

TOTAL MATERIALS/SUPPLIES

70,188

8400 - EQUIPMENT

43,156

bunks	30	260	7,812	=====
radios	4	1,785	7,140	
charger	2	630	1,260	
laundry carts -				
6 coaster	1	764	764	
5 coaster	1	367	367	
PC/network/printer	1	16,000	16,000	
PC package	1	3,500	3,500	
dryer	3	2,104	6,312	
vehicle -				
bus	0	105,000	0	
car	0	15,750	0	
van	0	21,000	0	
Misc equip. ie kitchen, televisions, and VCRs	0	0	0	

TOTAL FOR INCREASE AT MCRC

683,538

## MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 140

ORGN	JBCLASS	NAME	JBTITLE	FTE	BASE	FRINGE	INSURANCE BENEFITS	TOTAL	FUND
PERMANENT -									
3900	4055	ZVACANCY1	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY2	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY3	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	2029	ZVACANCY1	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY2	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY3	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY4	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY5	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY6	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY7	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY8	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	6268	ZVACANCY1	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY2	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY3	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6001	ZVACANCY1	OA II - Accts	1	17,347	4,640	3,778	25,765	Gen
				15	397,518	136,941	64,593	599,052	
OVERTIME -									
3900	4055	ZVACANCY1	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055	ZVACANCY2	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055	ZVACANCY3	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	2029	ZVACANCY1	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY2	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY3	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY4	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY5	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY6	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY7	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY8	CORR OFF	1	5,654	2,078	286	8,018	Gen
				11	68,605	25,213	3,470	97,288	
PREMIUM -									
3900	2029	ZVACANCY1	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY2	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY3	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY4	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY5	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY6	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY7	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY8	CORR OFF	1	586	215	16	817	Gen
				8	4,688	1,720	128	6,536	

TOTAL PERSONNEL

=====
702,876

27-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)  
 Inmate population - from 101 up to 140

(ESTIMATE)

MATERIALS/SUPPLIES

=====	101 to 140	COST OF EACH	SUBTOTAL	TOTAL COST
-----	-----	-----	-----	-----
6110 - PROF SERV				34,204
hiring	14	945	13,230	
food (4 of meals)	1,945	1.483	2,884	
GEL - hours	5	1,008	5,040	
Psy Services	4	2,363	9,450	
Legal Fee	1	600	600	
Urinalysis contract	40	75	3,000	
6120 - PRINTING	40	34.86	1,394	1,394
6140 - COMMUNICATIONS				
Phones	5	35	176	176
6180 - REPAIR/MAINT	1	1,000	1,000	1,000
6230 - SUPPLIES				46,673
uniforms	11	682	7,507	
mattresses	42	58	2,424	
inmate clothing	42	121	5,071	
tables	10	105	1,050	
chairs	42	50	2,100	
batteries	8	55	440	
janitorial	40	135	5,400	
laundry-per inmate	40	99.84	3,994	
chairs-empl	5	210	1,050	
sidechair	5	137	683	
office supplies	5	12.5	63	
computer supplies	1	5,650	5,650	
computer table/chair	1	360	360	
food serv. items	40	167	6,680	
misc. ie chains, riot	40	105	4,200	
items, coax				
7200 - DATA PROCESSING	40	42	1,680	1,680
7300 - MOTOR POOL				3,150
vehicle- (see equipment)	0	0	0	
maint/replace-yr				
Car	1	3,150	3,150	
Bus	0	5,250	0	
Van	0	4,200	0	
TOTAL MATERIALS/SUPPLIES				88,278

27-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 140

8400 - EQUIPMENT

			=====
			66,655
bunks	40	260	10,416 =====
radios	4	1,785	7,140
charger	2	630	1,260
laundry carts -			
6 coaster	1	764	764
5 coaster	1	367	367
PC/network/printer	1	16,000	16,000
PC package	1	3,500	3,500
dryer	3	2,104	6,312
washer	1	5,145	5,145
vehicle -			
car	1	15,750	15,750

TOTAL FOR INCREASE AT MCRC

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857,808



## MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 150

ORGN	JBCLASS	NAME	JBTITLE	FTE	BASE	FRINGE	BENEFITS	TOTAL	FUND
PERMANENT -									
3900	4055	ZVACANCY1	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY2	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY3	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	2029	ZVACANCY1	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY2	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY3	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY4	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY5	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY6	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY7	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY8	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	6268	ZVACANCY1	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY2	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY3	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6001	ZVACANCY1	OA II - Accts	1	17,347	4,640	3,778	25,765	Gen
3900	6001	ZVACANCY1	OA II - D&W Rec	1	17,347	4,640	3,778	25,765	Gen
				16	414,865	141,581	68,371	624,817	
OVERTIME -									
3900	4055	ZVACANCY1	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055	ZVACANCY2	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055	ZVACANCY3	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	2029	ZVACANCY1	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY2	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY3	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY4	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY5	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY6	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY7	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY8	CORR OFF	1	5,654	2,078	286	8,018	Gen
				11	68,605	25,213	3,470	97,288	
PREMIUM -									
3900	2029	ZVACANCY1	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY2	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY3	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY4	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY5	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY6	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY7	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY8	CORR OFF	1	586	215	16	817	Gen
				8	4,688	1,720	128	6,536	

TOTAL PERSONNEL

728,641

27-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 150

(ESTIMATE)

MATERIALS/SUPPLIES

-----	101 to 150	COST OF EACH	SUBTOTAL	TOTAL COST
-----	-----	-----	-----	-----
6110 - PROF SERV				34,999
hiring	14	945	13,230	
food (# of meals)	1,975	1.483	2,929	
GED - hours	5	1,008	5,040	
Psy Services	4	2,363	9,450	
Legal fee	1	600	600	
Urinalysis contract	50	75	3,750	
 6120 - PRINTING	 50	 34.86	 1,743	 1,743
 6140 - COMMUNICATIONS				
Phones	5	35	176	176
 6180 - REPAIR/MAINT	 1	 1,250	 1,250	 1,250
 6230 - SUPPLIES				54,342
uniforms	11	682	7,507	
mattresses	52	58	3,003	
inmate clothing	52	121	6,279	
tables	13	105	1,365	
chairs	52	50	2,600	
batteries	8	55	440	
janitorial	50	135	6,750	
laundry-per inmate	50	99.84	4,992	
chairs-empl	5	210	1,050	
sidechair	5	137	683	
office supplies	5	12.5	63	
computer supplies	1	5,650	5,650	
computer table/chair	1	360	360	
food serv. items	50	167	8,350	
misc. ie chains, riot items, coax	50	105	5,250	
 7200 - DATA PROCESSING	 50	 42	 2,100	 2,100

01-Mar-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - 101 up to 150

(ESTIMATE)

	101 to 150	COST OF EACH	SUBTOTAL	TOTAL COST
7300 - MOTOR POOL				3,150
vehicle- (see equipment)	0	0	0	
maint/replace-yr				
Car	1	3,150	3,150	
Bus	0	5,250	0	
Van	0	4,200	0	

TOTAL MATERIALS/SUPPLIES

178,720

8400 - EQUIPMENT

71,730

bunks	50	260	13,020	=====
radios	4	1,785	7,140	
charger	2	630	1,260	
laundry carts -				
6 coaster	1	764	764	
5 coaster	2	367	735	
PC/network/printer	1	16,000	16,000	
PC package	1	3,500	3,500	
dryer	4	2,104	8,416	
washer	1	5,145	5,145	
vehicle -				
bus	0	105,000	0	
car	1	15,750	15,750	
van	0	21,000	0	
Misc equip, ie kitchen,	0	0	0	
televisions, and VCRs				

TOTAL FOR INCREASE AT MCRC

979,091

## MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 160

ORGN	JBCLASS	NAME	JBTITLE	FTE	BASE	FRINGE	BENEFITS	TOTAL	FUND
PERMANENT -									
3900	4055	ZVACANCY1	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY2	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY3	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	2029	ZVACANCY1	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY2	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY3	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY4	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY5	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY6	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY7	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY8	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	6268	ZVACANCY1	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY2	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY3	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY4	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6109	ZVACANCY1	Warehouse Wkr	1	19,084	5,105	3,856	28,045	Gen
3900	6001	ZVACANCY1	OA II - Accts	1	17,347	4,640	3,778	25,765	Gen
3900	6001	ZVACANCY1	OA II - D&W Rec	1	17,347	4,640	3,778	25,765	Gen
3900	6002	ZVACANCY1	OA III	1	20,546	5,496	3,921	29,963	Gen
				19	479,259	156,806	80,258	716,323	
OVERTIME									
3900	4055	ZVACANCY1	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055	ZVACANCY2	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055	ZVACANCY3	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	2029	ZVACANCY1	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY2	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY3	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY4	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY5	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY6	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY7	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY8	CORR OFF	1	5,654	2,078	286	8,018	Gen
				11	68,605	25,213	3,470	97,288	
PREMIUM									
3900	2029	ZVACANCY1	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY2	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY3	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY4	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY5	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY6	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY7	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY8	CORR OFF	1	586	215	16	817	Gen
				8	4,688	1,720	128	6,536	

TOTAL PERSONNEL

822,147

27-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 160

(ESTIMATE)

MATERIALS/SUPPLIES

=====

	101 to 160	COST OF EACH	SUBTOTAL	TOTAL COST
6110 - PROF SERV				35,793
hiring	14	945	13,230	
food (# of meals)	2,005	1.483	2,973	
GED - hours	5	1,008	5,040	
Psy Services	4	2,363	9,450	
Legal Fee	1	600	600	
Urinalysis contract	60	75	4,500	
6120 - PRINTING	60	34.86	2,092	2,092
6140 - COMMUNICATIONS				
Phones	5	35	176	176
6180 - REPAIR/MAINT	1	1,500	1,500	1,500
6230 - SUPPLIES				62,772
uniforms	11	682	7,507	
mattresses	62	58	3,580	
inmate clothing	62	121	7,486	
tables	15	105	1,575	
chairs	62	50	3,100	
batteries	8	55	440	
janitorial	60	135	8,100	
laundry-per inmate	60	99.84	5,990	
chairs-expl	7	210	1,470	
sidechair	8	137	1,092	
office supplies	8	12.5	100	
computer supplies	1	5,650	5,650	
computer table/chair	1	360	360	
food serv. items	60	167	10,020	
misc. ie chains, riot items, coax	60	105	6,300	
7200 - DATA PROCESSING	60	42	2,520	2,520

27-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - 101 up to 160

(ESTIMATE)

	101 to 160	COST OF EACH	SUBTOTAL	TOTAL COST
7300 - MOTOR POOL				6,300
vehicle- (see equipment)	0	0	0	
maint/replace-yr				
Car	2	3,150	6,300	
Bus	0	5,250	0	
Van	0	4,200	0	

TOTAL MATERIALS/SUPPLIES				111,153
				=====

8400 - EQUIPMENT				79,479
bunks	60	260	15,624	=====
radios	4	1,785	7,140	
charger	2	630	1,260	
laundry carts -				
6 coaster	1	764	764	
5 coaster	2	367	735	
PC/network/printer	1	16,000	16,000	
PC package	1	3,500	3,500	
dryer	4	2,104	8,416	
washer	2	5,145	10,290	
vehicle -				
bus	0	105,000	0	
car	1	15,750	15,750	
van	0	21,000	0	
Misc equip. ie kitchen,	0	0	0	
televisions, and VCRs				

TOTAL FOR INCREASE AT MCRC				1,012,779
				=====

\*\*\*\*\* BUD ONE \*\*\*\*\*  
 MULTNOMAH COUNTY SHERIFF'S OFFICE -  
 MCRC EXPANSION (annualized for fy 1990-91) - State Inmates  
 Sheriff's Office Budget

\*\*\*\*\*  
 Inmate population - from 101 up to (120) (140) (160)  
 1990-91 1990-91 1990-91  
 BUDGET BUDGET BUDGET  
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## REQUIREMENT DETAIL

CODE	OBJECT TITLE	(120) 1990-91 BUDGET	(140) 1990-91 BUDGET	(160) 1990-91 BUDGET
5100	Permanent	193,667	439,629	521,370
5200	Temporary	0	0	0
5300	Overtime	19,099	68,605	68,605
5400	Premium	1,172	4,688	4,688
5500	Fringe	67,726	175,138	197,003
	DIRECT PERSONAL SERVICES-----	281,664	688,060	791,666
5550	Insurance Benefits	34,171	76,079	91,744
	TOTAL PERSONAL SERVICES-----	315,835	764,139	883,410
6060	Pass Through Payments	0	0	0
6110	Professional Services	39,840	98,973	132,946
6120	Printing	697	1,394	2,092
6130	Utilities	0	0	0
6140	Communications	106	176	176
6170	Rentals	0	0	0
6180	Repairs and Maintenance	500	1,000	1,500
6190	Maintenance Contracts	0	0	0
6200	Postage	0	0	0
6230	Supplies	19,833	46,673	62,772
6270	Food	0	0	0
6310	Education and Training	0	0	0
6330	Travel	0	0	0
6520	Insurance	0	0	0
6550	Drugs	0	0	0
6560	Refunds	0	0	0
6620	Dues and Subscriptions	0	0	0
	DIRECT MAT/SERVICES TOTAL-----	60,976	148,216	199,486
7100	Indirect Costs	0	0	0
7150	Telephone	0	0	0
7200	Data Processing	840	1,680	2,520
7300	Motor Pool	0	3,150	6,300
7400	Building Management	0	0	0
7500	Other Internal	0	0	0
7604	Tax Land Sale Cash Transfer	0	0	0
	INTERNAL SVC REIMBURSEMENTS-----	840	4,830	8,820
	TOTAL MATERIALS/SERVICES-----	61,816	153,046	208,306
8200	Buildings	0	0	0
8300	Other Improvements	0	0	0
8400	Equipment	33,880	66,655	79,479
	TOTAL CAPITAL OUTLAY-----	33,880	66,655	79,479
	TOTAL REQUIREMENT			
	DIRECT BUDGET-----	376,520	902,931	1,070,631
	TOTAL BUDGET-----	411,531	983,840	1,171,195

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 120 - State Inmates

ORGN	JBCLASS	NAME	JBTITLE	FTE	BASE	FRINGE	INSURANCE BENEFITS	TOTAL	FUND
PERMANENT -									
3900	4055	ZVACANCY1	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	2029	ZVACANCY1	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY2	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	6268	ZVACANCY1	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY2	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY2	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6001	ZVACANCY1	OA II - Screen	1	17,347	4,640	3,778	25,765	Gen
3900	6001	ZVACANCY1	OA II - Accts	1	17,347	4,640	3,778	25,765	Gen
				8	193,667	60,277	33,173	287,117	
OVERTIME -									
3900	4055		CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029		CORR OFF	1	5,654	2,078	286	8,018	Gen
				3	19,099	7,019	966	27,084	
PREMIUM -									
3900	2029		CORR OFF	1	586	215	16	817	Gen
3900	2029		CORR OFF	1	586	215	16	817	Gen
				2	1,172	430	32	1,634	
TOTAL PERSONNEL								315,835	

(ESTIMATE)

MATERIALS/SUPPLIES

	101 to 120	COST OF EACH	SUBTOTAL	TOTAL COST
6110 - PROF SERV				39,840
hiring	5	945	4,725	
food (# of meals)	22,265	1.483	33,015	
GED - hours	0	1,008	0	
Psy Services	0	2,363	0	
Legal Fee	1	600	600	
Urinalysis contract	20	75	1,500	
6120 - PRINTING	20	34.86	697	697
6140 - COMMUNICATIONS				
Phones	3	35	106	106
6180 - REPAIR/MAINT	1	500	500	500



28-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - 101 up to 120

(ESTIMATE)

MATERIALS/SUPPLIES =====	101 to 120 -----	COST OF EACH -----	SUBTOTAL -----	TOTAL COST -----
6230 - SUPPLIES				19,833
uniforms	3	682	2,047	
mattresses	22	58	1,270	
inmate clothing	22	121	2,656	
tables	5	105	525	
chairs	22	50	1,100	
batteries	4	55	220	
janitorial	20	135	2,700	
laundry-per inmate	20	99.84	1,997	
chairs-empl	2	210	420	
sidechair	3	137	410	
office supplies	3	12.5	38	
computer supplies	1	650	650	
computer table/chair	1	360	360	
food serv. items	20	167	3,340	
misc. ie chains, riot items, coax	20	105	2,100	
7200 - DATA PROCESSING	20	42	840	840
7300 - MOTOR POOL				0
vehicle- (see equipment)	0	0	0	
maint/replace-yr				
Car	0	3,150	0	
Bus	0	5,250	0	
Van	0	4,200	0	
TOTAL MATERIALS/SUPPLIES				61,816 =====
8400 - EQUIPMENT				33,880 -----
bunks	20	260	5,208	=====
radios	2	1,785	3,570	
charger	1	630	630	
laundry carts -				
6 coaster	1	764	764	
5 coaster	0	367	0	
PC/network/printer	1	16,000	16,000	
PC package	1	3,500	3,500	
dryer	2	2,104	4,208	
vehicle -				
bus	0	105,000	0	
car	0	15,750	0	
van	0	21,000	0	
Misc equip. ie kitchen, televisions, and VCRs	0	0	0	

TOTAL FOR INCREASE AT MCRC

=====

411,531

## MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 140 - State Inmates

ORGN	JBCLASS	NAME	JBTITLE	FTE	BASE	FRINGE	INSURANCE BENEFITS	TOTAL	FUND
PERMANENT -									
3900	4055	ZVACANCY1	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY2	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY3	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	2029	ZVACANCY1	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY2	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY3	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY4	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY5	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY6	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY7	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY8	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	6268	ZVACANCY1	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY2	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY3	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY3	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6001	ZVACANCY1	OA II - Screen	1	17,347	4,640	3,778	25,765	Gen
3900	6001	ZVACANCY1	OA II - Accts	1	17,347	4,640	3,778	25,765	Gen
				17	439,629	148,205	72,481	660,315	
OVERTIME -									
3900	4055	ZVACANCY1	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055	ZVACANCY2	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055	ZVACANCY3	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	2029	ZVACANCY1	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY2	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY3	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY4	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY5	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY6	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY7	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY8	CORR OFF	1	5,654	2,078	286	8,018	Gen
				11	68,605	25,213	3,470	97,288	
PREMIUM -									
3900	2029	ZVACANCY1	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY2	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY3	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY4	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY5	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY6	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY7	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY8	CORR OFF	1	586	215	16	817	Gen
				8	4,688	1,720	128	6,536	

TOTAL PERSONNEL

764,139

28-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 140

(ESTIMATE)

MATERIALS/SUPPLIES

=====	101 to 140	COST OF EACH	SUBTOTAL	TOTAL COST
-----	-----	-----	-----	-----
6110 - PROF SERV				98,973
hiring	14	945	13,230	
food (# of meals)	45,625	1.483	67,653	
GED - hours	5	1,008	5,040	
Psy Services	4	2,363	9,450	
Legal Fee	1	600	600	
Urinalysis contract	40	75	3,000	
6120 - PRINTING	40	34.86	1,394	1,394
6140 - COMMUNICATIONS				
Phones	5	35	176	176
6180 - REPAIR/MAINT	1	1,000	1,000	1,000
6230 - SUPPLIES				46,673
uniforms	11	682	7,507	
mattresses	42	58	2,425	
inmate clothing	42	121	5,071	
tables	10	105	1,050	
chairs	42	50	2,100	
batteries	8	55	440	
janitorial	40	135	5,400	
laundry-per inmate	40	99.84	3,994	
chairs-empl	5	210	1,050	
sidechair	5	137	683	
office supplies	5	12.5	63	
computer supplies	1	5,650	5,650	
computer table/chair	1	360	360	
food serv. items	40	167	6,680	
misc. ie chains, riot	40	105	4,200	
items, coax				
7200 - DATA PROCESSING	40	42	1,680	1,680
7300 - MOTOR POOL				3,150
vehicle- (see equipment)	0	0	0	
maint/replace-yr				
Car	1	3,150	3,150	
Bus	0	5,250	0	
Van	0	4,200	0	
TOTAL MATERIALS/SUPPLIES				153,046

28-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)  
Inmate population - from 101 up to 140

			=====
8400 - EQUIPMENT			66,655
bunks	40	260	10,416 =====
radios	4	1,785	7,140
charger	2	630	1,260
laundry carts -			
6 coaster	1	764	764
5 coaster	1	367	367
PC/network/printer	1	16,000	16,000
PC package	1	3,500	3,500
dryer	3	2,104	6,312
washer	1	5,145	5,145
vehicle -			
car	1	15,750	15,750
			=====
TOTAL FOR INCREASE AT MCRC			983,840

## MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 160 - State Inmates

ORGN	JBCLASS	NAME	JBTITLE	FTE	BASE	FRINGE	BENEFITS	TOTAL	FUND
PERMANENT -									
3900	4055	ZVACANCY1	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY2	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	4055	ZVACANCY3	CORR SUPR	1	32,845	12,071	4,663	49,579	Gen
3900	2029	ZVACANCY1	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY2	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY3	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY4	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY5	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY6	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY7	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	2029	ZVACANCY8	CORR OFF	1	25,918	9,527	4,312	39,757	Gen
3900	6268	ZVACANCY1	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY2	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY3	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY4	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6268	ZVACANCY5	CORR COUNS	1	24,764	6,624	4,110	35,498	Gen
3900	6109	ZVACANCY1	Warehouse Wkr	1	19,084	5,105	3,856	28,045	Gen
3900	6001	ZVACANCY1	OA II - Screen	1	17,347	4,640	3,778	25,765	Gen
3900	6001	ZVACANCY1	OA II - Accts	1	17,347	4,640	3,778	25,765	Gen
3900	6001	ZVACANCY1	OA II - D&W Rec	1	17,347	4,640	3,778	25,765	Gen
3900	6002	ZVACANCY1	OA III	1	20,546	5,496	3,921	29,963	Gen
				21	521,370	170,070	88,146	779,586	
OVERTIME -									
3900	4055	ZVACANCY1	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055	ZVACANCY2	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	4055	ZVACANCY3	CORR SUPR	1	7,791	2,863	394	11,048	Gen
3900	2029	ZVACANCY1	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY2	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY3	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY4	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY5	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY6	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY7	CORR OFF	1	5,654	2,078	286	8,018	Gen
3900	2029	ZVACANCY8	CORR OFF	1	5,654	2,078	286	8,018	Gen
				11	68,605	25,213	3,470	97,288	
PREMIUM -									
3900	2029	ZVACANCY1	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY2	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY3	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY4	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY5	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY6	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY7	CORR OFF	1	586	215	16	817	Gen
3900	2029	ZVACANCY8	CORR OFF	1	586	215	16	817	Gen
				8	4,688	1,720	128	6,536	

TOTAL PERSONNEL

=====  
883,410

28-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - from 101 up to 160

(ESTIMATE)

MATERIALS/SUPPLIES

=====	101 to 160	COST OF EACH	SUBTOTAL	TOTAL COST
-----	-----	-----	-----	-----
6110 - PROF SERV				132,946
hiring	14	945	13,230	
food (# of meals)	67,525	1.483	100,126	
GED - hours	5	1,008	5,040	
Psy Services	4	2,363	9,450	
Legal Fee	1	600	600	
Urinalysis contract	60	75	4,500	
6120 - PRINTING	60	34.86	2,092	2,092
6140 - COMMUNICATIONS				
Phones	5	35	176	176
6180 - REPAIR/MAINT	1	1,500	1,500	1,500
6230 - SUPPLIES				62,772
uniforms	11	682	7,507	
mattresses	62	58	3,580	
inmate clothing	62	121	7,486	
tables	15	105	1,575	
chairs	62	50	3,100	
batteries	8	55	440	
janitorial	60	135	8,100	
laundry-per inmate	60	99.84	5,990	
chairs-empl	7	210	1,470	
sidechair	8	137	1,092	
office supplies	8	12.5	100	
computer supplies	1	5,650	5,650	
computer table/chair	1	360	360	
food serv. items	60	167	10,020	
misc. ie chains, riot items, coax	60	105	6,300	
7200 - DATA PROCESSING	60	42	2,520	2,520

28-Feb-90

MCRC EXPANSION - (annualized-FY 1990-91)

Inmate population - 101 up to 160

(ESTIMATE)

	101 to 160	COST OF EACH	SUBTOTAL	TOTAL COST
7300 - MOTOR POOL				6,300
vehicle- (see equipment)	0	0	0	
maint/replace-yr				
Car	2	3,150	6,300	
Bus	0	5,250	0	
Van	0	4,200	0	

TOTAL MATERIALS/SUPPLIES

208,306

=====

B400 - EQUIPMENT

79,479

bunks	60	260	15,624	=====
radios	4	1,785	7,140	
charger	2	630	1,260	
laundry carts -				
6 coaster	1	764	764	
5 coaster	2	367	735	
PC/network/printer	1	16,000	16,000	
PC package	1	3,500	3,500	
dryer	4	2,104	8,416	
washer	2	5,145	10,290	

vehicle -

bus	0	105,000	0	
car	1	15,750	15,750	
van	0	21,000	0	

Misc equip.ie kitchen, televisions, and VCRs	0	0	0	
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TOTAL FOR INCREASE AT MCRC

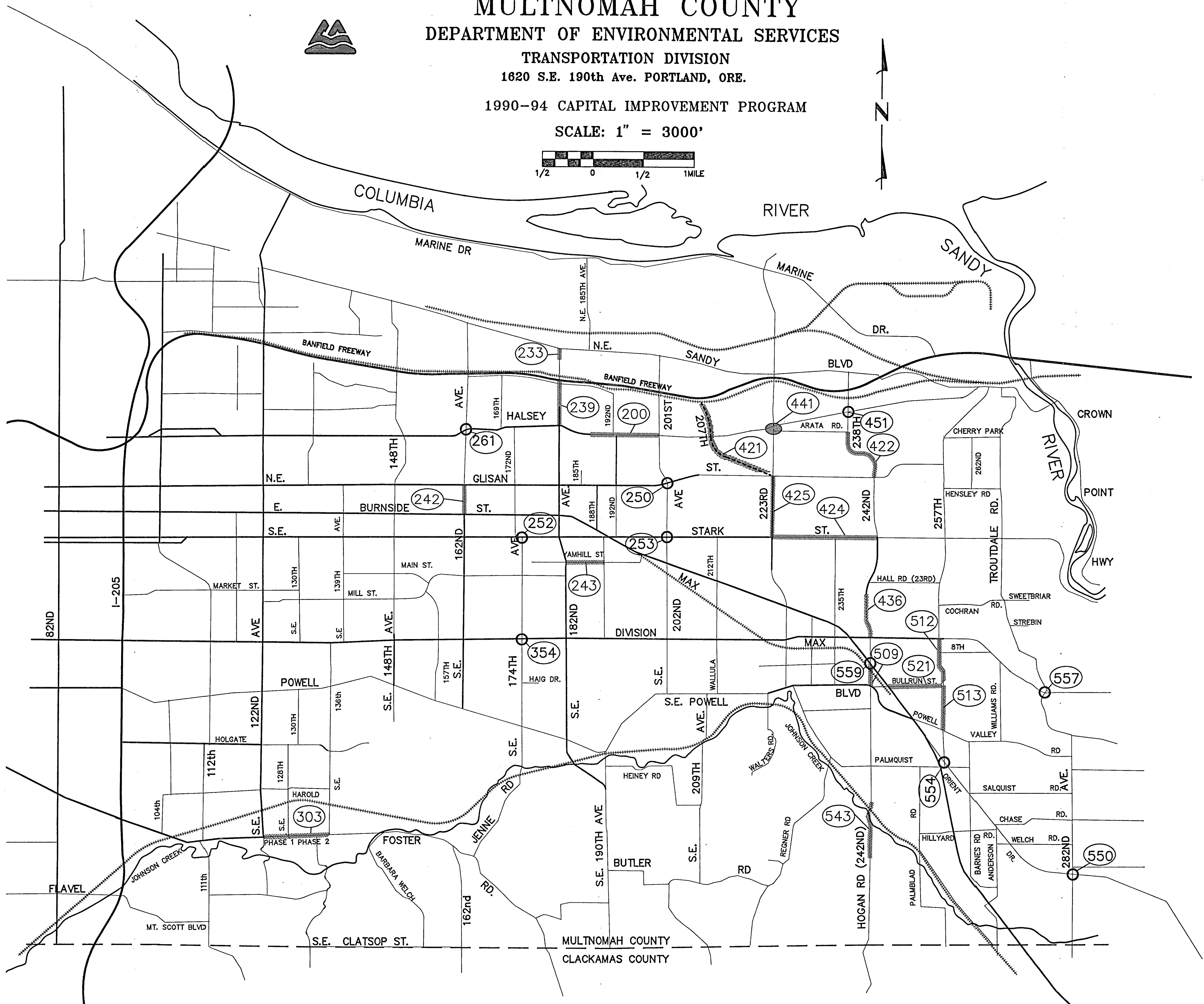
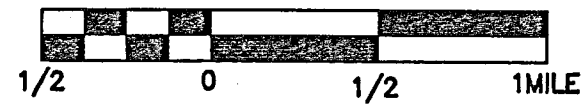
1,171,195

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MULTNOMAH COUNTY  
DEPARTMENT OF ENVIRONMENTAL SERVICES  
TRANSPORTATION DIVISION  
1620 S.E. 190th Ave. PORTLAND, ORE.

1990-94 CAPITAL IMPROVEMENT PROGRAM

SCALE: 1" = 3000'







# MULTNOMAH COUNTY

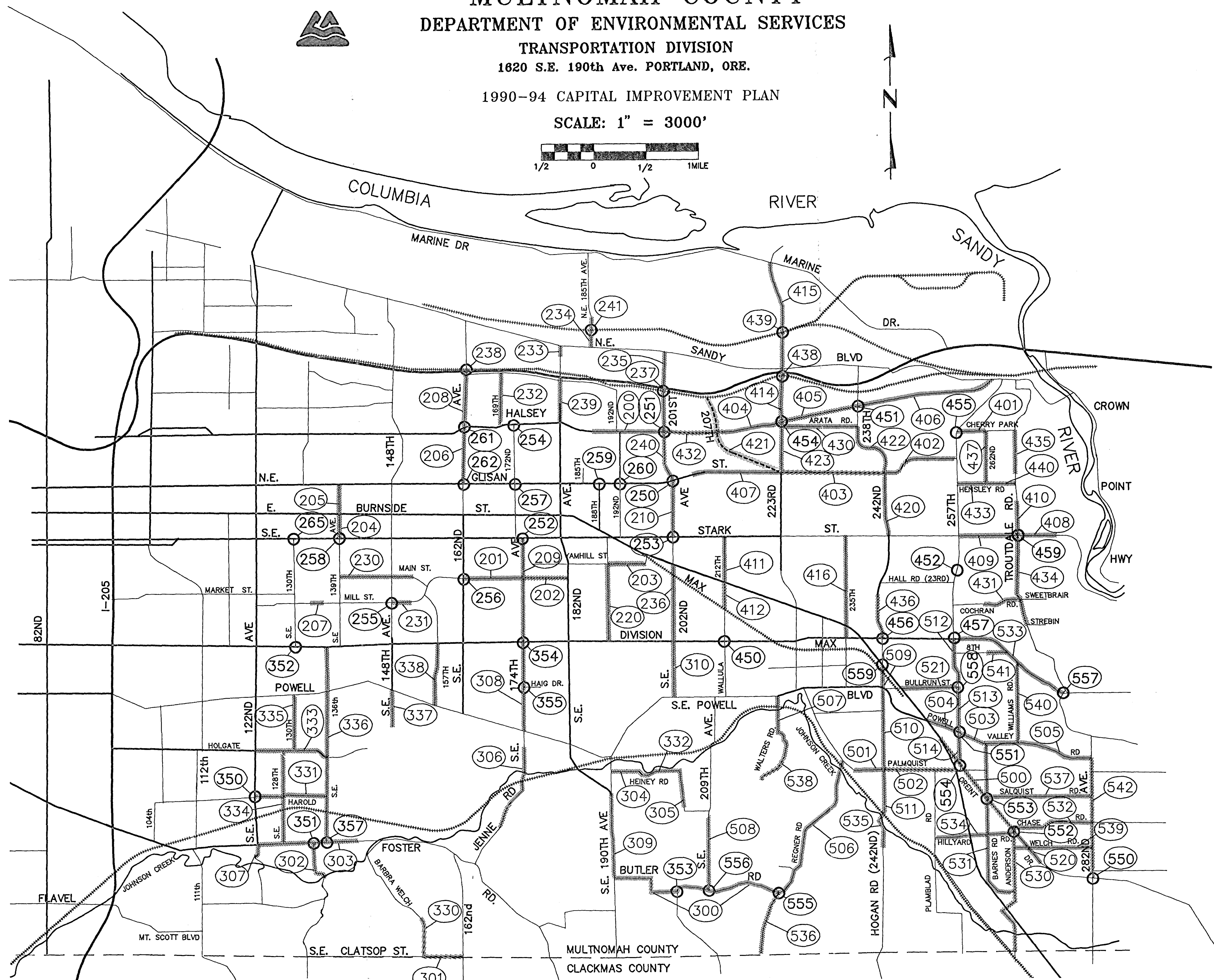
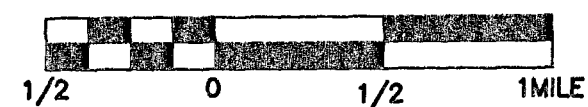
## DEPARTMENT OF ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION

1620 S.E. 190th Ave. PORTLAND, ORE.

1990-94 CAPITAL IMPROVEMENT PLAN

SCALE: 1" = 3000'



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