



METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

## A G E N D A --- REGULAR COUNCIL MEETING

Date: FEBRUARY 24, 1983  
Day: THURSDAY  
Time: 6:00 P.M. -- Informal Council Meeting  
7:30 P.M. -- Regular Council Meeting  
Place: COUNCIL CHAMBER

Approx.  
Time

Presented By

7:30 CALL TO ORDER

ROLL CALL

1. Introductions.
2. Councilor Communications.
3. Executive Officer Communications.
4. Written Communications to Council on Non-Agenda Items.
5. Citizen Communications to Council on Non-Agenda Items.

7:50 6. CONSENT AGENDA

- 6.1 Minutes of the meetings of December 21, 1982, January 6, 1983, and January 10, 1983.

### Development Committee Recommendations:

- |     |  |            |
|-----|--|------------|
| 6.2 | <u>Resolution No. 83-389</u> , for the purpose of amending the Transportation Improvement Program (TIP) to include two new projects: Dosch Road (Beaverton-Hillsdale Highway to Patton Road) and N. Vancouver Way (Union Avenue to Marine Drive), and to accelerate the I-5 N. Tigard/S. Tigard Project. | A. Cotugno |
| 6.3 | <u>Resolution No. 83-388</u> , for the purpose of amending the Functional Classification System and the Federal Aid Urban System (FAUS).   | A. Cotugno |
| 6.4 | <u>Resolution No. 83-390</u> , for the purpose of amending the FY 83 and FY 1982 Unified Work Program.   | A. Cotugno |

### Coordinating Committee Recommendations:

- |     |   |          |
|-----|---|----------|
| 6.5 | Consideration of contract approval for the fabrication and installation of a cast sculpture for the Swigert Fountain at a cost of \$50,564. | W. Iliff |
|-----|---|----------|



Approx.  
Time

Presented By

6. CONSENT AGENDA (CONTINUED)

6.6 Consideration of contract approval for the construction of the Swigert Fountain at a cost of \$129,700. W. Iliff

6.7 Consideration of contract approval for the development of a Master Plan for the Washington Park Zoo at a cost of \$150,000. W. Iliff

6.8 Annual Review of Resolution No. 82-308 establishing Budget Control Procedures. D. Carlson

7. OTHER ACTIONS

7:55 7.1 Consideration of an Order in the matter of a petition of Portland General Electric Company, Western Transportation Company, Hayden Island, Inc., and Burlington Northern, Inc., for an amendment to the Regional Urban Growth Boundary. (Contested Case No. 82-2) J. Cortright

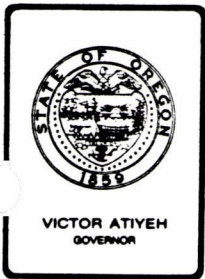
8:15 7.2 Consideration of Contract Approval for the construction of the Alaska Tundra Exhibit. W. Iliff  
K. Rich

8:30 7.3 Consideration of FY 84 Local Government Dues Assessment J. Sims

8:45 8. Committee Reports.

9:00 ADJOURN





## Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310-0590 PHONE (503) 378-4926

February 18, 1983

Cindy Banzer, Chair  
Metro Council  
527 S.W. Hall  
Portland, OR 97201

RECEIVED  
FEB 23 1983

METRO SERVICE DISTRICT

Dear Ms. Banzer:

### PROPOSED HAYDEN ISLAND AMENDMENT TO THE METRO UGB

Please convey to members of the Metro Council and include in the record of your proceedings on the proposed Hayden Island amendment to the UGB the following comment and understanding.

The Department of Land Conservation and Development supports the proposed amendment based upon the findings of need, as presented, for additional land to support "marine industrial development." Other uses of the site would be contrary to the findings as currently proposed. Multnomah County has predicated its approval on the condition that its comprehensive plan and zone designations be consistent with the documented need and proposed use. Past Commission actions on proposals which are based upon a limited needs justification require that the allowed uses in the proposed zoning and plan designation must be limited to those uses identified in the needs analysis. Any proposed change of use would be subject to review under the procedures and requirements for post acknowledgment.

Although Metro is not responsible for plan and zoning designations, we request that the parties be informed of the DLCD position at the time the UGB is being changed.

We appreciate your attention to this matter. Unless advised to the contrary we assume that this correspondence will be made a part of the permanent record of the above mentioned proceedings.

Sincerely,

  
James F. Ross

JFR:JS:mh/2947B

cc: Rick Gustafson, Metro Executive Officer  
Dave Frederickson, PGE Company  
Multnomah County  
City of Portland  
Dale Blanton  
LCDC File #9775A-001-83

TO: Metropolitan Service District Council

DATE: February 24, 1983

My name is Neil Jackson and I have been retained by the National Business League to appear before the Council to express their concern regarding Executive Order 15 and 16 constituting a revision of the MBE bid policy of METRO and the proposal that this Council approve the awarding of a bid for the Alaska Tundra Exhibit as proposed by the Executive Officer and the Council Coordinating Committee.

After being briefed by members of the National Business League concerning the events which led up to the recommendation which is before this Council concerning both issues, I must admit that I believe their concerns are well justified. While we do not fault the good intentions of the staff and executive officers of METRO in attempting to comply with the directives of the Federal agencies with which we all must deal, we feel that the process of adoption by Executive Order 15 and 16 of Revised MBE Policies, the response by this Council to concerns raised by our organization and the subsequent recommendations of acceptance of a bid for the Alaska Tundra Project fly directly in the face of the Executive Officer's memorandum of December 6, 1982. In that memorandum it is apparent that the purpose of the adoption of Order 16 was to provide a "standard format which assists bidders by providing some consistency and limits duplication of staff work." Further,



in direct response to the concerns of contractors involved in the adoption of these orders "contractors feel this insures fairness and avoids manipulation of the rules."

I would submit to this Council that the procedures which seem to have occurred with regard to the bidding on the Alaska Tundra Project appear to be manipulation of standard practices if not of rules. Many sub-contractors affiliated with the National Business League quite frankly feel like they have been shafted in this whole process because of the occurrences regarding those general contractors who submitted their names for the bid list. Specifically, it is our understanding that one of the parties to the joint venture which apparently submitted the lowest bid was on the original list of general contractors who had acquired plans and specifications concerning this contract but removed their name. The other part of the joint venture never was on the list.

Members of the National Business League who qualify as MBEs rely upon publication of invitations to bid and the list of general contractors provided by METRO and/or the designing architect in order to advise them where to direct their sub-contract bids. These sub-contractors also rely on the requirements of good faith efforts contained in paragraph 3 of Executive Order 15 to give them a fair opportunity to submit their sub-bids. After a thorough review of the Daily Journal of Commerce and The Scanner for the period of January 19 through February 8 of



this year, I can tell this Council that neither R P & I General Contractors nor Roberto A. Robels & Assoc., Inc., placed a solicitation for bids in either publication except for a solicitation placed by R P & I on February 8, which I believe was the date before the bids were to be opened. Furthermore, a quick perusal of the pages of the Daily Journal of Commerce, leaving The Scanner aside, will show that it is common practice in the industry when two companies enter into a joint venture that they do so advertising their solicitation to bid. Once again, in this situation we can find no evidence that this has occurred on the part of R P & I -- Roberto Robels JV.

I personally would take issue with what appears to be an acceptance by the Committee and the Executive Officer that automatically upon compliance with a 10 percentage "goal" any further ascertainment of compliance with the written MBE policies is unnecessary. I would suggest that this approach is exactly the approach that was prohibited in the Baake case which has achieved so much notoriety for its holding on reverse discrimination. My reading of that case indicates to me that the intent of a specific percentage criterion is not justifiable constitutionally and I would suggest that we have a similar situation here. The presence of two MBEs carrying the total MBE participation in excess of 10 percent made everyone feel that no further ascertainment as to good faith effort was necessary. Unfortunately, I am even unclear as to whether METRO considers certification



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According to the Oregon Ports Study, exports (short tons) from the Portland harbor will increase 100 percent between 1977 and 2000. Imports will increase by 175 percent and total cargo volume by 119 percent during this time.

The Port of Portland's Marine Terminals Master Plan, year-2000 cargo forecast shows a threefold increase over 1979.

According to the Oregon Ports Study, 610-650 acres of waterfront industrial land, suitable for new deep draft marine industrial development (primarily public), with 16,750 to 19,000 lineal feet of waterfront will be necessary in the Portland area to accommodate anticipated year-2000 commodity-flow increases.

According to research conducted by Cogan & Associates as part of this application, 260 acres with 6,000 lineal feet of waterfront will be needed by the year 2000 to accommodate additional private waterfront industrial land needs in the Portland area.

According to the Port System Study for the Public Ports of Washington State (1980), the lower Columbia River ports of Vancouver, Kalama and Longview face a shortage of 6,750 lineal feet of waterfront and 195 acres of backup land needed to accommodate anticipated growth. While this excess demand is allocated in the study to Puget Sound, it is likely to accrue to Oregon ports (Portland and Astoria) due to the high costs of shipping by rail or truck from the lower Columbia River or areas east of the Cascade Mountains to the Seattle-Tacoma area. Portland is likely to capture 120 to 150 acres and 3,750 lineal feet of such demand, with the remaining demand captured by the Port of Astoria.

Projected total demand for additional waterfront industrial land in the Portland harbor is 1,020 to 1,050 acres. There is a demand for 26,500 to 28,750 lineal feet of waterfront industrial lands.

In addition, there may be a need for an additional 135 acres to accommodate heavy industry relocation and additional storage sites for the gravel industry and 250 acres to assure reasonable market prices and site diversity. In such case the total anticipated demand would be increased to approximately 1,400 acres.

There are 215 vacant industrial acres, with less than 11,400 lineal feet of waterfront available and developable in the Oregon portion of the Portland metropolitan area in public and private ownership. The unmet demand for waterfront industrial land is approximately 822 to 872 acres; the unmet demand for waterfront lineal feet is 15,100 to 17,350 feet.

The western portion of Hayden Island could supply approximately 586 acres of waterfront industrial and associated user gross acres. In addition, this area has approximately 20,000 usable lineal feet of shoreline along the Columbia River and Oregon Slough. Approximately 236 to 287 acres would remain in unmet demand.

Taking the above figures to their logical conclusion, West Hayden Island is needed acreage for terminals and industries which must locate on the waterfront and for supportive uses needed by the waterfront firms and terminals.

According to the Oregon Ports Study, the lower Columbia River region ports of Astoria, St. Helens and Portland have the



greatest opportunity for harbor expansion in the state. Most of the 770 acres (22,750 lineal feet) of waterfront industrial land needed to accommodate the demand for new deep draft port facilities within the Portland region by the year 2000 will accrue to Portland. The Port of Astoria will capture 120 to 160 acres (3,750 to 6,000 lineal feet). The Port of St. Helens will not meet any of the projected demand; they do not have Astoria's proximity to the mouth of the Columbia River. Demand not met by St. Helens will likely accrue to Portland rather than Astoria due to Portland's superior international transportation network.

Other ports in the lower Columbia River region do not have Portland's superior international system of transportation, which includes two interstate highways and an international airport. In addition, Portland is an interchange point for three international railroads and is the center of an inland river system. The river level barge, rail, and highway routes from the inland United States to Portland result in lower transportation costs.

Existing vacant waterfront industrial land in the Portland harbor totals 686 acres. Of this, 371 acres are constrained or not available. (Of the remaining 315 acres, 100 acres are committed to the development of a coal facility.) Existing uncommitted and undevelopable industrial waterfront acreage in the Urban Growth Boundary may, in the future, be available to meet some of the unmet demand, but the resulting reduction in total demand would be minimal.

(b) NEED FOR HOUSING, EMPLOYMENT OPPORTUNITIES, AND LIVABILITY

The Metro Industrial Lands Market Assessment forecasts an employment range for the Portland metropolitan area of between 825,000 to 1,050,000 jobs by the year 2000. Marine industry provides high quality employment opportunities and has positive secondary effects upon the economy. There is presently an inadequate supply of suitable waterfront industrial land in the Portland area to meet the demand for marine industrial uses by the year 2000. Expansion of the Urban Growth Boundary would therefore allow the creation of employment opportunities which could not be created on land presently available within the Urban Growth Boundary.

Full development of West Hayden Island is expected to generate between 1,438 and 2,488 new jobs on the island. Additional employment opportunities would be created and development of the island would generally stimulate Oregon business and provide a diversification of markets for Oregon and Pacific Northwest products. The improvement of the Portland port's competitive position vis-a-vis other West Coast maritime facilities would help create employment opportunities throughout the Portland region.

(c) ORDERLY AND ECONOMIC PROVISION FOR PUBLIC FACILITIES AND SERVICES

(1) Availability of Basic Services

The eastern portion of Hayden Island has a full range of urban services, while there are few urban services and facilities

on the western part of the island. Services available on the eastern portion of Hayden Island have been developed by Hayden Island, Inc. through contracts with Multnomah County, the City of Portland, private entities and special service districts. Multnomah County regulations will ensure that no development of western Hayden Island would occur without proper services. The Applicant has demonstrated that a full range of services could be provided to western Hayden Island.

The alternative methods available to provide such services would be (a) to develop independent systems similar to those serving East Hayden Island, (b) to hook into and expand East Hayden Island facilities, or (c) to receive services from the City of Portland. Multnomah County has required that the owner/developers of the property shall provide financing for services.

Electrical service to East Hayden Island is provided by PGE from a substation on the western portion of the island. Electrical service to the western portion of the island would be available by extension of transmission lines from the eastern portion of the island. Northwest Natural Gas Company supplies gas to the eastern portion of the island through a pipeline under the Interstate-5 Slough bridge. Such a line could be extended to West Hayden Island.

Water for fire protection and other uses on the eastern portion of Hayden Island is supplied from two wells. The water bearing characteristics of the western portion of Hayden Island suggest that adequate well water is available in such area.



The eastern portion of Hayden Island has its own sewage treatment facilities, and storm sewer run-off is discharged directly into the Columbia River. The western portion of Hayden Island could either expand and utilize treatment facilities existing on the eastern portion of the island, or could construct similar facilities on the western portion of the island, or could connect to sanitary sewer lines in the City of Portland.

## (2) Transportation

The Multnomah County Growth Management Policy requires the property owners to provide on-site transportation facilities as well as a detailed transportation program to address off-site transportation impacts prior to the granting of a zone change.

The traffic generation caused by development of West Hayden Island will be low. It is estimated that the total peak period traffic leaving the west end of the island during the afternoon peak hour will be approximately 560 cars based on 1.5 employees per acre for marine industrial development and 8 employees per acre for supporting uses.

The Applicants have made detailed analyses of traffic projections, roadway capacities and distribution of traffic among roadways. The proposed development of West Hayden Island can be accommodated by the existing roadway system, with some modifications or additions and with the operation of a shuttle bus service for commuters to the island from Vancouver, Washington.

During the peak commuting hours, a high range of employment could cause some sections of the surrounding street systems to reach saturation by the year 2000. An employment intensity less

than the high range could be accommodated without causing a saturated flow condition during peak hours.

The following specific proposals have been made by the Applicant and approved in concept by Multnomah County to accommodate the proposed development and alleviate potential traffic difficulties: (a) the construction of a new bridge over the Oregon Slough to connect the western portion of Hayden Island to North Portland Road; (b) connection of the western portion of Hayden Island to the eastern portion with a two-lane industrial roadway; (c) reduction of peak period traffic by developing a transportation program which would utilize transit, carpooling, vanpooling and flexible work schedules; and (d) the widening of North Portland Road to two lanes in each direction at the intersection with a new access to the Rivergate Industrial district if this roadway intersects North Portland Road at grade.

The Oregon Slough bridge project, which includes widening the bridge to four lanes in each direction, is scheduled for construction by the Oregon State Highway Division between 1984 and 1988. The state also plans to restripe Interstate-5 to six lanes in the vicinity of the Portland Boulevard interchange. The opening of Interstate-205 and the interstate bridge are expected to decrease traffic volumes on Interstate-5, but such traffic is projected to increase again to present levels between 1995 and 2000. The ability of Interstate-5 to accommodate projected traffic depends upon the completion of certain projects which have been committed by the Oregon Department of Transportation and Metro.



The ramp metering system currently installed in Interstate-5 will help to protect and maintain the capacity of the freeway. That capacity would also be maintained by a privately funded shuttle park and ride system between Hayden Island and Vancouver upon development of West Hayden Island, as proposed by the Applicants. A shuttle system between Hayden Island and Clark County would need to accommodate approximately 130 trips across the Interstate-5 bridge in the northbound direction during the afternoon peak hour. Clark County transit currently has an active park and ride program, which would also help alleviate traffic congestion on Interstate-5.

Traffic difficulties on Interstate-5 are a regional problem and exist with or without the approval of the proposed Urban Growth Boundary amendment. Specific solutions to those problems must be addressed, independently of this Application, prior to the time West Hayden Island would be developed for marine industrial purposes. The Multnomah County Growth Management Policy will assure that traffic problems generated by development of West Hayden Island will be addressed by Multnomah County prior to rezoning of the property for marine industrial purposes.

(d) MAXIMUM EFFICIENCY OF LAND USES WITHIN AND ON THE FRINGE OF THE EXISTING URBAN AREA

West Hayden Island was included in the early Rivergate plans as a major "multi-modal freight interchange" and was estimated in 1965 to be needed for marine industrial purposes by the 1980's. The existing available supply of marine industrial land in the Portland harbor is limited. Newly constructed facilities today



would have to be cramped and fitted together on smaller than optimum sites. This condition weakens Portland's competitive position for new developments.

The analysis of the demand for marine industrial land and the supply of such land in the Portland harbor indicates that it is likely that the entire supply of land for marine industrial purposes will be absorbed within a few years. Because of the value and the scarcity of waterfront industrial land there has been little waste of this land in the Portland harbor. The Port of Portland has followed a policy of leasing rather than selling its land since the early 1970's, and has thereby contributed to the efficiency of the Portland harbor by limiting non-waterfront uses of the land.

Within the existing harbor, the development of West Hayden Island would constitute in-fill and orderly expansion within the urban area, rather than development of isolated facilities on the urban fringe.

The shape of West Hayden Island, which is a long, relatively narrow island, is ideal for marine industrial development. By planning a road and railroad down the center of the island as is planned and as is feasible, there will be approximately 1,500 to 2,000 feet of site depth on each side. This will maximize the ratio of "lineal feet of frontage" to "acres developed." It will also lend itself to efficient provision of other services such as sewer and water.

(e) ENVIRONMENTAL, ENERGY, ECONOMIC AND SOCIAL CONSEQUENCES

See discussion in paragraph 6(c) above.

(f) RETENTION OF AGRICULTURAL LAND AS DEFINED, WITH CLASS I BEING THE HIGHEST PRIORITY FOR RETENTION AND CLASS VI THE LOWEST PRIORITY

Soils on West Hayden Island are Class VI, and therefore are not agricultural lands within the definition of LCDC Goal 3. The current use of the island is for grazing of livestock, which is a low intensive agriculture use. The land is leased to the Portland Livestock Company, which grazes livestock for short periods of time as part of the operation of the Portland stockyards. At the present time, the lease rate is \$6,000 per year, while the property taxes are between \$8,000 and \$9,000 per year.

(g) COMPATIBILITY OF THE PROPOSED URBAN USES WITH NEARBY AGRICULTURAL ACTIVITIES

The closest agricultural land to West Hayden Island is on Sauvie Island, which is two miles downstream on the Columbia River. Expansion of the Urban Growth Boundary to permit marine industrial uses on West Hayden Island would have no effect on agricultural activities on Sauvie Island.

8. Remaining LCDC Goals

(a) GOAL 1 - CITIZEN INVOLVEMENT

See the discussion in paragraph 3(c) above. In addition to citizen involvement in contacts by the Applicants with more than 64 individuals, 22 public agencies, 19 private groups and interest concerning the project, and in addition to public hearings held by the Multnomah County Planning Commission, Multnomah County Board of Commissioners and Metro, development of the property will require an extensive series of public hearings and approvals



in the future, which are described in paragraph 3(g) above, and which will ensure continued involvement by citizens prior to development of western Hayden Island.

(b) GOAL 3 - AGRICULTURAL LANDS

The lands on West Hayden Island are not agricultural lands because (i) the soils are Class VI rather than Classes I-IV and (ii) the lands are not suitable for farm use because of low soil fertility and flooding. However, even if the lands were considered to be agricultural lands, an exception to the application of LCDC Goal 3 would be justified by a determination that compelling reasons and facts for expansion of the Urban Growth Boundary are set forth in paragraph 6 above.

(c) GOAL 4 - FOREST LANDS

The lands on West Hayden Island are not forest lands because they are not suitable for commercial forestry production, they are not needed for a wildlife habitat or recreation, and they are not substantially forested.

Most of the soils on the site are not rated for forest growth purposes by the U.S. Soil Conservation Service, with the exception of the Pilchuck sand category, which is rated as Douglas Fir site Class IV. The other soils on West Hayden Island are not rated for forest growth purposes because they are not used to any extent for commercial forest growth. The ratings of the soils are an indication of a difficult growing environment.

The retention of the SEC overlay zone by Multnomah County will allow the mitigation of some loss of visual buffers, fisheries and wildlife habitat and recreational use of West Hayden Island.



Existing stands of black cottonwood, willow and Oregon ash on West Hayden Island are not being managed for forest production because the cost of managing the site for forest products far exceed the returns which could be realized. Because of the poor productivity of soils on West Hayden Island and the limited size of less than 700 acres, economic feasibility of long-term forest production is limited.

Although there are some cottonwood trees on West Hayden Island, the market for cottonwood is speculative, as demand fluctuates significantly. There is no reliable market for cottonwood at the present time. Also, no market exists for willow or ash, also existing on the island, except for use as fire wood.

(d) GOAL 5 - OPEN SPACE, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

Western Hayden Island is not a unique natural area. There are no known accessible mineral and aggregate resources on the island. There are no indigenous energy sources, with the possible exception of bio-mass which is not a feasible long-term use of the site.

Western Hayden Island hosts a wide range of common animal species, but none is considered endangered and all are found elsewhere in the region. It is not an important migratory waterfowl habitat. Development of the western portion of the island can occur without endangering the fish habitats in the Oregon Slough and main channel of the Columbia River.

No ecologically and scientifically significant natural areas, wilderness areas or historic and cultural sites have been identified on western Hayden Island. There are no potential state recreational trails or federal and state scenic waterways on the island.

Multnomah County has designated West Hayden Island as an area of Significant Environmental Concern, which will help to assure that development of the island will proceed with sensitivity toward the need for open space and scenic views.

(e) GOAL 6 - AIR, WATER AND LAND RESOURCE QUALITY

All municipal and industrial effluent entering the Columbia River are subject to the water quality standards of the state and to standards which apply specifically to the Columbia River. The Department of Environmental Quality grants permits for major discharge sources; applicants are required to ensure that the physical, chemical and biological properties of effluent are within acceptable limits.

Development of western Hayden Island for marine industrial uses is unlikely to adversely affect the region's air quality because of the strict enforcement of air quality regulations and standards by the Department of Environmental Quality and because of advanced technology which can ameliorate problems caused by excessive omissions.

Multnomah County will seek to prohibit the development of noise sensitive uses within the 65 dba contour, which is a noise impact boundary established by the City of Portland with the

cooperation of the Port of Portland. Property used for marine industrial purposes is not considered to be noise sensitive.

(f) GOAL 7 - AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

Western Hayden Island is located within the floodway fringe of the Columbia River. Before urban development can occur it will be necessary to add fill to the island to the 100 to 500 year flood level. The east end of the island has been filled and is presently intensively developed with residential, commercial and industrial uses.

Because of its location in the Columbia River, the western portion of the island is subject to a seasonal high water table. However, filling the island several feet will in effect lower the water table and ameliorate these problems.

The western portion of the island is not subject to other natural hazards such as earthquakes and landslides.

(g) GOAL 8 - RECREATIONAL NEEDS

Although western Hayden Island is appropriate for water-related recreational activities, no public jurisdiction has indicated an interest in acquiring the land from the private owners. Multnomah County's marine transportation policy includes a strategy for looking at the needs of recreational boaters.

Other sites, such as Smith Bybee Lake, the Columbia River shoreline from N.E. 33rd to the Sandy River, Oaks Bottom, Ross Island and Vancouver Lake are better suited to meet most recreational needs.



(h) GOAL 9 - ECONOMY OF THE STATE

The development of western Hayden Island for marine industrial purposes would help to meet the documented year 2000 need for additional waterfront acreage in the Portland harbor. Development would also result in approximately 1,400 to 2,400 new jobs locally, and would increase the diversity of waterfront industrial properties in the Portland metropolitan area's vacant industrial land inventory. The proposed marine industrial development would also add to the diversification of markets for Oregon and Pacific Northwest products.

Adequate land for marine terminals is necessary for the health of the regional economy and should be provided for inside the Urban Growth Boundary. There are no alternative locations in the Portland metropolitan area which can provide the combination of rail, highway and deep-water channel transportation opportunities needed for a marine terminal. By providing additional land needed for the expansion of marine terminal facilities, inclusion of Hayden Island in the Urban Growth Boundary would provide direct employment opportunities and facilitate the general growth of the region's economy.

(i) GOAL 10 - HOUSING

The western Hayden Island area is currently in a natural state and is surrounded by urban industrial uses. It is not needed within the Urban Growth Boundary for residential purposes. Because it is in the 65 dba noise level, the Department of Environmental Quality opposes residential development of the

western portion of the island. In addition, noise sensitive uses, such as housing, are not encouraged by Multnomah County.

There is adequate land for residential uses elsewhere in the Portland-Vancouver metropolitan area as well as other sites for houseboat expansion. Any need which exists for additional houseboat moorages is outweighed by the need for additional marine industrial lands within the Urban Growth Boundary.

(j) GOAL 11 - PUBLIC FACILITIES AND SERVICES

Inclusion of the western portion of Hayden Island in the regional Urban Growth Boundary would permit Metro, the City of Portland and Multnomah County to include the area in orderly planning processes for future provision of urban services and facilities.

Police, fire, sewer, and water service can be provided by a number of possible providers, some of which already provide service on the eastern portion of the island.

The Applicants have committed to Multnomah County to provide transportation investments needed to serve Hayden Island development and to mitigate the impacts of development on the regional transportation system. The nature, timing and financing of these improvements will be decided at the time development occurs on the island. The provisions of Multnomah County Ordinances 333, 334 and 335, as well as the subsequent land use and permitting processes which are required of the Applicants, assure that there will be orderly and economic provision of transportation facilities prior to development of the western portion of Hayden Island.



(k) GOAL 12 - TRANSPORTATION

The proposed use of western Hayden Island for deep-draft marine industrial purposes meets the requirements of this Goal by supporting a transportation mode that facilitates the flow of goods and services so as to strengthen the local and regional economy.

As described above, additional impacts on the existing roadway systems surrounding the island will be considered as a condition of approval of zoning by Multnomah County. The Applicants will be required by Multnomah County to provide a traffic management program prior to development, and to provide for alternative modes of transportation that will substantially limit any impacts of development on the existing roadway system. In addition, it will be the responsibility of the Applicants' future owners to provide transportation facilities needed for development, including a second bridge across the Oregon Slough and an industrial road connecting the eastern and western portions of the island.

The north shore of western Hayden Island contains 12,000 lineal feet of usable shoreline with access to the authorized 40-foot navigational channel which extends to the Interstate-5 bridge. An additional 5,000 lineal feet of the island are located on the 40-foot channel which extends into the Oregon Slough. The remainder of the southern shore is located on the 20-foot channel and is accessible by barge.

The western portion of Hayden Island has access to the Burlington Northern Railroad line which operates a double track



mainline traversing the island and which could provide access for both Union Pacific and Burlington Northern, providing a marketing advantage over comparable sites in the lower Columbia River. Its proximity to the interstate highway system and international airport are additional transportation advantages.

(l) GOAL 13 - ENERGY CONSERVATION

Predominant marine industrialization of the western portion of the island would promote water-borne commerce for the region and the state. This would use the water, highway and rail transportation systems available to the area.

Development of the island would create new jobs in proximity to a large labor pool residing in North and Northeast Portland and East Multnomah County and would thereby reduce work-related fuel consumption. Transit service is available to the eastern portion of the island and could be readily extended to the western portion of the island.

Proximity of West Hayden Island to major facilities of the Port of Portland at Rivergate permit potential development of joint use facilities, reducing needless duplication.

(m) GOALS 15-19

Western Hayden Island does not lie within the boundaries of the Willamette River Greenway, so it is not subject to the requirements of Goal 15. The island is not located in an estuarine or coastal area, so development is not required to comply with Goals 16-19.



CONSIDERATION OF CONTRACT APPROVAL FOR THE CONSTRUCTION OF THE  
ALASKA TUNDRA EXHIBIT.

Date: February 14, 1983

Presented By: Warren Iliff/  
Kay Rich

FACTUAL BACKGROUND AND ANALYSIS

The Washington Park Zoo Development Program calls for the construction of an Alaska Tundra Exhibit. This exhibit was one of those specified in the ordinance providing for the tax levy election in May, 1980. Funds for this project are included in the budgets for fiscal years 1982-83 and 1983-84. The Invitation for Bids was published on January 5, 1983.

Twelve bids were received on February 9, 1983 (see Attachment No. 1). They ranged from a high of \$1,794,000 to a low of \$1,482,352.70. RP&I General Contractors & Roberto Robles & Associates, a joint venture, are the apparent low bidders. The low bid is \$52,446 below the next low bid. Both firms are on the City of Portland's list of certified minority business enterprises (see Attachment No. 2).

In a preliminary report, the firms showed that on the bid amount less the allowances that will be sub-bid later, RP&I will provide 23.2% of the dollar value of the bid and Roberto Robles 15.2% or a total of 38.4%. In their final report received at the office on Monday, February 14, 1983, they show additional MBE work by Aztec Ironworks, a firm in process of certification but not on the February, 1983, City list, for 3%; Martinez Masonry for 1%; and Blessing Electric for 6% (see Attachment No. 3).

On February 3, 1983, at 3:00 p.m., the bid review panel established by motion of the Metro Council, met to determine the extent to which bidders achieved the goal of ten percent minority participation in the project. Panel members were Mr. A.K. Nyoka, a minority contractor representing the National Business League; Mr. Henry H. Pelfry, a minority contractor representing Dirt & Aggregate Interchange; and Mr. James Riccio, a construction management consultant.

Four associates of Mr. Nyoka; Sue Klobertanz, the Metro Contract Officer; and McKay Rich were also in attendance.

Based upon the preliminary report from the low bidder which showed 38.4% MBE participation in the project, staff recommended that the MBE goal had been achieved. A lengthy discussion followed concerning what the MBE policy actually requires.



Sue Klobertanz explained the policy establishes a goal of 10% MBE participation in the dollar value of the bid and that lacking that participation, the bidder must show best effort to achieve it. Metro Legal Counsel indicates that the value of work done by the MBE prime contractor can be included in the amount to reach the goal (see Attachment No. 4). Mr. Nyoka and his associates disagreed with that interpretation contending that the joint venture MBE contractors had to show best effort to achieve an additional 10% MBE participation.

Not satisfied with the answer, Mr. Nyoka and his associates left the meeting. The remaining members of the panel agreed that joint venture MBE contractors had met the MBE goal, that they appeared to have met the other requirements of the bid document and they should be awarded the bid. It was noted that in the earlier discussion before Mr. Nyoka left, that during the bid process RP&I, while appearing on a published, public service list of prime contractors for this project in the "Daily Journal of Commerce", January 31, 1983, did not appear on a later list sent to the plan centers by the Architect. This was because RP&I had expressed some doubt about bidding the project at that time. However, Plan Centers (National Business League was one of them) were notified by phone on February 7, 1983, that RP&I was again bidding the project. Mr. Pelfrey said this was not an unusual occurrence in the bid process, noting that bidders come in and drop off the list right up to when the bids are opened. Mr. Riccio noted that the list is a convenience for subcontractors and suggested we should review that process to determine whether it could be improved in the future.

Staff recommends the Alaska Tundra Exhibit contract be awarded to RP&I General Contractors and Roberto Robles & Associates, Inc., a joint venture.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends awarding the contract to RP&I General Contractors and Roberto Robles & Associates, Inc., a joint venture.

#### COMMITTEE CONSIDERATION & RECOMMENDATION

On February 14, 1983, the Council Coordinating Committee unanimously recommended Council approval of contract award to RP&I General Contractors and Roberto Robles & Associates, Inc., a joint venture.



ALASKA TUNDRA EXHIBIT: BID RECAP

2:00 p.m., 9 February 1983

<u>Bidder</u>	<u>Total Lump Sum</u>
1. R.P. & I. General Contractors	1,482,352
2. O.T.K.M. Construction, Inc.	1,534,799
3. Bishop Contractors, Inc.	1,564,000
4. S. D. Deacon Corporation	1,608,000
5. Contractors Incorporated	1,619,400
6. R. A. Gray & Company	1,632,700
7. Elliott-Jochimsen Construction	1,673,765
8. Ralph D. McDowell Corporation	1,712,222
9. Hyland Brothers Construction	1,715,585
10. Heikkala Construction Company	1,727,000
11. Island Construction	1,728,000
12. Cam Construction	1,794,000

BID FORM

BID OPENING: 3:00 p.m. (Pacific Standard Time), Friday January  
28, 1983

This Bid is submitted to:

Metropolitan Service District, c/o Washington Park Zoo  
4001 S.W. Canyon Road  
Portland, OR. 97221

1. The undersigned BIDDER proposes and agrees, if this Bid is accepted, to enter into an Agreement with OWNER in the form included in the Contract Documents to complete all Work as specified or indicated in the Contract Documents for the Contract Price and within the Contract Time indicated in this Bid and in accordance with the Contract Documents.
2. BIDDER accepts all of the terms and conditions of the Instructions to Bidders, including without limitation those dealing with the disposition of Bid Security. This Bid will remain open for sixty (60) days after the day of Bid opening. BIDDER will sign the Agreement and submit the Contract Security and other documents required by the Contract Documents within fifteen (15) days after the date of OWNER'S Notice of Award.
3. In submitting this Bid, BIDDER represents, as more fully set forth in the Agreement, that:
  - a. BIDDER has examined copies of all the Contract Documents and acknowledges the receipt of the following Addenda:

Date	<u>19 JAN 1983</u>	Number	<u>1</u>
Date	<u>26 JAN 1983</u>	Number	<u>2</u>
Date	<u>2 FEB 1983</u>	Number	<u>3</u>
Date	_____	Number	_____

and also copies of the Advertisement of Invitation to Bid and the Instructions to Bidders.

- b. BIDDER has examined the site and locality where the Work is to be performed, the legal requirements (Federal, State, and Local laws, ordinances, rules and regulations) and the conditions affecting cost, progress or performance of the Work, and has made such independent investigations as BIDDER deems necessary.
- c. This Bid is genuine and not made in the interest of or on behalf of any undisclosed person, firm, or corporation, and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; BIDDER has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid; BIDDER has not solicited or induced any person, firm, or a corporation to refrain from bidding; and BIDDER has not sought by collusion to obtain for himself any advantage over any other Bidder or over OWNER.
- d. The undersigned certifies conformance with provisions of ORS 279.350 and with applicable Federal acts, Executive orders and State regulations concerning affirmative action toward equal employment opportunities, including minority business enterprises.

4. BIDDER will complete the Work for the following price(s):

A. ALLOWANCES

\* Allowance A1.0 ROAD REPAIR

Add to the contract price the amount of Thirty Thousand and 00/100 - - - - - (\$30,000).

\* Allowance A2.0 GUNITE AND ARTIFICIAL ROCKWORK BY SUBCONTRACTOR

Add to the contract price the amount of Two Hundred Fifty Thousand and 00/100 - - - - - (\$250,000).

\* Allowance A2.1 GENERAL CONTRACTOR'S OVERHEAD AND PROFIT (for A2.0)

Add to the contract price the amount of FOURTEEN  
THOUSAND DOLLARS (\$ 14,000<sup>00</sup>)



- \* Allowance A3.0 INTERPRETIVE EXHIBITS SYSTEMS BY SUB-CONTRACTOR

Add to the contract price the amount of Two Hundred Twenty Thousand and 00/100 - - - - - (\$220,000).

- \* Allowance A3.1 GENERAL CONTRACTOR'S OVERHEAD AND PROFIT (for A3.0)

Add to the contract price the amount of ELEVEN  
THOUSAND DOLLARS (\$ 11,000 )

- B. TOTAL LUMP SUM CONTRACT PRICE including all allowances

\$ one million four hundred eighty two thousand  
three hundred fifty two and 70/100 (\$ 1,482,352.70 )

- C. ALTERNATIVES

Deductive Alternate No. 1 - VENEER PLASTER

Subtract from the contract price the amount of \$ two  
thousand seven hundred seventy-five (\$ 2,775<sup>00</sup> )

Deductive Alternate No. 2 - SAFETY GLASS ENTRANCE DOORS

Subtract From the contract price the amount of                       
six thousand and 00/100 (\$ 6,000<sup>-</sup> )

Deductive Alternate No. 3 - BOARD TEXTURE CONCRETE FINISH

Subtract from the contract price the amount of \$ eleven  
thousand three hundred fifty four (\$ 11,354<sup>00</sup> )

5. BIDDER agrees that the Work will be substantially completed on or before

MAY, 30, 1984,  
and completed by JULY, 30 1984.

BIDDER accepts the provisions of the Agreement as to liquidated damages in the event of failure to complete the Work on time.

6. The following documents are attached to and made a condition of this Bid:

a. Required Bid Security in the form of: TEN PERCENT OF  
CONTRACT PRICE FROM SURETY INSURANCE CO. OF CA.

7. Communications concerning this Bid shall be addressed to:

Washington Park Zoo  
4001 S.W. Canyon Road  
Portland, OR. 97221

8. The terms used in this Bid which are defined in the General Conditions of the Construction Contract included as part of the Contract Documents have the meanings assigned to them in the General Conditions.

SUBMITTED on 9, FEB, 1983.

The BIDDER is:

An Individual

By \_\_\_\_\_ (SEAL)  
(Individual's Name)

Doing Business as: \_\_\_\_\_

Business Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone No. \_\_\_\_\_

A Partnership

By \_\_\_\_\_ (SEAL)  
(Firm's Name)

\_\_\_\_\_  
(General Partner)

Business Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone No. \_\_\_\_\_

A Corporation

By \_\_\_\_\_  
(Corporation's Name)

\_\_\_\_\_  
(State of Incorporation)

By \_\_\_\_\_  
(Name of Person Authorized to Sign)

\_\_\_\_\_  
(Title)

(Corporate Seal)

Attest \_\_\_\_\_  
(Secretary)

Business Address: \_\_\_\_\_

\_\_\_\_\_



A Joint Venture R&I GENERAL CONTRACTORS

By

(Name)

1438 N.W. 23<sup>RD</sup> PORTLAND OR 97210

(Address)

Roberto Robles ASSOCIATES INC.

By

(Name)

P.O. Box 23245 TIGARD OREGON 97223

(Address)

# THE AMERICAN INSTITUTE OF ARCHITECTS



AIA Document A310

## Bid Bond

BOND NO. 360745

KNOW ALL MEN BY THESE PRESENTS, that we **R P & I GENERAL CONTRACTORS &**  
**ROBERTO ROBLES & ASSOCIATES, INC.,** (Here insert full name and address or legal title of Contractor)  
**A JOINT VENTURE 1438 N.W. 23RD PORTLAND, OREGON 97210**  
as Principal, hereinafter called the Principal, and  
**SURETY INSURANCE COMPANY OF CALIFORNIA** (Here insert full name and address or legal title of Surety)  
**2250 WEST WHITTIER BLVD. LA HABRA, CALIFORNIA 90631**  
a corporation duly organized under the laws of the State of **CALIFORNIA**  
as Surety, hereinafter called the Surety, are held and firmly bound unto  
**METROPOLITAN SERVICE DISTRICT** (Here insert full name and address or legal title of Owner)  
**PORTLAND, OREGON**

as Obligee, hereinafter called the Obligee, in the sum of **ONE HUNDRED SIXTY THOUSAND AND**  
**00/100-----**

Dollars (\$160,000.00 ),

for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for (Here insert full name, address and description of project)  
**ALASKA TUNDRA EXHIBIT, WASHINGTON PARK ZOO**

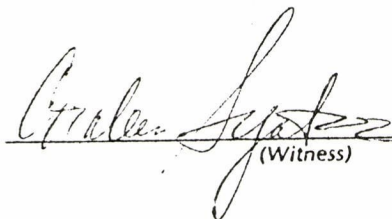
NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this **9TH**

day of **FEBRUARY**

**19 83**

(Witness)

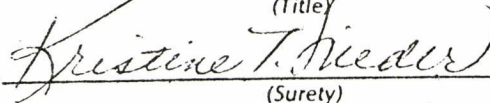
  
(Witness)

  
(Principal)

(Seal)

**PARTNER OF THE JOINT VENTURE**

(Title)

  
(Surety)

(Seal)

**ATTORNEY-IN-FACT**

(Title)





# Surety Insurance Company of California

"The Dollars and Sense Surety"

HOME OFFICE IN LA HABRA, CALIFORNIA

Box 2480  
La Habra, California 90631

## CERTIFIED COPY OF POWER OF ATTORNEY

No. 2908

*Know all men by these presents:* That Surety Insurance Company of California, a California Corporation, having its principal Office in the City of La Habra, County of Orange, State of California, pursuant to the following By-Laws which were adopted by the Directors of the said Company on the 9th day of April, 1969 and are now in effect, to-wit:

"Article IV, Section 7(b). The President shall have power and authority to appoint Attorneys-In-Fact, and authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity, and other writings obligatory in the nature thereof, and he may at any time in his judgment remove any such appointees and revoke the authority given to them."

Has made, constituted and appointed and by these presents does make, constitute and appoint

Kristine T. Nieder of Portland, Oregon

its true and lawful agent and attorney-in-fact, to make, execute, seal and deliver for and on its behalf as surety, and as its act and deed, all of the following classes of documents, to wit:

Indemnity, Surety and Undertakings that may be desired by contract, or may be given in any action or proceeding in any court of law or equity; policies indemnifying employers against loss or damage caused by the misconduct of their employees, official, surety and fidelity bonds.

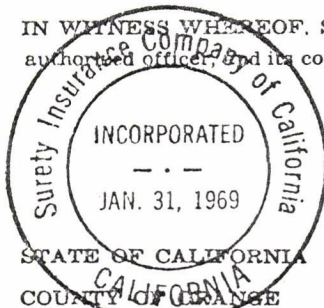
THE AUTHORITY OF THIS POWER OF ATTORNEY IS LIMITED TO

Four Hundred Thousand and no/100 Dollars-----(\$400,000.00)  
FOR ANY SINGLE BOND.

THIS POWER OF ATTORNEY IS VALID ONLY FOR A BOND OR UNDERTAKING EXECUTED PRIOR TO December 31, 1983

And the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in La Habra, California in their own proper persons.

IN WITNESS WHEREOF, Surety Insurance Company of California has caused these presents to be signed by its duly authorized officer, and its corporate seal to be hereunto affixed this 14th day of December, 1982



SURETY INSURANCE COMPANY OF CALIFORNIA

By

*John F. Merrill*  
John F. Merrill  
President

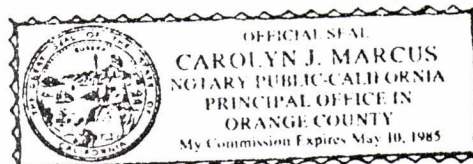
SS:

On this 14th day of December A.D. 1982, before the subscriber, a Notary Public of the State of California, in and for the County of Orange, duly commissioned and qualified, came John F. Merrill, President of SURETY INSURANCE COMPANY OF CALIFORNIA, to me personally known to be the individual and officer described in, and who executed the preceding instrument, and he acknowledged the execution of the same, and being by me duly sworn, deposed and said that he is the officer of the said Company aforesaid, and that the seal affixed to the preceding instrument is the Corporate Seal of said Company, and the said Corporate Seal and his signature as officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporation, and that Article IV, Section 7(b) of the By-Laws of said Company, referred to in the preceding instrument, is now in force.

IN TESTIMONY WHEREOF, I have hereunto set my hand, and affixed my Official Seal at the City of La Habra, the day and year first above written.

*Carolyn J. Marcus*  
Notary Public

CERTIFICATION



I, the undersigned, certify that I am the Secretary of SURETY INSURANCE COMPANY OF CALIFORNIA and that the Power of Attorney remains in full force and effect, and has not been revoked; and furthermore that Article IV, Section 7(b) By-Laws of said company as set forth in said Power of Attorney, are now in full force and effect.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seal of the said Company

this 9th day of February, 1983  
(SEAL)

*Phillip R. Gilbert*  
Secretary





CITY OF  
**PORTLAND, OREGON**  
OFFICE OF FISCAL ADMINISTRATION

Francis J. Ivancie, Mayor  
Contract & Grants Compliance Div.  
Charlie Graham, Manager  
Room 400, City Hall  
Portland, Oregon 97204  
(503) 248-4696

LIST OF CERTIFIED MINORITY VENDORS - FEBRUARY 1982<sup>3</sup>

NOTICE:

This list is provided as an informational directory only. The companies listed have been certified as Minority Business Enterprises. A brief description of services offered or areas of endeavor are mentioned only for information sake. The City of Portland makes no claims as to the availability, technical expertise, quality of workmanship or bonding/insurance limits of any of the companies listed herein.

We have separated the MBEs into four (4) major classifications:

1. General and Specialty Contractors
2. Professionals
3. Product Vendors
4. Service Vendors

Some companies are on more than one list, as indicated by the numerical listing to the left of each business name.

- (F) - Denotes firm is also certified as an FBE  
\* - Denotes firm is also certified as an EEO

The following is an alphabetical listing of all Minority Business Enterprises currently certified in the City.

\*\*\*\*\*

- |       |   |   |
|-------|---|---|
| 1     | * | A & A Dump Trucking, Paving & Excavating    |
| 1     | * | A & A Plumbing & Heating                    |
| 3     | * | ABCO Supply Company                         |
| 4 (F) | * | A & H Printing                              |
| 3     | * | A.K. Marketing International                |
| 2     |   | A.P.M., Inc.                                |
| 1     | * | Abaca Plumbing & Contracting, Inc.          |
| 3/4   |   | Adams-Thompson Insurance Agency             |
| 3     | * | Advenco, Inc.                               |
| 1     | * | A-Hollindo Construction, Inc.               |
| 4     | * | AICRAG Corporation and Garcia Transport Co. |
| 1     | * | Alco Electric                               |
| 4     | * | Alexander's Landscaping                     |
| 1     |   | Allstate Roofing Company                    |
| 2     |   | Alpha Engineers                             |

3/4		American Pacific Concrete Pipe Co.
2	*	Aqua-Tech Laboratory, Inc.
1		Askew Construction Co.
2/4	*	Aztec Advertising
2	*	Azumano Travel Services, Inc.
1	*	B Construction Co.
2	*	B & M Unlimited and Associates
4	(F) *	Baldwin Sanitary Services, Inc.
1		Bartlett Electric, Inc.
3	*	Beaver Equipment Specialty Co.
3/4	*	Beaver State Engraving Industries
1	*	Beavercreek Metal Products & Contracting
1	*	Benge Paving, Inc.
1	(F) *	Better Half, Inc.
3	*	Blackfeet Indian Writing Co., Inc.
1	(F) *	Blessing Electric, Inc.
2	*	Borc Incorporated
1/3	*	Brainard Sheetmetal, Inc.
2	*	Branch, Richard, Anderson & Co., P.S.
4	*	Broadous Auto Service & Steam Cleaning
3	*	Brofam Enterprises, Inc.
2	(F) *	Brooks, S. & Associates, Inc.
1		Brothers Concrete Cutting
4	*	Building Environmental Systems, Inc.
1	*	C.B. and A. Irrigation
2	*	C-E Consulting Services, Inc.
1/3	*	CA-SUN Solar Mechanical
1/4	*	CJC Industries, Inc.
2	*	Cain and Associates
3	*	Camera World Co., Inc.
1	*	Carrillo Plumbing & Heating, Inc.
2		CARTA, Inc. Strategic Planning
1	*	Casa Loma Builders
1	*	Cascade Roofing Company
		See: Rivas & Rivas, Ltd.
2	(F) *	Celsi, Lolita, Graphics
2	*	Centrac Associates, Inc. (Seattle)
2	*	Centrac Associates, Inc. (Portland)
1		Cherokee Pipeline Company
2	*	Chin, Herbert K., A.I.A.
3		Chin's Import Export Company, Inc.
1	*	Christian Electric Corporation
2	*	Cleaning Consultants Northwest
2		Cleghorn-Dixon Associates

4	*	Coast Janitorial Service, Inc.
2 (F)	*	Commercial Artist Service
1/4	*	Complete Gardening Service, Inc.
1/2/3	*	Construction Supportive Systems
3/4 (F)	*	Constructor's Interior Supply Source
		See: Trans-Atlantic Trading
3	*	Control Parts Distributors
2	*	Cooper Consultants dba
		Cooper & Assoc., Inc.
3	*	Correa Trading Company
4	*	Courtesy Janitorial Service
3		Cy's Crumby Cookie Co.
		see: USER FRIENDLY, INC.
1	*	DAK Construction Co., Inc.
1	*	D.P.K., Incorporated
4 (F)	*	D.S. Janitorial Service
2	*	Data Keyers, Inc.
1	*	Dawson, David, Trucking & Excavating
1/4	*	Dawson & Dawson Associates
2	*	Dhillon Engineers, Inc.
1	*	Dirt and Aggregate Interchange, Inc.
2/3	*	Discretionary Relations
3		DYCO, Inc.
1	*	Dynamic Construction Co.
		aka Tilly Electric
1	*	E.D.T. Enterprises dba
		E.D.T. Construction
1/3	*	Earle, Robert G., Construction Co., Inc.
1/2	*	Energy Masters, Ltd.
2	*	Engineering Technician Services
2		Englestad, Kurt, Attorney at Law
3/4	*	Fairview Realty Co., SKW Corp.
1/3	*	Far East Construction Co.
3		Fast Plants
		See: TMT Enterprises, Inc.
1/3/4	*	Flores Drilling & Pump Co.
1	*	Flowers, J. R. Construction
3	*	Freed Associates, Inc.
1	*	Frye, Elmo Logging & Construction
1	*	Fuiten's Plumbing & Heating Co.
2	*	Furusho, George Architect & Planner
1	*	G & S Construction Co.
1/3	*	Galang, Ed
		see: Far East Construction Co.
4	*	Garcia Transport
		see: AICRAG Corp.
1	*	Garris Construction Co.



3	*	Gasket Specialties
2/3/4		Gear V Company, Inc.
3		Gemco Supply, Inc.
4	*	General Paper Stock, Inc.
		See: United Recycling
1	*	Gentry & Sanchez Co., Inc.
1 (F)	*	Gervais Construction, Inc.
1	*	Gonzales Boring & Tunneling Company
1	*	Gonzalez, Miguel A.
4	*	Good Earth Janitorial Services, The
1 (F)	*	Grading Unlimited
2	*	Grafia Design
1		Guerra Construction, Inc.
1	*	Guerra's Painting
1	*	Haddakin, Chris, Construction Co.
2		Hardnett, Henry, AIA
3/4	*	Harpole, Lovetta I., Insurance
3/4		Hartley, John L.
3	*	Hartley, Nate, Fuel Oil, Inc.
2 (F)	*	Health Systems Consulting Service
4	*	Hercules Janitorial Service
2	*	Hisatomi, John A. - CLU
3/4	*	Hollywood Lights, Inc.
1	*	Hopsing Construction, Inc.
1		Hunter, Earl, Roofing
2 (F)	*	Hutchens, Janet B. & Associates
3/4	*	Idaho Bag and Metal Company
2	*	Ikeda, William, P.C.
2	*	IMPACT
2/4	*	Inter-Tribal Day Labor
		see: Urban Indian Council
4 (F)	*	Irine & Sons Landscaping, Inc.
2	*	J.A. Investigations
3		J & L Independent Supply
4		J's Hydraulic Cylinder Repair
4 (F)	*	Jackson Janitorial Services
2 (F)	*	Jones & Jones Architects
1 (F)	*	Judewa Construction Services
1	*	Junlo Corporation
1	*	K & F Contractors
		see: Kuita & Fusitua Contractors
2	*	K M Associates
4	*	Keizer Machine Works
3	*	Kida Company, The
1		Kline Masonry & Remodeling
1		Knode & Gregg Painting Co., Inc.
3	*	Kokem Products, Inc.
4	*	Kuita & Fusitua Contractors, Inc.

4		L.A. Cable Installations, Inc.
2/3	*	LGR Enterprises, Inc.
1	*	LaDuke Construction
2		Lee, Louis KC, CPA
1/3	*	Leon's Trucking Company
3/4	*	Linnton Enterprises, Inc.
3/4	*	Linnton Planning Mill
4	*	Litho Graphics
3/4	*	Lopez, Ed, Carpets & Drapes
1	*	Lopez Paving, Inc.
3		Lou's Industrial Supplies "TODAY"
1	(F) *	Luelling Trucking, Inc.
1	(F) *	MBE Construction, Inc.
1	(F) *	MFM, Inc.
1	*	MRH Enterprises, Inc.
3		Madison Builders Supply, Inc.
1	*	Majestic Lightweight & Concrete Co.
4		Magnum Security, Inc.
2	*	Marksher Counseling Service
1	*	Marmolejo-Hewson, Inc.
4	*	Martin Building Maintenance
1	*	Martin and Olson
1	*	Martinez General Construction
1	*	Martinez Masonry
1	*	Medina Mosaic
4	*	Metro Building Maintenance
4	*	Mid-Valley Janitorial Service, Inc.
1		Millage & Associates
1	*	Miller, Jim, Construction
2/3	*	Modern Business Systems, Inc.
1	*	Mohawk Roofing Company
2		Morrison, Funatake, Inouye, Andrews
3	*	National Pipe & Casing Corp.
2	*	National Rate Services
2	*	Nero & Associates, Inc.
1		New World Industries
3/4	*	Newland Cable
2	(F) *	Noell Associates, Inc.
2	*	Northeast Business Center
1	*	Northwest Boring Co., Inc.
2/3	*	Northwest Tradewinds International
3/4	*	Northwind Productions
4	*	NYFAB
		see: Young's Steel, N., Fabrication Co., Inc.

1	*	OHNO M.R. Company
2	*	Oleson, Norm., Surveys
3		Olympic Data Supply
4	*	Oriental Best Maintenance Co.
4		Oriental Pacific Maintenance Co.
2/4	*	Originators, The (Advertising & Design Group)
1	*	Osejo, A & L Trucking
2	*	Pacific ARtery
4	*	Pacific Janitorial Service, Inc. aka: Pacific Painting
2	*	Parametrix, Inc.
4	*	Park Building Maintenance, Inc.
4		Patterson Reliable Janitorial Service
1	*	Pena General Contractors
3/4	*	Plant Maintenance Equipment, Inc.
4	*	Polynesian Nursery Co.
4	*	Pony Express Maintenance Co.
1		Portland Flagging Service
2/3/4		Portland Mailing Services, Inc.
2	*	Professional Analysts
2/3	*	Professional Center 205 Pharmacy
2	*	Professional Training System
3	*	Proto-Mech Systems & Sales, Inc.
2/4		Qualitype/Reyna-Moore & Assoc.
1	*	Quinault Construction Co.
4	*	R.B. Janitorial Services
1		RKO Construction, Inc.
1	*	R.P. & I. General Construction
2 (F)	*	Raine Associates
4		Ray's Boat Repair
1/3	*	Reese's Oil Co. & Reese's Minority Constr. & Supply, Inc.
1	*	Ricardo's Painting
1	*	Rio Pacific Corporation
1	*	Rivas & Rivas, Ltd. dba Cascade Roofing Company
1	*	Rivera & Green, Inc.
1		Roberts Construction Company
1	*	Robison Construction Co., Inc.
1	*	Robles, Robert & Associates, Inc.
1/3	*	Roof Systems, Inc.
1	*	Rosendin Electric, Inc.



2		SAE Design
		Systems Architects, Engineers
4	*	St. James Maintenance Service
1/3	*	Salt & Pepper Equipment Rentals
4	*	Sam's Landscape
4	*	Sanitary Cleaning Systems
4	*	Saynday Enterprises
1	*	Scott, Walter, dba
		Scott's (Rev.) Masonry
4	*	Servicemaster S.W. Portland
1	*	Shoreline Construction Co.
3/4	*	Short, George
		see: Gasket Specialties
1	*	Shough, Mike, Trucking
2	*	Skanner News, The
1/2/3	*	Smith, R. E. Company
2	*	Soto-Seelig, Raul
1		Special Touch Ceramic Tile
1		Steelman Enterprises, Inc.
2 (F)		Step Ahead, Inc.
2		System's Architects
		see: SAE Design
4 (F)		T and D Building Maintenance, Inc.
3		TMT Enterprises, Inc.
		dba Fast Plants
1/4	*	T.P. Transport, Inc.
4	*	Tai's Services
1/3	*	Thermo Industries, Inc.
3	*	Three-M Environmental Supply Co., Inc.
1	*	Tilly Electric
		See: Dynamic Construction Co.
4	*	Toledo Body Shop, Inc.
2/4	*	Torres, A., M.D.
4	*	Total Landscaping
3/4 (F)	*	Trans-Atlantic Trading
		dba Constructor's Interior Supply Source
1		Transcoastal Express, Inc.
4	*	Travel Roberts
1		Tri-Centennial Transportation Co., Inc.
4	*	Triangle Roof Inspection and Consulting Service
4	*	Triple-One Building Maintenance
1	*	Triple-One Construction Co.
3	*	Tsubota Steel & Pipe Company, Inc.

2/4	*	Unified Graphics
4	*	Uniform Flagging in Oregon (UFO)
2	*	United Industries Corporation
4	*	United Recycling dba General Paper Stock, Inc.
2	*	Unthank Seder Poticha, Architects P.C.
2/4	*	Urban Indian Council
3		USER FRIENDLY, INC. dba Cy's Crumby Cookie Co.
1	*	Vigil & Landolt Transportation, Inc.
3/4		Wade, Frank Jr., Salvage Co. & Tire Center
4	*	Washington's Window Cleaning Service
2	*	Weeden's Consulting Engineering, Inc.
1	*	White Buffalo Construction, Inc.
2		Wilder Engineers
1/3/4	*	Willamette Wood Salvage, Inc.
2/3	*	Williams, D.C., Real Estate Appraiser and Consultant
1	*	Winston, Jim & Sons, Inc.
3		Withers Lumber, Inc. see: Woodburn Lumber Co.
1		WOG-E Construction, Inc.
3		Woodburn Lumber Co.
3		Woodlawn Pharmacy
2	*	Wright Enterprises
2	*	Yadav, D.S., CPA, PC.
1 (F)	*	Yamsey Electric, Inc.
2	*	Yokota International
1/2	*	Yorozu, T., Gardening Co.
1/3 (F)	*	Young, Joe, Explosives, Inc.
4	*	Young's Steel, N., Fabrication Co., Inc. dba NYFAB
1	*	Yurok Contractors, Inc.

Project: Alaska Tundra Exhibit  
Washington Park Zoo

Bid Date: February 9, 1983

PROPOSED MINORITY CONTRACTORS

TOTAL BID:	\$1,482,352.00
Allowances	500,000.00
	<hr/> 982,352.00

Martinez Masonry 15714 S.E. Oatfield Rd. Milwaukie, OR 97222 659-8269 Eddie Martinez	Masonry & Sandblasting	\$ 13,000	1.4%
Aztec Iron Works * 8961 S.E. 76th Portland, OR 771-9925 Fernando	Structural Steel & Metal Fabrications	24,840	2.5%
Blessing Electric 829 N. Russell Portland, OR 284-1189 Odielia Blessing	Electrical	55,000	5.6%
Roberto Robles & Associates, Inc. P.O. Box 23245 Tigard, OR 97223 620-0793 Roberto Robles	Excavation & Earthwork	150,000	15.2%
RP&I General Contractors 1438 N.W. 23rd Ave. Portland, OR 97210 224-8694 Randy Franken	Concrete, Waterproofing, Roof accessories, joint sealants, installation of steel doors, frames & hard- ware, rough and finished carpentry, toilet accessories, flight cage system.	227,856	23.2%
		<hr/> \$476,960	<hr/> 47.9

\*Has started process to gain certification under  
City of Portland program but at this time is not  
certified as a MBE.





**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: February 14, 1983  
To: Kay Rich, Deputy Director, Washington Park Zoo  
From: Andrew Jordan, General Counsel *AJ*  
Regarding: MBE REQUIREMENTS

This is in response to your request for a legal opinion on the following questions:

Question: If a prime contractor is an MBE and is to perform in excess of 10% of a construction project, does that meet the goals of the MBE program?

Answer: Yes. Attachment E of the October 23, 1980 Metro MBE program provides examples of how prime MBE contractors and joint ventures are to be credited with MBE participation. Though all prime contractors must meet the goals regardless of ethnicity (MBE Program, p.15), it is clear from Attachment E that "MBE contractors will be credited with minority participation for that portion of the contract which they perform and that portion of the contract subcontracted to minority firms." (MBE Program, p. 31) Therefore, an MBE prime contractor or an MBE joint venture which is to perform in excess of the goal (10%) meets the MBE policy. To interpret the policy otherwise would require subcontracting in every case. Though subcontracting is the typical means of meeting the goal where the prime contractor is a majority firm, it is not necessary for a minority prime contractor who is to perform at least 10% of the work to subcontract with MBE subcontractors.

Question: Is it proper for two MBE firms, prior to bidding, to form a joint venture for bidding purposes?

Answer: Yes. In fact, the MBE policy expressly supports and encourages such joint ventures. See MBE Program, p. 6, item 15.

Question: Must Metro prequalify bidders on construction contracts?

Answer: No. See ORS 279.039.

Kay Rich  
February 14, 1983  
Page Two

Question: When a project architect maintains or publishes a list of prospective prime contractors to facilitate contacts to such contractors by prospective MBE subcontractors, and when a particular prospective prime contractor was excluded from the list, whether inadvertantly or otherwise, is the excluded contractor still eligible to bid?

Answer: Yes. Under Metro's MBE program, there is no requirement for a published list of prospective prime contractors. Though the project architect may maintain such a list to facilitate contact between MBE's and primes, it is not a required procedure. Therefore, the fact that a particular prospective contractor was not on such list should in no way invalidate the bidding process or the individual bid of the excluded contractor.

AJ:ef



STAFF REPORT

Agenda Item No. 7.3

Meeting Date February 24, 1983

CONSIDERATION OF FY 84 LOCAL GOVERNMENT  
DUES ASSESSMENT

Date:

Presented by: Jennifer Sims

FACTUAL BACKGROUND AND ANALYSIS

Assessment Authorization and Procedure

Chapter 353 Oregon Laws 1981 authorizes the Council to:

"charge the cities and counties within the district for the services and activities carried out under ORS 268.380 and 268.390."

If the Council determines that it is necessary to charge these local governments, it must determine the total amount to be charged and assess each city and county on a population basis. The population of the county cannot include the population of any city within that county. The Council's assessment cannot exceed \$.51 per capita per year. The Council has the ability to determine the population of each city and county.

In making the assessment the Council is required to notify each city and county of its intent to assess and the amount of the assessment at least 120 days before the beginning of the fiscal year for which the charge will be made. The Council must make the notification for the FY 83 assessment by no later than March 2, 1983. Assessments charged to cities and counties are mandatory and they must pay them before October 1.

A copy of the assessment portion of Chapter 353 Oregon Laws 1981 is attached as Exhibit A.

Proposed FY 83 Assessment

Exhibit B attached provides a comparison of the FY 83 actual assessments with two possible alternatives for FY 83. One alternative is an assessment based on \$.50 per capita (the rate used for FY 1982-83), and the second being an assessment based on the \$.51 per capita maximum. The assessments for the Port of Portland and Tri-Met are voluntary and will be negotiated at a later date.

The proposed assessments are based upon the latest certified population figures from the Center for Population Research and Census at Portland State University. As indicated in the footnotes to Exhibit B, the certified population date is July 1, 1982 (with the exception of certain cities which have received a certified population estimate for December 31, 1981). The County's



unincorporated population estimate is based upon data provided by the Center for Population Research using a formula devised by Metro staff. The formula is as follows:

- Step 1      Determine the percentage difference between the unincorporated County-wide 1980 certified population estimate (from the Secretary of State's office 09/15/81) and the unincorporated County-wide 1982 certified estimate.
- Step 2      Multiply the percentage figure derived in Step 1 by the 1980 unincorporated county population inside the Metro boundary to determine the estimated 1980-1982 growth inside the Metro boundary.
- Step 3      Add the population increase figure derived in Step 2 to the 1980 unincorporated county inside the Metro boundary. If the county-wide unincorporated population estimate is lower in 1982 than in 1980 (Step 1), the population figure derived in Step 2 would be subtracted from the 1980 county estimate.

#### EXECUTIVE OFFICER'S RECOMMENDATION

In view of the economic conditions facing local governments, the Executive Officer recommends that the Council maintain the current level of dues assessment at \$.50 per capita.

#### COMMITTEE CONSIDERATION AND RECOMMENDATION

The Council Coordinating Committee submits this report with no recommendation.

JS/srb  
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# FOOTNOTES TO EXHIBIT B

<sup>1</sup>Population estimate based upon July 1, 1982 certified estimates of population for Oregon cities and counties prepared by the Center for Population Research and Census, Portland State University.

<sup>2</sup>Unincorporated county population estimate based upon data provided by the Center for Population Research and Census using the formula described in the body of this report. The equation by counties are as follows:

## Clackamas County:

Step 1 -	1982 Unincorporated Pop. Est.	146,290
	1980 Unincorporated Pop. Est.	<u>143,800</u>
		+2,490

$$2,490 : 143,800 = .0173$$

Step 2 -  $.0173 \times 80,010$  (1980 Unincorporated inside Metro) = 1,384

Step 3 -  $1,384 + 80,010 = \underline{81,394}$  1982 estimate

## Multnomah County:

Step 1 -	1982 Unincorporated Pop. Est.	150,153
	1980 Unincorporated Pop. Est.	<u>152,259</u>
		-2,106

$$2,106 : 152,259 = -.0138$$

Step 2 -  $-.0138 \times 146,657$  (1980 Unincorporated inside Metro) = -2,024

Step 3 -  $-2,024 + 146,657 = \underline{144,633}$  1982 estimate

## Washington County:

Step 1 -	1982 Unincorporated Pop. Est.	145,607
	1980 Unincorporated Pop. Est.	<u>143,753</u>
		+1,854

$$1,854 : 143,753 = .0129$$

Step 2 -  $.0129 \times 118,104$  (1980 unincorporated inside Metro) = 1,523

Step 3 -  $1,523 + 118,104 = \underline{119,627}$  1982 estimate

<sup>3</sup>Certified population as of December 31, 1982 from center for population research and census (Supplement I).

(3) Notwithstanding ORS 198.580, a number of signatures of qualified voters equal to but not greater than four percent of the total number of all votes cast in the district for all candidates for Governor at the election at which a Governor was elected for a term of four years next preceding the filing of the petition shall be required to order a referendum on district legislation or a part thereof. A number of signatures equal to but not greater than six percent of the votes cast for Governor in the district shall be required for a petition to propose an initiative ordinance.

(4) In addition to the provisions of ORS 268.990, violation of the district's ordinances *[or rules]* may be enjoined by the district upon suit in a court of competent jurisdiction.

(5) In addition to any other penalty provided by law, any person who violates any ordinances or order of the district pertaining to one or more of its authorized functions shall incur a civil penalty not to exceed \$500 a day for each day of violation.

(6) The civil penalty authorized by subsection (5) of this section shall be established, imposed and collected in the same manner as civil penalties are established, imposed and collected under ORS chapter 468.

Section 5. ORS 268.513 is amended to read:

268.513. (1) The council, in its sole discretion, may determine that it is necessary to charge the cities[,] and counties *[and other municipal corporations]* within the district for the services and activities carried out under ORS 268.380 and 268.390. If the council determines that it is necessary to charge cities and counties within the district for any fiscal year, it shall determine the total amount to be charged and shall assess each city and county with the portion of the total amount as the population of the portion of the city or county within the district bears to the total population of the district provided, however, that the service charge shall not exceed the rate of 51 cents per capita per year. For the purposes of this subsection the population of a county does not include the population of any city situated within the boundaries of that county. The population of each city and county shall be determined in the manner prescribed by the council.

*[(2) If the council determines that it is necessary to charge other municipal corporations within the district it shall do so in a fair manner, proportionate to the services and activities the district will perform for those governmental bodies provided, however, that the service charge shall not exceed the rate of 51 cents per capita each year.]*

*[(3)]* (2) The council shall notify each *[governmental body]* city and county of its intent to assess and the amount it proposes to assess each *[governmental body]* city and county at least *[30]* 120 days before the beginning of the fiscal year for which the charge will be made.

*[(4)]* (3) The decision of the council to charge the cities[,] and counties *[and other municipal corporations]* within the district, and the amount of the charge upon each, shall be binding upon those *[governmental bodies]* cities and counties. Cities[,] and counties *[and other municipal corporations]* shall pay their charge on or before October 1 of the fiscal year for which the charge has been made.

*[(5)]* (4) This section shall not apply to a fiscal year which ends later than June 30, *[1987]* 1985.

SECTION 6. (1) For the fiscal year beginning on July 1, 1981, the council shall notify each city and county within the district of its intent to assess a service charge under ORS 268.513, and the amount of the charge, not later than September 1, 1981.

(2) For the fiscal year beginning on July 1, 1981, ORS 294.480 (3) shall not apply to any city or county making additional appropriations and expenditures under a supplemental budget prepared for the purpose of paying a service charge under ORS 268.513. This subsection does not authorize any increased levy of taxes.

SECTION 7. This Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Act takes effect on passage.

Approved by the Governor July 18, 1981.

Filed in the office of Secretary of State July 20, 1981.



## EXHIB B

ACTUAL FY 1982-83 AND PROPOSAL FY 1983-84  
LOCAL GOVERNMENT ASSESSMENTS

UNIT	ACTUAL FY 1982-83		PROPOSED FY 1983-84	
	Pop. Est. 1981	Assess. @ \$ .50/	Pop. Est. 1982	Assess. @ \$ .50/
Clackamas Co. (unincorp.)	79,320 <sup>2</sup>	\$ 39,660	81,394 <sup>2,3</sup>	\$ 40,697.00
Gladstone	9,805	4,903	9,680	4,840.00
Happy Valley	1,480	740	1,480	740.00
Johnson City	360	180	355	177.50
Lake Oswego	23,254	11,627	22,845 <sup>3</sup>	11,422.50
Milwaukie	17,930	8,965	17,727 <sup>3</sup>	8,863.50
Oregon City	14,926	7,463	14,610	7,305.00
Rivergrove	325	163	325	162.50
West Linn	13,340	6,670	12,400 <sup>3</sup>	6,200.00
Wilsonville	3,385	1,693	3,390	1,695.00
Multnomah Co. (unincorp.)	144,692 <sup>2</sup>	72,346	144,633 <sup>2,3</sup>	72,316.50
Fairview	1,730	865	1,745	872.50
Gresham	33,920	16,960	34,377 <sup>3</sup>	17,188.50
Maywood Park	1,070	535	1,070	535.00
Portland	367,565	183,783	368,100	184,050.00
Troutdale	6,235	3,118	6,545	3,272.50
Wood Village	2,400	1,200	2,510	1,255.00
Washington Co. (unincorp.)	121,477 <sup>2</sup>	60,739	119,627 <sup>2,3</sup>	59,813.50
Beaverton	31,756	15,878	33,640	16,820.00
Cornelius	4,768	2,384	4,896 <sup>3</sup>	2,448.00
Durham	700	350	700	350.00
Forest Grove	11,910	5,955	11,919 <sup>3</sup>	5,959.50
Hillsboro	28,680	14,340	29,305 <sup>3</sup>	14,652.50
King City	1,860	930	1,860	930.00
Sherwood	2,427	1,214	2,554	1,277.00
Tigard	15,274	7,637	18,004 <sup>3</sup>	9,002.00
Tualatin	8,700	4,350	9,400	4,700.00
TOTAL ASSESSMENT	949,289	\$474,648	955,091	\$477,545.50
				\$487,096.41

JS/srb  
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01/25/83

PLEASE SIGN BELOW IF YOU PLAN TO TESTIFY AT THIS MEETING.

Date FEBRUARY 24, 1983

Meeting Title REGULAR COUNCIL MEETING

Name

Affiliation/Address

RON ANDERSON

OREGON - COLUMBIA CHAPTER, ASSOCIATED  
GENERAL CONTRS OF AMERICA  
9450 SW COMMERCE CIRCLE, WILSONVILLE

William E. Merritt

Lawyer For RPI General Contractors

Randy S. FRANKEN

R.P.I. OWNER

JAMES HILL

Blacks Against Economic Genocide

PATRICK B.

A+A PLUMBING

O.B. HILL

NATIONAL BUSINESS LEAGUE OR CHAPTER

James Berry

NEIL W JACKSON

Attorney for "National Business League"