

A G E N D A

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METRO

Meeting: **FUTURE VISION COMMISSION**

Date: April 11, 1994

Day: Monday

Time: 4:00 p.m. - 6:30 p.m.

Place: Metro, Room 370

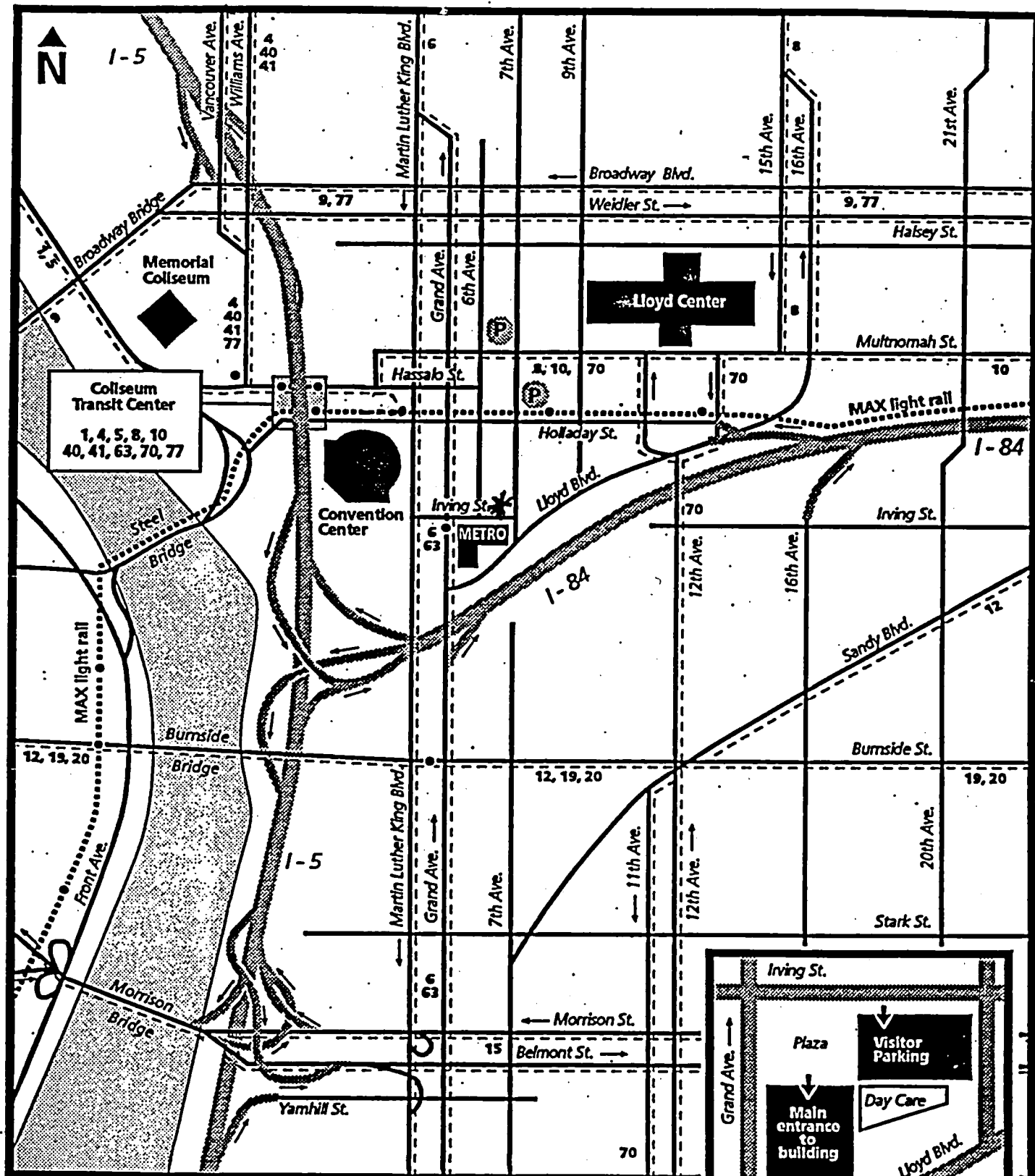
- | | Approximate
Time |
|---|---------------------|
| 1. CALL TO ORDER | 10 minutes |
| 2. ROLL CALL | |
| 3. PUBLIC COMMENT (<i>two minute limit, please</i>) | |
| 4. MINUTES
April 4 minutes | |
| 5. WORK SESSION - | 125 minutes |
| 5.1 Values Statement Summary - Comments | |
| 5.2 Comments on Future Vision Brochure # | |
| 5.3 Carrying Capacity Report* | |
| 6. OTHER BUSINESS | 10 minutes |
| 7. PUBLIC COMMENT on Items not on the Agenda | 5 minutes |

Materials enclosed:
Values Statement Summary

- # Bring comments/changes to the meeting, or to Lisa Creel beforehand, ph.797-1507, fax 797-1799.
* Carrying Capacity Report will be distributed at the meeting.

Please R.S.V.P. to Barbara Duncan at 797-1562
by April 8th if you are unable to attend.

printed on recycled paper, please recycle



Legend

- = bus route
- 70 = bus number
- = street
- Ⓟ = public parking; \$2 half day, \$4 full day
- ▬▬▬ = freeway
- = max
- = bus/max stop



Enter Metro visitor parking from Irving Street (time limit 4 hours per visit). Enter Metro Regional Headquarters from the plaza.

FUTURE VISION COMMISSION
Meeting Summary, April 4, 1994

Members in attendance: Len Freiser, Chair; Judy Davis, Mike Gates, Mike Houck, Wayne Lei, Roberty Liberty, Peggy Lynch, Peter McDonald, Susan McLain, John Magnano, Alice Schlenker and Rod Stevens.

Others in attendance included: Karen Buehrig, Lisa Creel, Barbara Duncan, John Fregonese, Ken Gervais, Wendy Gordon, Sherry Oeser, Ethan Seltzer, Larry Shaw, Kurt Survance, Mayor Merkoto Fukai and Chief Planner Hiroshi Nakayama of Yoshikara, Japan.

I. Call to Order and Roll Call

The meeting was called to order at 4:10 by Chair Freiser.

II. Public Comment

Alice Schlenker introduced two guests from Yoshikawa City, Japan.

Robert Liberty invited Commissioners to a celebration of his start at 1000 Friends of Oregon, 6:00 p.m., Monday 25th at Bridgeport Brewery.

Peggy Lynch distributed information on the youth involvement efforts of Region 2040. She also mentioned a survey in Sunday's Oregonian (4/3) about people's views of business and environment.

III. Minutes

The minutes of March 28, 1994 were accepted as submitted.

IV. Other

Alice Schlenker stated that she is concerned about the FVC choosing a growth concept. It is very important for the FV to develop their vision first. FV should be the driving force, 2040 should at some point match up with the vision, not the other way around. The vision is the blueprint, it should be overlaid by the 2040 work.

Ethan Seltzer stated that the carrying capacity paper will be available at the next meeting and the author will be in attendance to present it to the FVC.

V. Future Vision Brochure

Lisa Creel with Metro's Public Affairs department presented a draft brochure that would be a general description of the FVC and the Vision process. She recommended printing a few thousand brochures. She stated that black and white brochures would be "free", printed at Metro, but she recommended using some color, which would cost approximately \$350.

Rod Stevens stated that he didn't see the point of the brochure.

Mike Houck stated that he disagreed, in his public speaking he distributes Region 2040 material and it would be helpful to have something printed explaining the FV process. Mike Gates agreed. Alice Schlenker stated that she wants a brochure but doesn't see spending much money on it.

Robert Liberty suggested adding a time line to the brochure to show all the related planning processes and how they fit together.

There was discussion on developing a logo that could be used for the brochure as well as the papers that will coming out of the FVC and ultimately the Vision document. Ethan Seltzer asked Lisa Creel to pursue the designing of a graphic or logo.

Changes to the titles of the Commissioners or suggestions for changes to the brochure should be faxed or sent to Lisa Creel by the 11th, phone 797-1507, fax 797-1799.

VI. Region 2040 Discussion

Alice Schlenker asked if the FVC is picking a growth concept, if so there may be a debate we don't have time to go into if we are developing a vision.

John Fregonese stated that he would rather do a Region 2040 update at the April 18th meeting when the concept report will be available for review in a draft form. John stated that a lot has been learned in this process regarding land use and transportation:

- Concept A has the worst congestion and lowest transit ridership, it also uses a lot of farm land.
- Concept B did well on the public facility issue, was the cheapest to provide sewer, public safety etc. It had the highest transit ridership and highest non-auto use, but was the second most congested next to Concept A. There was a 12% reduction of VMT in Concept B, and very strong increases in ridership on some of the main transit lines (to Vancouver, along McLoughlin etc.).
- The Base Case used a significant amount of land, was the second least congested, and saw an increase of vehicle miles traveled (VMT) and was the least favorite of the public facility providers.
- Concept C was the second least congested and had the second most transit ridership, and saw a 4% reduction of VMT. Facility providers rated "C" as the least favorite concept.

John Fregonese stated that the air quality did not change very much in any of the concepts or in the base case. There was discussion on the difference between trip times or distances versus congestion. Concept B and C seem to be the concepts with the most promising elements. Concept A did not perform well.

John Fregonese stated that there is no budget for 2040 in the next year beyond the

concept choice. Next year's budget is for Charter implementation.

There was further discussion of the reduction of VMT issue. Mike Houck stated that if there is no significant VMT reduction in any of the concepts, how can the region meet the statewide mandates for reducing VMT? John Fregonese stated that the growth concept choice cannot be made just in the context of air quality, it must be a broader decision than that. The question may be more about what you value, your idea of quality of life, and how much time you spend in congested areas, congestion will increase no matter what concept you look at (only car emission was addressed in the model, all other emissions were held constant). Some basic questions of design need to be answered, is it a person oriented city or a car oriented city.

Bob Textor asked about changes in technology, such as electric vehicles? John Fregonese stated that electric vehicles or regulating lawn mowers may have more effect on air quality than other factors but we have no way of modeling the unknown.

John Fregonese stated that Beaverton is congested in every concept, it just does not have the connectedness in its street network. It lacks an inner connected street system, and parallel routes which give you a choice of how to travel from one place to another, rather than a limited system of non-through residential streets and arterials.

John Magnano stated that he was sensitive to presenting light rail information to the public, concerns about spending are very strong. There was discussion of light rail costs and level of use. John Fregonese stated that while light rail may only capture a small percentage of the trips regionwide, in every concept walking and biking capture more trips. In an area or along a corridor light rail can have a very large effect, modeling showed a line to Beaverton carrying 50,000 - 60,000 riders a day. The East/West light rail lines did the best as far as ridership. It is one piece of the pie of offering different modes to regional centers and along corridors. Such investments anchor land use policies.

John Fregonese stated that there are three kinds of decisions that need to be made:

- 1) Things you will do in any case, e.g. Greenspaces
- 2) A package of planning concepts - good ideas, widely accepted
- 3) Tradeoffs - land conservation

John Fregonese stated that in the Tabloid (to be published in May for wide distribution around the region) he would like to introduce the FV with the Values Statement that the Commission has developed. John proposed the following values:

- 1) Outer greenbelts that separate communities - with a name and shown on a map (ex. the North Plains Greenbelt). These are areas that will never be developed.
- 2) Inner greenbelts separate communities within the UGB, e.g. Cornelius-Forest Grove Greenbelt, Boring-Damascus Greenbelt.
- 3) Ribbons of Green, natural features such as streams creeks and mountain systems.

Ethan Seltzer stated that on the 11th the Commissions will receive the draft Region 2040 Concept report and on the 18th there will be a hands on work shop with maps.

There was a discussion of public involvement. The tabloid will be distributed to approximately 500,000 households. John Fregonese stated that with the tabloid and the video, if ten percent of the people pay attention to it and five percent respond then that is pretty good. There is a certain market of people who will be interested, many will not.

There was discussion of what areas should be covered by the map, if FV should contribute to a map in the Tabloid and the issues of time line. Members recalled that contributing a section of work for the Tabloid was agreed to unanimously at the March 12th retreat. Terminology concerning "greenbelts" and "farmland" was also discussed. It was agreed that the FV should finalize their Values statement to be included in the Tabloid.

John Magnano stated that Vancouver is just completing a lengthy public process asking citizens to choose from several growth scenarios.

There was a discussion on what the scope of the statement in the Tabloid should be. John Fregonese stated that if elements such as education are mentioned in the Tabloid, while that may be a part of the Vision, it will confuse the readers if something is just mentioned once. The Tabloid is a very important piece for the Region 2040 process and is asking for a specific decision, and it cannot deliver a muddled message.

Susan McLain stated that she disagrees that mentioning schools would be confusing, one of the goals has been to explain the relationship between these processes.

Ethan Seltzer stated that for the meeting on April 11th Commissioners should review the draft vision statement and bring comments with them.

Tom Tucker stated that after attending three meetings and reading the Region 2040 Interim Report and the Region 2040 publications he still does not understand how all this fits together and where the money will come from, that is why he is here tonight. The average Joe will not go to such efforts to understand these programs and it should be made clearer.

The meeting was adjourned at 6:40 p.m.

Respectfully submitted by Barbara Duncan.

Proposed Preamble to Vision

In 1805, Lewis and Clark came to this region on a journey of peace and friendship, scientific exploration and discovery. Beginning in the 1840's, thousands of pioneers made an arduous 2,000 mile, 8 month trek along the Oregon trail to river valleys with rich farmlands and mountains with vast forests. Today, people are still attracted to this region for its jobs, natural beauty, and reputation for livability. Recognizing that we must act to maintain and enhance these qualities, we offer this vision of the region in 2045 as a first step in developing policies, plans, and actions for the region.

Judy Davis, April 4, 1994

**Future Vision Commission
Values Summary
April 1, 1994 - DRAFT**

Ours is a bi-state region that rewards those who commit themselves to keeping and making it a great place to live. We will demonstrate that commitment now and in the future with respect to:

- 1) Each Individual - the development of each individual as a productive, effective member of the regional community.
- 2) Our Society - the collective interest of individuals as expressed through vehicles for civic involvement, collective action, and societal institutions.
- 3) Our Place - the physical landscape of the bi-state region, the settlement patterns that have evolved within it, and the economy that continues to evolve.

Each Individual

- Education, in its broadest definition, will form the core of our commitment to each other as shown by:
 - the availability of a high quality education to all, emphasizing skills for learning how to learn in the earliest years, and life-long learning opportunities thereafter;
 - an emphasis on foreign languages and the ability to engage national and international opportunities at home, in the community, and on the job;
 - the integration of community institutions...libraries, schools, museums, community centers, etc....with this educational mission; and
 - opportunities for all children and community residents to engage in the performing arts in community centers in their neighborhoods.
- Workforce development will be a key priority of government. A cornerstone for that activity will be the development of a well-educated workforce capable of contributing to the development and intensification of trade and commerce.
- This will be a place where all residents, old and young, rich and poor, men and women, minority and majority, are supported and encouraged to be active participants in the life of their communities and the bi-state region. Ours will be a region that thrives on interaction and engagement of its people to achieve community objectives.

Our Society

- Personal safety within communities and throughout the region will be a right as well as a shared responsibility involving citizens and all government agencies. Our definition of personal safety will extend from the elimination of racism and sexism, to the physical protection of life and property from criminal harm.
- Our communities will be characterized by a sense of openness and acceptance as shown by a commitment to the provision of a range of housing types and costs, and the creation of inviting public spaces open to all. This region will be distinguished by its ability to honor diversity in a manner that leads to civic cohesion rather than a narrow separateness.

- Our objective is no less than the greatest individual liberty framed by a high degree of tolerance and individual civic responsibility. Political leadership will be valued and recognized to be in service to community life. Here, civic pride will be a virtue, not a vice.
- Broad-based civic literacy, including the ability to participate in government and community-based future visioning activities, will be a hallmark of what we have achieved. Individual civic responsibilities will be known and understood at the neighborhood, local, and regional levels. The information needed by informed, involved citizens will be free and easily available throughout the region.
- The neighborhood will be our safety net. Government initiatives and services should be developed to empower neighborhoods to actively meet the needs of their residents. The economic life of the neighborhood will be inseparable from its community life. Coordinated initiatives for health care and support for meeting basic needs will be extended to those in need, where they live.
- We will be well-served by our history, with the lessons of the past remembered and incorporated in our strategies for the future. The cultural history of this region will be evident and will connect human history to the natural history we depend on and value so dearly.

Our Place

- The landscape outside of our cities, both physically close to and a part of our unique style of urban life, is an important resource for shaping our sense of place and contributing to the environmental and economic productivity of the region. In recognition of this key attribute of our region, it's time to prepare a plan for this rural landscape that:
 - preserves all land currently set aside for farm and forest use;
 - does not add to the supply of rural residential sites currently available; and
 - presents a strategy for identifying and sustaining features of the rural landscape that reinforce agricultural and forestry enterprises while providing a link to this region's urban past and future.
- Our region will be composed of numerous communities which offer citizens a wide variety of healthy, appealing housing and neighborhood choices. They will be physically compact and have distinct identities and boundaries. Wherever possible, boundaries between communities will be developed through the use of parks, rivers, streams, creeks, and other landscape features.
- We will design our physical urban future with nature. Our region will be characterized by the intelligent integration of urban and rural development with natural systems as evidenced by:
 - improving air and water quality, and increasing biodiversity;
 - views of mountain ranges, unobstructed by either development or air pollution;
 - ribbons of green bringing greenspaces and parks within walking distance of every household;
 - a close and supportive relationship between natural resources, landscape, and the economy of the region; and
 - active efforts to restore damaged ecosystems, complimented by planning and development initiatives that preserve the fruits of those labors.
- Residents of this region will be able to shop, play, and socialize through walking or biking within their neighborhoods. Walking, biking, or using transit will be attractive alternatives for all citizens making all types of trips within neighborhoods, between important regional centers, and outside of the urban area. The development of a complete street system will occur in a manner

which allows this region to be known for the quality of its non-auto transportation alternatives.

- Our bi-state, regional economy will be diverse, with urban and rural economies linked in a common frame. Planning and governmental action will seek to create conditions that support the creation and growth of firms, committed to paying a family wage and linked to national and international economies, throughout the region.
- Downtown Portland will continue to serve an important, defining role for the entire metropolitan region. In addition, we will target reinvestment in historic urban centers throughout the bi-state region as the centerpiece of a regional reinvestment strategy for building and maintaining healthy communities.
- The tradeoffs associated with growth and change will be fairly distributed throughout the region. The true environmental and social cost of new growth will be paid by those, both new to the region and already present, receiving the benefits of that new growth.
- Growth in the region will be managed. Our objective is to live in a great region, not merely a big one. Performance standards will be established for the Future Vision and all other growth management efforts, and citizens of the bi-state region will annually have an opportunity to review and comment on our progress. The results of that review process will be used to frame appropriate actions needed to maintain regional quality of life.

Future Vision Commission

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The concept of 'carrying capacity' resurfaces periodically as a tool for conceptualizing mankind's situation, and helping to plan a course of action. Washington editor Roy Beck reports on the National Carrying Capacity Issues Conference.

Issues of Carrying Capacity

Reportage by Roy Beck

What might it take finally to *reconnect* the environmental movement to the campaign for U.S. population stabilization, formerly one of the movement's most important goals?

A conference at Georgetown University last summer provided a fascinating model for what could happen. It engendered tensions, but also hope. By focusing environmentalists on the concepts of "carrying capacity" and "sustainable economy" for the United States, frank talk about U.S. population growth and immigration policy emerged. And a remarkable result it was to have environmentalists talking about either issue! Since the late '70s, American environmental groups have neglected and sometimes totally ignored the multiplying effect of population growth on domestic environmental problems. The nadir came in 1990, when all but one environmental group ignored legislation that spurred major additional population growth.

"Carrying capacity is the most important issue of our time," Brock Evans, Washington lobbyist for the Audubon Society, told some 200 environmental professionals, activists, academics and interested citizens at the National Carrying Capacity Issues Conference. Because of the United States' size (50 million more people than in 1970) and per capita consumption, "we are destroying forests faster than Brazil," he said. "I hope the future will be a little more benign. My job is to hold the door open and preserve every little bit I can." Evans told how when he ran for Congress from Seattle in 1984 he had to defend his stands on immigration and family planning because critics didn't understand carrying capacity principles.

Former U.S. Sen. Gaylord Nelson, now of the Wilderness Society, said in his keynote address that the *disconnection* between environmentalists and population stabilization has occurred primarily "due to lack of attention to the concept of carrying capacity."

The definition of "carrying capacity" —

according to the conference sponsor, Carrying Capacity Network — is "the number of individuals who can be supported without degrading the natural, cultural and social environment, i.e., without reducing the ability of the environment to sustain the desired quality of life over the long term."

Nelson criticized Congress and President Bush for failing even to mention population questions when they approved 1990 immigration legislation that will increase U.S. population by millions over the next decade. "From July of 1989 to October of 1990, there were thousands of words of debate in the Congressional Record. Yet, in scanning, I found only one brief reference to carrying capacity."

But then why would Congress talk about an issue the environmental community scarcely raised? Only one conservation group in the entire nation spoke up for the environment and tried to get Congress to consider the carrying capacity implications of the immigration bill. And that group — Population-Environment Balance — also was the only one to oppose the population-growth legislation. (The Federation for American Immigration Reform, with a number of environmentalists in its leadership, also was a vocal opponent.)

Former U.S. Rep. Claudine Schneider, now of the environmentally oriented Artemis Project, told the conference that despite her strong conservation credentials during 10 years in the House, it was only in 1990 that she began really to grasp the connection between immigration and environment.

"Immigration clearly is an area that needs to be looked at," Schneider said, noting that changing the 1990 immigration law would enable the country to move toward quality rather than quantity. "It shocked me (during debate of the 1990 bill) that nobody in a decision-making capacity was willing to talk about population issues."

Rose Hanes, executive director of Population-Environment Balance, said, "We believe population growth is the ultimate environmental threat. I'm

always surprised to find any disagreement. We believe the U.S. is the most overpopulated in the world."

And the majority of U.S. growth since 1970 has been due to immigration, according to a study done for *The Social Contract* by demographer Leon Bouvier, who also was on the program.¹

Frank Morris, dean of graduate research at Morgan State University, emphasized that a person or group cannot deal responsibly with population, environment or immigration without dealing with all of them. "You can't do it in isolation."

Not everybody at the conference was ready for such integration of issues. Several of the speakers and workshop leaders restricted their comments to more narrowly defined topics related to carrying capacity. Some told me privately that they had not previously been forced to think about all the issues together. While they did not object to the conclusions of people like Nelson, they were still mulling them over and not yet ready to espouse such views themselves.

"...the rare public official...who challenges massive immigration is the person showing real concern for poor Americans while the pro-immigration advocates push for policies that actually aid rich Americans."

The same feelings could be found among a number of participants who suddenly found their environmentalism challenged with new, uncomfortable issues.

For others, the drumbeat of immigration comments from speakers was too jarring. One participant took the floor microphone and complained, "I'd like to see this conference not restrict itself to restrictive immigration laws." It was seen as ironic, if not hypocritical, that Audubon's Evans had used the image of the open door concerning saving natural resources while he and others indicated the need to close the door on immigration.

For some in attendance, the only proper answer is to reduce American consumption and standard of living to make room for those around the world who

would like to move here. Writer Elizabeth Sobo found talk of immigration restriction and population stabilization to be mean-spirited and driven by ethnic and religious bigotry. In an article in the National Catholic Register entitled "And the poor shall inherit a kick in the head," Sobo described the conference as an effort to protect the lifestyles of wealthy Anglo-Saxons. Her sense of the immorality of population stabilization efforts was colorfully expressed in closing lines about U.S. Rep. Tony Beilenson. The Beverly Hills Democrat had co-sponsored legislation that would withdraw automatic citizenship to babies born of illegal aliens. Sobo wrote:

Beilenson is a man who understands 'overpopulation.' He comes from a district in which two, three, or even four people are sometimes crowded into one 20-room mansion. He's seen what happens when half a dozen people are forced to share a single swimming pool, and undoubtedly he knows others who have no tennis court at all. And surely the good people of Beverly Hills who helped elect Beilenson will sleep better in the future knowing that a shiftless bunch of Mexican babies in Texas can no longer get free milk from the WIC program.

Although the National Catholic Register article did not exhibit much interest in environmental concerns, it showed clearly why many environmentalists have been loath to deal with population and carrying capacity issues: fear of having environmental efforts associated with issues tarred with charges of ethnic and racial insensitivity, callousness toward poor people, and other accusations of social immorality.

But several speakers made their case that environmentalists are racially insensitive if they refuse to deal with population and immigration issues. They contended that the rare elected official like Rep. Beilenson who challenges massive immigration is the person showing real concern for poor Americans while the pro-immigration advocates push for policies that actually aid rich Americans.

Beilenson said in a conference workshop that talk of stopping illegal immigration in Southern California was almost entirely a racist kind of issue several years ago. And it still can be. "But that shouldn't chase away decent people. It makes it even

more necessary for really good people to get involved so it isn't left just to the racists." As a liberal Democrat, he said, he has spoken against illegal immigration for eight or nine years because of its impact on population and environment. In the last two years, he said, there has been a dramatic change in discussion of illegal immigration because masses of citizens have begun to make the connection between it and quality of life — on the freeways and beaches, in jobs and, most importantly, in public services.

Immigration policies designed to bring a million or more new entrants a year, legal and illegal, are exceeding not only the environmental but the cultural and social carrying capacity of the nation, particularly in regard to lower-skilled Americans, several speakers said.

"Higher-income Americans are benefitting temporarily from the low-wage labor market's being in chaos," said labor economist Vernon Briggs of Cornell University. That chaos — which includes declining wages for 70 percent of Americans — is caused by profound structural changes in the economy and by two decades of unending massive immigration, Briggs said. "One group in the United States — blacks — clearly are having an awful time making the transition. We're at a break point on race issues. The No. 1 labor force issue is the status of black labor. The test of every labor action must be that it does no harm to the status of black Americans."

This gives environmentalists — who long have suffered under pejorative images of being white elitists — a unique opportunity to embrace a course of action beneficial equally to the quality of the natural environment and to economic conditions for blacks.

Prof. Morris, former executive of the Congressional Black Caucus Foundation, appealed to environmentalists to assist African-Americans, especially when it is mutually beneficial. One key way is by working to restrict immigration and, thus, to stabilize the population. Morris addressed the 1990 immigration law with its dire consequences for the environment. He said it also contained harsh consequences for blacks: "A major factor behind that law was that it came after a report showed a tight labor market would force companies to hire and train more blacks." Congress immediately moved to

loosen the labor market with more foreign workers. "The unconscious motive of immigration law always has been to reduce the ratio of blacks." One in five Americans was black in 1776, compared to one in eight at present. "New immigrants are in direct competition with African-Americans. They displace jobs and wages."

Referring to the outbreak of riots in Los Angeles, Morris said: "If all Americans were paying the price for immigration that African-Americans are, there would be a lot more attention to the issue and a lot more violence against immigrants."

"It's very silly to take more people into a nation as long as we don't take care of those here," said famed environmental author Garrett Hardin. "I think we're insane to take in any immigrants at all."

Herman Daly, World Bank economist and father of steady-state economics, added: "As long as there is an unlimited supply of unskilled labor, it is hard to raise income and the standard of living." Allowing more overpopulation in the United States shows an irresponsibility toward the rest of the world, he said. "If the U.S. had worried about its own carrying capacity, it wouldn't have developed to where we depend so much on depleting the carrying capacity of other nations."

The reason so many nations have been able to exceed their carrying capacity is that they are "drawing down their resource stocks," Daly said. And that violates the most sacred tenet of capitalism: that you do not consume capital to pay operating costs, he added. Sir John Hicks, the Nobel economist, defined income in carrying capacity terms. Daly noted: "Income is what you can take without cutting the ability to earn the same income the next period and the periods after that."

Nelson advised the conference that it is good and right to concentrate on one's own nation and its carrying capacity: "While we have a responsibility to provide vigorous international leadership, there are important, unfinished environment challenges here at home ... Sovereign nations are no different from corporations. No corporation that used up its capital survived bankruptcy." Population growth is the No. 1 environmental problem, he said. And it is also a social problem: "Does anybody believe New York, Chicago and Miami are better than when they were half the size, or will be better when doubled?" He castigated the news media, nearly all of which he

said supported expanding immigration while paying no attention "to this central issue of our time — resource depletion."

A long list of speakers detailed the depletion in a number of categories. For example, the United States loses 1.5 million acres of top soil a year, according to James Riggle of American Farmland Trust. "The reason so many environmentalists came was to deal with questions about our limits," said David Durham, president of Carrying Capacity Network. "What population-size in the Southwest will water sustain? The overarching purpose of the conference was the show the interrelationships among all the resource issues and population size. There is a value question here, too. It is not just how many people you can pack into an area, but whether you want wilderness and other qualities of life for the people there." Although the conference sponsors strongly support recycling, reduced energy use, and lower consumption of other resources, they do not advocate that Americans should forever reduce their quality of living simply to make room for as many people as possible.

The sight of so many figures prominent in the environmental movement talking easily, knowledge-

ably and forcefully about population and immigration at the June 19-21 conference lent a sense of comfort about the issues that some participants had not previously experienced. And the carrying capacity framework of the discussions was one that nobody contested.

Clearly, having Nelson — the father of the first Earth Day 1970 — embrace the need for population stabilization and immigration restriction was a reminder that population and environment were inextricably intertwined in the movement not so very long ago. ■

¹ Leon Bouvier's study of the contribution of immigration to population growth is presented in the article, "Immigration: No. 1 in U.S. Growth" by Roy Beck and can be found in the Winter 1991-92 issue of *The Social Contract*, Volume II, Number 2, page 106.

[Audio tapes of the conference speeches and workshops can be purchased from Carrying Capacity Network. The order sheet is available by calling 1-800-466-4866 or by writing to Suite 1003, 1325 "G" Street, NW, Washington, DC 20005-3104.]

Urban Streams Council

a program of
The Wetlands Conservancy

Celebrate *National Wetlands Month* with TWC's board, staff and members. Share an evening of fun and celebration as The Wetlands Conservancy observes its Thirteenth Anniversary. Date: Thursday, May 19th. Smith Memorial Center, 1825 SW Broadway in the *Nordic Room*. 6 to 9:30 pm.

Banquet speaker: We are privileged to have Ted Strong, Executive Director of the Columbia River Inter-Tribal Fish Commission as our banquet speaker. Mr. Strong, who also serves on President Clinton's *Commission on Sustainable Development*, is a persuasive advocate for the tribes' ecosystem management philosophies and goals which combine contemporary technology and business acumen with the traditional natural values of the Columbia River Indian people. Strong, who is a member of the Yakima Indian Nation, will address the need for private and public stewardship of the pacific northwest landscape.

Awards: Several corporate, agency and individual wetland conservation awards will be given at the banquet to recognize significant contributions to protecting wetlands, stream corridors and watersheds throughout the Portland-Vancouver metropolitan region and the state of Oregon.

Evening Agenda: Come early and schmooze with TWC board and staff and meet other members. No-host social and bar begins at 6 pm in the *Nordic Room*, which is located in the basement of Smith Memorial Center, 1825 SW Broadway. Easiest access is via the south side of Smith Center (see map on reverse side). Dinner will be served at 7 pm and the program will get underway around 8 pm. The banquet and awards ceremony will end around 9:30 pm.

MAY 21ST, THE WETLANDS CONSERVANCY STEWARDSHIP TOUR

On Saturday, May 21st The Wetlands Conservancy board of directors and staff will conduct a tour of its wetlands in Tualatin and Tigard. The tour will conclude with an informal wine and cheese tasting at the historic home of Jack and Althea Pratt-Broome, co-founders of The Wetlands Conservancy. Cost of \$12 covers cost of transportation and light snacks.

Pre-registration required. Mail your check, no later than Saturday, May 14th to: TWC Banquet, PO Box 1195, Tualatin OR 97062. Yes, I would like to attend the Thursday, May 19th The Wetlands Conservancy banquet. Please reserve _____ places for the following people Name(s) _____

_____ Address _____
zip _____ phone(s) _____. Enclosed is \$ _____ for (check how many people for banquet and/or field tour) _____ people for the banquet; _____ (\$20/person for banquet and \$12/person for field tour). If you wish you may fax this form to 692-9292 and mail your check. Be sure to meet the May 14th deadline so we can order the appropriate number of meals!



NAME	LOCATION
Campus Ministry	E-7
Portland State Bookstore	C-8
U.S. Post Office (University Station)	G-7
Portland Student Services (PSS)	
Residence Hall:	
PSS 1 Adeline	D-1
PSS 2 Birmingham	D-2
PSS 3 BlackStone	D-4
PSS 4 King Albert	D-3
PSS 5 Maryanne	D-2
PSS 6 Montgomery(PSS Office)	D-4
PSS 7 Ondine	B-8
PSS 8 Parkway	F-4
PSS 9 St Helen	E-2
PSS 10 Stratford	F-3
PSS 11 West Hall	E-2
PSS 12 West Hall II	E-2



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Community News Release for March/April 1994

600 NE Grand Ave Portland, OR 97232-2736 (503) 797-1700

April 8, 1994

For Immediate Release

For More Information, Call: Judy Shioishi, Council Office, 797-1539.

GREENSPACES BALLOT MEASURE HEARINGS SCHEDULED

Citizens will have an opportunity to comment on whether Metro should refer a bond measure to voters for the acquisition of priority greenspaces and trail corridors. Four public hearings will be held in the metropolitan area to receive testimony regarding the attributes of a bond measure such as timing, bond measure amount, and regional greenspace and trail priorities.

Wed., April 20

Metro Regional Facilities Committee

6:30 PM

Metro Regional Center

600 N.E. Grand Avenue, Portland

Parking off Irving Street

Mon., April 25

Clackamas Community College

7:00 PM

Gregory Forum Building

19600 S. Molalla Avenue, Oregon City

Free parking in student lot

Tues., April 26

Washington County

7:00 PM

Public Services Building Cafeteria

— more —

155 N. First Avenue, Hillsboro
Free parking in back of building

Wed., April 27

Gresham City Hall

7:00 PM

Council Chambers

1333 N.W. Eastman Parkway, Gresham

Free parking in front lot

If you can not attend a meeting, send letters to Metro Regional Parks & Greenspaces, 600 N.E. Grand Avenue, Portland, OR 97232 or FAX your letter to 797-1849. Public comment will be taken through May 13, 1994.

-- more --

*to be presented @ M PAC
4/13*

REGION 2040 PUBLIC INVOLVEMENT CAMPAIGN

Metro, the regional government in the tri-county area, is conducting a major long-range planning process known as Region 2040. The project will look at how this region could grow over the next 50 years, and how it might look in the year 2040.

A major piece of the Metro Region 2040 Project is the Public Involvement phase. There are four significant pieces of this process:

- As a base, the Region 2040 tabloid and questionnaire will be mailed to all households in the tri-county area on May 31, 1994.
- A telephone comment and information line will be installed in late May to take comments and provide information.
- A youth involvement project has been initiated in the region's schools, and the deadline for the Youth Projects has been set for May 20, 1994.
- A cornerstone to the project will be the Public Open Houses, where you and your neighbors are encouraged to come and discuss how the region could grow over this period and how this might affect you.

All of the comments received from the various projects will be collected and analyzed and will be taken into account in drafting a staff recommendation. The staff recommendation will be presented to the Metro Council in August of 1994 and a Metro Council decision this fall will help shape where and how this region should grow so that we can grow "smart".

REGION 2040 PUBLIC OPEN HOUSE SCHEDULE

The Metro Region 2040 Public Open House Schedule has been provided on page 4. Please note the location nearest to you, pass the word on, and try to attend.

FOR MORE INFORMATION ON REGION 2040 PUBLIC INVOLVEMENT

Please contact Sherry Oeser at 797-1721.

Sherry has Region 2040 Youth Involvement Project packets for interested educators, current informational brochures and will have additional copies of the tabloid to be mailed on May 31, 1994, available after that date. A Region 2040 video is in the works, to be distributed at Blockbuster Video Stores and shown on cable television starting on May 31, 1994.

Additional details, including the cable broadcast schedule will follow in the next Metro Community News Release.

-- more --

Region 2040 Public Open House Schedule

These open houses will be informal gatherings for you and your neighbors to discuss how this region could grow over the next 50 years and how this growth might affect you. These sessions have been set up so we can hear what you have to say. Come any time during the open house. Attend whichever one is most convenient for you.

<u>Date</u>	<u>Place</u>
Saturday, June 4 12:30 - 4:00 p.m.	Portland Metro 600 NE Grand Ave. Council Chamber
Tuesday, June 7 5:00 - 8:00 p.m.	Beaverton Stuhr Adult Leisure Center 5550 SW Hall Blvd. Multi-purpose Room
Thursday, June 9 4:30 - 8:00 p.m.	Oregon City Clackamas County Transportation Building 902 Abernathy Rd. Conference Room A
Tuesday, June 14 5:00 - 8:00 p.m.	Gresham Russell Middle School 3625 E. Powell Blvd. Cafeteria (Common Area)
Wednesday, June 15 4:30 - 8:00 p.m.	Milwaukie Milwaukie Center (North Clackamas Park) 5440 SW Kellogg Creek Drive Dogwood and Camas Rooms
Saturday, June 18 12:30 - 4:00 p.m.	Hillsboro Public Services Bldg. 155 N. First Ave. Cafeteria
Tuesday, June 21 4:30 - 8:00 p.m.	Portland Wilson High School 1151 SW Vermont Cafeteria
Thursday, June 23 4:30 - 8:00 p.m.	Tualatin Tualatin High School 22300 SW Boones Ferry Road Cafeteria (Common Area)

To: Future Vision Commission

From: Ron Weaver, 2637 NE 137th, April 11, 1994 Work 231-2046

Subject: Review of "Values Summary" and "Carrying Capacity..." Report

After reading both of the above papers I believe the "Values Summary" review should be postponed until a complete review and evaluation of the "Carrying Capacity..." report has been completed. I see discrepancies between the two documents. The charter says to "accommodate within the carrying capacity of the land" yet the last item in the "Values Summary" is still talking about growth, contrary to the report. The report indicates we are beyond carrying capacity in Portland.

Dr. Aspeslagh is also missing some very important information from a paper by Dr. David Pimentel. I would be happy to provide this to Dr. Aspeslagh. The "Carrying Capacity..." report was well done and should be carefully evaluated by the Commission before proceeding in their growth direction for the Region. Further study is needed in water supply, because of water quality with dioxin, etc. in the water, what the people actually want per earlier input as far as open space, parks, etc.

Ron Weaver



M E T R O

To: Budget Committee

From: Gail Ryder, *GR* Senior Council Analyst

Date: April 11, 1994

Re: FY 1994-95 Budget Recommendations - Planning Fund

This memorandum outlines Council staff recommended adjustments to the FY 1994-95 Proposed Budget for the Planning Fund - Planning Department.

Draft Budget: For the Planning Fund, the Executive has prepared two budgets. The "draft" budget, prepared at the request of the Council, reflects the impact on the Planning Fund that would occur should the Council choose to keep the excise tax at the 6% level with no receipt of local government dues. The "draft" budget would reduce Planning Department staff by 22%. In addition there would be a 25% reduction in materials and services, a 100% reduction in capital outlay, and a 28.5% reduction in contingency; over all a nearly 17% reduction from FY 1993-94. Fortunately, after reviewing this budget, it appears that there is no support from this committee for budget cuts in the Planning Department at this level - an opinion with which I concur.

Proposed Budget: The second budget prepared by the Executive, the "proposed" budget, is based on a 7% excise tax level and receipt of nearly fully funded local government dues. At this level the Planning Fund is reduced from the FY 1993-94 level by 8% over all, by 22% in materials and services, by 22.5% in contingency, and by 72% in capital outlay. Ordinarily, it would be this budget from which we would make budget reductions. However, this budget, while less "dire" than the "base budget", also reduces the Planning Fund to a level that is considered by many to be below an acceptable level considering the mandates of the 1991 Metro Charter.

Requirements: "Regional planning", or the work of the Planning Department, is mandated under the charter as the "primary function of Metro". The charter goes on to state that "the Council shall (emphasis added) appropriate funds sufficient to assure

timely completion of those functions." In addition, Metro has many federal and state requirements as the metropolitan planning organization (MPO) for this region. The committee directed me to "not be bound by any specific funding level" and to provide my best advice on the primary question of . . . "What is a fully funded Planning Department under the requirements of the Metro Charter?"

In attempting to answer this difficult and subjective question, I have listened carefully to the opinions of Metro Councilors, Metro Planning Department and Council staff. I have reviewed the Charter and listened to the opinions of Metro advisory committee members (e.g., JPACT; TPAC; MPAC; the Metro CCI). I've reviewed media accounts of the budget and have participated in the Ad Hoc Local Government Group that was brought together by Mr. Cotugno to discuss receipt of local government dues.

The net result is that I concur with the belief that the "proposed budget" is not adequate to fully support the planning efforts mandated under the Charter and by law. Specific cuts made to existing programs in the Data Resource Center, Travel Forecasting and Growth Management sections are ill advised at this time. Further I am concerned that the "proposed budget" places inadequate attention on public involvement necessitated by the Intermodal Surface Transportation Act (ISTEA) and the upcoming Region 2040 decisions. This is particularly critical if the Public Affairs Department is to be disbanded in favor of the much smaller "Office of Governmental and Public Affairs".

For these reasons, I can recommend no cuts in the proposed budget for the Planning Fund. In fact, all that I can recommend are additions to the fund. I have prepared eight recommendations, grouped into three specific areas: 1) reinforcement to existing core programs; 2) public outreach for charter implementation and ISTEA related tasks; and 3) outside consultant support to fortify Metro staff efforts.

Reinforcement to Existing Core Programs

Data Resource Center - RLIS Maintenance: The proposed budget provides for a 56.4% reduction in the Maintenance and Development program in the Data Resource Center Section. At present there are 4.0 FTE assigned to this task. While it is possible to reduce the staff somewhat because of maintenance assistance from Washington County and City of Portland, .8 FTE is not sufficient staff to keep the Regional Land Information System (RLIS) current with the region's rapid pace of development.

One long term goal identified by the department is to continue transferring maintenance

responsibility to local governments. This goal will pay off more in the future by allowing further reductions in Metro FTE. Another primary goal, however, is to always keep RLIS maintained at a current level, if it is to remain useful to all users.

Recommendation #1: Restore 2.0 FTE, Assistant Regional Planners (\$86,634 in personal services and \$2,178 in contingency from increased excise tax revenue), to the Data Resource Center Section for RLIS maintenance. This is the #1 priority "decision package addition" requested from the Planning Department.

Data Resource Center - Data Services and Maintenance: Under the proposed budget 1.0 FTE Associate Regional Planner position has been eliminated. This position is largely responsible for providing research services for planning and transportation programs for Region 2040, initiation of the Regional Framework Plan, Greenspaces and Travel Forecasting. Without this position, higher level project staff will need to spend considerable time learning where and how to obtain necessary data, that must then be tailored to the needs of their project. Having an experienced DRC staff person in this roll, that is familiar with the data and able to maintain quality control, will reduce the risk of data errors and omissions and allow senior staff to continue at their appropriate level of assignment.

Second, this position is responsible for updating the detailed demographic factors required by the transportation and solid waste models (e.g., age and income by household). Without this support, these models will need rely on historical information or general assumptions to "trend" demographic changes.

Recommendation #2: Restore 1.0 FTE, Associate Regional Planner (\$58,545 in personal services and \$5,379 in contingency from increased excise tax revenue), to the Data Resource Center to provide research services for planning and transportation programs and for socio-economic database maintenance. This is the # 2 priority "decision package addition" requested by the Planning Department.

Travel Forecasting Section - Survey and Research: In spring of 1994, household activity data will be collected through revealed and stated preference surveys. This information will improve the travel demand model sensitivity for 1) land use impacts of transportation investments; 2) behavioral response to increases in pricing measures; and 3) changing lifestyle and life-cycle characteristics. This information is critical to address mandates of ISTEA, the Clean Air Act Amendments and the Oregon

Transportation Planning Rule. Each year of delay brings to question the credibility of the model as a tool to predict travel flows and to evaluate transportation investments.

The proposed budget for the Survey and Research work program assigns only enough staff to accomplish full implementation of the improvements detailed within two and one-half to four years. The addition of 1.0 FTE, Associate Transportation Planner, would ensure completion within two years.

Another related task, the development of a commodity flow model, is dependent on timely completion of the household activity data. Information from the commodity flow model will assist in the analysis of current and future truck movements - of importance in development of an Intermodal Management Plan under ISTEA and in reliably estimating the air quality impacts from truck movements. Utilizing one-third of this position would allow for the development of the commodity flow model to occur in FY 1994-95, at least two years earlier than what would be allowed under the proposed budget.

Restoration of this position was discussed at a meeting of the Joint Policy Advisory Committee on Transportation (JPACT). That body unanimously approved recommending \$70,000 of STP funds for that purpose, thereby freeing excise tax revenue for other needs.

Recommendation #3: Restore 1.0 FTE, Associate Transportation Planner (\$48,337 personal services, \$17,761 in transfers, and \$3,902 in contingency from federal Surface Transportation Program (STP) funds), to the Travel Forecasting Section for travel forecasting model upgrade. This is the #3 priority "decision package addition" requested by the Planning Department. JPACT has approved this recommendation.

Growth Management - Charter Implementation: Under the proposed budget 1.0 FTE Assistant Regional Planner position is being shifted from charter related activities to the Emergency Management Program because of funding anticipated from a federal grant. This grant funded position would facilitate the collection of data for critical facilities and lifeline systems, the modeling of loss and damage to buildings, the analysis of critical and life line databases, the development of emergency information systems and the promotion of emergency programs and public information. The position is subject to the receipt of federal grants funds.

The current assignment of the incumbent is charter implementation tasks related to the

Regional Framework Plan development, especially Urban Reserves, Housing Density and Future Vision. Without this staffing assistance, completion of these tasks will be significantly delayed.

Restoring the incumbent 1.0 FTE Assistant Regional Planner to charter related tasks will more adequately support these important functions. The new position will be assigned to Emergency Management, subject to receipt of federal funds. If funding is not received the new position in the proposed budget will be filled on a part-time or temporary basis, dependant on funding availability.

Recommendation #4: Add 1.0 FTE Assistant Regional Planner (\$45,318 in personal services and \$4,088 in contingency from increased excise tax revenue), to the Growth Management Section for Charter implementation duties. This is the #4 recommended "decision package addition" of the Planning Department.

Growth Management - Water Quality Planning: Under the proposed budget, staff from the current Water Quality Planning program have been shifted to charter related activities relating to Water Supply Sources, a Regional Framework Plan element. All funds for Regional Water Quality Planning and Watershed Management Projects will be eliminated. This occurs shortly after the Council approved a work program for a Water Resource Program for 1994 through 1999 (approved on December 23, 1993). The 1991 Regional Urban Growth Goals and Objectives (RUGGO) also identifies both water quality and water quantity as issues of regional significance in Metro's growth management planning.

While the water quality portions of the water program are not specifically Charter related, the agency has demonstrated a significant commitment to establishment of the program, which significantly benefits the region as a whole. To eliminate this program at this time is ill advised and I recommend it be reinstated.

Recommendation #5: Restore 1.0 FTE, Associate Regional Planner (\$49,950 in personal services and appropriate level of overhead costs from increased excise tax revenue), to Growth Management Section for the Water Program that includes water quality and water supply sources work. This is the # 9 recommended addition of the Planning Department; their fifth additional recommendation after the four "decision package additions".

PUBLIC OUTREACH FOR CHARTER IMPLEMENTATION AND ISTE A RELATED TASKS

Public Outreach: In the Executive Officer's proposed budget the Public Affairs Department is being proposed to be eliminated. Instead the Executive recommends the establishment of the "Office of Government and Public Affairs" and that the body consider new methods for public involvement like the use of computer networks and Ed-Net, as suggested by the Metro Committee for Citizen Involvement.

Public involvement, under ISTE A, is also under significant discussion by a special TPAC/MCCI Subcommittee. It is realistic to assume that considerable discussion will occur during the upcoming months relating to revamping our public involvement practices.

While computer networking and cable television capabilities will greatly enhance Metro's ability to access the public, I am concerned that they may be viewed as a remedy or replacement for our normal public involvement processes. Computers and cable television are not an option to lower income individuals or to those who choose not to avail themselves of this type of opportunity. They cannot completely replace the citizen's expectation of written notice, agency response and timely opportunities to personally voice their concerns in a public forum.

This then raises the question of how much public involvement can this agency afford. Clearly in this budgetary climate new financial resources are extremely limited. Planning dollars are needed for program expansion if we are to respond to the mandates of the Metro Charter. But we also have a responsibility to inform the public of planning activities and decisions. ISTE A has strong requirements regarding transportation planning. And how can the Council hope to reach a "regional consensus" on the Region 2040, the Future Vision or the Regional Framework Plan decisions without extensive efforts to inform and listen to the citizens and local government representatives of this region.

Conversely though, our standard public involvement has come under considerable criticism this year, particularly in the area of transportation planning. Charter related tasks like Region 2040, Future Vision and the Regional Framework Plan all need special public involvement efforts. All of this must be weighed against the ultimate cost to the agency.

In considering this recommendation I have tried to find a reasonable middle ground that

is fiscally constrained but focuses sufficient effort in the following four areas: Region. 2040; Future Vision; Regional Framework Plan and transportation planning.

Growth Management Public Involvement - Future Vision Documentation: The efforts of the Future Vision Commission in drafting the Charter mandated "Vision" statement, due in 1995, will receive the largest effort during this fiscal year. For that reason, the Executive has proposed to increase the program's budget by nearly \$100,000 over FY 1993-94. This would appear to be a 65% increase but actually is not.

Last year this program ostensibly was budgeted for 1.22 FTE, \$58,581 in personal services, \$18,584 in overhead, \$78,450 for materials and services (primarily for a contact with Portland State for Ethan Seltzer's services), and \$385 in contingency. In reality, the FVC had significantly higher staffing levels that are much more accurately reflected in the proposed budget, at a 2.338 FTE level. The only real addition this year is .395 FTE worth of service from the Data Resource Center and .333 FTE time for public affairs assistance. All other levels appear to reflect the actual level experienced this year.

The materials and services level in the proposed budget would appear to be significantly reduced from last year. This too is misleading because the FY 1993-94 budget anticipated receipt of \$50,000 in private funding that was never received. Instead the budget was fortified with additional excise tax funds made available because of additional federal transportation funds. That shift of funds was not reflected in the approved budget for that purpose.

The proposed budget would appear to have adequate M & S (\$35,000 for the PSU contract; \$25,000 for printing and limited monies for meetings in general). In actuality the \$25,000 of printing funds are again to come from private contributions which only leaves \$500 other than the PSU contract money.

So the commission has requested additional funds. They would like funding for draft and final document printing and distribution, tabloid printing and distribution, a professional writer, focus group activity to test the draft document, services of a public relations firm and paid advertising. All additional funding, at a price tag of an additional \$297,500, is to seek a response from the public.

While I applaud the commission for their enthusiasm and agree that "in the best of financial times" such methods would more than adequately serve to educate and seek response from the public, I cannot recommend expenditures of this magnitude. Also, I

have specific concerns about the use of a paid technical writer.

As I understand it, the commission would like to contract for services from a professional writer that can reshape the commission's ideas into a message that will "touch" the public. They are concerned that Metro staff efforts will result in a document in "planer-ese" and that if it is written in this manner it will be "just another document that sits on a shelf." There is also some discomfort in having a member of the FVC write the document. They believe, an outside writer would be better able to review their words and, without overly involving themselves in the inner workings of the commission, provide the type of writing necessary to reach the public.

My concerns are these. If an outside author of some celebrity is hired for this purpose, the mere celebrity of the individual may make it difficult for the commission or Council to make changes in the document once written. It could be construed as insulting to the writer to do so. And if the writer is brought in to work side by side with the commission during many hours of deliberation, then what results is the addition of another member of the FVC. And since the commission already resists the idea of one of their own members writing the vision, they may have the same difficulty later in the process.

If this procedural problem can be overcome, I would suggest that the commission be encouraged to seek the services of the outside writer of their choice, to request them to donate their services. This is a project of significant stature. It is possible that such a writer would consider such a request as a civic responsibility or even an honor. If this is not possible, I suggest that the commission avail themselves of the services of their paid consultant, Ethan Seltzer, who is both a planner and an academic and has been with the commission since its inception.

As for the commission's request for focus groups, public relations firm advice and paid advertising, I recommend that they seek outside sources of funding or revise their work plan to more accurately reflect the financial constraints of this agency. To fund this one program at the requested \$500,000 level would mean that entire programs would have to go unfunded. The commission should also bear in mind that once they have completed their own work, the Metro Council will execute their own public involvement process before adoption of the final statement. Perhaps this effort could be done in concert.

What I can recommend is most of the remainder of the "priority 1" request as ranked by Mr. Cotugno. This would include \$5,000 for printing the "draft" vision, \$35,000

for printing and distribution of a tabloid and \$1,500 for postage and miscellaneous - a total of \$41,500. Additional monies should be considered for publicizing the final document during budget considerations for FY 1995-96.

Recommendation #6a: Add \$41,500 in materials and supplies (\$30,000 printing, \$10,000 distribution, and \$1,500 postage and miscellaneous from increased excise tax revenue) to the Growth Management Section for the Future Vision Commission program. This is the #6 priority recommendation from the Planning Department, their second additional recommendation after the four "decision package additions".

Growth Management - Public Outreach, General: The materials and services budgeted in the proposed budget is 54% below FY 1993-94 levels, or a \$1,247,665 reduction for the Growth Management Section alone. As we ready to make a decision on Region 2040 and Future Vision and, more important, begin development of the Regional Framework Plan, it will be extremely difficult to uphold current levels of public outreach at this level of funding. The materials and services public outreach funds for the Growth Management Section, without the \$25,000 of private donation monies for printing, is only \$40,000, and \$10,000 of that is for a Region 2040 editor by contract.

The department has suggested \$59,000 in additional public outreach materials to be used for Regional Framework Plan related public outreach materials. This figure is based on the publication and postage of two newsletters and one tabloid. It could also be used for other public outreach related possibilities (e.g., video, displays) that may be identified after the Region 2040 decision is made. The method of communication selected will need to respond specifically to the nature of the decision made. Since that decision is unknown at this time, it is difficult to predict the exact use of these funds at this moment.

Recommendation #6b: Add \$59,000 in materials and services (\$42,500 for design, typesetting and printing and \$16,500 for postage from increased excise tax revenues) to the Growth Management Section for Regional Framework Plan related programs. This is the #5 recommendation from the Planning Department, the first additional recommendation after the four "decision packages additions".

Growth Management - Region 2040 Documentation: Region 2040 funding is proposed to be cut by 94% under the proposed budget. There is \$25,000 budgeted for printing that is to be supported with private contributions, \$10,000 of miscellaneous

professional services for a 2040 editor, \$1000 for typesetting, and \$300 for meetings. The department has suggested a \$70,000 addition to provide for final document printing and distribution.

While I do not recommend an excise tax expenditure of this entire amount. I can recommend half from excise tax with an additional \$25,000 from private funds donation or in-kind service. This final 2040 document printing would be exactly the type of mainstream document that a group or individual private utility or corporation could support or print in-house. It would be a terrible shame if the final documentation of this important project were not adequately available to the public.

Recommendation #6c: Add \$35,000 for materials and services (for printing and postage from increase in excise tax revenue) to the Growth Management Section for the Region 2040 program. In addition, authorize solicitation of \$25,000 of actual or in-kind contributions from private sources to supplement the printing effort. This is the #11 priority of the Planning Department; seventh after the "decision package additions".

Transportation Planning - Public Outreach: There are three major sections of the Planning Department involving public outreach: the Growth Management Section; the High Capacity Transit Section; and the Transportation Planning Section. The Growth Management Section currently has 1.0 FTE for public involvement with additional .5 FTE assistance from the Public Affairs Department. This latter assistance will be eliminated under the proposed budget. The High Capacity Transit Section has 2.0 FTE existing staff for public involvement and are in the process of requesting 2.0 FTE additional public involvement positions in the upcoming budget amendment to the FY 1993-94 budget. The Transportation Planning Section, however, has only planners to assist with public involvement.

There has been considerable controversy this past year over the public involvement process used by Metro when recommending project lists for both Congestion Mitigation / Air Quality (CMAQ) and Enhancement Projects. The problem was significant enough that it is being addressed by a special subcommittee made up of members of the Transportation Policy Alternatives Committee (TPAC) and the Metro Committee for Citizen Involvement (MCCI). Unfortunately, their recommendation will not be available in time to provide input to this budget process.

Significant attention to public involvement is a requirement of the federal government under ISTEA. Further, it is reasonable to assume that the priority of the federal

government regarding public involvement is likely to continue at this level, if not at higher mandated levels in the future. Assigning an associate public involvement coordinator to this section appears to me to be a prudent move at this time.

Recommendation #7: Add 1.0 FTE Associate Public Involvement Coordinator (\$49,950 in personal services and appropriate level of overhead costs from increased excise tax revenue), to the Transportation Planning Section. This is the #7 recommended addition from the Planning Department; the third addition after the "decision package additions".

OUTSIDE CONSULTANT SUPPORT TO FORTIFY METRO STAFF EFFORTS

Growth Management Section - Regional Framework Plan Consultant Support: For the Region 2040 project, the Growth Management Section has augmented the staff efforts with the assistance from outside consultant experts. This was made possible during the past fiscal year by federal grant funding that would ordinarily go to transportation related tasks. This funding source is unavailable for FY 1994-95. This results in a near 98% reduction in miscellaneous professional services for the Growth Management Section as we ready to make a decision on Region 2040 and Future Vision and begin the development of the Regional Framework Plan.

Of primary importance to all these charter related efforts is the need to reach a regional consensus with our local government partners and the public. During the past year that effort has benefitted greatly from the work of paid consultants in the past. For example, the Regional Design Imaging contract for the Region 2040 effort allowed the department to hire Peter Calthorpe, a well-respected architect known for his innovative urban designs. His drawings of certain selected areas of the region, anticipating the significant growth that will occur by the year 2040, have been well received by the region. In fact, local governments and communities actually lobbied competitively to be allowed to be one of the areas selected for design.

What the designs did was allow local governments and citizens to actually visualize how the accommodation of growth could work in their community. To see their community in a new and improved design made it much easier for them to understand and accept the growth realities of Region 2040, thereby making it easier for Metro to reach a "regional consensus". Other communities too, will be able to gain from the work by applying the same principals for their own areas.

Metro tends to concentrate on the verbal or written reports of planners. While this is one effective method of communicating, there are many people that need something visual or tactile before they really understand.

Attempting to do all technical work in-house would require existing staff to receive extensive training, during which time they would be diverted from existing tasks. This is not cost effective way, particularly if the new skill will not be needed in the foreseeable future.

The department has suggested a \$125,000 level of additional contractual support for Regional Framework Plan efforts. They have not been specific about the exact nature of the contracts because this will be driven by the Region 2040 decision. I would recommend approval of \$75,000 for this purpose.

Recommendation #8: Add \$75,000 (for miscellaneous professional services from increased excise tax revenue) to the Growth Management Section for Regional Framework Plan related tasks. Provide that all such expenditures in this category of funds for the Growth Management Section must have Council approval before being expended. This is the #10 recommendation of the Planning Department; sixth after the four "decision package additions".

Regional Growth Conference: The Regional Growth Conference is a yearly event that has become a tradition for Metro to host. In the past it has been used to facilitate regional discussion regarding Region 2040. Largely though, it is an opportunity for local planners to get together and listen to national experts discuss new methods in planning. It also provides the opportunity for others to find out what Metro is doing and to allow local networking.

While the conference is a good way to communicate, the question should be raised about how is the communication taking place, to whom is it targeted, and how much does such communication cost.

At first it appeared to me that the Growth Conference had, perhaps, outlived it's usefulness - that it had become a "nice idea that we could no longer afford". The Ad Hoc Local Government Group, though, changed my mind. They suggested revamping the idea of Growth Conference to make it fully self supporting. In the past when raising the fee was considered, it was decided that such a decision would result in loss of participation. If this is truly the case, then corporate sponsorship should be

considered.

What also is needed is consideration of ways to restructure the audience targeted by making the conference occur on a weekend or interactively with Ed -Net. Perhaps changing the location and taking it out to other parts of the region would be more effective. The bottom line from the Ad Hoc Committee was, "don't just preach to the choir."

For that reason, I've included the Growth Conference as a final recommendation, under the assumption that it is restructured so as to be self-supporting. I further suggest that the ideas for expanding the coverage of the conference or conferences be further examined so that this component of our public outreach program be brought to optimum exposure.

Recommendation #9: Budget for \$20,000 for the category of Regional Growth Conference with the assumption that all funding will be recovered from conference fees. Instruct the Planning Department to devote effort to restructuring the conference or conferences to avail ourselves with new and larger audiences.

Just a word about some of the items on the menu submitted by the department that have not been recommended or discussed so far.

Local Government Coordination: During the budget debate for FY 1993-94 a position for local government coordination was cut from the proposed budget. The purpose of this position was to have an individual on staff that is highly familiar with the practices and policies of other local governments that can facilitate Metro's inter-relationship with our regional partners. In the past, Metro has had staff for this purpose that were assigned on a county basis. In fact, several of these personnel are now employees of the local governments to which they were liaison.

My original recommendation included 1.0 FTE for this purpose. The department, however, has convince me that if this important role is to be accomplished appropriately that 3.0 FTE, or one per county, is what would be needed. At this point in time, with the extensive number of local government representatives participating daily on our many advisory committees, I felt the money would be better spent on public outreach targeted at the citizen, rather than local government level.

Regional Framework Plan Remaining Elements: Most of the remaining items relate to the timing of additional elements of the Regional Framework Plan. We've done extensive work on the Greenspaces Master Plan, which will be a large component in the Open Space element of the RFP. Some of the Urban Design has been done with the Peter Calthorpe designs. More assistance in this area may be available if Recommendation #8 for RFP Contractual Support is approved. The remainder can wait one year.

Expanding the Housing Density element to do a market study is an excellent idea that should wait one year. Discussions with the department indicate that the best information is the most recent information and that this should be done closer to the final decision. If this opinion changes, then some of the RFP contractual support could be used for this purpose.

Additional Public Outreach: All that remains on the menu are addition ideas for public outreach in general. Before we commit more funds for this purpose, I would like to see the final recommendations of all the groups working on innovative ways for us to improve our process (e.g., the Metro Committee for Citizen Involvement and the TPAC/MCCI Subcommittee). If additional funds are then needed, they can be considered at that time.

LOCAL GOVERNMENT DUES

The proposed budget is predicated upon full receipt (\$600,000) of local government dues. This will be the second year Metro has requested "voluntary" dues from local governments. Prior to last year, dues were mandated by the legislature. Controversy over receipt of money from this source occurs for several reasons:

- 1) When local governments pay money to receive specific services, they believe they should have a voice in how Metro spends all discretionary monies. As such, objections over refurbishing the Metro Headquarters building, Councilor salaries, the Multnomah County Park merger, have become interrelated in the decision about whether to continue to fund the dues. This is regardless of the nature of service received that is made possible from dues.
- 2) Metro has given credence to the implied promise each year that the dues are being requested for the final time. This was voiced before the legislature each time that Metro sought to remove the "sunset" provision on the mandatory dues assessment. It

was also articulated before local government advisory groups last year when we sought voluntary participation and has been articulated this year before MPAC and JPACT. Local governments are concerned that this practice will continue indefinitely unless they don't strongly object and refuse to pay.

3) Some local governments believe that the regional services Metro provides should be paid for with regional monies, not local government monies. They feel that as part of the region, they pay their proportionate share anyway.

4) And finally, in the current post Ballot Measure 5 climate, local governments are quickly becoming unable to make the payment. They are increasingly concerned about the amount of social service pass through money they will receive from the state and are trying to maintain their own funding for their own needs. Collection of the dues may still be possible this year, but will continue to become more difficult as years go by. This will likely be the reality regardless of whether they philosophically support the idea of paying for a share of the services they receive.

Conversely, Metro's need for money to offset the cost of services to local governments is also increasing. Clearly a permanent solution is needed. Whether all local governments will continue to support the dues this year is still in question. Originally, JPACT leaders are quite optimistic and MPAC leaders were not. The joint JPACT/MPAC vote last week, however, was encouraging that at least for this year the majority of local governments will find a way to pay. But, they have clarified, it must be the last year.

I fully recommend that for this fiscal year you follow through with your request for payment for services by local governments that are anticipated in the "proposed budget". But I would suggest that you instruct the department to reassign monies from this source to as many transportation planning related projects as possible. If this is done, local governments may have more flexibility in passing through their individual gas tax monies rather than depending on other funding sources. In addition I would suggest, as would the Ad Hoc Local Government Group with which Mr. Cotugno and I have been working, that the old title "Local Government Dues Assessment" be permanently retired and that the assistance from local governments this year be more accurately called a "service fee".

One final suggestion. . . The ultimate question of whether Metro should receive any shared funding from local governments for services needs final resolution. JPACT and MPAC members have clarified that this year was absolutely the last year of "local

government dues". What was not discussed was a permanent resolution of the issue of local government funding participation for Metro services. This issue needs separate resolution along with the question of secure funding for "planning".

I think it would be a serious mistake to accept the funds from local governments again this year and not actively work with local governments to build by consensus a solution, during the ensuing year, about what services if any they are willing and able to support on a permanent basis. We owe it to our local government partners to permanently solve this question.

Recommendation #10: Retire the term "Local Government Dues Assessment" in favor of the term "Service Fee". Instruct the Planning Department to restructure within the budget the application of the "service fee" so that it is used primarily for transportation planning related services, thereby allowing local governments the ability to pass through their individual gas tax revenues for this purpose.

The following tables summarize the abovementioned recommendations.

FY 1994-95 PLANNING FUND - COUNCIL STAFF RECOMMENDATIONS

CISE TAX ADD PACKAGE PRIORITIES				
	FTE	PS	MS	TOTAL
1. RLIS Maintenance	2.00	\$89,000		\$89,000
2. Population Employment Socio-Economic Database	1.00	\$64,000		\$64,000
4. Growth Management RFP Assistance	1.00	\$49,400		\$49,400
5. Water Quality	1.00	\$49,950		\$49,950
6. Public Outreach				
a. Future Vision Documentation			\$41,500	\$41,500
b. Growth Management - General			\$59,000	\$59,000
c. Region 2040 Documentation			\$35,000	\$35,000
7. Transportation Planning Public Outreach	1.00	\$49,950		\$49,950
8. RFP - Consultant Support			\$75,000	\$75,000
TOTAL	6.00	\$302,300	\$210,500	\$512,800

OTHER FUNDS ADD PACKAGE PRIORITIES				
	FTE	PS	MS	TOTAL
3. Travel Forecasting Model Upgrade*	1.00	\$70,000		\$70,000
6c. Region 2040 Documentation**			\$25,000	
9. Growth Conference			\$20,000	\$20,000
TOTAL	1.00	\$70,000	\$45,000	\$90,000

 Funded with STP funds
 Private funds

	FY 93-94 ADOPTED BUDGET	FY 94-95 PROPOSED BUDGET	% CHANGE PROPOSED BUDGET	ADD BACK EXCISE PACKAGE	ADD BACK OTHER PACKAGE	TOTAL w/ ADD BACK PACKAGES	% CHANGE FROM FY 93-94
ADMINISTRATION							
Management & Coordination	\$234,050	\$218,000	-6.9%			\$218,000	-6.9%
Disallowed	\$60,259	\$234,324	288.9%			\$234,324	288.9%
Overhead Subsidy	\$0	\$398,075				\$398,075	
Contingency	\$15,000	\$63,207	321.4%			\$63,207	321.4%
Federal Lobbyist	\$0	\$15,000				\$15,000	
Residual Equity-GIS Planning	\$114,500	\$0	-100.0%			\$0	-100.0%
Union	\$7,501	\$7,750	3.3%			\$7,750	3.3%
P/C Support	\$90,000	\$52,000	-42.2%			\$52,000	-42.2%
Grants Management	\$0	\$124,000				\$124,000	
Sub-Total	\$521,310	\$1,112,356	113.4%	\$0	\$0	\$1,112,356	113.4%
FTE	1.95	3.65	87.2%	\$0	\$0	3.65	87.2%
PS	\$100,885	\$210,436	108.6%	\$0	\$0	\$210,436	108.6%
M & S	\$158,049	\$117,145	-25.9%	\$0	\$0	\$117,145	-25.9%
CO	\$39,500	\$5,500		\$0	\$0	\$5,500	
Contingency	\$16,113	\$71,119	341.4%	\$0	\$0	\$71,119	341.4%
DATA RESOURCE CEBTER							
RLIS Maint. & Development	\$411,001	\$179,000	-56.4%	\$89,000		\$268,000	-34.8%
Data Base Maintenance	\$134,500	\$154,000	14.5%	\$64,000		\$218,000	62.1%
RLIS Support Service	\$274,103	\$204,000	-25.6%			\$204,000	-25.6%
DRC Storefront/Sales	\$190,001	\$199,000	4.7%			\$199,000	4.7%
Forecasts & Modeling	\$198,000	\$209,999	6.1%			\$209,999	6.1%
Management & Coordination	\$138,001	\$148,000	7.2%			\$148,000	7.2%
DRC Computer	(\$4)	\$0	-100.0%			\$0	-100.0%
Sub-Total	\$1,345,602	\$1,093,999	-18.7%	\$153,000	\$0	\$1,246,999	-7.3%
FTE	13.88	10.26	-26.1%	3.00	0.00	13.26	-4.5%
PS	\$734,415	\$583,935	-20.5%	\$153,000	\$0	\$736,935	0.3%
M & S	\$389,163	\$348,626	-10.4%	\$0	\$0	\$348,626	-10.4%
CO	\$0	\$5,500		\$0	\$0	\$5,500	
Contingency	\$55,058	\$17,662	-67.9%	\$0	\$0	\$17,662	-67.9%
TRAVEL FORECASTING							
Survey & Research	\$1,036,384	\$747,001	-27.9%		\$70,000	\$817,001	-21.2%
Trans. System Monitoring	\$92,500	\$221,001	138.9%			\$221,001	138.9%
Model Refinement	\$139,999	\$85,000	-39.3%			\$85,000	-39.3%
Technical Assistance	\$180,100	\$150,800	-16.3%			\$150,800	-16.3%
Western Bypass Project	\$20,000	\$10,000	-50.0%			\$10,000	-50.0%
1000 Friends Project	\$180,000	\$75,500	-58.1%			\$75,500	-58.1%
FHWA Model Sensitivity	\$280,000	\$22,000	-92.1%			\$22,000	-92.1%
Travel Forecasting M & S	\$0	\$3,785				\$3,785	
Sun System Support	\$0	\$0				\$0	
Sub-Total	\$1,928,983	\$1,315,087	-31.8%	\$0	\$70,000	\$1,385,087	-28.2%
FTE	7.47	7.16	-4.1%	0.00	1.00	8.16	9.2%
PS	\$429,320	\$420,980	-1.9%	\$0	\$70,000	\$490,980	14.4%
M & S	\$1,341,665	\$795,675	-40.7%	\$0	\$0	\$795,675	-40.7%
CO	\$0	\$0		\$0	\$0	\$0	
Contingency	\$133,996	\$30,905	-76.9%	\$0	\$0	\$30,905	-76.9%

	FY 93-94 ADOPTED BUDGET	FY 94-95 PROPOSED BUDGET	% CHANGE PROPOSED BUDGET	ADD BACK EXCISE PACKAGE	ADD BACK OTHER PACKAGE	TOTAL w/ ADD BACK PACKAGES	% CHANGE ADD BACK
TRANSPORTATION PLANNING							
DEP Update & Financial Plan	\$402,431	\$417,501	3.7%			\$417,501	3.7%
Trans. Improvement Program	\$148,000	\$211,001	42.6%			\$211,001	42.6%
Urban Arterial Program	\$341,970	\$176,000	-48.5%			\$176,000	-48.5%
Congestion Mgmt. System Plan	\$160,123	\$191,000	19.3%			\$191,000	19.3%
Intermodal Mgmt. System Plan	\$321,168	\$96,000	-70.1%			\$96,000	-70.1%
Public Transit Mgmt. System Plan	\$41,500	\$13,000	-68.7%			\$13,000	-68.7%
Willamette Crossing - SE	\$181,000	\$233,000	28.7%			\$233,000	28.7%
Transportation Demand Mgmt.	\$76,995	\$73,000	-5.2%			\$73,000	-5.2%
Air Quality - DEQ ERTDM	\$61,600	\$50,000	-18.8%			\$50,000	-18.8%
Regional Bike Program	\$6,000	\$0	-100.0%			\$0	-100.0%
Mgmt. Plan Coordination	\$0	\$21,000				\$21,000	
Public Involvement	\$0	\$0		\$49,950		\$49,950	
Management & Coordination	\$125,000	\$19,485	-84.4%			\$19,485	-84.4%
Sub-Total	\$1,865,787	\$1,500,987	-19.6%	\$49,950	\$0	\$1,550,937	-16.9%
FTE	13.89	13.72	-1.2%	1.00	0.00	14.72	6.0%
PS	\$778,485	\$835,347	7.3%	\$49,950	\$0	\$885,297	13.7%
M & S	\$668,434	\$293,125	-56.1%	\$0	\$0	\$293,125	-56.1%
CO	\$0	\$0		\$0	\$0	\$0	
Contingency	\$92,656	\$9,778	-89.4%	\$0	\$0	\$9,778	-89.4%
HIGH CAPACITY TRANSIT							
Regional HCT System	\$420,400	\$128,000	-69.6%			\$128,000	-69.6%
Westside Phase III	\$155,000	\$14,500	-90.6%			\$14,500	-90.6%
Hillsboro Final Design	\$391,000	\$47,000	-88.0%			\$47,000	-88.0%
HCT M & S	\$0	\$22,615				\$22,615	
North AA/DEIS	\$2,438,000	\$4,150,000	70.2%			\$4,150,000	70.2%
Sub-Total	\$3,404,400	\$4,362,115	28.1%	\$0	\$0	\$4,362,115	28.1%
FTE	13.36	19.24	44.1%	0.00	0.00	19.24	44.1%
PS	\$794,872	\$1,111,308	39.8%	\$0	\$0	\$1,111,308	39.8%
M & S	\$2,059,961	\$2,778,865	34.9%	\$0	\$0	\$2,778,865	34.9%
CO	\$0	\$0		\$0	\$0	\$0	
Contingency	\$155,501	\$39,292	-74.7%	\$0	\$0	\$39,292	-74.7%

	FY 93-94 ADOPTED BUDGET	FY 94-95 PROPOSED BUDGET	% CHANGE PROPOSED BUDGET	ADD BACK EXCISE PACKAGE	ADD BACK OTHER PACKAGE	TOTAL w/ ADD BACK PACKAGES	% CHANGE ADD BACK
GROWTH MANAGEMENT							
Management & Coordination	\$186,900	\$168,000	-10.1%			\$168,000	-10.1%
Beaverton/Pdx. Mediator	\$6,500	\$0	-100.0%			\$0	-100.0%
Region 2040 Phase II	\$1,636,925	\$96,000	-94.1%			\$175,667	-89.3%
<i>Gr. Mgmt. Public Outreach</i>				\$19,667			
<i>Document Printing</i>				\$35,000	\$25,000		
Future Vision	\$156,000	\$255,000	63.5%			\$312,967	100.6%
<i>RFP GIS Assistance</i>				\$16,467			
<i>Document Printing/Postage</i>				\$41,500			
Urban Reserves	\$32,100	\$244,000	660.1%			\$317,633	889.5%
<i>RFP GIS Assistance</i>				\$16,467			
<i>Gr. Mgmt. Public Outreach</i>				\$19,667			
<i>RFP Consultant Support</i>				\$37,500			
Housing Density	\$0	\$217,000				\$290,633	
<i>RFP GIS Assistance</i>				\$16,467			
<i>Gr. Mgmt. Public Outreach</i>				\$19,667			
<i>RFP Consultant Support</i>				\$37,500			
Greenspaces	\$0	\$0				\$0	
Clark County Coordination	\$0	\$0				\$0	
Station Area Planning	\$1,029,012	\$1,200,000	16.6%			\$1,200,000	16.6%
UGB Administration	\$32,400	\$17,000	-47.5%			\$17,000	-47.5%
RUGGO Implementation	\$29,011	\$0	-100.0%			\$0	-100.0%
MPAC/Local Govt. Coordination	\$16,100	\$67,000	316.1%			\$67,000	316.1%
Growth Conference	\$37,400	\$0	-100.0%		\$20,000	\$20,000	-46.5%
Emergency Management	\$342,000	\$215,000	-37.1%			\$215,000	-37.1%
Water Supply Sources	\$0	\$52,000				\$52,000	
Regional Water Quality Planning	\$100,500	\$14,000	-86.1%	\$49,950		\$63,950	-36.4%
Watershed Mgmt. Projects	\$296,000	\$0	-100.0%			\$0	-100.0%
Sub-Total	\$3,900,848	\$2,545,000	-34.8%	\$309,850	\$45,000	\$2,899,850	-25.7%
FTE	20.57	14.47	-29.7%	1.00	0.00	15.47	-24.8%
PS	\$1,142,707	\$895,763	-21.6%	\$99,350	\$0	\$995,113	-12.9%
M & S	\$2,305,730	\$1,058,065	-54.1%	\$210,500	\$45,000	\$1,313,565	-43.0%
CO	\$0	\$0		\$0	\$0	\$0	
Contingency	\$31,852	\$207,323	550.9%	\$0	\$0	\$207,323	550.9%

	FY 93-94 ADOPTED BUDGET	FY 94-95 PROPOSED BUDGET	% CHANGE PROPOSED BUDGET	ADD BACK EXCISE PACKAGE	ADD BACK OTHER PACKAGE	TOTAL w/ ADD BACK PACKAGES	% CHANGE ADD BACK
TOTAL	\$12,966,930	\$11,929,544	-8.0%	\$512,800	\$115,000	\$12,557,344	-3.2%
FTE	71.12	68.50	-3.7%	5.00	1.00	74.50	4.8%
PS	\$3,980,684	\$4,057,769	1.9%	\$302,300	\$70,000	\$4,430,069	11.3%
M & S	\$6,923,002	\$5,391,501	-22.1%	\$210,500	\$45,000	\$5,647,001	-18.4%
CO	\$39,500	\$11,000	-72.2%	\$0	\$0	\$11,000	-72.2%
Contingency	\$485,176	\$376,079	-22.5%	\$0	\$0	\$376,079	-22.5%

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PORTLAND, OREGON 97232-2736

1000

METRO
FUTURE VISION COMMISSION



*For I dipp'd into the future,
far as human eye could see,
Saw the Vision of the world,
and all the wonder that would be.*

Alfred Tennyson.

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What lies in store for this region —

known for its tremendous livability and aesthetic beauty — is a matter of considerable interest and discussion. There are those who believe the future is what happens to us . . . and there are those who believe we can make the future happen.

Metro's Future Vision Commission falls into the latter category. Its mission is to devise a visionary roadmap for the Portland metropolitan region to guide us into the next 50 years and beyond. It will shape a vision, in whatever creative form or forms necessary, that will serve as a guiding light for citizens, regional leaders, businesses, interest groups, and educators who believe that, with hard work and forward-thinking, tomorrow can be even better than today.

FUTURE VISION COMMISSION

Len Freiser, chair
Former symphony conductor/librarian

Susan McLain, vice-chair
Metro councilor and public schoolteacher

Lisa Barton-Mullins
Gresham City councilor

Ron Correnti
Regional manager, United Postal Service

Judy S. Davis
Portland State University professor

Mike Gates
Metro councilor and insurance broker

Mike Houck
Environmentalist

Wayne Lei
Environmental manager
Portland General Electric Co.

Robert Liberty
Director of 1000 Friends of Oregon

Peggy A. Lynch
Citizen activist

John C. Magnano
Clark County commissioner

Peter G. McDonald
Farmer

Alice L. Schlenker
Mayor, city of Lake Oswego

Rod Stevens
Financier

Robert B. Textor
Cultural anthropologist

Kim Katsion (alternate)
Washington County commissioner

Ted Spence (alternate)
Transportation planner

Fred Stewart (alternate)
Real estate businessman

What is the Future Vision Commission?

It is a 18-member volunteer group, created as a result of the voter-approved 1992 Metro Charter, whose members and alternates were appointed in March 1993 by the Metro Council, the governors of Oregon and Washington, and the Metro Policy Advisory Committee. The Future Vision Commission serves as an advisory group to the Metro Council and will forward a recommended vision to the council in 1995. The council must adopt a vision by July 1, 1995.

The Future Vision Commission was created as a result of the voter-approved 1992 Metro Charter, which states in part that:

"The Future Vision is a conceptual statement that indicates population levels and settlement patterns that the region can accommodate within the carrying capacity of the land, water and air resources of the region, and its educational and economic resources, and that achieves a desired quality of life."

What issues is the commission examining?

Commission members are looking at and discussing all the pieces that comprise the livability puzzle. They are addressing factors – both tangible and intangible – that make our community a unique and desirable place to live. Some of those factors include: using, restoring and preserving land for future generations; determining how and where to accommodate growth without sacrificing quality of life; seeking ways to preserve natural and green areas; and developing new communities and making additions to existing urban areas. The commis-

sion also is examining how population growth will affect land, water and air resources and is studying growth's effect on the region's educational and economic resources.

How does the "vision" relate to Metro's other planning efforts?

Region 2040, Metro's long-range planning program that addresses regional growth issues between now and the year 2040, provides an important link to the work being done by the Future Vision Commission. Region 2040 is providing the commission with technical and policy information related to land use and transportation. The commission, however, takes a broader look at regional livability. In addition to land-use and transportation issues addressed in Region 2040, the Future Vision Commission examines issues such as economics, education, safety, social services, and natural resources.

How were members selected?

Members were appointed by the Metro Council, the governors of Oregon and Washington, and the Metro Policy Advisory Committee. The charter specified that the commission be broadly representative of both public and private sectors, including the academic community. Its members provide valuable perspectives and expertise in areas such as land development, finance, the arts, human services, the role of neighborhoods, natural resources, and transportation.

What is Metro?

Metro is the directly elected regional government that serves more than 1 million residents in Clackamas, Multnomah and Washington counties and the 24 cities within the Portland metropolitan area.

Metro is responsible for solid waste management; operation of the Metro Washington Park Zoo; transportation and land-use planning; Metropolitan Greenspaces and regional parks; and technical services to local governments. Through the Metropolitan Exposition-Recreation Commission, Metro manages the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Expo Center.

Metro is governed by a 13-member council (changing to a seven members in January 1995) and an executive officer. Councilors are elected within subdistricts; the executive officer is elected regionwide.

How do I get involved in shaping the Future Vision?

The commission meets every other Monday, 4 p.m. – 6:30 p.m., at Metro, 600 NE Grand Ave. The meetings are open to the public, and public comment is encouraged. For meeting schedules or other information, call 797-1750. Written materials may be sent to commission members c/o Metro Planning Department, 600 NE Grand Ave., Portland, OR 97232.

YOUR OPINION COUNTS

The Future Vision Commission is committed to involving the public in helping shape a vision for the region. If you want to become involved, please fill out and return the following information to: Future Vision Commission c/o Metro Planning Department, 600 NE Grand Ave., Portland, OR 97232.

Name (please print) _____

Address _____

City, State, ZIP _____

Do you want to be placed on our mailing list? Yes ☐ No ☐

Comments/Ideas for members of the Future Vision Commission? _____

1