



METRO

DATE: April 28, 1993

TO: Metro Council
Executive Officer
Interested Staff

FROM: Paulette Allen, Clerk of the Council *PA*

RE: METRO COUNCIL ACTIONS OF APRIL 22, 1993 (REGULAR MEETING)

COUNCILORS PRESENT: Presiding Officer Judy Wyers, Deputy Presiding Officer Roger Buchanan, Richard Devlin, Jim Gardner, Mike Gates, Sandi Hansen, Jon Kvistad, Ruth McFarland, Susan McLain, Rod Monroe, Terry Moore, George Van Bergen and Ed Washington. COUNCILORS ABSENT: None.

AGENDA ITEMACTION TAKEN

- | | |
|--|---|
| 1. <u>INTRODUCTIONS</u> | Councilor Kvistad introduced J.B. Langston, Metro CCI member, from Council District 2. |
| 2. <u>CITIZEN COMMUNICATIONS TO THE COUNCIL ON NON-AGENDA ITEMS</u> | None. |
| 3. <u>EXECUTIVE OFFICER COMMUNICATIONS</u> | None. |
| 4. <u>CONSENT AGENDA</u> | Adopted as corrected; the March 25, 1993 minutes were corrected (Gates/Gardner; 13-0 vote). |
| 4.1 Minutes of March 25, April 8, and April 12, 1993 | |
| 5. <u>ORDINANCES FIRST READINGS</u> | |
| 5.1 Ordinance No. 93-497, An Ordinance Amending Ordinance No. 92-449B Revising the FY 1992-93 Budget and Appropriations Schedule for the Purpose of Funding Increases in the Zoo Operating Fund and Adding 0.05 FTE Assistant Catering Coordinator | Referred to the Finance Committee for consideration. |
| 5.2 Ordinance No. 93-498, For the Purpose of Amending the Metro Code to Impose Metro User Fees on Facilities that Clean Petroleum Contaminated Soil | Referred to the Solid Waste Committee for consideration. |

(Continued)

6. ORDINANCES, SECOND READINGS

- 6.1 Ordinance No. 93-486A, An Ordinance Amending the Metro Code, Section 2, and Establishing Procedures to Create a Tax Study Committee, and Declaring an Emergency Adopted (Monroe/Devlin; 13-0 vote)
- 6.2 Ordinance No. 93-490, An Ordinance Amending Ordinance No. 93-449B Revising the FY 1992-93 Budget and Appropriations Schedule for the Purpose of Funding Project Increases in the Zoo Capital Fund and Declaring an Emergency Adopted (Van Bergen/Buchanan; 12-0 vote; Councilor Devlin was absent).
- 6.3 Ordinance No. 93-491, An Ordinance Amending Ordinance No. 93-449B Revising the FY 1992-93 Budget and Appropriations Schedule for the Purpose of Funding Personal Services Increases in the Public Affairs Department and Declaring an Emergency Adopted (Van Bergen/Hansen; 12-0 vote; Councilor Devlin was absent).
- 6.4 Ordinance No. 93-492, An Ordinance Amending Ordinance No. 92-449B Revising the FY 1992-93 Budget and Appropriations Schedule for the Purpose of Funding Increases in the Contractors License Program and Declaring an Emergency* Adopted (Van Bergen/Hansen; 12-0 vote; Councilor Devlin was absent).
- 6.5 Ordinance No. 93-493, An Ordinance Amending Ordinance No. 92-449B Revising the FY 1992-93 Budget and Appropriations Schedule for the Purpose of Recognizing New Grants and Funding Related Expenditures in the Planning Fund, Authorizing 1.25 FTE in the Growth Management Division, and Declaring an Emergency Adopted (Buchanan/Kvistad; 12-0 vote; Councilor Devlin was absent).

(Continued)

6. ORDINANCES, SECOND READINGS (Continued)

- 6.6 Ordinance No. 93-495, An Ordinance Adding a New Title to the Metro Code to Implement and Make Provision for the Exercise of Metro's Charter Authority to Issue Revenue Bonds, General and Special Obligation Bonds, Certificates of Participation and Other Obligations; Amending Certain Prior Metro Ordinances in Order to Conform to the New Metro Code Provisions Added by This Ordinance; and Declaring an Emergency
- Adopted (Monroe/Kvistad; 12-0 vote; Councilor Devlin was absent).

7. NON-REFERRED RESOLUTIONS

- 7.1 Resolution No. 93-1800, In Memory of Gladys McCoy and In Appreciation for Her Contributions to the Greater Portland Metropolitan Area
- Adopted (Hansen/Monroe; 12-0 vote; Councilor Devlin was absent). Paul McCoy thanked the Council for their tribute to Commissioner McCoy.

8. RESOLUTIONS

- 8.1 Resolution No. 93-1788A, For the Purpose of Approving a Fiscal Year 1992-93 Supplemental Budget and Transmitting the Approved Budget to the Tax Supervising and Conservation Commission
- Adopted (Kvistad/Buchanan; 12-0 vote; Councilor Devlin was absent).
- 8.2 Resolution No. 93-1746, For the Purpose of Revising Guidelines for Council Per Diem, Councilor Expense and General Council Materials and Services Accounts
- Adopted as amended (Moore/Hansen; 9-3 vote; Councilors Buchanan, Kvistad and Van Bergen voted nay; Councilor Devlin was absent).
- 8.3 Resolution No. 93-1784, Recommending Priority High Capacity Transit Corridors to the North and South and an Action Plan for Phase 2 of the North/South Preliminary Alternatives Analysis
- Adopted (Gates/Gardner; 12-0 vote; Councilor Devlin was absent).
- 8.4 Resolution No. 93-1785, Endorsing the Region's Surface Transportation Program Projects and Amending the FY 93 TIP for Inclusion of These Projects
- Adopted (Moore/McLain; 9-0 vote; Councilors Devlin, Gardner, Gates and Hansen were absent).

(Continued)

8. RESOLUTIONS (Continued)

- 8.5 Resolution No. 93-1786, Approval of an MOU on STP Funds and STP Replacement Funds Adopted (Monroe/Moore; 10-0 vote; Councilors Devlin and Gates were absent).

9. EXECUTIVE SESSION Held Pursuant to ORS 192.660(1)(h) to Consult with Legal Counsel On Pending Litigation (Tri-Met Condemnation of Zoo Parking Lot) Executive Session held.

10. COUNCILOR COMMUNICATIONS AND COMMITTEE REPORTS

- 1) Councilor Monroe rescheduled the Finance Committee meeting on April 28 to begin at 7:00 p.m. 2) Councilor Moore noted April 22 was Earth Day and discussed SOLV-IT Clean-Up Day activities. 3) Councilor McLain announced the Water Resources Policy Advisory Committee would meeting at Metro Regional Center, Monday, April 26 at 9:00 a.m.

FINANCE COMMITTEE REPORT

ORDINANCE NO. 93-486A AMENDING THE METRO CODE, SECTION 2, AND ESTABLISHING PROCEDURES TO CREATE A TAX STUDY COMMITTEE, AND DECLARING AN EMERGENCY

Date: April 20, 1993

Presented By: Councilor Monroe

COMMITTEE RECOMMENDATION: At its April 14, 1993 the Committee voted unanimously to recommend Council adoption of Ordinance No. 93-486 as amended. Present and voting were Councilors Buchanan, Kvistad, Monroe and Van Bergen. Councilor Devlin was excused.

COMMITTEE DISCUSSION/ISSUES: Craig Prosser, Financial Planning Manager, presented the Staff Report. He stated the ordinance provides a procedure to implement provisions of the Charter for approving taxes without voter authorization. He explained the proposed amendments agreed to by the Executive Officer, Presiding Officer and Finance Committee Chair (see Attachment 1 attached).

The proposed amendments make it clear that ad hoc tax study committees may be established from time to time; require that at the time of creation each committee have a charge, scope of work and termination date; provide for the Executive Officer to appoint committee members subject to Council confirmation; and require the committee to submit a final report to the Council and enable the Council to extend the life of a committee for up to 6 months; and provide a mechanism for a committee to conclude its work even if it can't reach agreement on a recommendation.

**METRO**

2000 SW First Ave.
Portland, OR 97201-5398
(503) 221-1646

Memorandum

Date: April 14, 1993
To: Rod Monroe, Finance Committee Chair
From: Donald E. Carlson, Council Administrator
Re: Revised Proposed Amendments to Ordinance No. 93-486
Relating to Tax Study Committees

This memo is in response to your request for revisions to the proposed amendments to Ordinance No. 93-486 which were outlined in my memo dated March 24, 1993 and presented to the Finance Committee on that date. It is my understanding that these revisions are in conformance with the discussions held by the Presiding Officer and you with the Executive Officer. The amendments do several things as follows:

1. They eliminate references to "the" tax study committee and refer to "a" study committee. This makes it clear that several ad hoc committees maybe used from time to time for various kinds of financial needs.
2. They clarify that the creating resolution set forth the purpose and scope of work for each specific committee as well as state the staffing arrangements and termination date for each committee.
- 3.. They provide for the Executive Officer to appoint members of a committee and designate the chair and vice-chair subject to Council confirmation. Also, if a vacancy occurs, the position shall be filled in the same manner as the original appointment and confirmation.
4. They require a committee to submit a final report to the Council on the activities and recommendations of the committee; authorize a committee to have up to 6 months additional time to complete it's work; and provide a mechanism for the committee to conclude its work even if it can't reach agreement on a recommendation. This latter point might be useful to create a record that the Council had "sought the advice" of a committee even if the committee is unable to give the advice.

I hope these proposed amendments meet you objectives for the ordinance. Please let me know if you need additional information.

cc: Finance Committee
Judy Wyers
Rena Cusma
Jennifer Sims

FINANCE COMMITTEE REPORT

ORDINANCE NO. 93-493 AMENDING THE FY 1992-93 BUDGET AND APPROPRIATIONS SCHEDULE TO RECOGNIZE NEW GRANTS AND FUND RELATED EXPENDITURES IN THE PLANNING FUND, AUTHORIZING 1.25 FTE IN THE GROWTH MANAGEMENT DIVISION, AND DECLARING AN EMERGENCY

Date: April 20, 1993

Presented By: Councilor Buchanan

COMMITTEE RECOMMENDATION: At its meeting of April 14, 1993 the Committee voted unanimously to recommend Council approval of Ordinance No. 93-463. Present and voting were Councilors Buchanan, Kvistad, Monroe and Van Bergen. Councilor Devlin was excused.

COMMITTEE DISCUSSION/ISSUES: Mr. Andy Cotugno, Planning Director, presented the Staff Report. He explained the purpose of the ordinance is to 1) recognize the receipt of new grant funds in the Planning Fund (Surface Transportation Program funds) and the increase in program expenditures in the Region 2040 Program and the Transportation Planning Program; 2) recognize the receipt of Federal grant funds through the State of Oregon and the transfer of an Earthquake Preparedness Program Coordinator position from the State of Oregon to the Planning Department; and 3) transfer funds from the Materials and Services category in the Transportation Planning portion of the Planning Fund to the Capital Outlay category to pay for the purchase of items for the Sun Computer system.

In response to a question from Council Staff relating the relationship between these expenditure increases and the Proposed FY 93-94 Budget (see Attachment 1 attached), Mr. Cotugno stated the following: 1) the two new positions in the 2040 Program are proposed at a 0.5 FTE level in the Departments 6% Excise Tax expenditure plan; and 2) the Earthquake Preparedness position while fully funded by the Federal grant for this fiscal year will be partially funded from a Federal grant next fiscal year with the balance of costs to be made up from Excise Tax revenue.

The Committee discussed whether or not to budget the two new 2040 Program positions at a 0.5 FTE level this fiscal year and concluded that as part of the recruitment process, the Planning Director should make it clear to prospective applicants that continuation of the positions at a full time level next fiscal year is contingent upon Council approval of those positions in the FY 1993-94 Budget. The Committee also, wanted the Council to be notified and aware that the Earthquake Preparedness position while fully funded this year from a Federal grant will necessitate the expenditure of local discretionary funds next fiscal year and possible in future fiscal years.



ATTACHMENT 1

(Fin Comm Rpt/Ord 93-493)

METRO

Date: April 14, 1993
To: Andy Cotugno, Planning Director
From: Donald E. Carlson, ^{DE}Council Administrator
Re: Ordinance No. 93-493 Amending the FY 92-93 Budget and Appropriations Schedule

This ordinance is to be considered by the Finance Committee at its regular meeting today. Please be prepared to discuss the relationship of this budget amendment to the Proposed FY 93-94 Budget. Particularly, do these revenue and expenditure increases commit the District to expenditures in FY 93-94 of excise tax revenue above the amount your department would receive at the 6% rate? I know you have proposed a 6% excise tax expenditure plan for consideration by the Budget Committee next week. How does this ordinance relate to that plan?

cc: Finance Committee
Metro Council
Dick Engstrom
Gail Ryder
Jennifer Sims

Ord. 93-494.memo

FINANCE COMMITTEE REPORT

ORDINANCE NO. 93-495 ADDING A NEW TITLE TO THE METRO CODE TO IMPLEMENT AND MAKE PROVISION FOR THE EXERCISE OF METRO'S CHARTER AUTHORITY TO ISSUE REVENUE BONDS, CERTIFICATES OF PARTICIPATION AND OTHER OBLIGATIONS; AMENDING CERTAIN PRIOR METRO ORDINANCES IN ORDER TO CONFORM TO THE NEW METRO CODE PROVISIONS ADDED BY THIS ORDINANCE; AND DECLARING AND EMERGENCY

Date: April 20, 1993

Presented By: Councilor Monroe

COMMITTEE RECOMMENDATION: At its April 14, 1993 meeting the Committee voted unanimously to recommend Council adoption of Ordinance No. 93-495. Committee members present and voting were Councilors Buchanan, Kvistad, Monroe and Van Bergen. Councilor Devlin was excused.

COMMITTEE DISCUSSION/ISSUES: Craig Prosser, Financial Planning Manager, and Ed Einowski, Bond Counsel, presented the Staff Report. Mr. Prosser stated that this ordinance implements Metro's home rule powers under the Charter to establish bond issuance authority. The ordinance creates a new section of the Metro Code which along with the Oregon Constitution will govern the issuance of debt by the District. The ordinance specifies the types of bonds or other debt instruments which can be issued; creates procedures for the issuance of debt; provides for authorization for specific bond issues by Council resolution including bond terms and conditions, the manner of sale, and provision for the investment of funds. Also, the ordinance amends the existing Master Bond Ordinances (Solid Waste and General Revenue) to bring them into conformity with the new Code language.

In response to a question from Council Staff regarding who can incur debt on behalf of Metro (see Attachment 1 attached), Mr. Prosser indicated the ordinance authorizes only the Council to incur Metro debt.

In response to a question from Councilor Van Bergen, Mr. Einowski stated that the ordinance authorizes the Council to issue bonds either by ordinance or by resolution.



ATTACHMENT 1

(Fin Comm Rpt/Ord 93-495)

METRO

Date: April 14, 1993
To: Craig Prosser, Financial Planning Manager
From: Donald E. Carlson, Council Administrator
Re: Ordinance No. 93-495

The Finance Committee will consider this ordinance at its regular meeting today. It appears the ordinance provides procedures for the authorization of a variety of debt instruments including: general obligation, limited tax general obligation, and revenue bonds; lease purchase and credit agreements; notes, warrants, and commercial paper; credit facilities; and financial enhancements.

Please be prepared to briefly describe these instruments and their potential use. Also, does this ordinance enable the incurring of any debt by any person or persons other than the Council? Is the use of a resolution to be the new method for approving the debt instrument and terms in all cases?

cc: Finance Committee
Metro Council
Dick Engstrom
Dan Cooper
Jennifer Sims

Ord. 93-495.memo

Council
4/22/93
8.1

BEFORE THE METRO COUNCIL

IN MEMORY OF GLADYS McCOY AND)	RESOLUTION NO. 93-1800
IN APPRECIATION FOR HER)	
CONTRIBUTIONS TO THE GREATER)	Introduced by Presiding
PORTLAND METROPOLITAN AREA)	Officer Wyers, Councilor
)	Hansen and Councilor
)	Washington

WHEREAS, Gladys McCoy, Chair of the Multnomah County Board of Commissioners served the greater Portland Metropolitan area and Multnomah County with distinction and dedication; and

WHEREAS, A cornerstone to Gladys McCoy's work for the region was her skilled efforts in bringing groups and individuals from diverse backgrounds and communities to work together to develop solutions for the common good; and

WHEREAS, Gladys McCoy was a leader in the region advocating for policies and actions which embraced and supported the inclusion of many individuals drawn from the diverse range of peoples in the region; and

WHEREAS, In Gladys McCoy's capacity as Chair of the Multnomah County Board of Commissioners, she served on the Bi-State Policy Advisory Committee, a cooperative, consultive body which provides policy advice to affected jurisdictions on issues outside the purview of other standing committees; and

WHEREAS, Gladys McCoy was an advocate for the efficient and effective provision of urban services in Multnomah County and as such, demonstrated leadership in exploring the reorganization of functions between Multnomah County and cities in the County and between Multnomah County and Metro; and

WHEREAS, In all of her endeavors, Gladys McCoy demonstrated outstanding qualities of human spirit and compassion, professional commitment and a dedication to helping people; now therefore,

BE IT RESOLVED,

1. That Metro hereby expresses its profound sorrow at the loss of Gladys McCoy and its great appreciation for the many contributions she made to the region during her long period of service to the region as a community leader and public servant.

2. That a copy of this resolution be sent to Senator William McCoy and family, and the Multnomah County Board of Commissioners.

ADOPTED by the Metro Council this 22nd day of April, 1993.

Judy Wyers, Presiding Officer

GOVERNMENTAL AFFAIRS COMMITTEE REPORT

RESOLUTION NO. 93-1746, REVISING GUIDELINES FOR COUNCIL PER DIEM, COUNCILOR EXPENSE AND GENERAL COUNCIL MATERIALS AND SERVICES ACCOUNTS.

Date: April 21, 1993

Presented by: Councilor Moore

COMMITTEE RECOMMENDATION: At its April 15, 1993 meeting the Governmental Affairs Committee voted 4-0 to recommend Council adoption of Resolution No. 93-1746. Voting were Councilors Gates, Gardner, Hansen, and Moore. Councilor Wyers was absent.

COMMITTEE DISCUSSION/ISSUES: The Governmental Affairs Committee considered Draft Resolution No. 93-1746 on three occasions: January 21, April 1, and April 15. The original draft presented by staff on January 21 only proposed to amend current Councilor expense and per diem policy to conform with Charter provisions. Following the presentation of the draft resolution, an ad hoc committee of Councilors Monroe, Moore, and McFarland was convened to draft recommended revisions to Councilor expense and reimbursement policies. Their report was presented to Governmental Affairs on April 1.

At the April 1 meeting, Councilor Buchanan spoke in opposition to the proposal that meals no longer be provided at Metro's expense for regular Council and Council committee meetings. He said that if those meeting times continued to be set for 4:00, there would often be occasions when a dinner break would be necessary; if food were not provided, logistical problems would be created that would require either long dinner breaks or additional equipment to store and heat Councilors' food. He supported maintaining the current policy of meals being provided for Councilors and Council staff.

Committee discussion at that meeting showed Committee support for the proposed policy to no longer provide meals for regular meetings. There was considerable discussion of how to implement that policy, with no conclusion reached. Other issues included those of mileage reimbursement, out-of-town travel expenses, child care expenses, and the amounts that should be authorized for expense accounts. The committee decided to recommend increasing the amount authorized for each Councilor's expense account - from the recommended \$1,000 to \$1,800 - to give greater discretion to each Councilor for managing his/her account; this increase was designed to give greater latitude to Councilors to travel out of town on Metro business and be reimbursed from their expense accounts rather than the Council General Account. Other results from the April 1 discussion were a direction to counsel to investigate the applicability of IRS restrictions on mileage reimbursement and child care expense reimbursement. The committee also directed the resolution to contain an effective date.

At the April 15 meeting, Council staff Casey Short presented a summary of the changes made from the prior version of the resolution. He said the resolution now contained a clause stating the policy would become effective the day after passage. Exhibit A to the resolution changed the maximum amounts of each Councilor's expense account to \$1,800 per fiscal year (down from the current \$2,500 and up from the recommended \$1,000), with a \$900 maximum for a Councilor whose term begins or ends in the middle of a fiscal year. The Presiding Officer would be allowed an additional \$600 for each six months of his/her term as Presiding Officer. Exhibit A also contained a new provision governing Councilor travel expenses, which provides that out-of-town travel expenses would be reimbursed from a Councilor's expense account rather than the Council General Account.

General Counsel Dan Cooper discussed tax law implications of reimbursing Councilors for mileage expenses to get to and from Metro's offices, and for child care expense reimbursement. Mr. Cooper prefaced his remarks by noting he is not a tax attorney. He noted there is a distinction in law regarding reimbursement for mileage between a person's primary and secondary employment. There could be some difficulties in determining this distinction for Metro Councilors, since some have other "full time" jobs and some do not. His advice was that there would probably not be any adverse tax ruling for Metro in making mileage reimbursements, nor for Councilors who received such reimbursement because the salary level set by the Charter clearly calls for less than full time work. (The case of the Presiding Officer could be different.) He thought such reimbursement for the twelve Councilors would not be considered as additional income above a Councilor's salary, and would therefore not be subject to taxation. Given Mr. Cooper's information, the committee chose to retain current language which allows reimbursement for mileage expenses to and from Metro offices. Councilor Moore said, and Councilor Gardner concurred, that this item would best be left to individual Councilor discretion to determine the appropriateness of receiving mileage expense reimbursement within expense account limits. Regarding child care expenses, Mr. Cooper said there were no federal income tax problems with the existing reimbursement policy, and the committee chose to continue the current policy.

Councilor Buchanan asked for an interpretation of the language pertaining to Councilor meals. Councilor Gardner said the committee had earlier concluded that meals for regular meetings of Council and Council committees should not be provided at public expense. That left open the question of how to provide meals when necessary, and he listed some options the committee had discussed. He and Councilor Moore said the committee had focused its attention in this matter on the issue of whether meals are paid for with public funds or by each Councilor individually; Councilor Moore added that the \$16,000 annual cost of meals did not include the staff time used to arrange for the meals. Councilor Buchanan said he thought the policy for

determining how meal arrangements would be handled should be developed in conjunction with this resolution, and not wait until after the resolution is considered by the Council.

Chair Gates asked Mr. Short to discuss the purpose of the Council General Account. Mr. Short said that account was primarily for the use of Council staff to support Council activities and to provide reimbursement for authorized staff expenses. The question had earlier been raised whether this account needed to be continued, and he said he thought it should in order to provide guidelines and authorization for staff expenses. The committee discussed whether those guidelines should be made more explicit to establish that this account is primarily for staff use and should only be available to Councilors under extraordinary circumstances; they decided the legislative history should be sufficient to show that intent. In order to further clarify the intent, the committee approved an amendment that any Councilor reimbursement from the Council General Account would not only require Presiding Officer approval in advance, but would also have to be reported to the full Council.

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1784, RECOMMENDING PRIORITY HIGH CAPACITY TRANSIT CORRIDORS TO THE SOUTH AND NORTH AND AN ACTION PLAN FOR PHASE 2 OF THE NORTH/SOUTH PRELIMINARY ALTERNATIVES ANALYSIS

Date: April 20, 1993

Presented by: Councilor Gates

Committee Recommendation: At the April 13 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 93-1784. Voting in favor: Councilors Van Bergen, Kvistad, Devlin, Gates, Monroe, and Moore.

Committee Issues/Discussion: Richard Brandman, Manager, Transportation Planning Division presented the staff report. He explained that this resolution recommends the high capacity corridors in the South and North Corridors as part of the Preliminary Alternatives Analysis (Pre-AA), by unifying them as a single corridor from Clackamas County, Oregon to Vancouver, Washington. This has been an ongoing effort over the past 18 months and the issues have been reviewed several times before this committee.

Since the last update, there was a JPACT meeting on March 30 in which a public hearing was conducted to discuss the I-5 Corridor to the north and Milwaukie Corridor to the south. At that hearing there was considerable support for these choices. The only exception was Representative Frank Shields, who spoke in favor of the I-205 Corridor. The project management group and the Citizens Advisory Committee both unanimously recommended this selection, as did TPAC and JPACT.

Councilor Moore asked if the official name had been changed to the "South/North Corridor". Councilor Van Bergen indicated that that was correct and that he had made the request for the name change.

Councilor Devlin explained that the Council was embarking on a project, jointly with Clark County, Washington, that could ultimately cost upwards of \$1.6 billion. A considerable portion of that amount may be local funds. He asked whether the region was in any way jeopardizing future local funding by this decision. Mr. Brandman indicated no, in fact the next phase of this study has a financial element associated with it that will recommend to the voters, possibly in the spring of 1994, one of several alternatives along these corridors.

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METRO

Council
4/22/93
8.3

The North/South Transit Corridor Study

Priority Corridor Analysis: Findings And Recommendations

Executive Summary

The North/South Transit Corridor Study

Priority Corridor Analysis: Findings And Recommendations

Executive Summary

Task Manager:

Metro

Consultant:

Steven M. Siegel & Associates

Contributing Agencies:

Metro

In cooperation with:

City of Milwaukie

City of Portland

City of Vancouver

Clackamas County

Clark County

C-TRAN

Multnomah County

Oregon Dept. of Transportation

Port of Portland

Regional Transportation Council

Tri-Met

Washington State Dept. of Transportation

"The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Transit Administration and by the Washington State Department of Transportation. The opinions, findings and conclusions expressed in this report are not necessarily those of the Federal Transit Administration or the Washington State Department of Transportation."

PRIORITY CORRIDOR ANALYSIS: FINDINGS AND RECOMMENDATIONS

I. PURPOSE OF THE ANALYSIS

- [a] The primary purpose of this report is to evaluate and recommend a priority segment for further study, in the South Study Area and in the North Study Area. The priority segment designation has two implications:
 - [i] It has been locally determined that further and more detailed analyses of High Capacity Transit [HCT] options in the corridor segments are warranted, and
 - [ii] The corridor segment is locally determined to be part of the priority corridor for Federal Transit Administration [FTA] High Capacity Transit funds [Section 3 New Start funds] in the Study Area it serves.
- [b] Improvement strategies will also be prepared for those corridor segments which are not selected as part of the priority corridor. These "non-priority corridor" improvement strategies may include further consideration of HCT options. However, such analyses would be prepared without FTA involvement and, therefore, any resulting project would not be eligible for FTA funds [unless Alternatives Analysis/Draft Environmental Impact Statement [AA/DEIS] activities were later undertaken by a subsequent action to this determination of priority corridors].
- [c] A second purpose of this report is to define the relationship between the priority corridor segments for the North and South Study Areas. Specifically, the report evaluates and recommends whether the South priority corridor segment should proceed into the AA/DEIS and funding stages ahead of the North priority corridor segment, as currently prescribed by adopted regional policy, or if the two priority corridors should proceed concurrently.
- [d] While data is shown for shorter alignment options, the issue at hand is not the selection of a terminus. The data for the terminus options is shown to demonstrate that the conclusions being drawn are independent of the ultimate selection of a terminus.

II. SOUTH STUDY AREA RECOMMENDATION

- [a] Based on the findings summarized in Table ES-1, the Milwaukie corridor segment is recommended to be the priority corridor segment in the South Study Area for further study.

- [b] Staff is directed to refine and analyze alignment, station and terminus options in the Milwaukie corridor segment as part of Phase II of the Preliminary Alternatives Analysis and return to JPACT with a recommendation on a small set of promising options for Alternatives Analysis and preparation of a Draft Environmental Impact Statement.
- [c] It is recommended that the Airport segment, which runs along I-205 between the Gateway Transit Center and Portland International Airport, be uncoupled from the I-205 South segment and further analyzed as set forth in Section IV, below.

III. NORTH STUDY AREA RECOMMENDATION

- [a] Based on the findings summarized in Table ES-2, the I-5 North corridor segment is recommended to be the priority corridor segment in the North Study Area for further study.
- [b] Staff is directed to refine and analyze alignment, station and terminus options in the I-5 North corridor segment as part of Phase II of the Preliminary Alternatives Analysis and return to JPACT with a recommendation on a small set of promising options for Alternatives Analysis and preparation of a Draft Environmental Impact Statement.

IV. AIRPORT STUDY AREA RECOMMENDATION

- [a] Based on the findings summarized in Table ES-3, it is recommended that staff analyze the design and possible funding sources for constructing and operating an HCT corridor to the Portland International Airport, as a non-priority corridor.
- [b] Staff is directed to return to JPACT, at the conclusion of Phase II of the Preliminary Alternatives Analysis, with a recommendation on whether and, if applicable, how to proceed with an Airport Corridor HCT project.

V. RECOMMENDATION ON NON-PRIORITY CORRIDORS

- [a] Staff is directed to prepare an intermediate-term improvement strategy for the I-205 South corridor segment and I-205 North [into Clark County] corridor segment which do not include HCT improvements.

VI. RECOMMENDED ACTION PLAN

Based on the findings summarized in Table ES-4, the following Action Plan is recommended:

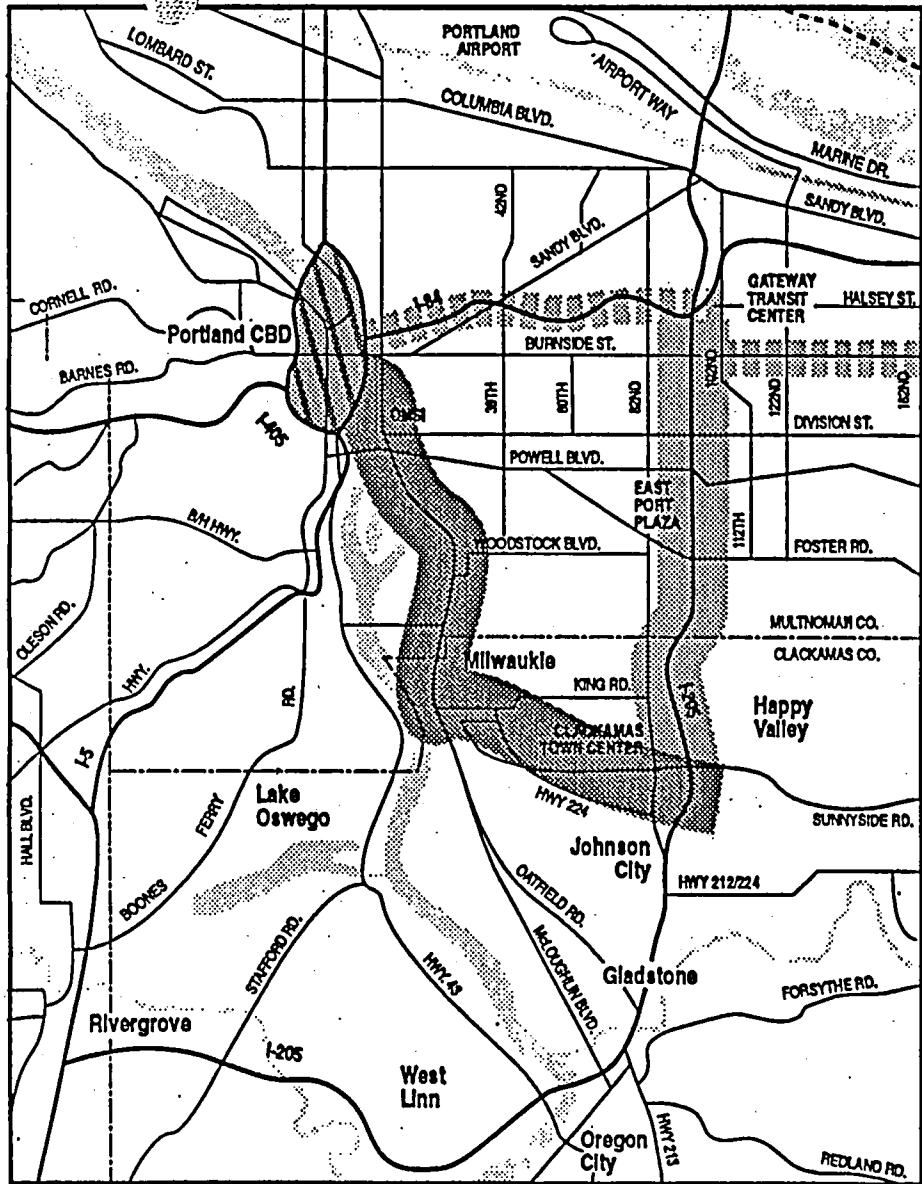
- [a] Seek to prepare Alternatives Analysis and a Draft Environmental Impact Statement on alternatives in the Milwaukie/I-5 North HCT corridor.
 1. Request assistance from the Oregon and Washington congressional delegations to

include a provision in the FY 1994 federal Appropriations Bill to permit the preparation of AA/DEIS work in a single corridors.




[b] Seek to secure financing for an HCT alternative in a single Milwaukie/I-5 North corridor.

1. Take all steps necessary to seek the maximum practical authorization of Section 3 New Start funds for a South/North corridor in the upcoming federal transportation authorization bill. The actual amount of federal funds, matching ratio and distribution of federal funds between corridors is to be determined on the basis of further technical, financial and political analyses.
2. The acquisition of federal authorization for a South/North corridor must be done in the context of first/concurrently completing the funding for the Westside LRT and the Hillsboro Extension.
3. Since the possibility exists that a federal transportation authorization bill could occur as early as federal FY 1995, regional funding activities, including the approval of state and local funding sources in both Washington and Oregon, should be completed prior to this date.
4. The development and implementation of a funding package for the South/North corridor should be done in the context of funding the long-term HCT system.

[c] In addition to seeking the capital funds for a South/North HCT project, the region should take all steps necessary to secure sufficient funds to operate a North/South HCT project and related bus feeder system.

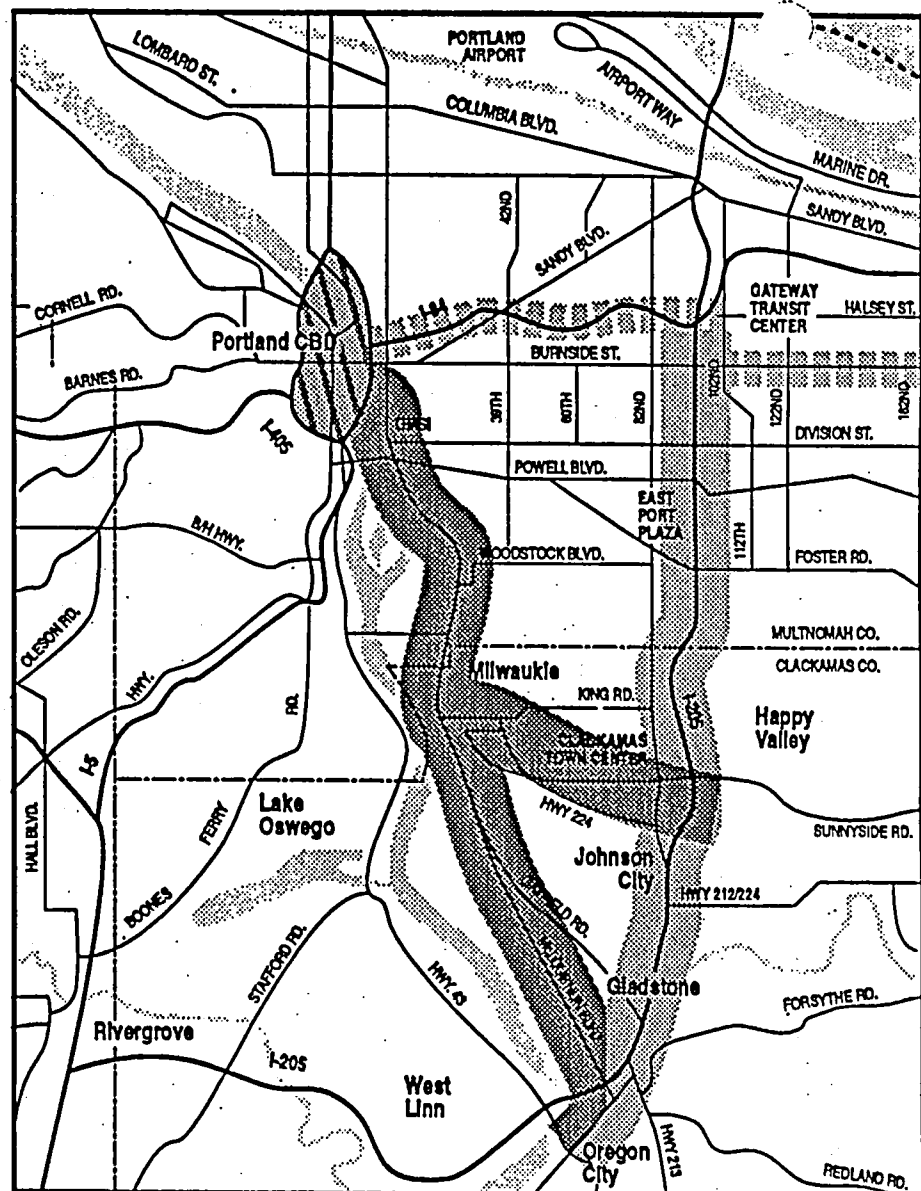


North/South Transit Corridor Study: South Study Area




-  = Milwaukie corridor to Clackamas Town Center
-  = I-205 South corridor to Clackamas Town Center
-  = Existing light rail



METRO

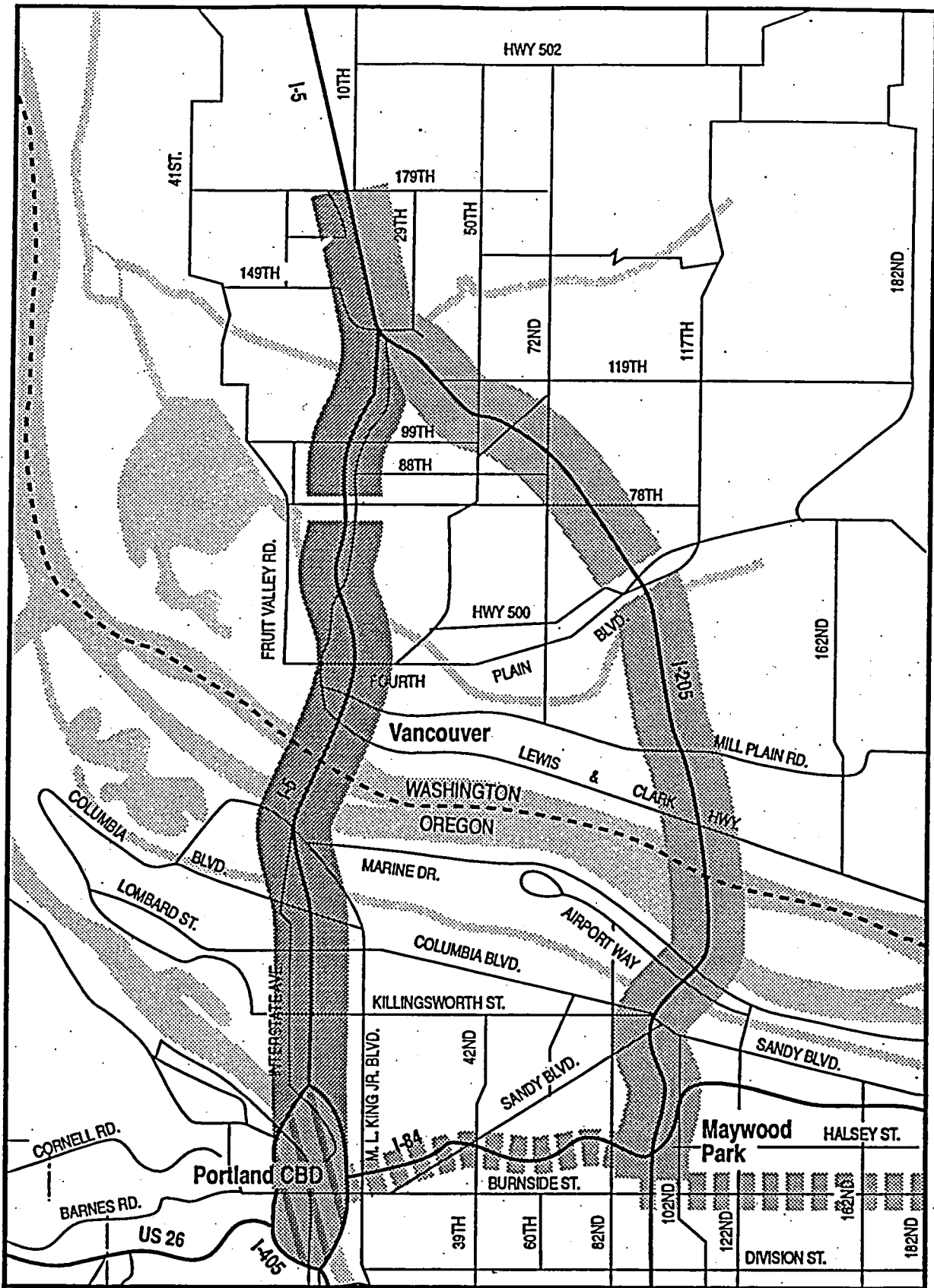


North/South Transit Corridor Study: South Study Area

-  = Milwaukie corridor to Oregon City
-  = I-205 South corridor to Oregon City
-  = Existing light rail




METRO



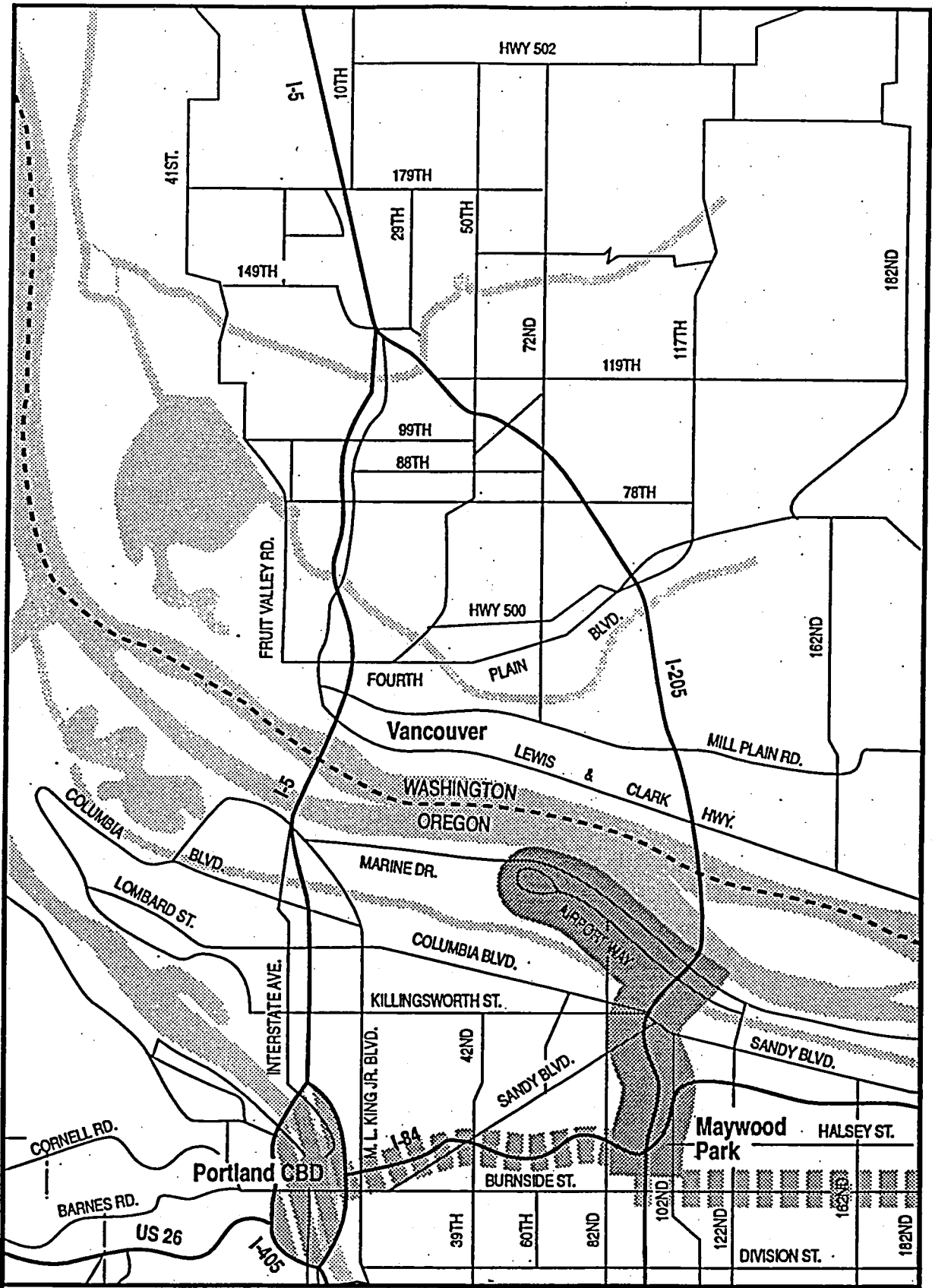
North/South Transit Corridor Study: North Study Area

 = I-5 North corridor



 = I-205 North corridor

 = existing light rail





North/South Transit Corridor Study: North Study Area

-  = Airport High Capacity Transit study area
-  = existing light rail



METRO

**TABLE ES-1
SOUTH STUDY AREA FINDINGS**

Population and Employment

1. The Milwaukie Corridor contains more existing and year 2010 population and employment than the I-205 South Corridor.
2. The Milwaukie Corridor, due to its longer length, contains more developable and redevelopable land than the I-205 South Corridor.

Traffic and Transit Ridership

3. McLoughlin Boulevard is currently and will continue to be more congested than I-205. All of the representative highway segments analyzed on McLoughlin Boulevard are at Level of Service E, or worse, while all of the representative segments on I-205 are well below capacity.
4. The Milwaukie Corridor is projected to attract over twice as many HCT daily riders, in the year 2010, as the I-205 South Corridor.
5. P.M. peak-hour, peak direction riders in the Milwaukie Corridor are projected to be 2.3 - 5.0 [depending on the location] times greater, in the year 2010, than in the I-205 South Corridor.

Environmental Sensitivity

6. In overall terms, the Milwaukie Corridor has a greater potential for environmental risks than does the I-205 South Corridor.

Equity

7. The Milwaukie Corridor serves a larger population of minority, poor, youth and elderly than does the I-205 South Corridor.

Operating Costs and Efficiencies

8. The Milwaukie Corridor is projected to exhibit almost twice the Farebox Recovery Rate of that in the I-205 South Corridor.
9. The Milwaukie Corridor provides greater long-term HCT capacity than does the I-205 South Corridor.

Capital Costs

10. The capital cost of the full-length [Clackamas Town Center and Oregon City] system is 22 percent higher in the Milwaukie Corridor than in the I-205 South Corridor. For the \$157 million premium, the Milwaukie Corridor serves Milwaukie directly while the I-205 South Corridor does not.

Cost Effectiveness

11. The total annualized cost-per-HCT rider in the Milwaukie Corridor is almost 60 percent better than in the I-205 South Corridor.

Public Opinion

12. Correspondence recieved during and following an extensive public reviev process supported the selection of the Milwuakie Corridor as the priority HCT corridor to Clackamas County.

TABLE ES-1 (b)
SUMMARY STATISTICS FOR THE SOUTH CORRIDOR

FACTOR/TERMINUS OPTION	MILWAUKIE CORRIDOR	I-205 SOUTH CORRIDOR
NUMBER OF HOUSEHOLDS [2010]		
Full ¹	31,300	21,200
Short ²	23,600	14,100
CORRIDOR EMPLOYMENT [2010]		
Full	65,800	50,900
Short	58,200	30,600
CORRIDOR CONGESTION: 2010-NO BUILD PEAK HOUR V/C RATIOS IN CORRIDOR	0.91 - 1.40	0.54 - 0.88
CORRIDOR HCT RIDERSHIP [2010]		
Full	19,100	9,500
Short	16,800	6,700
CAPITAL COST: WITH DOWNTOWN IMPVTS. \$1993, Millions		
Full	\$ 864	\$ 707
Short	\$ 599	\$ 467
NET ANNUAL OPERATING COST [2010]		
Full	\$ 6.51	\$ 7.33
Short	\$ 3.95	\$ 3.63
FAREBOX RECOVERY RATIO [2010]		
Full	29.4%	15.5%
Short	39.1%	20.7%
COST-EFFECTIVENESS³		
Full	\$13.21	\$30.41
Short	\$10.35	\$25.73

- ¹ HCT line between Downtown Portland, Clackamas Town Center and Oregon City
² HCT line between Downtown Portland and Clackamas Town Center
³ A local cost effectiveness measure was used in this analysis

**TABLE ES-2
NORTH STUDY AREA FINDINGS**

Population and Employment

1. The I-5 North Corridor contains more existing and year 2010 population and employment than the I-205 North Corridor.
2. The I-205 North Corridor contains more developable and redevelopable land than the I-5 North Corridor.

Traffic and Transit Ridership

3. I-5 is currently and will continue to be more congested than I-205. By the year 2010, almost all of the representative highway segments analyzed on I-5 are approaching or exceeding Level of Service [LOS] E, while almost all of the representative segments on I-205 are at LOS D or better.
4. The I-5 North Corridor is projected to attract twice as many HCT daily riders, in the year 2010, as the I-205 North Corridor.
5. Year 2010 p.m. peak-hour, peak direction riders in the I-5 North Corridor are projected to be 85 percent more than in the I-205 North Corridor.

Environmental Sensitivity

6. In overall terms, the I-5 North Corridor has a greater number of environmentally sensitive sites than the I-205 North Corridor, although the I-205 North Corridor has greater ecosystem risks.

Equity

7. The I-5 North Corridor serves a larger population of minority, poor and elderly than does the I-205 North Corridor. The amount of "youth" in both full-length corridors is roughly the same.

Operating Costs and Efficiencies

8. LRT in the I-5 North Corridor is projected to exhibit a 10 percent better Farebox Recovery Rate than a Busway in the I-205 North Corridor.
9. The I-5 North Corridor provides greater long-term HCT capacity than does the I-205 North Corridor.

Capital Costs

10. The capital cost of the full-length I-5 North LRT is substantially higher than the I-205 North Busway. This difference is due to the different mode assumed for the I-205 North Corridor, not the location, configuration or characteristics of the corridor itself.

Cost Effectiveness

11. In spite of its higher capital cost, the total annualized cost-per-HCT rider in the full-length I-5 North Corridor is almost 20 percent less than in the I-205 North Corridor. The difference is even greater with a North Vancouver terminus option.

Public Opinion

12. Correspondence received during and following an extensive public review process supported the selection of the I-5 North Corridor as the priority HCT corridor to Clark County.

TABLE ES-2 (b)
SUMMARY STATISTICS FOR THE NORTH CORRIDOR

FACTOR/TERMINUS OPTION	I-5 NORTH CORRIDOR	I-205 NORTH CORRIDOR
NUMBER OF HOUSEHOLDS [2010]		
Full ¹	35,700	33,000
Short ²	24,900	19,200
CORRIDOR EMPLOYMENT [2010]		
Full	74,400	30,700
Short	67,700	23,000
CORRIDOR CONGESTION: 2010 NO-BUILD PEAK HOUR V/C RATIOS IN CORRIDOR	0.77 - 1.21	0.69 - 0.85
CORRIDOR HCT RIDERSHIP [2010]		
Full	21,800	10,900
Short	19,300	9,300
CAPITAL COST: WITH DOWNTOWN IMPVTS. \$1993, Millions	LRT	BUSWAY
Full	\$ 914	\$ 383
Short	\$ 709	\$ 288
NET ANNUAL OPERATING COST [2010]	LRT	BUSWAY
Full	\$ 7.00	\$ 4.13
Short	\$ 4.33	\$ 3.64
FAREBOX RECOVERY RATIO [2010]		
Full	31 %	27 %
Short	39 %	27 %
COST-EFFECTIVENESS		
Full	\$10.82	\$13.28
Short	\$ 8.02	\$11.35

¹ HCT line between Downtown Portland and 179th Street in Clark County
² HCT line between Downtown Portland and North Vancouver [78th Street/Vancouver Mall]

**TABLE ES-3
AIRPORT STUDY AREA FINDINGS**

Population and Employment

1. Under the Metro forecasts, year 2010 employment in the Airport Study Area is projected to be 22,600. PDX and PIC combined represent about 9,500 employees. The forecasted employment is lower than the other Study Areas, this Area is smaller and much more concentrated.
2. The Port of Portland, based on the Master Plans for the Portland International Center and the Airport, forecasts that year 2012 employment at PDX and PIC will be about 18,400, almost twice the amount in the Metro forecasts.
3. PDX is a unique trip attractor in that the major reason for considering an HCT connection to PDX is to serve passenger trips, not work trips. The PDX Master Plan projected the number of annual passengers to grow from about 8 million today to about 16 million in the year 2012 [35,500/day].

Traffic and Transit Ridership

4. The level of service on I-205 in the Airport Study Area is currently at acceptable levels, and expected to generally remain below capacity:
5. Using the Metro model, year 2010 daily HCT ridership in the Airport Study Area is forecasted to be about 4,600, lower than in the other Study Areas. A 1988 study by Peat Marwick found that transit mode splits to airports in the U.S. with a rail connection ranged between 4 and 15 percent. Using the high end of the range found by Peat Marwick and the Port of Portland employment and passenger projections, the number of transit riders in the Airport Study Area would be almost twice that projected by the Metro model.

Environmental Sensitivity/Equity

6. The environmental risks are low.
7. Because the Airport Study Area does not have a large population base, there are relatively small amounts of "disadvantaged" and "transit dependent" sub-groups in the Study Area.

Operating Costs and Efficiency/Capital Cost

8. The Net Annual HCT Operating Cost of the Airport Corridor is \$2.15 million, significantly less than the other corridors examined. The projected Farebox Recovery Rate is about 23 percent. This rate could double if the Port of Portland and/or Peat Marwick assumptions prove out.
9. The capital cost of an Airport LRT to be \$214.5 million, much lower than the other corridors examined. Tri-Met engineers have indicated that this estimate includes costs which may not be needed with a "starter" line or can be deferred. This lower cost option will be estimated in Phase II.

Cost Effectiveness

10. The cost-effectiveness index is \$19.83, better than the I-205 South Corridor, but not as good as the others. This cost-per-rider would be substantially less if the Port of Portland, Peat Marwick and/or Engineering Staff assumptions prove out.

**TABLE ES-4
FUNDING OPTION FINDINGS**

1. Given the estimated capital costs of a North/South HCT project, it is likely that federal funds will be necessary if funding for both projects is concurrently pursued in the next few years.
2. To have a reasonable chance of securing Section 3 New Start funds, it is necessary to secure an earmarked authorization for the project[s] in the next federal authorization bill. Whether these funds should be for a South Corridor Project or a combination North/South Corridor depends on technical, financial and political analyses that must be undertaken.
3. While the ISTEAs are authorized through federal FY 1997, a mini-authorization bill or an extension of the ISTEAs is anticipated for federal FY 1995 at the time Congress designates the National Highway System.
4. The acquisition of federal authorization for a North/South corridor must be done in the context of first/concurrently completing the funding of the Westside LRT project and the Hillsboro extension.
5. To maximize the likelihood of securing federal authorization, two principles should be followed:
 - [a] The further a project proceeds through the FTA AA/DEIS process, the more likely it is that a substantial federal authorization can be achieved. Accordingly, the region should take steps to complete AA/DEIS work as expeditiously as possible. It may not be realistic to have this work complete in time for a FY 1995 mini-authorization bill [if one happens], but this work is certainly able to be completed in time for FY 1998 authorization bill [if this one happens].
 - [b] The closer the region is to having secured commitments for all of its state and local funding, the more likely it is that a substantial federal authorization can be achieved. Accordingly, the region should take all steps to secure these commitments prior to federal FY 1995.
6. The HCT funding requirements and procedures in the State of Washington are in a state of flux. It is likely critical that C-TRAN secure approval of a substantial amount of state HCT funding no later than the 1994 legislative session.
7. Local [C-TRAN] funding will likely also be necessary. To obtain local funding, C-TRAN will have to seek voter approval of the project and, under existing law, the funding source. Possible local funding sources include a local option Sales and Use Tax and/or Motor Vehicle Excise Tax and/or Employer Tax in Clark County.
8. Assuming a FY 1995 mini-authorization bill, it may be desirable to have the local vote in 1994.
9. The funding possibilities in the State of Oregon are also in flux. It would be extremely helpful to gain approval of the state transit funding options in the current legislative session. This includes a constitutional amendment, emissions fee [or an equivalent] and the STP fund transfer to transit. If any one of these options fail in the 1993 session, it will be essential that they, or an equivalent, be approved in the 1995 session.
10. Local [Tri-Met] funding will also likely be necessary. Assuming that voter approval of one or more sources may be necessary, it may be desirable to have the local vote in 1994.

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1786, APPROVAL OF A
MEMORANDUM OF UNDERSTANDING (MOU) ON STP FUNDS AND STP REPLACEMENT
FUNDS

Date: April 20, 1993

Presented by: Councilor Monroe

Committee Recommendation: At the April 13 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 93-1786. Voting in favor: Councilors Van Bergen, Kvistad, Devlin, Gates, Monroe, and Moore.

Committee Issues/Discussion: Andy Cotugno, Planning Director, presented the staff report. This resolution is related to the overall planning package resolution that was adopted by the Council in December. This executes the intergovernmental agreement implementing what has been previously approved by the Council and the Oregon Transportation Commission. Signatories for the agreement are the Oregon Transportation Association, the League of Oregon Cities and the Association of Oregon Counties, who also endorsed the package in January, 1993 as well.

The piece in question is a large road funding package. If this should happen, then to the maximum extent possible flexible funding that is discretionary for Metro and ODOT would be shifted to alternative modes. This resolution provides for signing an agreement, which goes beyond individual approval by each of the five parties.

The mechanism in this resolution states if the full package, that was submitted to the legislature, is adopted then the full amount of flexible STP funds will be shifted to alternative modes. And if that happens, the shifted funds will be replaced by increases to the gas tax, which ultimately benefits those jurisdictions that would have received the individual STP funds, had they not been shifted to alternative modes. They are effectively held harmless.

However, it is generally understood that the legislature will probably not approve a full package. So this MOU may be moot. But there is also an understanding within the agreement to amend the full package. That way the same parties agree to return to discussion to determine how to amend the respective amounts to be taken for roads and alternative modes.

Council
4/8/93

HOMESTYLE

Car-less and carefree

For most of us, the American dream is the convenience of owning a car. It gets you places fast. You don't have to think about the weather. And you are totally independent from others.

Unfortunately, the American dream has created an environmental nightmare. And some thoughtful individuals, including one local elected official, are doing without.

Even if your goal is only to reduce the fleet of cars in your driveway to a modest number, the reasons for kicking the driving habit cold turkey should be instructive. But before turning our headlights on several 1993 models of responsible conduct, let's review some pertinent facts.

The problem. We are driving more than ever. In the metropolitan area miles driven have increased five times as fast as population. Auto exhaust accounts for six times as much air pollution as industry in Oregon. About half of the average household's total en-



ergy consumption is burning gasoline.

The economics aren't very pretty either. The average cost per year of owning and operating a car in the United States is \$4,100. That doesn't include parking.

Our role models. This brings us to the elected official, Jim Gardner, a member of the Metro Council. With all of the recent news about Oregon's junior senator, it is refreshing to report on a politician who really does practice what he preaches.

Jim and his wife, Donna, have not owned a car for five years. Concerns about the inefficiency of autos, pollution, energy consumption and land use led to their decision. Now Jim bikes the two miles to his job at the Veteran's Administration, and Donna bikes to Portland State University. From time to time, a bus comes in handy on a nasty day. Taxis are employed for nighttime meetings and movies. For monthly grocery shopping and trips to the beach, Jim and Donna take advantage of lower weekend rates for car rentals. The rental company now provides service from their home because of the relationship they have established.

The Gardners save about \$200 a month, plus car payments. Though car-less living takes a little more planning, Jim has found an unexpected benefit: "It simplifies one's life. It's liberating. There are no thoughts about insurance, licensing, DEQ, parking and upkeep." What was once a noble cause of an idealistic young man has become pure pleasure!

For Mary Jaron Kelley, a landscape architect with Walker & Macy, the decision to go without was purely a matter of economics. As a graduate student six years ago, the savings of \$300 a month were needed for an acceptable place to live. When Mary and her husband moved to Portland, they chose no-car urban living.

Soon after her arrival, Mary was thrilled to learn about Tri-Met's fareless square: "There are few cities that provide free transportation in downtown areas." And today, every time she sees the bumper sticker on a Tri-Met bus, "219 cars are at home because I'm on the road," she feels a sense of pride about her personal contribution to the earth.

For the most part, Mary walks. Work and the grocery store are within walking distance. For large grocery loads, Mary uses a cart. Sometimes on a weekend, Mary will rent a car. The total cost, including gas, usually runs about \$100. If she is out at night, and the bus is not running, she will rent a cab.

Although Mary may skip an

occasional lecture or event, she is free of the daily stress and expense of owning a car. Also, she finds people are particularly kind to her. After the initial shock of learning that she does not own a car, they normally offer her a ride!

What you can do. Take advantage of Tri-Met's light rail, bus and car-pool services:

• Call 238-4960 and ask for the "How To" guide, or 238-7433 and ask for "The World's Greatest Transit Stop," which includes a map.

• Stop by a Safeway store, a First Interstate Bank or the Tri-Met downtown office in Pioneer Square for comprehensive information and tickets.

• Call 227-7665 for a list of potential car-poolers, or 238-5833 for car-poolers' discount parking locations.

Encourage your workplace to establish an employee transportation plan. Incentives range from providing transit information, to keeping a map of employees' residences for car pooling, to subsidizing bus passes. For a copy of "The Commuter Cafe," call the City of Portland at 823-6051.

Reg. 4-5-93

METRO

Metro Apportionment Committee
2 p.m. Monday, April 5

Council Solid Waste Committee
3:30 p.m. Tuesday, April 6

Budget Committee
5:30 p.m. Tuesday, April 6

- Zoo Department
- Metro ERC

Council Regional Facilities Committee
4 p.m. Wednesday, April 7

Council
4 p.m. Thursday, April 8

- Ord. 93-494 revising FY 92-93 budget
- Ord. 93-495 adding new title to Metro Code to make provision for Metro's charter authority
- Ord. 93-489 amending classification and compensation plans for non-represented employees (public hearing)

For agendas, call 221-1646
2000 SW First Ave., Portland

Metro takes up Beaverton-Portland boundary dispute

An effort is made to resolve differences over an urban services boundary

By HARRY BODINE
of The Oregonian staff 4-6-93

The principal players in the dispute over the Portland-Beaverton urban services boundary will meet Friday as Metro tries to bridge a gap between the central city and westside suburbanites.

Not invited, however, are members of the press and public, said Larry Shaw, assistant counsel for

Metro. The closed meeting is set for 1:30 p.m. at Metro, 2000 S.W. First Ave.

The two cities, suburban citizens' groups and Washington County will be limited to three representatives each, one of whom will be a designated speaker.

Having the press present would inhibit a free and open discussion, Shaw said. He said it would make it harder for the meeting to reach its goal: to see if there is enough consensus on the urban services boundary for Metro seriously to try to solve the conflict.

The meeting was called by Larry

Epstein. Metro hired Epstein, a lawyer and former planner, under an Oregon Department of Land Conservation and Development grant. Epstein is making an initial "case analysis" to see if a basis for negotiations can be found.

Epstein has met with each of the cities and citizen groups. Friday's meeting will bring them together in one room.

Dan Cooper, Metro's general counsel, said Monday that no governing body would have a quorum of its members at the meeting. Because of that, it is not subject to the Oregon open meetings law, which requires

public meetings to be open to the public. State law directs cities to adopt urban services boundaries so that they can plan to provide those services in an orderly fashion.

Portland and Beaverton have tried since 1985 to agree on a common planning boundary, which would include the maximum amount of land each would serve and possibly annex in the future.

Last fall, Beaverton adopted a boundary that generally follows the Washington-Multnomah county line. Public testimony in a series of hearings in unincorporated east Washington County had urged the city to

take that course.

Portland responded by challenging Beaverton's action in the state Land Use Board of Appeals, contending Beaverton had not followed proper procedures before adopting its planning boundary. LUBA heard arguments on the issue April 1.

Portland also began a program to draw its own westside urban services boundary. It would include land north of Sunset Highway as far west as Northwest 158th Avenue.

The Portland City Council is scheduled to review and possibly act on the proposed urban services boundary on April 28.

Kids

Witch Key • The Olde World Puppet Theatre, 906 S.E. Umatilla. 7 p.m. April 9; 1 and 4 p.m. April 10. Free. 233-7723.

Packy's 31st Birthday Party • Metro Washington Park Zoo, 4001 S.W. Canyon Road. Elephant ears, coloring contest, free cake. 11 a.m. to 3 p.m. April 10. 226-1561.

Healthy Kids Fair • Free events include Life Flight helicopter and ambulance tours, Easter egg hunts, a bike rodeo, button-making, thumb-cast setting, face painting. 10 a.m. to 3 p.m. April 10 at Emanuel Children's Hospital. 335-3500.

Nature Through the Eyes of Kids • Hike with middle school students around Smith and Bybee lakes. Meet 1 p.m. April 10 at parking lot on south side of Marine Drive. 796-5120. *This Week 4-7-93*

Residents urged to get quake damage fixed soon

Residents in a four-county area should quickly contact a structural engineer if their home or workplace has structural damage from the March 25 earthquake that measured 5.6 in magnitude at its epicenter near Scotts Mills, the Oregon Department of Geology and Mineral Industries said Monday.

Any evaluation should include steps to upgrade structural stability in another earthquake. County building inspection departments should be called for additional information. The county phones are Marion, 588-5147; Yamhill, 434-7516; Clackamas, 655-8521 for Ivar Paavola or Julian Seniga; and Washington, 640-3470.

Reg. 4-6-93

B4 ■ ■ +

The Oregonian

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MONDAY, APRIL 5, 1993

Trim Metro budget

Council should cut before seeking more money

When voters approved the Metro home-rule charter, they said they wanted more Metro involvement in regional growth management, a smaller, paid council, an independently elected auditor and more freedom for Metro to impose taxes within charter-imposed limits.

Those changes should help the region better meet future challenges. But they come with a price tag, and that means Metro councilors should bring especially sharp pencils to their budget review this spring.

Metro Executive Rena Cusma's proposed budget would require almost \$1 million in new money. In light of that, these items deserve attention:

- Granting 4 percent wage increases to some non-union, management-level positions. Cusma proposes job reclassifications and salary adjustments to bring pay in line with similar positions in other public agencies in Portland and the Puget Sound area. Those adjustments would replace an across-the-board, cost-of-living raise.

- While bringing Metro pay levels in line with that at other agencies sounds sensible on its face, councilors should consider whether such moves help fuel an overall inflation of public-employee salaries.

- The true test of whether an agency's salaries are competitive is not whether they are the same as everyone else's, but whether the agency has trouble fielding a pool of highly qualified applicants for openings. Salary comparisons too often ignore benefit

packages and fail to include a range of private, as well as public, employers.

- Increasing the Metro excise tax from 6 to 7.6 percent. Metro's Finance Committee refused to allow the proposed increase to take effect July 1. The tax hike, which would increase zoo attendance prices, shouldn't be approved until after the council gives close scrutiny to costs associated with Metro's new headquarters, convention-center improvements and zoo hiring and construction.

The charter gave Metro authority to impose niche taxes as well as broadly based ones. Metro needs to end its reliance on excise taxes to fund general operations. An excise-tax increase shouldn't even be a last-resort measure this year if the council hasn't gotten moving on a specific plan to seek other tax support.

- Increasing the amount of money and staffing needed for various growth-management planning exercises. Metro already had begun its Region 2040 plan when the new charter added the requirement that the agency develop a more-inclusive "future vision."

Those two processes should be melded. They should draw from, rather than duplicate, the regional and statewide planning work that already has gone into such efforts as the Greenspaces Master Plan, Arts Plan 2000+ and the Oregon Benchmarks.

Metro needs a single, overall plan that addresses social and quality-of-life issues along with land use and transportation.

Another h

Balkans need credit

Too little, too late, too often seems to be the best that concerned nations can come up with on the savage war in the former Yugoslavia.

Nearly five months after it declared a "no-fly" zone over the Balkans on Oct. 9, the United Nations Security Council finally got around last week to passing an enforcement resolution. North Atlantic Treaty Organization warplanes will start enforcing the ban within a week or two. No hurry.

In the end, the no-fly zone amounts to another hollow gesture — more symbolic pressure on a Serbian government that has demonstrated an inclination whatever to respond to a pressure short of superior armed force. And there will be precious little

Portlanders avoid full transit bill

To the Editor: In the March 8 editorial, "Fast track for light rail," The Oregonian editors stated that Oregonians voted in 1990 to support building westside light rail with their tax dollars.

You have made this same statement previously, apparently assuming that if you declare it often enough people will believe it. This statement is very misleading.

What really happened is that Portland-area voters voted some of their tax dollars for westside light rail, but they also voted a lot more tax dollars from such places as Burns, Coos Bay, Salina, Kan., Kirksville, Mo., and all the other small towns in the United States. It was very easy to vote for a pork-barrel project such as this with someone else's tax dollars.

Had Portland-area voters been asked to pay for the entire cost themselves, the measure would have been badly defeated.

CHUCK LUEDLOFF
Beaverton

Reg. 4-4-93

BRIEFLY...

Citizens panel backs light rail on or near I-5

A citizens review committee endorsed a future light rail line on or near Interstate 5 and Southeast Milwaukie Avenue on Wednesday, joining a growing list of governing bodies and boards.

Metro's North-South Light Rail Citizen Advisory Committee endorsed the proposed route between Vancouver, Wash., and Oregon City unanimously, rejecting an alternative rail and bus way along the Interstate 205 right of way.

Gina Whitehill, staff to the committee, said it would reconvene in May to begin the project's second phase. This will consist of reviewing possible route alternatives within the corridor and reducing them to "a reasonable number" for more detailed study by September, she said. All existing members will be invited to remain on the 28-member committee, she said, but she expected some to resign and for the jurisdictions that appointed them to replace them.

"We know there'll be an alternative on the west side along (Southwest) Macadam," she said. "We know there'll be one near OMSI and one near Oaks Bottom. The Albina Community Plan has pretty much settled on Interstate Avenue, but we still haven't figured out how it will go by Emanuel Hospital."

Reg. 4-2-93

sire to recycle hindered

To the Editor: We are being asked to recycle to protect our environment and limit use of landfills. In an effort to recycle, I bought juice with a label saying "Please Recycle." When I took it to the recycling place as told it was a No. 1 type of plastic and at that type is not recycled in Oregon. How I check the numbers before I buy.

I'd like to encourage stores to carry those products in glass or tin containers. (I wonder if) the city or state could start recycling. I'd like to encourage stores to carry those products in glass or tin containers. (I wonder if) the city or state could start recycling. I'd like to encourage stores to carry those products in glass or tin containers. (I wonder if) the city or state could start recycling.

CHARLOTTE HODGSON
Southwest Portland

Reg. 4-3-93

roads wrong place for garbage

To the Editor: I am a participant in the Adopt-A-Highway Program. I am sickened that there is a need for this program in the first place, but I am disgusted when I see the remains of dirty diapers, beer cans, fast-food packaging and other garbage that has been blown from car windows as people drive down the highway.

Many of the items we pick up can be recycled, but certainly are not biodegradable. I wonder what people who dispose of garbage in this manner think happens to it. It doesn't just disappear on its own. A garbage-infested highway should not be a part of our community.

GAIL J. WORDEN
Southeast Portland

Reg. 4-3-93

Pack your trunk, head to the zoo's pachyderm party

Packy the elephant is celebrating his 31st birthday Saturday.

The Washington Park Zoo plans an elephantine party from 11 a.m. to 3 p.m., complete with a 4-by-8-foot birthday cake and a huge birthday card that guests can sign. There will be games, face painting and entertainment; Babar, the fairy tale elephant, will greet children. Guests must pay regular admission to the zoo: \$5 for ages 12 to 64; \$3.50 for seniors, age 65 and older; \$3 for children ages 3 to 11; children age 2 and younger are free.

Reg. 4-3-93



Above: Stan Kezar (left) and Gary Shipley build a deck using the plastic lumber made at Kezar's Enviro Lumber factory. Below: Shipley feeds waste plastic into a shredder at Enviro Lumber.

Company changes milk jugs into logs

The owners view the plastic lumber as an environmentally sound alternative to the decreasing supply of wood

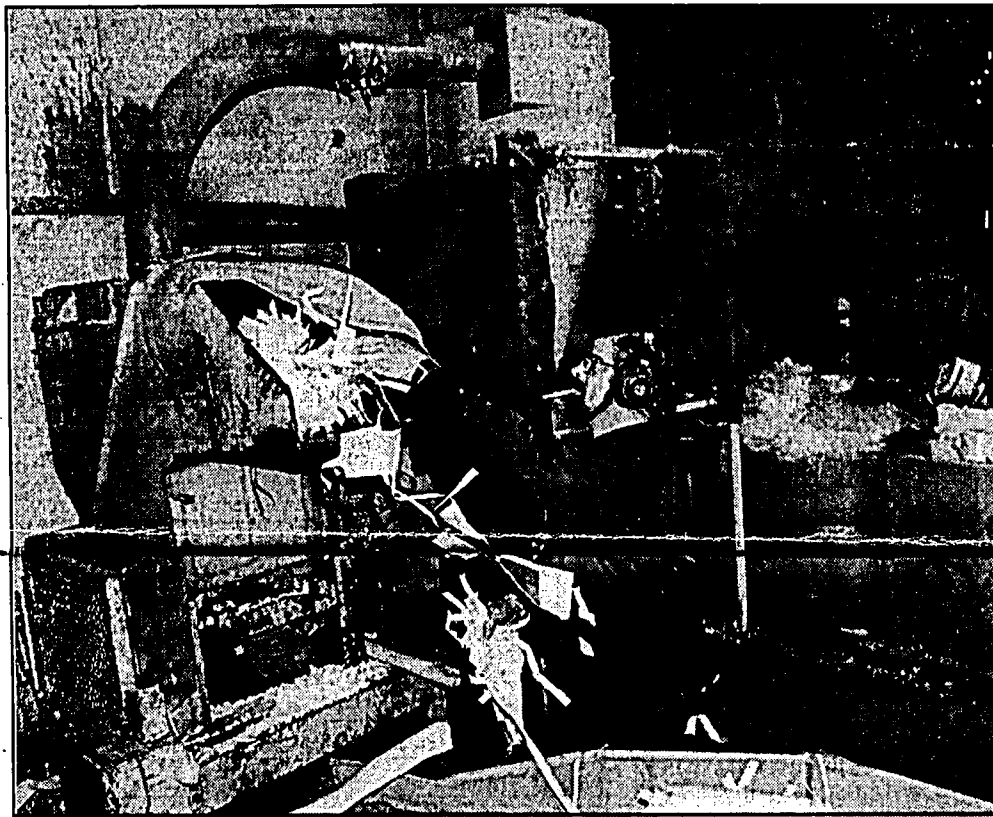
By JIM KADERA
of The Oregonian staff 4-7-93

The time may be right for the newest Oregon-made building product—plastic lumber.

Since January, a mom and pop factory just south of Oregon City has been making lumber up to 16 feet

long from recycled plastic. The products of Enviro Lumber, an enterprise of Stan and Patty Kezar, are appearing in a few lumberyard inventories and are being tested for use by agencies like the Oregon Department of Transportation.

"We're three weeks backlogged on orders," said Karl DeChurch, Enviro's one-



BOB ELLIS/The Oregonian

man sales staff. "It's really starting to take off."

Early reviews are mixed.

Plastic lumber promises to outlast even chemically treated wood lumber in decks, sign posts, park benches and boat docks or to support raised garden beds. But it is

heavier to handle than wood, and it retails for higher prices than most wood.

Plastic lumber is not approved for structural applications in home building.

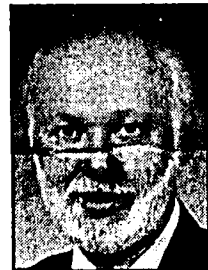
Please turn to
PLASTIC, Page D11

Medical industry may receive exemptions

A proposed Senate bill may exempt some medical items from Oregon's recycling law

By BILL MACKENZIE
of The Oregonian staff 4-7-93

SALEM — The medical industry may obtain, limited exemptions to Oregon's tough 1991 recycling law.



CEASE

Natural Resources, said he may be receptive to the medical exemptions, all of which are contained in Senate Bill 641.

Cease said proponents of medical exemptions had made a good case in public hearings that their proposal furthers public health and safety and would affect only a small amount of potential plastic waste.

The Oregon State Public Interest Research Group, which has emphasized its unwavering commitment to recycling, is backing off, calling the prospect of medical exemptions "narrow and reasonable."



COHEN

It's not yet clear what medical items might be exempted.

Exempting all infant formula containers, for example, is seen by some committee members as unnecessary.

"There are clearly some of the medical items that are possible to be recycled and should be," said Sen. Joyce Cohen, D-Lake Oswego.

"They aren't contaminated or anything," she said.

Cease said he is concerned that if the Senate approves a bill with just a few exemptions, the House may respond to pressure from lobbyists to add still more.

But Cohen said the Senate could refuse to go along.

"If too many exemptions come back to us," Cohen said, "we just walk away from the bill and then you don't have a bill and nobody gets an exemption."

The 1991 law requires rigid plastic packaging between eight ounces and five gallons to meet one of the following standards by 1995: meet a 25 percent recycling rate; contain 25 percent recycled content; be reusable; or be reduced in weight by 10 percent.

Plastic: Owners see plastic log as gold mine

Continued from Page D10

As Stan Kezar, a 20-year recycling veteran, explained, the product fills two important niches:

- It finds a home away from landfills for certain types of waste plastic. Without new products, the movement to recycle more plastic is in deep trouble, he emphasized.

- The lumber is an alternative to treated cedar and redwood, two of the woods involved in West Coast log shortages.

"We know we're sitting on a gold mine," Patty Kezar said. "Now it's a matter of getting to the gold."

Like so many small businesses, Enviro Lumber is under-capitalized and in debt. Using out-dated, labor-intensive equipment, the Kezars and their eight employees can produce only 36,000 linear feet of lumber in a month. That's only 4,000 to 5,000

boards. By comparison, a typical small sawmill that cuts logs produces at least 1 million board feet of lumber a month.

About 60 percent of Enviro's raw material is consumer waste, primarily milk jugs and other plastic containers. The remaining 40 percent is plastic pots and other waste from greenhouses and nurseries.

The recycled plastic is delivered free of charge. Enviro's costs are in grinding the plastic into tiny pieces then heating it to a putty-like consistency and extruding it into the size of lumber desired. It takes 180 milk jugs to make one 2x6 eight-foot log.

The plastic lumber doesn't sell cheap. DeChurch said Enviro's 2x6 boards generally had retail price tags of \$1.25 to \$1.35 per foot at the end of March. That compares with 77 cents to 94 cents for most preserved wood, he said, and \$1.89 for

clear cedar.

Enviro can make the lumber in any color, but most is being sold as gray. The manufacturing process includes ultra-violet light stabilizers to prevent the color from fading.

In only a few months, Enviro has drawn interest from both retailers and end users.

"Most wood doesn't last well on the coast," said Ken Clark, owner of a Cannon Beach lumber store that is selling Enviro lumber to deck builders. "It has pros and cons. Some older people only want to use wood, but younger ones are going for it."

"With the rising lumber market, we're looking at other products that meet certain demands," said Blake Kingsley, general manager of Kingsley Lumber Yard in Southeast Portland. Some of Kingsley's customers are using Enviro lumber in houseboat remodeling.

Oregon Department of Transportation bought 50 4x4 fence posts from Enviro for one-year testing in the Tillamook area. Such testing of recycled materials by state agencies was mandated by the 1991 Legislature.

Mike Dunning, new products coordinator for the department, said the plastic lumber might prove acceptable for fence and sign posts, but it also is more slippery and heavier to handle than wood.

With demand increasing, Enviro expects to move into larger quarters before year's end. "We're in the Wright Brothers stage, and we need to go to the 747 stage," Stan Kezar said. If the product catches on big, a series of plastic lumber plants could be developed in the Interstate 5 corridor close to waste plastic sources, he noted.

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THURSDAY, APRIL 8, 1993

Make Metro talks public

Mediation over growth-management issues shouldn't be conducted behind closed doors

We've said it before, and we'll say it again: The best place to do the public's business is in public.

That means that the Friday mediation session called by Metro to find a way to resolve the Beaverton-Portland battle over urban-services boundaries should be open to the public.

The session is no informal chat over coffee between a Beaverton City Council member and his Portland counterpart. The long guest list includes representatives from the Portland and Beaverton city councils, Washington County, Metro, the state Department of Land Conservation and Development, three citizen-participation organizations, the Beaverton School District, the Tualatin Hills Parks and Recreation District and Tualatin Valley Fire & Rescue.

The only folks not invited are the public. They'll just get the bill.

Remember that we're not talking here about negotiations between labor and management. We're talking about negotiations among the people of Beaverton and the people of Portland and the people of Washington County

about the future of their neighborhoods. The result will affect the whole region. Good sense demands a public process even if Oregon law doesn't.

Metro let this dispute simmer too long before finally dipping its toe into the rough waters of regional growth management. Now it needs to come up with a mediation process appropriate to a controversy in which all of the parties are public entities and the result will form significant public policy.

If Metro doesn't do that, mediation won't work as a good alternative to lawsuits in resolving these kinds of conflicts. The public can't be left out. Citizens need to hear the arguments and see the compromises in order to accept the results.

Need proof? Listen to the people who live in the no-man's land between Portland and Beaverton shout about the prospect of a deal affecting their future getting cut behind closed doors.

The idea that tough problems will fade away once people talk in private is a seductive one. But it's a trap that Metro and the region should avoid.

6 4M-MP-W

2,000 volunteers sought for dump-site cleanup

About 2,000 volunteers will be needed for the fourth annual SOLV IT cleanup of illegal dump sites in the tri-county area on April 17.

SOLV — Stop Oregon Litter and Vandalism — is a non-profit organization that sponsors what has become the nation's largest one-day cleanup of illegal dump sites. It was founded in 1969 by Gov. Tom McCall.

This year's event will take place from 9 a.m. to 1 p.m. Those wishing to volunteer may call SOLV at 647-9855.

"What's happening here in the tri-county area is a true environmental concern," said Jack McGowan, SOLV executive director, about the dumping of garbage into natural areas.

"Almost all of the sites are located on ravines where there are streams, creeks and wetlands," he added.

The cleanup will focus on 10 illegal dump sites that connect to smaller dumped-on areas, McGowan said.

There are five sites identified in Multnomah County, two in Washington County and three in Clackamas County.

Last year, about a dozen sites

were cleaned, and McGowan said, the amount of garbage, wood and yard debris retrieved was astounding. The total weight for solid waste, wood and yard debris was 216,630 pounds. In addition, 57,000 pounds of scrap metal and 6,841 tires were collected and recycled.

"It's everything from bags of garbage... fruit juice bottles, tin cans, up to television sets, mattresses, washers, dryers and stoves," McGowan said.

Now that the city of Portland and Metro have established curbside recycling, McGowan said, many of the neighborhoods are keeping on top of eyesores.

For this reason, McGowan explained, SOLV has decided to concentrate on illegal dump sites. All volunteers will be assigned to a specific site and given complete directions of how to get there.

Due to the potentially dangerous nature of the cleanups, volunteers under the age of 16 may not enter the dump sites. Families with younger children may take part in litter cleanup, registration or other duties not located within the dump sites.

THE OREGONIAN, THURSDAY, APRIL 8, 1993 METRO/NORTHWEST 3M ■ A15

Tunnel: Not everyone convinced tunnel would be sturdy enough

Continued from Page One
Woodburn, measured 5.6 on the Richter scale. The tunnel would not have been damaged even if that earthquake had an epicenter just six miles from the tunnel, Sheard said.

In fact, geologists have found no evidence of an earthquake within the last 10,000 years that could damage the planned tunnel, he said. But knowledge of what happened thousands of years ago is limited. Within recorded time, Portland's largest earthquakes occurred in 1877 and 1962. The 1962 quake, with an epicenter eight miles east of the West Hills, measured 5.2 on the Richter scale.

One calculation the engineers did not make was what would happen if an earthquake occurred closer than six miles to the tunnel. A new study showed one fault that runs along the foot of the West Hills, within six miles of the eastern section of the tunnel, but no evidence is available that the fault can produce serious earthquakes. And the fault is more

concern. "Tunnels are basically pretty earthquake-resistant structures anyway," Sager said. "They tend to ride along with the earthquake motions in the ground."

Mabey said that even though no faults have been discovered in the alignment, "there are a lot of suspicious candidates out there." He is unperturbed.

"The only thing you have to worry about is fault rupturing right through the tunnel, Mabey said. Since the light-rail line will automatically shut down during an earthquake, "the odds of anyone being there where a rupture actually slices through starts to get into the fractions of the odds of being hit by a comet."

Tunnels are basically pretty earthquake-resistant structures anyway. They tend to ride along with the earthquake motions in the ground.

John Sager, Army Corps of Engineers

The tunnel manager for the westside light-rail line says he's confident the tunnel will be able to ride out an earthquake

BY GORDON OLIVER
of The Oregonian staff 4-8-93

Joe Sheard is getting ready to build a big tunnel, and he'd like it to be finished before the next big earthquake so he could seek shelter inside.

"If I could predict when the earthquake would come, I would be running to get to the tunnel," said Sheard, who is project manager for tunnel design on Tri-Met's westside light-rail line.

Sheard, a consultant who estimates that he might be the most experienced transit engineer in Oregon, has had no second thoughts about the tunnel's design since the March 25 earthquake.

Sheard usually speaks the technical language of engineers, but he knows

how to make a point that anyone can understand. An earthquake on land, he says, is like a typhoon at sea. He asks: "Would you rather be in a ship on the surf, buffeted by the sea and the wind, or in the sea below?"

The twin tunnels will contain concrete walls at least 12 inches thick, Sheard said. Extra reinforcement or movable seismic joints will be constructed at the portals to accommodate earthquake stresses.

When the tunnel is finished, he said, "for all intents and purposes it becomes part of the rock and reacts the same way the rock does."

Matthew Mabey, assistant professor of civil engineering and geology at Portland State University, is equally

confident.

"When's the last time you heard of a transportation tunnel collapsing?" asked Mabey, who is also an earthquake engineer for the state Department of Geology and Mineral Industries. "It just doesn't happen."

But some people naturally wonder if it could happen. Henry Kane, a Beaverton attorney, has questioned the tunnel's safety in letters to The Oregonian. Tri-Met's board of directors asked Sheard about the tunnel's safety just one day before the big quake.

The March 25 earthquake, with an epicenter about 12 miles southeast of

Please turn to TUNNEL, Page A15

Cornett
4/8/93

METROPOLITAN GREENSPACES: Metro sponsors the following events:

● Nature Through the Eyes of Kids Hike with pupils from middle school through Smith and Bybee lakes natural areas; 1 p.m. Saturday. Meet at parking lot, south side of North Marine Drive. 796-5120.

OXBOW PARK EGG HUNT: Picnic with the family and then hunt for candy eggs, 2 p.m. Sunday. Meet at park, 3010 S.E. Oxbow Parkway, Gresham, group picnic area A. Parking fee \$2. Children separated according to age groups for safety. Sponsored by Multnomah County Parks. (228-5151)



METRO

*Council
4/8/93
Executive Office
Communications*

April 6, 1993

The Honorable Vera Katz
Mayor of the City of Portland
1220 S.W. Fifth Avenue, Rm. 303
Portland, OR 97204

The Honorable Mike Lindberg
City of Portland
1220 S.W. Fifth Avenue, Rm. 414
Portland, OR 97204

Dear Vera and Mike:

Re: Metro Zoo Parking Lot

I am writing to request that the three of us meet as soon as possible in order to resolve an apparent dispute that currently exists between Metro and representatives of the City's Park Bureau. This dispute threatens to have an adverse impact on Tri-Met's scheduled construction of the Westside Light Rail Transit project.

When the Westside LRT project was in the development stage, Metro, the City of Portland, Beaverton, Washington County, and Hillsboro worked very hard along with Tri-Met to bring this project to fruition. Each of the local governments committed substantial sums to help provide the local matching share to obtain the federal dollars necessary for this project. The State of Oregon has also agreed to a generous contribution as well.

There has long been no question that the Westside LRT project should include a station that serves the Metro Washington Park Zoo. The construction of the light rail station at the Zoo is a major undertaking. When Metro agreed to commit \$2 million to Tri-Met to help support the LRT project it did not seek to offset its cash contribution to Tri-Met against the adverse impact that the light rail station would have on the existing parking lot at the Zoo. We

The Honorable Vera Katz
The Honorable Mike Lindberg
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April 6, 1993

sought no financial reimbursement from Tri-Met for the taking of the parking lot property that would be needed in order to construct and have a permanent station at the Zoo. We felt that the positive impact of a light rail station at the Zoo more than outweighed the loss of parking space.

We did contemplate, however, that the construction of the LRT project with a station at the Zoo would have a major impact on parking operations in the existing parking lot. For a long time the Zoo has provided free parking to its patrons. This practice is an anomaly dating back to time past and is not consistent with long-standing, adopted transportation policies for the region.

With the advent of the light rail station, Metro, OMSI, and the World Forestry Center had contemplated converting the parking lot to a pay lot at the time of construction. This conversion would have several advantages, (1) it would provide a much better demand management tool for use of the parking lot, for customers of the three institutions served by the lot, (2) it would discourage use of that lot as a park-and-ride lot for light rail passengers, and (3) it would provide an income stream that would help support the institutions by defraying operating and capital costs, as well as providing for the necessary revenue stream to honor Metro's commitment to pay Tri-Met the \$2 million it had committed for the LRT project.

When Metro accepted the responsibility for the Zoo from the City, the City deeded the entire Zoo property to Metro with no strings attached, but leased the parking lot area to Metro, OMSI, and the Western Forestry Center. My understanding is that the purpose for the City retaining title to the property under the lease was to assure the nonprofit users of the parking lot (OMSI and the Western Forestry Center) that a neutral party would be available to preclude any disputes between them and a new government entity that had no known track record. This fear has long since been allayed by the track record of operation of the Zoo parking lot since that time. Metro, as the major user, has taken full responsibility for all maintenance and security in the parking lot and has ironed out in an equitable fashion all concerns of the other users to ensure that there is an equitable allocation of parking available for all institutions at all times. City Park Bureau involvement in the lot has been absolutely minimal. It goes without saying that the City has received a tremendous advantage from having Metro provide a regional tax base to turn the Zoo into a first class operation instead of the City finding itself, as it did in the 1970s, unable to provide tax support to maintain the Zoo.

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You can imagine my shock and surprise when I discovered that the Portland Park Bureau was taking the position that as owner of the property it would have a right to expect one-half of the gross income of any parking receipts collected at the Zoo parking lot. While we believe that the lease document itself does not preclude Metro, OMSI and the Western Forestry Center from agreeing to collecting fees at the parking lot without any approval required from the City of Portland, the optimum configuration for turning the Zoo parking lot into a paid parking lot would require the realignment of the current City street that currently passes through the center of the facility. Because City approval of the street realignment is required we have been discussing this reconfiguration with the Portland Park Bureau.

The Portland City Council is currently considering selling its interest in one acre of the parking lot to Tri-Met for the light rail station for the sum of approximately \$74,000. As I indicated before, Metro has no interest in receiving compensation from Tri-Met for its interest in the parking lot that is needed for the light rail station. We have no need to question what theory may justify Tri-Met paying the Portland Park Bureau cash for an interest in a parking lot that the Park Bureau has historically had no dominion over for the past 18 years.

However, what does concern me is the Park Bureau's insistence to a revenue stream from the parking lot that, if granted, would result in a direct subsidy of the Park Bureau by the Zoo. If Metro is required to make payments to the Park Bureau from the parking lot operation then this money will not be available for the Zoo. Our only alternative will be to either raise rates or seek additional taxing authority from the voters to support the Zoo operations. I cannot in good conscience agree to such a request. I believe it is bad public policy. Metro's stewardship of the Zoo was agreed to in order to protect this valuable regional asset. The regional public that subsidizes the Zoo cannot be asked to "rent" the parking lot that serves it any more than they could have been asked to "rent" or otherwise compensate the City for the Zoo itself. Further, if Metro were to agree to this demand now, almost 20 years after the Zoo has been transferred, it would set a terrible precedent for Metro as it looks to find the means to support other local government activities that deserve to be converted to regional supported operations such as the Multnomah County Expo Center, the End of the Oregon Trail project, and the PCPA.

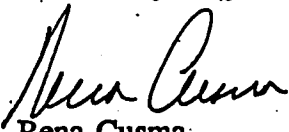
When Metro became aware of the Park Bureau's demands regarding the parking lot, it indicated to the Park Bureau that it would not consent to any transfer of its interest in the parking lot back to the Park Bureau so that the Park Bureau could give clear title to Tri-Met

The Honorable Vera Katz
The Honorable Mike Lindberg
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April 6, 1993

for the light rail station. At the time we stated that position we had not been made aware by Tri-Met of the extremely short timetable that they have for acquiring title prior to issuing the construction contracts. As you can see from a letter I have received from Tom Walsh, a copy of which is attached, Tri-Met may find it necessary to initiate condemnation proceedings if we are not able to resolve this matter shortly.

I will be contacting you as soon as possible to set up a meeting, at your earliest convenience, so that the three of us can personally resolve this matter.

Yours very truly,



Rena Cusma
Executive Officer

Attachment

1685/6.89.C

cc: Tom Walsh

DATE: 6 April 1993

TO: Sandi Hansen

FROM: Ellen Lanier-Phelps *elp*

SUB: environmental education grants

Here are some basic points on the environmental education grants process you will be reporting on Thursday.

- The establishment of the environmental education grants program, its competitive review processes, and authorization of the Executive Officer to execute agreements with proposed grant recipients was approved by the Council in Resolution 92-1720 on December 22, 1992. \$40,000 was budgeted for the grants program, with \$8000 being the maximum grant size available for an individual grant. Government agencies and nonprofit groups in the four metropolitan area counties (including Clark County, WA) were eligible to apply.
- Ten individuals, representing citizens and cooperators in the Greenspaces effort, served on the grants review committee. (list attached to grant summary sheets)
- 600 notices of the grant application process and funding availability were sent to cooperators in the program, citizen groups (FAUNA groups), school administrators and teachers in the Metro region and in Clark County, and others who have historically expressed interest in Greenspaces education programs. Flyers on the grants availability were distributed at the Oregon Science Teachers and the Environmental Education Association of Oregon conventions. A media release was issued from Public Affairs and an article printed in the Oregonian (and perhaps other places -- I have not seen a complete accounting of recent Greenspaces clippings).
- 100 requests for the full application packet were logged in our office. 29 applications, each representing at least two additional cooperating partners, were received for review by the committee. The grant dollars requested totalled four times as much money as we had originally budgeted.
- Applications were reviewed based on the following criteria:
Educational Content/Values
 1. ecological concepts, relationship to urban ecosystems
 2. relevance to Metropolitan Greenspaces program goals
 3. significance, meeting specific environmental education needs

4. interdisciplinary nature or possibilities
5. measurable educational objectives

Delivery/Implementation Approach

1. creativity, innovation
2. hands-on application
3. ability to reach diverse audiences
4. long-term sustainability of project

Qualifications of Partners

1. ability to carry out proposed project
2. ability to complete project in time frame
3. relevance to mission and goals of applicants
4. staff experience as environmental education providers

Financial Qualifications

1. cost-effectiveness of project
2. realistic budget
3. at least 1:1 value match to grant funds
4. level of commitment of partners

- There were 13 successful applicants as a result of the competitive application process, representing 60 partners in environmental education programs related to urban greenspaces. At least eight of the 13 directly involve schools and student groups.
- Key issues that the review committee wrestled with were the relative values of hands-on learning vs. more programmatic or structural processes (curriculum development, brochures or signs); how to ensure sustainability of projects; how to monitor the quality of the educational experience.
- Recurring needs included transportation funding, site specific curriculum, staffing enhancement, and the value of interpretive materials on their own.
- The funding recommendations from the committee supported projects that were:
 1. new programs or approaches to environmental education related to urban greenspaces and ecosystems
 2. focussed on efforts to teach ecology
 3. sustainable in some fashion
 4. based on sound educational methodology
 5. involving partners in meaningful and diverse ways
 6. cost effective.
- The projects will be completed by January 15, 1994, at which time Greenspaces will create a notebook including records of all of the development of the projects, so that we may share them with other groups who might copy them.

METRO

Greenspaces

Planning Department
2000 S.W. First Avenue
Portland, OR 97201-5398
(503) 221-1646

DATE: 6 April 1993

FROM: Ellen Lanier-Phelps

SUB: environmental education grants

The attached pages list the recommendations from the grants review committee for our first Greenspaces Environmental Education Small Grants. The competition for our \$40,000 in grant funds has been very intense: we received 29 applications, asking for support totalling over \$155,000. The review committee has had to work very hard to determine the best way for us to expend what we have and in so doing has had to turn down some wonderful proposed projects.

We are pleased to be able to support 13 projects located around the four counties involved in Greenspaces. There are a total of 60 partnering public and private groups represented in these grants. All projects have at least a \$1 to \$1 match in funds. We have asked each group to document carefully their undertaking, so that at the end of the grant period, there will be a notebook of Greenspaces-related environmental education projects that can be replicated by other groups. I look forward to working with each group over the next eleven months.

Please let me know if you have any questions about the projects, the process or the grants.

APPLICANT**GRANT****1. Fernhill Wetlands Council****\$5,400**

Partners: City of Forest Grove
Unified Sewerage Agency
Washington County School District 15
Oregon Hunters Association
Wetlands Conservancy

Project Summary: Initiate a science education program at Fernhill Wetlands that will achieve use wetland areas as an outdoor classroom for regional schools; use the Fernhill Wetlands for on-site academic and professional research; and develop a local support base of interested and active residents who will participate in the future development and use of Fernhill Wetlands.

2. City of Hillsboro**\$3,700**

Partners: Farmington View Elementary School
Jackson Bottom Wetlands
Tualatin Valley Garden Club
(girls scouts)
(Brown Jr High)
(Hillsboro Chamber of Commerce)

Project Summary: Use school and citizen groups to plan environmental education and outdoor learning opportunities that generate and use information on the unique biological/ecological resources of Noble Woods Park; design and develop interpretive information and educational programs at the new park.

3. Multnomah Education Service Dist.**\$2,500**

Partners: Alzheimer's Solutions Inc.
Multnomah County Parks

Project Summary: Provide access for all Outdoor School students, regardless of physical limitations, to stand of old growth D. firs for incorporation into the plants study program; shuttle Alzheimer's family camp attendees to study areas within Sandy River Gorge; provide environmental education study areas for "at risk" students at Oxbow Park.

4. Oregon Episcopal School**\$3,150**

Partners: Unified Sewerage Agency
NW Film Studies Center

Project Summary: Support elementary and secondary students in writing, producing, directing, and starring in an instructional video on urban wetlands and development issues; students will do presentations of project and video to other schools and agencies.

5. Highland Park Intermediate School \$4,945
Partners: City of Tigard Fanno Creek Park
Highland PTA
NW Steelheaders - Beaverton Chapter
NW Steelheaders - Tigard Chapter
Unified Sewerage Agency
City of Beaverton
Fans of Fanno Creek

Project Summary: Study water quality issues at 25 different sites in Fanno Creek watershed; measure and analyze data collected for environmental factors and evaluate community impacts and interests in watershed; make recommendations for realistic solutions to problems and relate those solutions to their own lives.

6. George Middle School \$2,500
Partners: National Wildlife Federation
City of Portland BES
City of Portland Parks

Project Summary: Support student study of historical and present day use of Columbia Slough, including studies of slough's fish population, wildlife research projects at Smith & Bybee Lakes, teaching others about the natural environment.

7. Willamette Primary School \$3,390
Partners: West Linn High School
City of West Linn
CH2MHill
Willamette Neighborhood Association

Project Summary: Support student research on urban greenspaces, the construction and naturalizing of a portion of the school site, and development of attitudes and studies related to stewardship of the greenspace.

8. Mult. County Park Serv. Dist. \$4,591
Partners: Bureau of Land Management
Mt. Hood National Forest
The Nature Conservancy

Project Summary: Provide hands-on environmental education and interpretive programs for school children and others at Oxbow Regional Park; train personnel from resource agencies, schools and interested nonprofit groups in how to develop informative, inspiring presentations of ecological concepts.

9. Lakeshore Elementary School \$2,200
Partners: Lake Shore Athletic Club
Lake Shore PTA

Project Summary: Create a native plant habitat for local bird and animal species, so that

there is an outdoor laboratory for science and environmental studies at school site; create handicapped accessible path for special education students to interact with the area.

10. Sabin Skills Center \$2,500
Partners: Environmental Systems Research Institute
Clackamas County Farm Forestry Assn
OSU Extension Service
Forests Forever Inc

Project Summary: Create multi-disciplinary site-specific curriculum for school-aged students using the Hopkins Memorial Forest; provide incentives for schools and teachers in the North Clackamas area to use site as outdoor school site.

11. Whitman Elementary School \$0,754
Partners: Fred Meyer Inc
Kasch's Garden Center

Project Summary: Turn unused part of school property into garden with native plants and trees; involve community with little access to natural areas in the project.

12. City of Portland - Parks Dept \$2,500
Partners: Friends of Portland Community Gardens
Hosford Abernethy Neighborhood Assoc

Project Summary: Develop and install interpretive exhibit that describes intent and content of backyard habitat creation and West Clinton Demonstration Site; promote concept to other neighborhoods and schools.

13. Sunset Primary School \$7,610
Partners: West Linn High School
Oregon Educators for Social Responsibility
City of West Linn
Sunset School PTSO
Willamette Falls TV Studio

Project Summary: Create partnerships within the community to carry out 10 different projects that involve exploration, analysis, and immersion in nearby greenspaces; document each project with a video and share results with community.

TOTAL GRANTS MADE \$45,740

METRO

Planning Department
2000 S.W. First Avenue
Portland, OR 97201-5398
(503) 22-GREEN

Greenspaces

**METROPOLITAN GREENSPACES ENVIRONMENTAL
EDUCATION SMALL GRANTS PROGRAM
MARCH, 1993**

REVIEW COMMITTEE

Sandi Hansen
METRO Council
2000 SW First Ave
Portland, OR 97201
287-3910

Pat Goodrich
Citizen
7542A SW Barnes Rd
Portland, OR 97225
297-9016

Steve Wille
US Fish & Wildlife Service
2600 SE 98th Ave, Suite 100
Portland, OR 97266
231-6179

Jane Macnab Dow
Environmental Information Ctr
c/o Clark County PUC
PO Box 8900
Vancouver, WA 98668
206-699-3325

Gail Whitney
Saturday Academy
19600 NW Von Neumann Dr
Beaverton, OR 97006
690-1190

John Scott
Citizen
4400 SW 78th
Portland, OR 97225
292-4838

Rex Ettlin
Multnomah Cty ESD
7024 SE Pine
Portland, OR 97215
255-4868

David Yamashita
Bureau of Parks and Recreation
1120 SW Fifth, Room 1302
Portland, OR 97205
796-5120

Donna Parsons
Meyer Memorial Trust
1515 SW 5th, Suite 500
Portland, OR 97201
228-5512

Ellen Lanier-Phelps
Planning Department
METRO
2000 SW First
Portland, OR 97201
221-1646, ext 118

GOVERNMENTAL AFFAIRS COMMITTEE REPORT

RESOLUTION NO. 93-1787, ADOPTING AMENDMENTS TO THE METRO COMMITTEE FOR CITIZEN INVOLVEMENT (METRO CCI) BY-LAWS.

Date: April 6, 1993

Presented by: Councilor Moore

COMMITTEE RECOMMENDATION: At its April 1, 1993 meeting the Governmental Affairs Committee voted 5-0 to recommend Council adoption of Resolution No. 93-1787.

COMMITTEE DISCUSSION/ISSUES: Associate Council Analyst Judy Shioishi presented the recommendation from Metro CCI, and distributed an errata sheet that added a footnote to Article V, Section 1, noting that the section was amended by this resolution. Ms. Shioishi said the only by-laws changes recommended by Metro CCI for Council adoption were in Section V, Officers and Duties, to change the terms of office for CCI officers. The terms will now run on a calendar year, rather than a fiscal year, basis.

Councilor Moore asked when the CCI planned to address issues of Councilor involvement in the selection process, which Councilor Buchanan had raised. Ms. Shioishi said that issue was on the agenda of the CCI Steering Committee for later that evening.



METRO

2000 SW First Ave.
Portland, OR 97201-5398
(503) 221-1646

Memorandum

Council
4/8/93

S.2

DATE: April 8, 1993
TO: Metro Council
FROM: Judy Shioishi, Associate Council Analyst
RE: Future Changes in the bylaws for the Metro Committee for Citizens Involvement (MCCI)

The Governmental Affairs Committee considered the first round of changes to the MCCI bylaws on April 1, 1993. Although the Committee forwarded Resolution 93-1787 to the full Council for your consideration tonight, there was concern about other amendments the Committee and Councilor Buchanan had suggested.

The Steering Committee had requested the first discussion on Councilor Buchanan's changes be held in their April 1 meeting. The item was placed on the agenda, a discussion took place, and the Steering Committee will forward the following language to the full MCCI for consideration in the May 27 meeting (30 days notice of consideration will be given with the April meeting material).

ARTICLE IV, MEMBERSHIP

Section 2. Membership Selection Process

Members and alternates for the Metro CCI will be appointed using the following process:

a. Metro, Committees for Citizen Involvement (CCIs) and County Planning Organizations (CPOs) will advertise openings on the Metro CCI to citizens of the region, utilizing ads, mailings, etc. but, at a minimum, recognized neighborhood associations and citizen participation organizations. Interested existing citizen organizations will be asked to nominate members and alternates to the Metro CCI. Applications shall include a statement of interest, a community service resume, a statement of commitment signed by the applicant and, if possible, a nomination by an existing citizen organization.

b. Metro will collect the applications and sort them by county and distribute them to each county citizen involvement committee.

c. The CCI/CIAC organizations from each county shall meet to review the nominations and select the members and alternates from that pool of applicants. Each Metro Councilor shall be invited and be given a reasonable opportunity to attend the meeting and participate in the selection process for nomination of the representative from their district. If a Councilor is unable to attend the meeting, he or she may communicate oral or written comments to the chair and members of the committee prior to the

~~meeting of the CCI/CIAC meeting.~~ Separately, each County CCI/CIAC shall appoint their representative and alternate to the Metro CCI. In the case of overlapping jurisdictions the county with the greatest population in the district will convene a meeting of the county CCI/CIACs effected and make the nomination.

d. One nomination for each of the 38 positions shall be forwarded to the Metro Council for appointment to the Metro CCI. Nominations shall be ~~confirmed or not confirmed~~ [accepted or rejected] by the Metro Council. If a nomination is ~~not confirmed~~ [rejected], it shall be returned to its originating body for a subsequent nomination.

Section 3. Duties

The duties of each member and alternate shall be to implement the Mission and Purpose of the Metro CCI as stated in Article III of these bylaws.

Section 4. Tenure

a. Each Metro CCI members's term and alternate's term of appointment shall be three years, except during the initial period as stated in Section 4(b) of these bylaws. Members seeking reappointment cannot participate in their own selection process.

b. Metro CCI positions will be numbered from one to nineteen as follows:

Metro CCI Positions Corresponding to Metro Council Districts:

Metro CCI Position #1:	Council District #1
#2:	#2
#3:	#3
#4:	#4
#5:	#5
#6:	#6
#7:	#7
#8:	#8
#9:	#9
#10:	#10
#11:	#11
#12:	#12
#13:	#13

County Positions Outside Metro District Boundaries:

#14:	#14 (Clackamas Co.)
#15:	#15 (Multnomah Co.)
#16:	#16 (Washington Co.)

County Citizen Involvement Committee Positions:

#17:	#17 (Clackamas Co.CCI)
------	------------------------

#18: #18 (Multnomah
Co.CIAC)
#19: #19 (Washington Co.
CCI)

For the first three year term, membership will be staggered as follows:

One Year #4, #5, #8, #11, #13, #16, #18

Two Year #2, #7, #10, #15, #17

Three Year #1, #3, #6, #9, #12, #14, #19

c. Members will be expected to attend all regularly scheduled meetings and special meetings. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the Chair to declare a vacancy in the position. The designated alternate shall be appointed to fill the unexpired term of the member and a new alternate shall be ~~nominated~~ [appointed] by the original ~~nominating~~ [appointing] body.

C: Metro Committee for Citizens Involvement

SOLID WASTE COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1791, FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION TO THE METRO CODE, CHAPTER 2.04.060, PERSONAL SERVICES CONTRACTS SELECTION PROCESS, AND AUTHORIZING A SOLE-SOURCE CONTRACT WITH THE PORTLAND OREGON VISITOR'S ASSOCIATION FOR SPONSORSHIP OF AN EVENT TO EMPHASIZE REDUCE, RECYCLE AND SUPPORT OF RECYCLED PRODUCT PURCHASES

Date: April 8, 1993

Presented by: Councilor Washington

Committee Recommendation: At the April 6 meeting, the Committee voted 4-0 to recommend Council adoption of Resolution No. 93-1791. Voting in favor: Councilors Buchanan, McFarland, Washington and Wyers. Councilor McLain was excused.

Committee Issues/Discussion: Debbie Gorham, Solid Waste Reduction Manager, presented the resolution. She explained the the Portland Oregon Visitor's Association (POVA) is sponsoring a one-day Eco Tourism seminar for businesses involved in the tourism industry. The focus of the seminar will be recycling, waste reduction and recycled product purchase by tourism-related businesses. The principal speakers at the seminar will be spending two days doing environmental assessments of tourism businesses in the Portland area and on the third day the seminar will be held.

Metro has been asked to provide \$5,000 in support of the seminar and related activities. An exemption from competitive bidding and the awarding of a sole source contract for \$5,000 is being sought due to the unique nature of the event. Staff also believes that Metro will benefit from the increased awareness of recycling and waste reduction that will result from the seminar.

Councilor Washington asked what the targeted audience would be for the seminar. Gorham replied that it would be POVA members -- primarily hotels and restaurants. She noted that the seminar and the resulting recycling and waste reduction efforts would send a message that is environmentally conscious which could be used as a marketing tool.

Councilor Buchanan asked if Metro's participation in efforts of this type was new. Gorham replied that it was. Buchanan asked if POVA was a public or private organization. Vickie Rocker, Public Affairs Director, indicated that it is a private, non-profit organization.



METRO

2000 SW First Ave.
Portland, OR 97201-5398
(503) 221-1646

Memorandum

Council
4/8/93
8

DATE: April 8, 1993
TO: Metro Council
FROM: Councilor Judy Wyers, Presiding Officer
RE: Future Vision Commission Candidates

It has come to my attention that there are additional FVC candidates being proposed for consideration after the deadline for submission. Enclosed is a memo from Sherry Sheng, Zoo Director, nominating three new individuals (Mike Houck was nominated previously).

Under "Councilor Comments" tonight I would like to discuss how the Council Office should deal with these late submissions. The procedural resolution was silent about the schedule for submission. There was, however, a published deadline that was 5 PM last Friday.

One option is to provide the opportunity for any Metro Councilor to nominate beyond the deadline. I think this option has been assumed by some members. After reviewing the matrix prepared by Gail Ryder, I am somewhat concerned about the apparent lack of women and minorities. There may be other areas that are not represented. In any case, I would like the Council's guidance on resolution of this issue.

Gail informs me that she is preparing an addendum to the matrix that updates the original matrix with further information. This is to accommodate those applications and nominations mailed before the deadline but not received until early this week. Also included is additional background information on some of the candidates that were nominated by individuals who were not able to furnish many specifics.

Gail is also planning to do a more thorough reading of each application and nomination and put together a "hot folder" for individual Councilor perusal. This would earmark those candidates in which individual Councilors have communicated an interest and those she thinks the Council should read more about.

The issue of formal screening of the full list and final selection of the FVC will be discussed Tuesday, April 13 before the Planning Committee.

enclosure
JW:GR

METRO WASHINGTON PARK ZOO

MEMO

April 7, 1993

TO: Cheri Arthur
Gail Ryder
Metro Council Office

FR: Cathie Roberts (Ext. 201) *CR*
Secretary to Y. Sherry Sheng
Zoo Director

RE: Nominations for Future Vision Committee

By the time we got the memo from Metro and routed it to our division managers, the deadline for nominations had passed. Since I don't know where you are in the selection process, I have been asked to send along some names for consideration.

1. David Miller 241-5326
Vice-President 223-0512
Meier and Frank
621 SW 5th
Portland, OR 97204
2. Professor Becky Houck
University of Portland
(For Natural Resources Perspective)
3. Mike Houck
Formerly with Audubon Society of Portland
Call 292-6855 to get new number/address
4. Robert G. Simpson 222-9981
Schwabe Williamson and Wyatt
1211 SW 5th
Portland, OR 97204

Thank you.

Council
4/8/93
8

YOU ARE INVITED...

THE INSTITUTE OF PORTLAND METROPOLITAN STUDIES, SCHOOL OF URBAN AND PUBLIC AFFAIRS, IS PLEASED TO SPONSOR A LEADERSHIP FORUM ON

SATURDAY, APRIL 24, 1993
8:30 - 11:30 AM
ROOM 328, SMITH CENTER

AGENDA:

- 8:15 - 8:45 COFFEE AND DANISH
- 8:45 - 9:00 WELCOME - BILL SCOTT, CHAIR, INSTITUTE BOARD
- 9:00 - 10:00 OREGON VALUES AND BELIEFS SURVEY -
 BILL WYATT, OREGON BUSINESS COUNCIL
- 10:00 - 10:45 GOVERNMENT SERVICES AND ORGANIZATION SURVEY -
 NOEL KLEIN, WESTERN ADVOCATES
- 10:45 - 11:30 REACTOR PANEL: JOHN MAGNANO (CLARK COUNTY
 COMMISSIONER), BONNIE HAYS (CHAIR, WASHINGTON
 COUNTY COMMISSION), BOB LIDDELL (MAYOR, CITY OF
 WEST LINN), YAMHILL COUNTY REPRESENTATIVE (TBA)
- 11:30 ADJOURN

WHO SHOULD ATTEND? Elected officials, professional staff, planning commissioners, or anyone interested in the most current information about the perceptions, needs, and concerns of metropolitan area residents. Both the Oregon Values and Beliefs Survey and the Government Services and Organization Survey include information about citizen perceptions of government and community service provision, and citizen expectations and desires for the future.

IS THERE A FEE? No. This event is provided as a service to the metropolitan area by the Institute of Portland Metropolitan Studies. Parking is free in Portland State parking structures and the campus is well served by Tri-Met and CTRAN.

DO I NEED TO RSVP? Please. Seating is limited to about 150 and will be offered on a first come, first served basis. **CALL THE INSTITUTE OF PORTLAND METROPOLITAN STUDIES, 725-5170, TO LET US KNOW IF YOU'RE COMING, OR IF YOU HAVE ANY OTHER QUESTIONS. THANKS!**

VALUES - Metro Region (Growth)

Oregon Values and Beliefs

Summary Report

Growth Issues

OBC
OREGON BUSINESS COUNCIL

Multnomah - Washington - Clackamas

1

Purpose

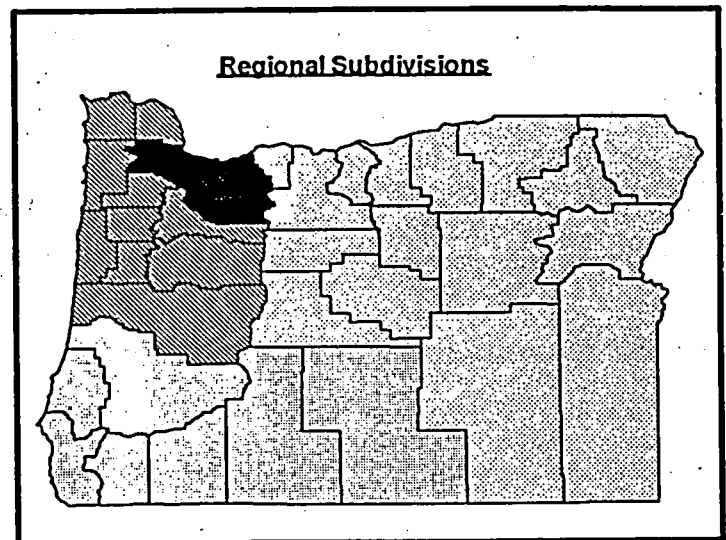
- ✓ To explore the underlying, core values of Oregonians
- ✓ To gain understanding about those values which where differences exist
- ✓ To understand the effect of core values and beliefs on critical policy debates confronting the nation, Oregon and its communities
- ✓ To allow for conclusions to be drawn regarding public sentiment on key issues confronting Oregon
- ✓ To provide a scientifically sound benchmark of core values which may be periodically measured

2

Study Particulars

- ✓ 1,361 participants (312 in METRO Region)
- ✓ Participants divided into 4 regions of the state.
- ✓ Each region was oversampled to provide for later subgroup analysis within that region
- ✓ Interviews occurred in each of Oregon's 36 counties
- ✓ In-person interviews
- ✓ Interviews took between 1 1/2 hours and 4 hours
- ✓ 224 questions
- ✓ 65,500 possible data interactions per survey instrument
- ✓ Study consisted of two discrete techniques
 - ◆ Conventional close and open ended questions
 - ◆ Scaled comparisons - used to rank and prioritize abstract qualities like personal values

3



4

Values Measured in Four Categories

- Personal Values
"Which value is more important to you personally?"
- Personal Activities
"Which activity is more important in your life?"
- Government Services
"Which government service do you feel is more important, regardless of cost or how well you feel the service is currently provided?"
- Community Values
"Which of the following is more important to the quality of life in the community where you live?"

5

Scaled Comparisons

Career or job opportunity Concern for environment

- This means you think "Career or job opportunity" is much more important than "Concern for environment."

Career or job opportunity Concern for environment

- This means you think "Career or job opportunity" is slightly more important than "Concern for environment."

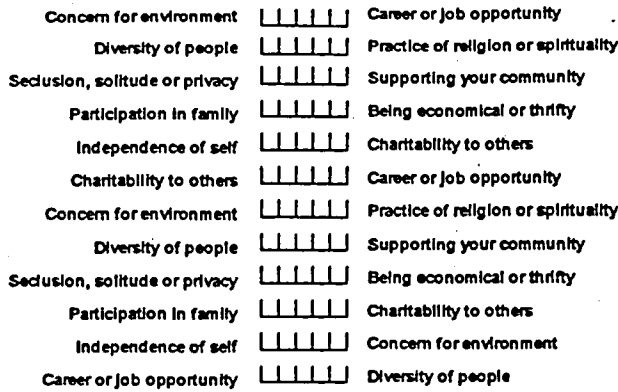
Career or job opportunity Concern for environment

- This means you think "Career or job opportunity" and "Concern for environment" are exactly equal in importance."

6

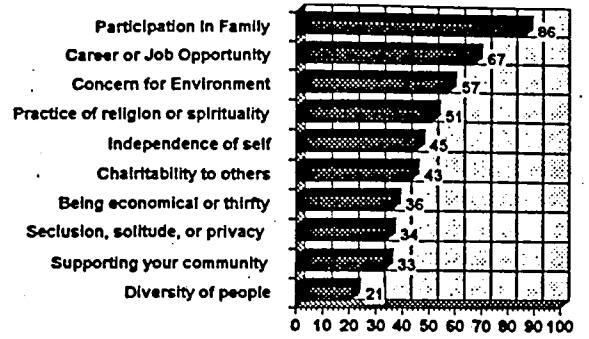
Personal Values

"Which value is more important to you personally?"



7

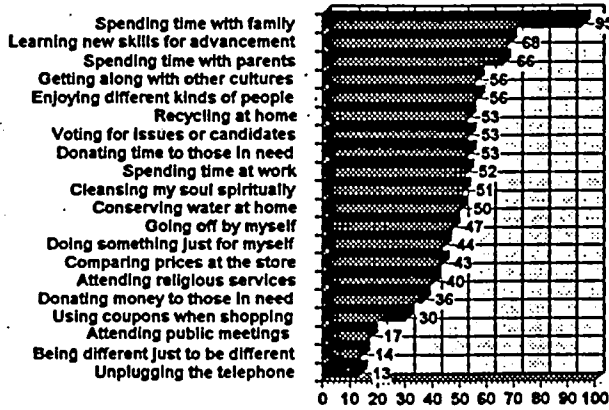
Personal Values



Clackamas - Multnomah - Washington Counties

8

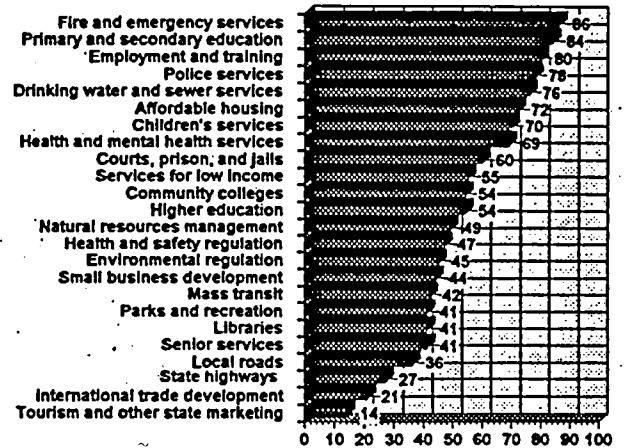
Personal Activities



Clackamas - Multnomah - Washington Counties

9

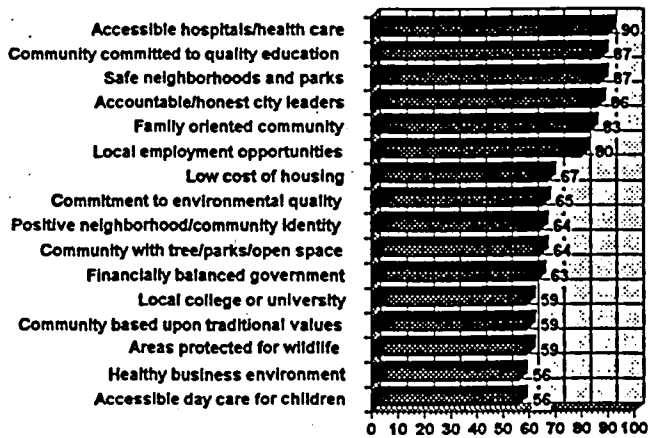
Government Services



Clackamas - Multnomah - Washington Counties

10

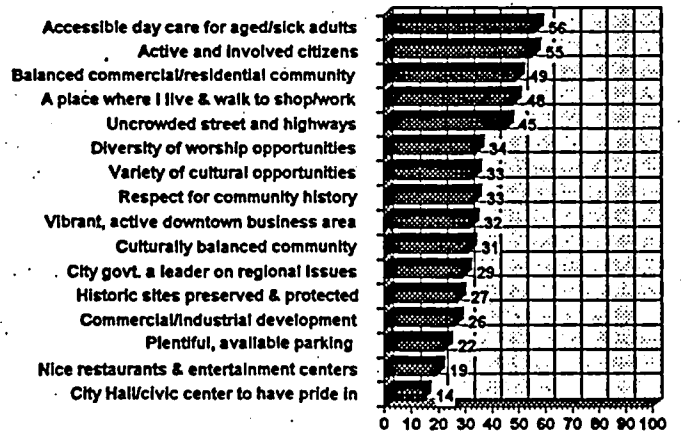
Community Values - Page 1



Clackamas - Multnomah - Washington Counties

11

Community Values - Page 2

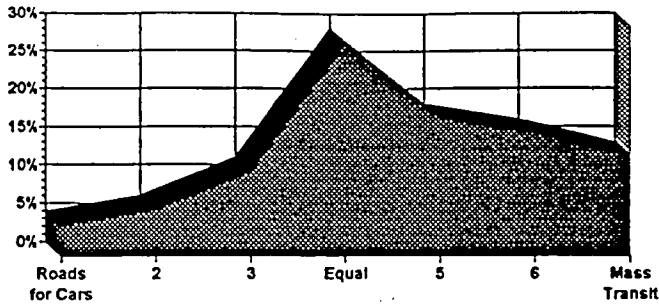


Clackamas - Multnomah - Washington Counties

12

Roads vs. Mass Transit

"Some people feel we should invest in more roads for cars. Other people think that mass transit represents a better investment. Which way do you feel?"

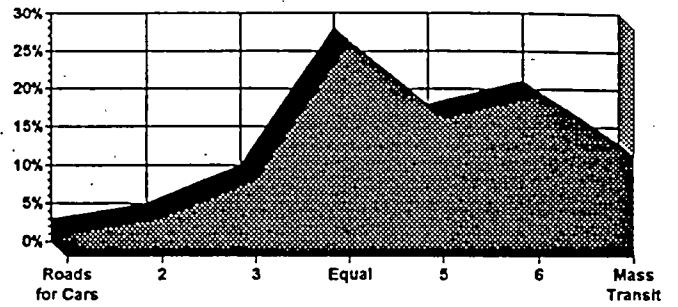


Statewide Results

13

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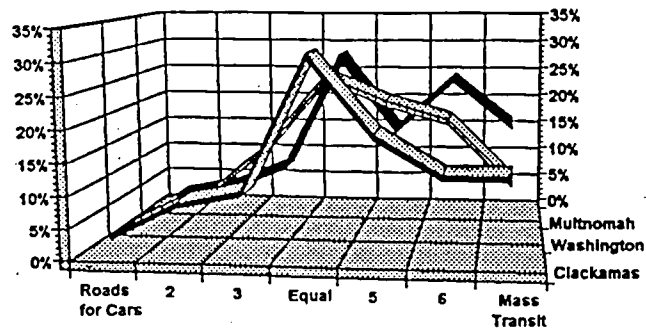


Clackamas - Multnomah - Washington Counties

14

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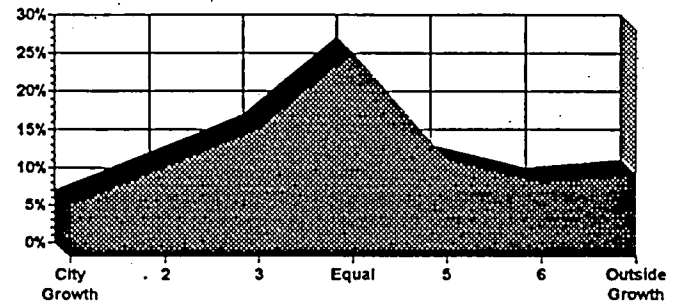


Clackamas - Multnomah - Washington Counties

15

Growth in Cities vs. Growth Outside Cities

Some people say that new development to accommodate population growth should only be permitted to occur in already existing cities through development and redevelopment. Others say that new development should be permitted to occur outside existing city boundaries. Which way do you feel?"

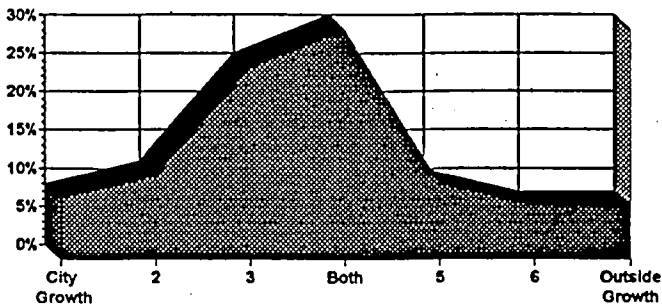


Statewide Results

16

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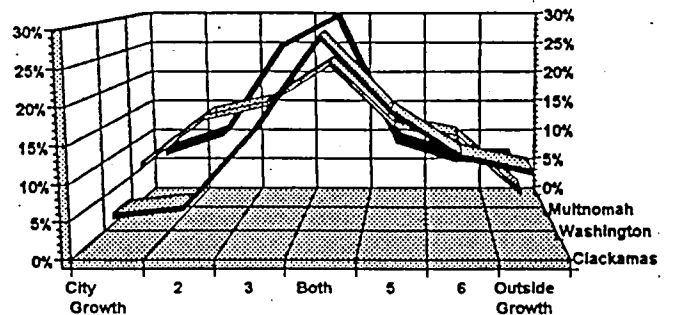


Clackamas - Multnomah - Washington Counties

17

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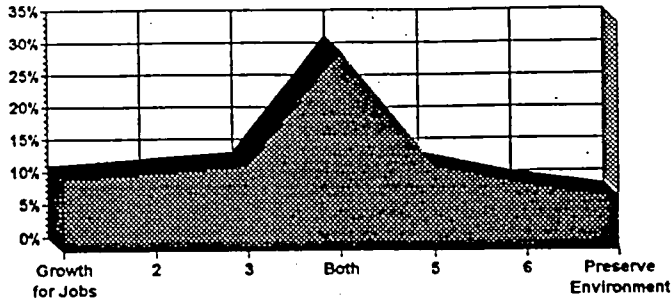


Clackamas - Multnomah - Washington Counties

18

Growth for Jobs vs. Preserve the Environment

Some people want to emphasize economic growth to assure job opportunities for our children. Others say that limits should be placed on economic growth to preserve the environment. Which way do you feel?

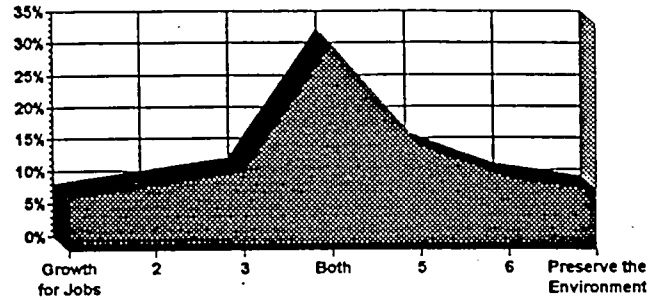


Statewide Results

19

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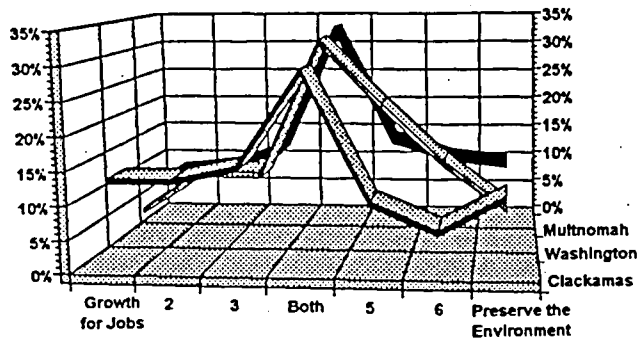


Clackamas - Multnomah - Washington Counties

20

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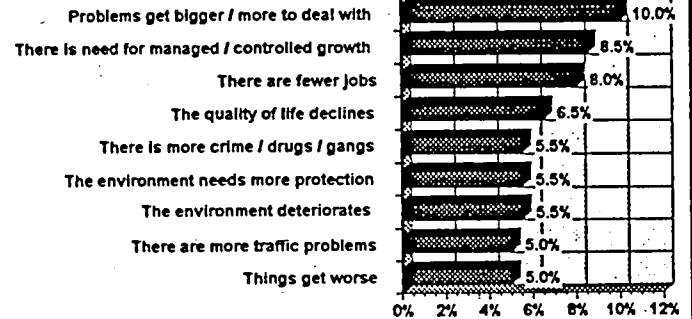


Clackamas - Multnomah - Washington Counties

21

A Growing Population

"As the population in Oregon grows...?"

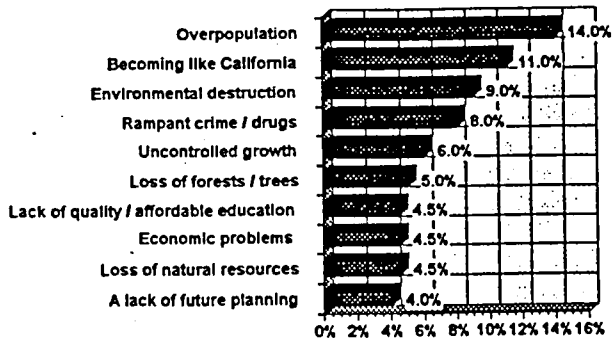


Clackamas - Multnomah - Washington Counties

22

Biggest Fear for Oregon

"My biggest fear for Oregon is...?"

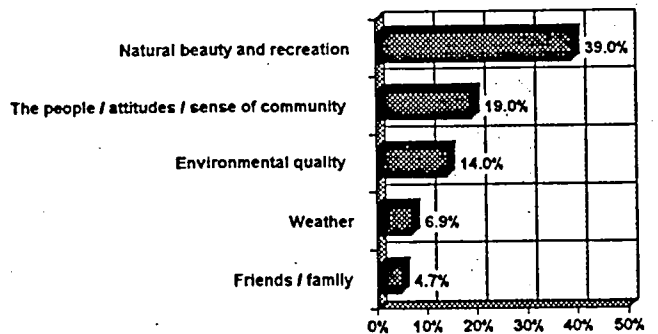


Clackamas - Multnomah - Washington Counties

23

Personally Value About Oregon

"What do you personally value about living in Oregon?"



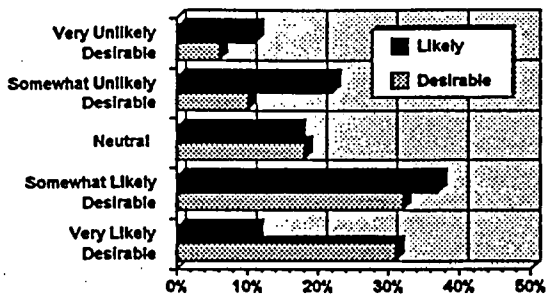
Clackamas - Multnomah - Washington Counties

24

VALUES - Metro Region (Growth)

Transit Will Replace the Automobile

"Mass transit will more and more replace the automobile?"

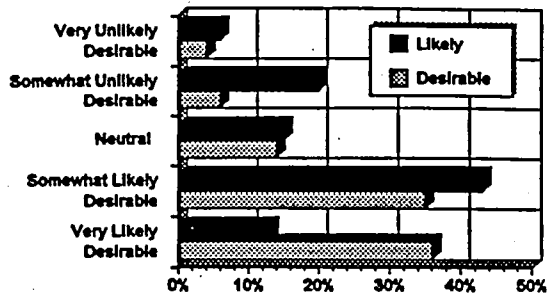


Statewide Results

25

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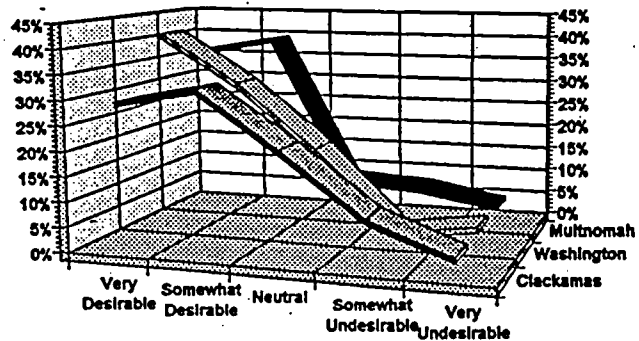


Clackamas - Multnomah - Washington Counties

26

Transit Will Replace the Automobile

"Mass transit will more and more replace the automobile?"




Clackamas - Multnomah - Washington Counties

27

Council
4/8/93
#8

To: All Councilors

From: Councilor Roger Buchanan 

Date: April 8, 1993

Re: Rate Review Committee Meeting

The original disposal rate recommendation of the Rate Review Committee was a \$75/ton fee which included a \$3.50 system management fee. The Council Solid Waste Committee chose to retain the \$75 fee, but eliminated the system management fee. In part due to this decision, the Solid Waste Department now estimates that expenditures in the proposed budget exceed anticipated revenue by \$1,967,000.

Since a major component of the Rate Review Committee's recommendation was rejected, Councilor McFarland will be reconvening the committee to discuss whether the committee wishes to submit a modified recommendation. Among the options that may be considered are a smaller system management fee or a small increase in the tip fee (probably \$1/ton or less). The meeting is scheduled at 5:30 P.M. on Monday, April 12.

While we are all interested in exploring reductions in the Solid Waste Department's budget, if a revenue shortfall remains, there is a very real potential that the Council may have to consider a significant increase in disposal fees during the next budget cycle in the spring of 1994. I would appreciate hearing from each of you concerning options for modest increases in disposal fee income that would reduce the need for a large rate hike next year.



METRO

2000 SW First Ave.
Portland, OR 97201-5398
(503) 221-1646

Memorandum

Council
4/8/93
#8

DATE: April 8, 1993
TO: Metro Councilors
FROM: *JW* Judy Wyers
RE: Affirmative Action Training

Attached please find a memo from Mark Williams to me regarding a training session for managers and supervisors needed by Council staff and councilors to comply with our Affirmative Action Plan.

In informal conversations with both Dan Cooper and Mark Williams we were strongly advised to do this session as protection to our agency from any potential legal actions which could be brought in the future.

I ask your assistance in setting a date for this session as soon as possible. I would suggest a Monday or Friday late afternoon.

We will discuss this tonight during Councilor Communications.

encl

H:\RAY\WYERS\1507




METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: March 19, 1993

To: Councilor Judy Wyers, Presiding Officer

From: Mark B. Williams, Senior Assistant Counsel 

Regarding: METRO AFFIRMATIVE ACTION PLAN AND ANTI-DISCRIMINATION POLICY
Our file: 3.§3.A

Recently, you asked me to briefly describe the affirmative action and anti-discrimination policies which apply to the Council and its staff.

The Metro Code provides that equal employment opportunities shall be afforded all Metro employees. It also encourages all Metro employees to familiarize themselves with Metro's Affirmative Action Plan. Metro Code, Section 2.02.260.

The current Metro Affirmative Action Plan, a copy of which is attached, was adopted by the Council on December 22, 1992. It applies to all parts of Metro, including the Council and its staff.

At the request of and in conjunction with Metro's Personnel Division, I have recently conducted training sessions for all Metro and Metro ERC managers and supervisors on employment law in general, with an emphasis on equal employment opportunity requirements. This training is intended to help managers and supervisors avoid the type of behavior (even innocent behavior) which can lead to charges of unfair employment practices.

If the Council feels that this particular training session would be of use to the Council and its staff, please let me know. I will be happy to make this information available.

ds
1404

Attachment

cc: Metro Councilors



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Council
4/8/93
#8

April 8, 1993

To the members of the planning committee,

Sandi Hansen
Councilor
District 12

4216 N. Overlook Blvd
Portland, OR 97217
287-3910

In selecting people for the future vision commission, I urge you to consider those from communities and backgrounds not normally thought of for land use planning visions. I especially want to bring your attention to the following, well qualified people : Mary Aman, Barbara Butzer Ballou, Mark Foye, Len Freiser, James Davis, Jane Gordon, Richard Potestio, Richard Recker, Michael Topik, Eugene Wickersham.

If the commission has people of this caliber on it, we will be in a much better position to provide a broad , diverse vision.

Thank you for your efforts.

Sandi