

A G E N D A

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METRO

MEETING: METRO COUNCIL REGULAR MEETING
 DATE: June 1, 1995
 DAY: Thursday
 TIME: 2:00 p.m.
 PLACE: Council Chamber

Approx. Time *		<u>Presenter</u>	<u>Lead Councilor</u>
2:00 PM	CALL TO ORDER AND ROLL CALL		
(5 min.)	1. INTRODUCTIONS		
(5 min.)	2. CITIZEN COMMUNICATIONS		
(5 min.)	3. EXECUTIVE OFFICER COMMUNICATIONS		
	4. CONSENT AGENDA		
2:15 PM (5 min.)	4.1 Consideration of Minutes for the May 23, 1995 Metro Council Work Session and the May 25, 1995 Metro Council Meeting.		
	5. ORDINANCES: FIRST READINGS		
2:20 PM (30 Min)	5.1 Ordinance No. 95-604 , For the Purpose of Adopting A Future Vision for the Region. **PUBLIC HEARING**		McLain
2:50 PM (5 Min.)	5.2 Ordinance No. 95-603 , Amending the FY 1994-95 Budget and Appropriations Schedule to Reflect Increased Concessions at the Convention Center and Increased Parking at the Expo Center; and Declaring an Emergency.	Teed	Washington Regional Facilities
2:55 PM (5 Min)	5.3 Ordinance No. 95-605 , Amending the FY 1994-95 Budget and Appropriations to Fund Certain Expenses <u>Related to the Open Spaces, Parks and Streams</u> General Obligation Bonds; and Declaring an Emergency.	Ciecko Lee	Washington Regional Facilities
3:00 PM (5 Min.)	5.4 Ordinance No. 95-606 , Amending the FY 1994-95 Budget and Appropriations Schedule for the Purpose of Transferring Appropriations to Fund A Portion of the Regional Government Information Exchange Between Metro and the Agencies Participating in the South/North High Capacity Transit Study; and Declaring an Emergency.	Bolen	McCaig Finance

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* All times listed on the agenda are approximate; items may not be considered in the exact order listed.

Approx.
Time *Presenter**6. ORDINANCES: SECOND READINGS**

3:05 PM 6.1 **Ordinance No. 95-602**, Relating to Administration, Amending the Metro Code, and Declaring an Emergency. Burton
(5 Min.)

7. RESOLUTIONS

3:10 PM 7.1 **Resolution No. 95-2160**, For the Purpose of ^{Administration} Adopting Rules Establishing Procedures Relating to the Conduct of Council Standing Committee Business. McFarland
(10 Min.)

3:10 PM 7.2 **Resolution No. 95-2159**, For the Purpose of Approving and Adopting the Whitaker Ponds Concept Master Plan Hart Washington Regional Facilities
(10 min.)

3:20 PM 7.3 **Resolution No. 95-2140**, For the Purpose of Authorizing the Executive Officer to Purchase Properties Within the Whitaker Pond Master Plan Area. Chase Washington Regional Facilities
(10 min.)

3:30 PM 7.4 **Resolution No. 95-2151**, For the Purpose of Confirming the Appointment of Douglas E. Butler as Director of the ^{Department of Administrative} Services. Burton Washington Regional Facilities
(10 min.)

3:40 PM 7.5 **Resolution No. 95-2152**, For the Purpose of Confirming the Appointment of Jennifer Sims as ^{Chief Financial Officer}. Burton Washington Regional Facilities
(10 min.)

3:50 PM 7.6 **Resolution No. 95-2149**, For the Purpose of ^{Approval} Approving the Receiving of Federal Grant Through the Oregon Department of Geology and Mineral Industries for Implementing Regional Earthquake Hazards Identification and Preparedness Program. Cotugno McCaig Finance
(10 min.) Uba

4:00 PM 7.7 **Resolution No. 95-2155**, For the Purpose of Authorizing an Exemption to Metro Code Chapter 2.04.041 (c), Competitive Bidding Procedures, and Authorizing a Sole Source Contract With Information Systems, Inc., For Consulting Services for Weight Systems Software at Solid Waste Disposal Facilities. Burton Kivistad Solid Waste
(5 Min.)

4:05 PM 8. **COUNCILOR COMMUNICATIONS**
(10 min.)

4:15 PM 9. **LEGISLATIVE ITEMS**
(10 min.)

4:25 PM **ADJOURN**

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NOTE: June 1, 1995 will be the last METRO Council meeting before the change to a Standing Committee system. Some legislation on this agenda may be determined by the Council and/or the Presiding Officer to be referred for committee review and consideration. For this reason both Lead Councilors and Committees have been listed.

AGENDA ITEM 5.1

Meeting Date: June 1, 1995

ORDINANCE NO. 95-604

FIRST READING

PUBLIC HEARING

For the Purpose of Adopting A Future Vision for the Region.

Note: Materials regarding Future Vision were distributed to Council Members May 25, 1995. The second reading and another public hearing will take place at Council June 15, 1995.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING)	ORDINANCE NO. 95-604
A FUTURE VISION FOR THE)	
REGION)	Introduced by Councilor
)	Susan McLain

WHEREAS, The voters of the Metro region adopted the 1992 Metro Charter in November, 1992; and

WHEREAS, The Charter provides for the creation of a Future Vision Commission and adoption of a Future Vision no later than July 1, 1995; and

WHEREAS, The Charter calls for the Future Vision to be "a conceptual statement that indicates population levels and settlement patterns that the region can accommodate within the carrying capacity of the land, water and air resources of the region, and its educational and economic resources, and that achieves a desired quality of life:" and

WHEREAS, The Charter further requires the Future Vision to be "a long-term, visionary outlook for at least a 50-year period" which is to address, "(1) use, restoration and preservation of regional land and natural resources for the benefit of present and future generations, (2) how and where to accommodate the population growth for the region while maintaining a desired quality of life for its residents, and (3) how to develop new communities and additions to the existing urban areas in well-planned ways;" and

WHEREAS, The Future Vision is not a regulatory document; and

WHEREAS, Resolution 93-1755, adopted on February 23, 1993, established the framework and appointing authorities for creating the Future Vision Commission; and

WHEREAS, Future Vision Commission members were appointed by adoption of Resolution 93-1801, by MPAC appointment, and by actions of the Governors of Oregon and Washington; and

WHEREAS, The Future Vision Commission met for over eighteen months, reviewed available materials, heard from many authorities, and commissioned four reports on jobs, carrying capacity, settlement patterns, and education; and

WHEREAS, The Future Vision Commission issued its final report on March 4, 1995, which deals with Charter-required matters as well as providing valuable suggestions for how to achieve the Vision; and

WHEREAS, The Future Vision is to be part of an ongoing regional planning process; and

WHEREAS, The Council and Future Vision Commission held a series of public hearings throughout the region to receive public testimony on the Commission's final report, in order to give the Council guidance in adopting the region's Future Vision; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Pursuant to Section 5(1) of the 1992 Metro Charter, the Future Vision for the region, attached as Exhibit A and including the Future Vision map, is adopted.

2. Ideas and suggestions from the Future Vision Commission for implementing the Future Vision and achieving its goals are attached as Exhibit B.

3. The final report of the Future Vision Commission, attached as Exhibit C, is accepted.

4. The Future Vision is not a regulatory document, and has no effect that would allow court or agency review of it. The Regional Framework Plan required by the Charter shall describe its relationship to the Future Vision. The Regional Framework Plan is not required by the Charter or by this ordinance to comply with or conform to the Future Vision.

5. The Future Vision shall be completely reviewed and revised no later than July 1, 2010, in a manner prescribed by ordinance and in conformance with the terms of the Metro Charter.

ADOPTED by the Metro Council this _____ day of June, 1995.

ATTEST:

J. Ruth McFarland, Presiding Officer

Recording Secretary

1 EXHIBIT A

2 FUTURE VISION

3 Our ecological and economic region goes beyond Metro's boundaries and stretches from
4 the Cascades to the Coast Range, and from Longview to Salem. Any vision for a territory
5 as large and diverse as this must be regarded as both ambitious and a work-in-progress: it
6 is a first step in developing policies, plans, and actions that serve our bi-state region and all
7 its people.

8 While Metro recognizes that it has no control over surrounding jurisdictions and is not
9 responsible for the provision of public safety and other social services, the ability to
10 successfully manage growth within this region is dependent on and impacts each of these.

11 Future Vision is mandated by Metro's 1992 Charter. It is not a regulatory document;
12 rather it is a standard against which to gauge progress toward maintaining a livable region.

13 It is based on a number of core values essential to shaping our future. As a region:

- 14 • We value taking purposeful action to advance our aspirations for this region,
15 realizing that we should act to meet our needs today in a manner that does not
16 limit or eliminate the ability of future generations to meet their needs and enjoy
17 this landscape we are privileged to inhabit.
- 18 • We value the greatest possible individual liberty in politics, economics, lifestyle,
19 belief, and conscience, with the understanding that this liberty cannot be fully
20 realized unless accompanied by shared commitments for community, civic
21 involvement, and a healthy environment.
- 22 • We value our regional identity and sense of place, and celebrate the identity and
23 accomplishments of our urban neighborhoods and suburban and rural communities.
- 24 • We value vibrant cities that are an inspiration and a crucial resource for
25 commerce, cultural activities, politics, and community building.
- 26 • We value a healthy economy that provides stable family-wage jobs. We recognize

27 that our economic well-being depends on unimpaired and sustainable natural
28 ecosystems, and suitable social mechanisms to insure dignity and equity for all and
29 compassion for those in need.

- 30 • We value the conservation, restoration, and preservation of natural and historic
31 landscapes.
- 32 • We value a life close to nature incorporated in the urban landscape.
- 33 • We value nature for its own sake, and recognize our responsibility as stewards of
34 the region's natural resources.
- 35 • We value meeting the needs of our communities through grass-roots efforts in
36 harmony with the collective interest of our regional community.
- 37 • We value participatory decision making which harnesses the creativity inherent in
38 a wide range of views.
- 39 • We value a cultural atmosphere and public policies that will insure that every
40 child in every community enjoys the greatest possible opportunities to fulfill his or
41 her potential in life.

42

43

REGIONAL VISION STATEMENT

44

EACH INDIVIDUAL:

45

As inhabitants of this bi-state region, we are committed to the development of each
46 individual as a productive, effective member of society. This region must make clear and
47 unambiguous commitments to each individual in order that we all may have a vibrant,
48 healthy place to live. We seek the full participation of individuals in the prosperity of this
49 region, accompanied by acceptance of their responsibility for stewardship of the
50 community and region. Our vision statements for Each Individual are:

51

- CHILDREN - In 2045, the welfare of children is of critical importance to our well-being.
52 Creating and sustaining public and private initiatives that support family life are among
53 our highest priorities.

54 • EDUCATION - In 2045, education, in its broadest definition, stands as the core of our
55 commitment to each other. Life-long learning is the critical ingredient that enables the
56 residents of this region to adapt to new ideas, new technologies, and changing economic
57 conditions. Our commitment to education is a commitment to equipping all people with
58 the means not only to survive, but to prosper.

59 • PARTICIPATION - In 2045, all residents, old and young, rich and poor, men and
60 women, minority and majority, are supported and encouraged to be well-informed and
61 active participants in the civic life of their communities and the bi-state region. Ours is a
62 region that thrives on interaction and engagement of its people to achieve community
63 objectives.

64

65 **OUR SOCIETY:**

66 The ability to work together is the hallmark of great communities and flourishing societies.
67 Our vision statements for Our Society are:

68 • VITAL COMMUNITIES - In 2045, communities throughout the bi-state region are
69 socially healthy and responsive to the needs of their residents. Government initiatives and
70 services have been developed to empower individual communities to actively meet the
71 needs of their residents. The economic life of the community is inseparable from its social
72 and civic life.

73 • SAFETY - In 2045, personal safety within communities and throughout the region is
74 commonly expected as well as a shared responsibility involving citizens and all government
75 agencies. Our definition of personal safety extends from the elimination of prejudice to the
76 physical protection of life and property from criminal harm, to hazard mitigation and
77 preparation for and response to natural disasters.

78 • ECONOMY - In 2045, our bi-state regional economy is diverse, with urban and rural
79 economies linked in a common frame. Planning and governmental action have helped

80 create conditions that support the development of family wage jobs in centers throughout
81 the region.

82 • CIVIC LIFE - In 2045, citizens embrace responsibility for sustaining a rich, inclusive
83 civic life. Political leadership is valued and recognized for serving community life.

84 • DIVERSITY - In 2045, our communities are known for their openness and acceptance.
85 This region is distinguished by its ability to honor diversity in a manner that leads to civic
86 cohesion.

87 • ROOTS - In 2045, our history serves us well, with the lessons of the past remembered
88 and incorporated in our strategies for the future. Knowledge of our cultural history helps
89 ground social and public policy in the natural heritage we depend on and value.

90 OUR PLACE:

91 We are committed to preserving the physical landscape of the region, acknowledging the
92 settlement patterns that have developed within it, and supporting the economy that
93 continues to evolve. We live in a varied and beautiful landscape. Our place sits at the
94 confluence of great rivers—the Columbia, Lewis, Sandy, and the Willamette and its
95 tributaries, which dominate the landscape. This is a region of water, volcanic buttes, and
96 forest-clad mountains and hills. Our vision statements for Our Place are:

97 • A LIFE IN NATURE - In 2045, this region is recognized as a unique ecosystem, known
98 for the intelligent integration of urban and rural development which seeks to:

- 99 – improve air and water quality, and increase biodiversity;
- 100 – protect views of Mt. Hood, Mt. St. Helens, Mt. Rainier, Mt. Adams, Mt.
101 Jefferson, and other Cascade and coastal peaks;
- 102 – provide Greenspaces and parks within walking distance of every household;
- 103 – assure a close and supportive relationship among natural resources, landscape, the
104 built environment, and the economy of the region; and

105 – restore ecosystems, complemented by planning and development initiatives that
106 preserve the fruits of those labors.

107 • **RURAL LAND** - In 2045, rural land shapes our sense of place by keeping our cities
108 separate from one another, protecting natural resource lands and supporting viable farm
109 and forest resource enterprises, and keeping our citizens close to nature, farms, forests, and
110 other resource lands and activities.

111 • **DOWNTOWNS** - In 2045, downtown Portland continues to serve an important
112 defining role for the entire region. Historic urban centers such as Ridgefield, Camas,
113 Vancouver, Gresham, St. Helens, Beaverton, Hillsboro, Lake Oswego, Oregon City,
114 Molalla, Woodburn, and others throughout our bi-state region are an important part of
115 sub-regional identity.

116 • **VARIETY IN OUR COMMUNITIES AND NEIGHBORHOODS** - In 2045, our
117 region is composed of numerous distinct communities. Each community provides a wide
118 variety of healthy, appealing, and affordable housing and neighborhood choices. They are
119 physically compact and have distinct identities and boundaries. Public space exists in every
120 community, and serves as the stage for a rich and productive civic dialogue.

121 • **WALKING** - In 2045, residents of this region can shop, play, and socialize by walking
122 or biking within their neighborhoods. Walking, biking, or using transit are attractive
123 alternatives for a wide range of trips within neighborhoods, between important regional
124 centers, and outside of the urban area. This region is known for the utility of its non-auto
125 transportation alternatives.

126 • **LINKAGES** - In 2045, goods, materials, and information move easily throughout the
127 bi-state region. Manufacturing, distribution, and office employment centers are linked to

128 the transportation and communication systems in a comprehensive and coordinated
129 manner.

130 • EQUITY - In 2045, the tradeoffs associated with growth and change have been fairly
131 distributed throughout the region. Our commitment to managing growth is matched by
132 an equal commitment to social equity for the communities of today and tomorrow. The
133 true environmental and social cost of new growth has been paid by those, both new to the
134 region and already present, receiving the benefits of that new growth.

135 • GROWTH MANAGEMENT - In 2045, growth in the region has been managed. Our
136 objective has been and still is to live in great cities, not merely big ones. Our desire for
137 separate communities is reflected in the Future Vision Map which depicts settlement
138 patterns. Carrying capacity and sustainability concepts help measure and track progress
139 toward maintaining a desired quality of life but they can not be used to set population
140 limits. The Values and Vision Statements herein should be used to guide the establishment
141 of new communities.

142 SUGGESTIONS:

143 Clearly, Metro has a critical role to play as planner, convener, monitor, and leader.
144 However, as in the past, the success we achieve in the future will be a collaborative
145 accomplishment. We have an unparalleled opportunity to create an environment of
146 consensus and predictability in the region for what Metro's planning and policy making
147 ought to accomplish. The full report of the Future Vision Commission contains
148 suggestions for acting on each vision statement.

149 Perhaps the most critical implementing step is Metro's commitment to a continuing
150 dialogue with the citizens of our greater region to address 21st century problems and issues.
151 An annual review of the region will allow us to promote, lead, and engage citizens in an
152 ongoing discussion of our future. The relevant question is not "when" carrying capacity

153 will be exceeded, but "how" we will collectively restore, maintain, and enhance the
154 qualities of the region.

155 As a region, our aspiration is to match the spectacular nature of our landscape with an
156 equally spectacular and regular civic celebration of our sense of the region—truly our sense
157 of place. For it is only through the creation of a shared and far-reaching culture of this
158 place that our accomplishments will match our aspirations. Future Vision is a work in
159 progress – a challenge to future generations to think ahead and make decisions.

EXHIBIT B

SUGGESTIONS ON ADDRESSING THE FUTURE VISION

The Future Vision Commission developed suggested steps which could be taken to make the Future Vision a reality. Those suggestions fall into two categories. The first consists of steps to be taken to achieve specific vision statements and the second is general implementation and monitoring.

ACHIEVING VISION STATEMENTS

EACH INDIVIDUAL (I)

I-1 Children

In 2045, the welfare of children is of critical importance to our present and future well-being. Creating and sustaining public and private initiatives that support family life are among our highest priorities.

To achieve this vision:

- Recognize the needs of children as a critical metropolitan issue, and ensure that responsibility is assigned and assumed for meeting those needs.
- Regularly review surveys of children and families, and incorporate the results in all facets of planning and policy making in the nine-county region.
- Incorporate the needs of children for healthy, safe and accessible living environments in Regional Framework Plan elements dealing with the transportation system, housing, urban design and settlement patterns, and parks and open space.
- Develop new partnerships involving business, government, citizen, cultural and educational organizations to incorporate the needs of children and their families as a part of planning, budgeting and administrative processes.

I-2 Education

In 2045, education, in its broadest definition, stands as the core of our commitment to each other. Life-long learning is the critical ingredient that enables the residents of this region to adapt to new ideas, new technologies and changing economic conditions. Our commitment to education is a commitment to equipping all people with the means to not only survive, but to prosper in this region.

To achieve this vision:

- **Work with other government entities and with educational and cultural organizations to ensure that:**
 - **Parents are aware that the foundation of a child's language is developed in the first six months of life, and that infants should be read to from birth.**
 - **Public library policies, staffing and resources are strong enough to reach out and effectively serve all citizens.**
 - **Children receive an education that prepares them for post secondary and life-long learning.**
 - **Our educational system includes both English literacy and foreign languages, an understanding of evolving information technology and the ability to engage national and international opportunities at home, in the community and on the job.**
- **Provide adequate public and private support for a variety of institutions of higher education to meet needs for life-long learning, including obtaining college degrees, improving job skills and simply enjoying the excitement of learning.**
- **Create and enhance cooperative ventures linking public and private enterprises to ensure that:**
 - **Community arts and performance centers, community libraries and schools, colleges and universities, concert halls, galleries, museums, nature centers and theaters are vital links in an integrated educational system for all residents.**
 - **Opportunities exist for all children and community residents, regardless of income, to engage in the visual, literary and performing arts in community centers close to their homes.**
 - **Higher education in the metropolitan area serves the people and communities of our nine-county region. Here, higher education is truly a reflection of the needs of our people, the role of the region in an international economy, and the unique opportunities afforded by our natural environment and history.**

I-3 Participation

In 2045, all residents, old and young, rich and poor, men and women, minority and majority, are supported and encouraged to be well-informed and active participants in the civic life of their communities and the bi-state region. Ours is a region that thrives on interaction and engagement of its people to achieve community objectives.

To achieve this vision:

- **Include citizen involvement and education programs as a core function of all government institutions, including schools.**

- **Promote an atmosphere of inclusiveness and tolerance of social, political, racial and economic differences.**
- **Provide adequate funding to enable broad-based participation in civic affairs by all economic groups. Set goals for the involvement of community members and work actively to achieve them.**
- **Initiate and facilitate ongoing discussion of this Future Vision in neighborhood and community forums.**
- **Coordinate a region-wide web for disseminating and collecting information that utilizes public libraries, schools, business and civic organizations, and neighborhood and community groups.**
- **Strengthen neighborhood, community and regional public library resources and continue to offer free reader, reference and information services to all.**

OUR SOCIETY (S)

S-1 Safety

In 2045, personal safety within communities and throughout the region is commonly expected; it is a shared responsibility involving citizens and all government agencies. Our definition of personal safety extends from the elimination of prejudice to the physical protection of life and property from criminal harm. Our hope and expectation is for a society whose residents do not expect safety or protection to rely on guns or physical violence.

To achieve this vision:

- **Recognize that true community safety results from a collaborative effort involving citizens, their government and business. Support local initiatives to address public safety issues in this manner through targeted public investment.**
- **Identify and address public and personal safety issues in the Regional Framework Plan elements dealing with transportation, urban design and bi-state coordination.**
- **Identify public safety as a metropolitan-area-wide issue, rather than simply the concern of a single jurisdiction or agency.**
- **Train community members in alternative means for dispute resolution.**
- **Co-sponsor with community groups activities that are designed to increase community cohesion and the interaction of community members with each other.**

S-2 Economy

In 2045, our bi-state, regional economy is diverse, with urban and rural economies linked in a common frame. Planning and governmental action have created conditions that support the development of family-wage jobs in accessible centers located throughout the region.

To achieve this vision:

- **Direct all regional planning efforts to include equitable economic progress for communities throughout the region as a critical component for modeling and evaluation.**
- **Address the further diversification of our economy, the creation of family-wage jobs and the development of accessible employment centers throughout the nine-county region in the Regional Framework Plan elements for transportation, rural lands, urban design, housing and water resources.**
- **Actively foster and recruit enterprises that are attracted to our natural environment and to the human resources already here--those firms that need what we have, not what we are willing to give away.**

S-3 Diversity

In 2045, our communities are known for their openness and acceptance. This region is distinguished by its ability to honor diversity in a manner that leads to civic cohesion rather than a narrow separateness.

To achieve this vision:

- **Focus public policy and investment on the creation of mixed-use communities that include dedicated public space and a broad-range of housing types affordable for all.**
- **Reinforce cross-cultural understanding and tolerance through positive celebration of our region's diverse heritages and support for cultural expressions.**
- **Publicly recognize efforts, both public and private, that encourage all citizens to be full participants in the civic and economic life of the region.**
- **Address the creation of community cohesion and a true civic culture in Regional Framework Plan elements concerned with urban design, housing and bi-state governance.**

S-4 Civic Life

In 2045, citizens embrace responsibility for sustaining a rich, inclusive civic life. Political leadership is valued as an essential ingredient for engaging citizens in this task.

To achieve this vision:

- Enact campaign finance and other reforms which make the pursuit of elective office and the expression of minority views without fear of retribution a realistic goal for all citizens.
- Strongly support public involvement in government initiatives, and provide resources needed to develop innovative ways to expand opportunities for participation and to make participation more useful and effective.

S-5 Vital Communities

In 2045, communities throughout the bi-state region are socially healthy and responsive to the needs of their residents. Government initiatives and services have been developed to empower individual communities to actively meet the needs of their residents. The economic life of the community is inseparable from its social and civic life. Coordinated initiatives for health care and support for meeting basic needs are extended to those in need, where they live.

To achieve this vision:

- Identify needs and solutions to community problems at the neighborhood level, and actively work to enlist all units of government in supporting and acting on these grassroots agendas rather than allowing governmental entities to insulate themselves from participating.
- Incorporate specific expectations for a basic standard of living for all citizens in Regional Framework Plan elements concerned with urban design, housing, transportation, and parks and open space.
- Recognize the presence of areas of chronic poverty as an issue for metropolitan action. Support regional and local initiatives to address chronic poverty through targeted public investments, revisions in tax codes and metropolitan tax-base sharing.

S-6 Roots

In 2045, our history serves us well, with the lessons of the past remembered and incorporated in our strategies for the future. Our fellow citizens know our cultural history, and this knowledge helps them ground social and public policy in the natural heritage we depend on and value so dearly.

To achieve this vision:

- Preserve designated historical sites/structures, and use public incentives and investments as necessary to preserve our history.

- Specifically incorporate historic preservation and landscape ecology in Regional Framework Plan elements concerned with transportation, housing, urban design, rural lands and the UGB, parks and open space, and bi-state governance.
- Include historical sites and events within the region in public events, school curricula and planning.

OUR PLACE (P)

P-1 Rural Land

In 2045, rural land shapes our sense of place by keeping our cities separate from one another, supporting viable farm and forest resource enterprises, and keeping our citizens close to nature, farms, forests and other resource lands and activities.

To achieve this vision:

- Develop and implement local plans, the UGB and the rural lands elements of the Regional Framework Plan to:
 - Actively reinforce the protection of lands currently reserved for farm and forest uses for those purposes. Conversion of such lands to urban, suburban or rural residential use will be allowed only as a last resort.
 - Allow rural residential development only within existing exception areas or their equivalent. Rural residential development shall retain the rural character of the area, and be consistent with nearby farm and forest practices, the ability of natural systems to absorb new development and the capacity of currently available public services.
- Work with the departments of agriculture and forestry in both states to develop a broad program of public education about and contact with this region's agricultural and forest products and producers.

P-2 Variety in Our Communities and Neighborhoods

In 2045, our region is composed of numerous distinct communities, open to all, which together provide a wide variety of healthy, appealing and affordable housing and neighborhood choices. They are physically compact and have distinct identities and boundaries. Truly public space exists in every community and serves as the stage for a rich and productive civic dialogue.

To achieve this vision:

- Continue to encourage a choice of neighborhood types, including new neighborhoods with suburban densities, neighborhoods of traditional (pre-World War

II) densities, and mixed-use neighborhoods of a more urban design.

- **Provide incentives, including preferential funding for the acquisition of Greenspaces and development of transportation facilities, to communities which act to provide a range of housing types for people of all income levels within their boundaries.**
- **Link the granting of building permits for single-family detached structures to the creation of mixed-use neighborhood centers.**
- **Develop and implement community plans to clarify and strengthen distinct identities. To the extent possible, develop boundaries between communities using parks, rivers, streams, floodplains and other landscape features.**
- **Make the development of complete mixed-use and mixed-income communities the central focus for Regional Framework Plan elements dealing with housing, urban design, and parks and open space.**

P-3 A Life in Nature

Our place sits at the confluence of great rivers--the Columbia, Lewis, Sandy and the Willamette and its tributaries--which dominate the landscape. This is a region of water, volcanic buttes, and forest-clad mountains and hills. The metropolitan region is a unique ecosystem, one which encompasses urban, rural and wild settings within a common landscape. In 2045, our region is known for the intelligent integration of urban and rural development into this common ecosystem.

To achieve this vision:

- **Ensure that Regional Framework Plan elements for transportation, the UGB, rural lands, urban design and settlement patterns, parks and open space, and bi-state governance actively seek the objectives of this vision statement.**
- **Work with partners in the region to develop comprehensive interpretive programs for the metropolitan ecosystem to provide all citizens with the information they will need to act as stewards for the quality of the natural environment.**
- **Manage watersheds to protect, restore and maintain the integrity of streams, wetlands and floodplains, and their multiple biological, physical and social values.**
- **Create an interconnected mosaic of urban forest that provides multiple benefits to neighborhoods, including shading and reduction of temperature extremes, aesthetics and habitat for local wildlife.**
- **Value the quality of natural resources and the landscape alongside other variables when assessing the costs and benefits of new development and/or attracting new enterprises to the region.**

P-4 Walking

In 2045, residents of this region can shop, play and socialize by walking or biking within their neighborhoods. Walking, biking or using transit are attractive alternatives for a wide-range of trips within neighborhoods, between important regional centers and outside the urban area. This region is known for the utility of its non-auto transportation alternatives.

To achieve this vision:

- Focus the urban design, settlement pattern, housing, transportation, and parks and open space elements of the Regional Framework Plan on the design of new neighborhoods and retrofit of old ones to better support walking, biking and transit use.
- Design and operate the region's high-capacity transit system as the foundation for regional development and redevelopment.
- Design and operate public transit systems to complement pedestrian movement.
- Review and continually revise, as necessary, local land use plans and transportation policies to dramatically increase the mode split for walking, and to ensure the close interconnection of land use and transportation planning initiatives.
- Make new commitments to funding arterial streets, and bicycle and pedestrian facilities.
- Focus the transportation element of the Regional Framework Plan on two central issues: the creation of walkable neighborhoods and employment centers, and the movement of goods.

P-5 Linkages

In 2045, goods, materials and information move easily throughout the bi-state region. Manufacturing, distribution and office employment centers are linked to the transportation and communication systems in a comprehensive and coordinated manner.

To achieve this vision:

- Incorporate goods movement and telecommunications technologies in Regional Framework Plan elements concerned with transportation, urban design and settlement patterns, and bi-state governance.
- Utilize new technologies and targeted public investment to move the work to workers, rather than workers to the work.

P-6 Downtowns

In 2045, downtown Portland continues to serve an important, defining role for the entire

metropolitan region. In addition, reinvestment, both public and private, has been focused in historic urban centers such as Ridgefield, Camas, Vancouver, Gresham, St. Helens, Beaverton, Hillsboro, Molalla, Woodburn and others throughout our bi-state region. This pattern of reinvestment and renewal continues to be the centerpiece of our strategy for building and maintaining healthy communities.

To achieve this vision:

- Target public and encourage private investment in infrastructure and workforce development in existing neighborhoods, town centers, regional centers and downtown Portland.
- Address reinvestment in urban centers in the Regional Framework Plan elements concerned with the UGB, transportation, urban design and settlement patterns, and bi-state governance.

P-7 Equity

In 2045, the tradeoffs associated with growth and change have been fairly distributed throughout the region. Our commitment to managing growth with an eye on the future is matched by an equal commitment to social equity for the communities of today and tomorrow. The true environmental and social cost of new growth has been paid by those, both new to the region and already present, receiving the benefits of that new growth.

To achieve this vision:

- Identify the presence of pockets of poverty as a metropolitan problem. Address the issues associated with chronic poverty in locations throughout the nine-county region through such mechanisms as tax base sharing, pursuing changes in tax codes, overcoming physical and economic barriers to access, providing affordable housing throughout the area and targeting public investments.
- Ensure that the costs of growth and change are borne by those who receive the benefits.
- Develop fair and equitable funding mechanisms and investment strategies for all public infrastructure needed to support growth and to keep infrastructure and service levels from declining as growth occurs.
- Address issues associated with chronic poverty in locations throughout the region in all Regional Framework Plan elements.

P-8 Growth Management

In 2045, growth in the region has been managed. Our objective has been and still is to live in great cities, not merely big ones. Performance indicators and standards have been established for the Future Vision and all other growth management efforts, and citizens of the bi-state region annually have an opportunity to review and comment on our progress.

The results of that review process are used to frame appropriate actions needed to maintain and enhance our regional quality of life.

To achieve this vision:

- Annually produce a *state of the region* report on our progress toward achieving the objectives of the vision statements listed above, followed by a survey to determine whether the public is satisfied with that progress. Short- and long-term actions will be shaped by this review and the results will be reported to the people of the region.
- Use the values and vision statements in this document as the starting point for developing evaluative criteria used to create each element of the Regional Framework Plan.
- Broaden the elements of the Regional Framework Plan to include environmental quality, sustainability, public safety, the welfare of children and education.
- Create an accountable bi-state, nine-county institutional framework for discussing and addressing issues which extend beyond Metro's jurisdictional boundaries, and incorporate such an institution in the Regional Framework Plan element concerned with bi-state coordination.

GENERAL IMPLEMENTATION

In addition to the specific suggestions for achieving vision elements the Future Vision Commission proposed a number of general implementation ideas. This portion of their Report is included here with the intention that it be a guide for Metro's development of the Regional Framework Plan.

IMPLEMENTATION

We recommend that the Metro Council, upon the adoption of the Future Vision, identify and act on measures to implement the vision conscientiously, affirmatively and proactively. The Metro Charter calls for the Metro Council to adopt a Future Vision, and for the Regional Framework Plan to "describe its relationship" to that Future Vision. Further, the Charter specifically prevents the Future Vision from having any "effect that would allow court or agency review of it."

Clearly, the ambition for implementation of the Future Vision, as expressed in the Charter, is quite modest. However, we live in a region which is home to communities of substantially greater ambition. In fact, our participation in this project has impressed on us that our nine-county, bi-state region deserves our individual and collective attention, affection and stewardship. We cannot delegate the future or our quality of life to others, for these are tasks whose outcome depends on us all.

We believe that implementing actions could include, but not be limited to, the following:

1. **Regional Framework Plan** - We have attempted to address specific Regional Framework Plan elements in the actions we have identified to achieve each vision statement. The Metro Council should use those proposed actions at the beginning of the process for creating Regional Framework Plan elements in order to ensure there is a relationship between the Future Vision and the Regional Framework Plan to *describe*.
2. **Vision Index** - The Metro Council could use the vision statements to create a *vision index* for use as a diagnostic or evaluative tool in planning, policy making and budgeting. The Metro Council could direct that the vision statements be incorporated in new or ongoing initiatives to guide the formulation of decision criteria. As examples, the following kinds of questions might be asked:
 - Will the action or plan assist in improving the welfare of children?
 - Will the action or plan help to extend educational resources to the people of the region more effectively or comprehensively?
 - How, if at all, will the action or plan enable or improve the ability of people throughout the region to compete for jobs or other opportunities?
 - Will the action or plan, through its development and implementation, serve as a vehicle for enabling wider participation in policy formation and planning?
 - Does the action or plan support and encourage efforts to engage citizens and business to join with government to improve public safety?
 - Will the action or plan add to efforts to diversify our economy and encourage the creation of new enterprises best able to further other regional objectives?
3. **Public Discussion of Governance** - A public re-evaluation of the appropriateness of the structures of governance in our region to address 21st Century problems and issues, especially those at the neighborhood and regional levels, needs to occur.
4. **Annual State-of-the-Region Review** - Of critical importance will be efforts to promote, lead and engage the citizens and communities of the region in an ongoing discussion of our future. The Metro Council and Metro Executive should commit themselves to a cooperative monitoring program with regional partners that is designed to provide the data needed to evaluate whether Metro is achieving the goals it has set for itself. The best plans, left

unattended and unexamined, will not secure the future for this region that it deserves. In fact, the investment being made in plans must be complemented by a relatively small commitment to monitoring and evaluation, as proposed here, if the value of that planning is to be realized.

Metro should begin by recruiting a technical advisory team to provide advice and review during the development of a short list of statistical indicators or benchmarks for assessing progress toward implementing the Future Vision and the Regional Framework Plan. Such a list is not meant to be exhaustive. Rather, it should include key quantifiable indicators that, when discussed in a public forum, would direct attention to trends requiring urgent action. It is a list of the *canaries* that alert us to hazards ahead. Based on our work, we believe that an initial list of indicators for this task could be:

I-1 Children - Readiness to learn (already collected by the Oregon Progress Board).

I-2 Education - Adult literacy; student skill achievement; time for the unemployed to be rehired and/or to attain their previous income.

I-3 Participation - Voter turnout in local and Metro races; number of candidates in local and Metro races (available from counties).

S-1 Safety - Crime rates by crime; perception of crime surveys; percentage of schools with no reported crimes.

S-2 Economy - Household income; per capita income; business formation; business failures; business license activity by economic sector (much is already in the Regional Land Information System - RLIS).

S-3 Diversity - Bias crime rate; standardized segregation index (census).

S-4 Civic Life - Number of active neighborhood associations, citizen planning organizations (CPO), etc.; number and types of voluntary associations by community.

S-5 Vital Communities - Number of newspapers, radio stations, cable access studios, etc., by community; proximity of public/civic space to households; number of self-nominations for recognition of neighborhood achievements.

S-6 Roots - Number of designated structures saved/demolished; number of annual celebrations of place and history by community.

P-1 Rural Land - Number of acres in farms with gross sales of at least \$40,000 outside UGBs; number of lots less than or equal to five acres in size outside of UGBs; number of acres of land zoned for exclusive farm or forest use converted to other classifications.

P-2 Variety in Our Communities and Neighborhoods - Number of dwelling units within a quarter mile of parks, shopping, transit and public buildings; percentage of households able to afford the median sale price for housing by community.

P-3 A Life in Nature - Number of rivers and streams that meet instream flow needs during the summer months; number of water bodies that meet state and federal instream water quality standards; number of rivers and streams in a degraded condition which have active restoration efforts under way; net loss or gain of wetlands compared to 1994 survey; number of species of plants and animals, and their distribution compared with 1994 survey; percentage of population living within a quarter mile of both a neighborhood park and a natural area/greenspace; number of watersheds managed for multiple values; number of days that region is in compliance with state and federal air quality and visibility standards.

P-4 Walking - Pedestrian environment factor by community/jurisdiction; number of miles of bike lanes by community; mode split for walking by community.

P-5 Linkages - Commodity flow indicators from 1994 study; intermodal shipping activity at ports in the region.

P-6 Downtowns - Vacancy rates in downtowns by type of use and by downtown; percentage of business in downtowns, by downtown.

P-7 Equity - Children in poverty by community; percentage of households paying no more than 30 percent of their monthly gross income for housing by community; new jobs by jurisdiction.

P-8 Growth Management - Population density region-wide and by community; percentage of urbanized area.

Note that in some cases Metro already collects the data required. In addition, a number of these indicators are drawn from the Oregon Benchmarks and are, therefore, monitored by the state. In some instances, Metro will need to initiate new data collection and surveying activities. However, in all cases, the information collected will be of value to Metro's other planning efforts, and to those of other jurisdictions as well.

The Metro Executive and Metro Council can use these indicators in a public process to discuss the state of the region, and whether we are moving

further from or closer to our goals as described by the Future Vision. The outcome of the monitoring effort and discussion, on an annual basis, should be used by Metro to establish priorities for planning and implementing activities in the coming year. In addition to advising the Metro Council and Executive on the development of the list of indicators and data collection methods, the technical advisory team could also assist with interpreting the results. It is our belief that the list of indicators should be kept short as a means of focusing attention on the region as a whole, rather than on the status of its individual parts.

5. **Regional Study Fellowships** - The region needs a consistent and ongoing research program to better inform its planning efforts. One component of that program could be the creation of regional study fellowships, developed in collaboration with academic institutions and funded through corporate donations and foundation grants. Fellows would develop projects linked to the implementation of the Future Vision and the Regional Framework Plan. The fellows would be chosen through a competitive process and the results of their work would be presented in a public forum. The fellowships would give Metro and the region access to the experience and talents of area professionals, offer the fellows the opportunity to recharge and explore an issue or set of issues in depth with few distractions, and give area communities access to cutting-edge thinking about the challenges of the future.

Whatever the course that is chosen, the fundamental objectives must always be to ensure that no issue is dealt with in isolation, and that a broad cross-section of our region's people are involved in discussing, debating and shaping our path to the future. Undoubtedly, there are many more ways to use the Future Vision to achieve these objectives. We offer the five outlined above to suggest that it can be done in an efficient manner.

As a region, our aspiration should be to match the spectacular nature of our landscape with an equally spectacular and regular civic celebration of our sense of the region--truly our sense of place. For it is only through the creation of a shared and far-reaching culture of this place that we will be able to gracefully and magnificently rise to our responsibilities for stewardship, and adapt to the dynamism of the world we live in, now and in the future.

BAEXB.WPD

ATTACHMENT 1

PUBLIC COMMENT

Minutes from Listening Posts

Newsletter and Hotline Comments



METRO

To: Susan McLain
From: Mike Burton
Re: Future Vision
Date: May 9, 1995

The Future Vision Commission has done an admirable job the past year-and-a-half, due in part to your leadership as vice chair. Of particular note is the commission's success in having correctly outlined the values held by this region. I believe the commission's vision statements are on target and reflect what most people want for this region's future generations.

In addition, the other charter-required issues discussed by the Future Vision Commission, such as carrying capacity and settlement patterns, were responsibly and adequately addressed.

I do have a problem, however, with the regulatory elements of the Future Vision. These are quite detailed mandates about what should occur, by whom and when. The Future Vision, as you know, is not a regulatory document. I believe some sections of the Future Vision as written go beyond what the 1992 Metro Charter intended. Any regulatory issues should be addressed by the Council as we develop 2040 Framework.

My recommendation is that the Council should adopt the Values and Vision Statements, except for the part that begins "To Achieve." I also recommend that the entire section on implementation be deleted, for the reason explained in the previous paragraph.

Again, please accept my compliments on the fine work done by the Future Vision Commission. A tremendous amount of time, effort and talent went into producing the document. The Future Vision will serve as a guiding force in addressing this region's long-range visions, values and goals.

cc: Metro Council
Metro Policy Advisory Committee

PEGGY LYNCH 

(503) 646-4580
(503) 646-6286 fax

3840 SW 102nd Avenue
Beaverton, OR 97005-3244

May 11, 1995

To: Gussie McRobert, Chair,
Members of MPAC and
John Fregonese and MTAC Members
c/o Paulette Allen, Metro
fax: 797-1794 - two pages total

cc: Susan McLain, Metro Councilor
fax: 171-1793

Mike Burton, Metro Executive
fax: 797-1799

Brent Curtis, Planning Manager
Washington County
fax: 693-4412

Dr. Steven Ladd
Beaverton School District
fax: 591-4307

Pat Kliever
4415 SW 219th Ave
Aloha, OR 97007

Re: May 9th Memo from Mike Burton to Susan McLain on Future Vision (also being transmitted herewith)

As a Future Vision Commissioner who spent over eighteen months working on the Future Vision document, I am disappointed by Mike's recommendation and will be an active participant in working to defeat such actions as are listed in the fourth paragraph of said memo.

However, being a prudent person and one who cares deeply about the work done in the "To Achieve" and "Implementation" sections, I respectfully request that MTAC and MPAC consider each "to achieve" statement as a proposed amendment to RUGGOS and attempt to integrate the "Implementation" section into RUGGOS. Certainly the portion of the implementation section regarding performance standards could fit into the current RUGGOS document.

With the short timeline, I cannot suggest or direct exactly where in the current RUGGOS draft each statement belongs—and some may already be included—but ask that staff struggle with and attempt to honor this request for such consideration.

PEGGY LYNCH *pl*

(503) 646-4580
(503) 646-6286 fax

3840 SW 102nd Avenue
Beaverton, OR 97005-3244

May 23, 1995

To: Gresham Mayor Gussie McRobert, Chair, and
Members of the Metro Policy Advisory Committee (MPAC)
c/o Paulette Allen, Metro staff
fax: 797-1794 ~ 2 pages

cc: Metro Council
fax: 797-1793

Mike Burton, Metro Exec
fax: 797-1799

Re: Proposed Ordinance 95-604, Adoption of a Future Vision for the
Region

While I respect Metro's attempt to "shorten" the Vision document, I believe the removal of the "to achieve" portions of the document emasculate the Vision. If the ordinance is accepted as drafted, one would wonder about the last line—line 159—and what kind of forward thinking and decision making occurred in 1995.

Additionally, included in the "to achieve" sections are specific directions regarding the formation of the Regional Framework Plan and its connection to Future Vision. Those statements need to be acknowledged. For instance, in I-1, Children: "Incorporate the needs of children for healthy, safe and accessible living environments in the RFP elements dealing with transportation system, housing, urban design and settlement patterns, and parks and open space."

Specific comments:

Line 20: "...shared commitments to community...."

Lines 111-115: Missing from this statement is the concept of "reinvestment, both public and private, has been focused" on downtowns to assure their longterm health and vibrancy.

Lines 135-141: This statement has been altered to address many issues under the charter, yet has deleted a key component of FV—performance indicators/benchmarks/measurements to assure we are really managing growth for the good of today AND tomorrow's citizens.

On line 138, what are "carrying capacity and sustainability concepts?"

FV draft uses: "Performance indicators and standards have been established for the Future Vision and all other growth management efforts, and citizens of the bi-state region annually have an

opportunity to review and comment on our progress. (I note that line 151 does mention an annual review.) The results of that review process are used to frame appropriate actions needed to maintain and enhance our regional quality of life."

The FVC's definition of carrying capacity allows for many results—but never have we said (as in lines 139-40) "but they can not be used to set population limits". That is for future generations to decide—depending on how we steward the land and natural resources.

Lines 152-4: The language in FV more clearly states our conclusion regarding carrying capacity: "In fact, the question is not so much whether we have or have not exceeded carrying capacity in some absolute sense, but whether our continuing inhabitation of this place is occurring in a manner that will allow us to meet established criteria for protecting human health and the environment while serving our values associated with livability and sustainability,....carrying capacity must be viewed and discussed in a cultural and social as well as physical context."

RECEIVED

MAY 1 1995

EXECUTIVE OFFICER

Oregon

SEISMIC
SAFETY
POLICY
ADVISORY
COMMISSION

April 26, 1995

Mike Borton
METRO Executive Officer
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

OREGON EMERGENCY
MANAGEMENT

Roger McGarrigle,
Chairman
(503) 222-4453

RE: Your Future Vision Plan

Dear Mr. Borton:

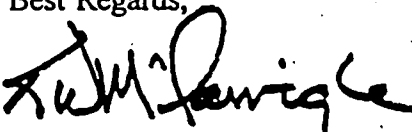
I had hoped to be able to attend one of your public hearings on the proposed Future Vision but was unable to.

The purpose of this letter is to suggest that METRO add the consideration of emergency preparedness to the Future Vision plan.

As you know, planning for mitigation and response for uncommon emergencies can have a significant beneficial affect. And the cost for this effort can be relatively small, providing that long term preparations are made.

Please let me know if our Commission can assist you regarding long term planning for emergencies such as earthquakes, bombings, windstorms, etc.

Best Regards,



Roger W. McGarrigle, R.E.
Chair OSSPAC

Copy to: John Beaulieu, Oregon Department of Geology
Myra Lee, Oregon Emergency Management

RWMG:kmc

John A. Kitzhaber
Governor



595 Cottage Street NE
Salem, OR 97310
(503) 378-2911, Ext: 253
FAX (503) 588-1378

Proposed Revision to Future Vision Plan

Add after sentence ending Line 121:

Individuals, governments and businesses can measurably improve personal safety and public welfare by acting to reduce this region's vulnerability to all types of hazards. Examples of hazard mitigation may range from confronting the environmental factors that can lead to criminal activity to evaluating building codes and land use planning for effectiveness in reducing damage from hazards such as earthquake, flood, wildland-urban interface fire, etc. Hazard mitigation (or the lack thereof) is a key factor influencing the long-term livability of a community. The concept of mitigation creates a vision for improving emergency planning, response and recovery actions.

Joint Metro Council/Future Vision Commission
Gresham City Hall
April 25, 1995

Metro Councilors Present:

Susan McLain, Ruth McFarland, Ed Washington

Future Vision Commissioners Present:

Fred Stewart, Marilyn Wall, Len Fraiser, Peggy Lynch, Bob Texture

Councilor McLain called the meeting to order at 7:15 p.m.

Councilors and Commission members introduced themselves.

Ty Weisdoerfer, Boring resident, appeared to testify. He noted he was a mink farmer, in RA2 Clackamas County zoning. He stated he did not desire to build on the land at this time. He stated the map indicated the land was rural reserves. Councilor McLain discussed the Future Vision Commission and the Region 2040 project concurrently. She emphasized that a decision on site specific areas would not be determined until the comprehensive plans were decided. Fred Stewart discussed the objectives. Peggy Lynch discussed the objective of preservation of farm lands in the document.

Roger Miracle stated in concept the plan was noble. He questioned who bears the cost of the plan. He noted he owned property off of Hogan Road that would be rural reserve under the 2040 plan. He said he was attempting to develop the land and was having difficulty as a result of the designation of rural reserves. He read into the record guarantees under the fifth amendment, *Armstrong v. United States, 1960*. He suggested softening the language of the definition of rural reserves such that those designations might be more flexible. Councilor McLain noted the vision called for promotion of individuality. Fred Stewart asked for comments from Roger Miracle following his reading of the Future Vision document. Councilor McFarland noted the decisions about reserves had not yet been made, but that those would affect people. She encouraged continued discussion. Peggy Lynch noted burden of the cost of urban services needed to be identified.

David Tiley appeared to testify. He stated he lived in unincorporated Clackamas County. He noted rural character existed in the area currently. He advocated for new people moving here to bear the cost of service increases. He said the unincorporated areas needed administration. Peggy Lynch stated the communities would decide how to administer themselves, either incorporating or not. Councilor McLain noted implementation of the plan had not yet been addressed. Mr. Tiley called for public involvement in the planning. Peggy Lynch noted Clackamas County had an effort underway for opportunities for citizen communications. Mr. Tiley spoke to concerns about the Pleasant Valley area. He called for planning in the event of catastrophic events. He called for local awareness when conducting community meetings.

Claire Valerie Ingaabo spoke to concerns about integrating diverse cultures in the metropolitan region.

Art Lewellan, Portland resident noted San Diego had not planned as well as the Portland area. He supported Max development. He stated he supported S/N light rail.

Jeanne Orcutt suggested early meeting notification. She asked for a summary of the document at the next meeting. In response to Ms. Orcutt, Councilor McLain stated the Metro Council would adopt the statement, not local governments. Councilor McLain noted a regular review of the Vision was also proposed. Ms. Orcutt called for moratorium on building and limiting growth. She stated she objected to land banking and called for more freeways for auto transportation.

Lyn White stated he lived in designated rural reserves in the Sandy area. He noted he was aware of the project for over a year. He stated the concept was difficult to "pin down". He questioned who was controlled by the vision statement. He said the statement was required by the Metro Charter, but it did not relate to the other functions of the agency.

Metro Council/Future Vision

April 25, 1995

Page 2

Jean Ridings appeared to testify. She stated she had specific amendments to the document and would forward written comments. She expressed concerns related to urbanization of rural areas. She called for shuttles to Max and fewer cars in garages. Peggy Lynch discussed carrying capacity. Len Fraiser spoke to the transient movement of the US population.

Councilor McLain adjourned the meeting at 9:00 p.m.

Prepared by,

Susan Lee, CMC
Council Assistant

Joint Metro Council Future Vision Commission Meeting
West View High School
Beaverton
May 2, 1995

Metro Councilors Present: Susan McLain

Present: Peggy Lynch, Robert Liberty, Wayne Lei, Bob Texture, Marilyn Wall, Mike Houck

Susan McLain called the meeting to order at 7:05 p.m.

Susan McLain noted the purpose of the meeting was to hear from the public with regard to the Future Vision document. She stated specific questions would be addressed as possible. She reviewed the Region 2040 newsletter.

Members present introduced themselves. Councilor McLain discussed the selection, composition and mission of the Future Vision Commission.

In response to a question from Bill Bugbee, Robert Liberty discussed the function of the Future Vision Commission. Mike Houck commented on the future of the region as function of the commission. Liberty discussed the Region 2040 Study in relation to the Future Vision document. He noted the Council would likely adopt a framework plan consistent with the Future Vision Statement. Peggy Lynch spoke to the development of the vision based on the needs of people. Ken Gervais, Metro Staff, discussed the differences between the Region 2040 Study and the Future Vision Statement. He noted the 2040 study was the technical planning portion of the mission that Future Vision established. Bob Texture used Palo Alto, California as an analogy of the mistakes that might occur in urban design without proper planning. Mike Houck stated the development of the Future Vision Commission document was a collaborative effort in terms of participation. Robert Liberty noted the document was not regulatory.

Bill Bugbee noted that at the local level decisions were being made that impacted people today. He noted the existing growth was not being dealt with in the context of the plan. He called for early implementation of the plan. He noted the objective was not to create a boundary, but to maintain livability. He called for a greater emphasis on telecommuting opportunities. He noted IBM eliminated 20 million square feet of office space due to innovations in telemarketing. He advocated methods to reduce vehicle miles traveled. He suggested government serve as a conduit between vendors and potential users of such technologies. He called for natural resource protection and cost analysis of development.

Mike Houck noted Metro was participating in a process to examine water resource needs in the area.

Cecilia Gregory supported the Future Vision Statement preceding development. She spoke to changes in the region over the past forty years. She discussed responsible natural resource protection. She noted it was difficult to plan for the use of property. She said water quality was essential to the region. She said society was being moved into two classes. She said there were limited resources for the disadvantaged and poor in the region. She spoke to the need for safe parks and recreation areas in communities.

Kelly Lundquist spoke to practical applications in planning. She noted the ideas were often good but that sometimes neighborhoods would stop the development because people don't want things like greenspaces in their backyard. She called for addressing the contradiction in these developments. Peggy Lynch called for discussions of these types of issues. Lynch noted an annual review of the plan was proposed. Mike Houck called for developing mechanisms for increasing citizen activism and education with regards to issues. Kelly Lundquist called for development of low income housing equitably distributed in the region. She questioned if the business sector would be encouraged to provide such services. Robert Liberty noted the document was not regulatory. He discussed several mixed use developments that would meet the objectives discussed.

Tom Harvey commented on implementation issues. He noted he lived near the Peterkort Property. He expressed concerns about the development of property. He favored mixed use development. He noted the housing market was

going to continue to segment the population between the poor and the wealthy. He noted middle class housing was not being developed. He said paths to the new light rail were not being constructed. He expressed concerns about the zonal editions of the newspaper. He noted the Oregonian did not report on the events of the region, but segregated them by geographic area.

Maureen Warneking expressed concerns about implementing the plan. She stated she concurred with other persons providing testimony. She said density was proposed to be increased, but that she did not want to live in a denser neighborhood. She noted land prices were increasing. She spoke to infrastructure concerns. She said some areas in the urban growth boundary were proposed for development that could not be economically developed. She expressed concerns about low income residential opportunities. She said minimum wage did not pay the rent in the area. She noted 12,000 people were homeless in Washington County and that was understandable given the price of housing. She said nothing was being done to address the housing problems in the region. She spoke to a desire to have adequate schools and parks. Roberty Liberty noted in times of increased growth, housing costs increased. In response to Liberty, Warneking stated six houses per acre was too dense and children would not have a place to play. Houck noted that options for density should be available for those interested.

Mary Vogel expressed concerns about the divergence between the vision and the current development occurring. She said parks and open spaces did not exist in the area. She said the current parks had no bio-diversity. She called for restoration of natural areas and parks to their previous condition. She spoke to the Unified Sewerage Agency (USA) planned development. She said transportation plans should be more comprehensive in terms of options. She called for trees to be included in regional transportation plans. She discussed the community land trust project as a mechanism for addressing economic housing needs. She envisioned watershed awareness in the region.

Greg Melanowski stated he lived on the edge of the urban growth boundary. He favored maintaining the existing urban growth boundary and existing the exclusive farm use land. He said he operated an organic u-pick farm. He said he dedicated five to ten percent of the land for wildlife preservation. He said his operation would provide a lot of opportunity to the urban area. He spoke to being good neighbors and encouraged a stable UGB. He stated they would commit to not developing if the tax exemption were maintained and the area was not condemned.

The group briefly discussed the development of farm lands within the urban growth boundary. Susan McLain noted the Regional Urban Growth Goals and Objectives would address some of these types of issues. She noted they would be reviewed as part of the 2040 process. A discussion occurred related to limiting growth or providing planning to sustain livability.

Susan McLain reviewed the timeline for adoption of various plans discussed and announced methods by which to communicate with Metro.

With no further citizens appearing to testify, Susan McLain adjourned the meeting at 8:50 p.m.

Prepared by,

Susan Lee, CMC

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Joint Metro Council Future Vision Commission Meeting
Lake Oswego City Hall
May 3, 1995

Metro Councilors Present: Susan McLain, Don Morissette, Jon Kvistad

Present: Bob Textor, Robert Liberty, Marilyn Wall, Len Fraiser, Alice Schlenker, Fred Stewart,
Judy Davis, Peggy Lynch, Peter McDonald

Susan McLain called the meeting to order at 7:10 p.m.

Alice Schlenker, Mayor of Lake Oswego, welcomed the Future Vision Commission and the Metro Council to the City of Lake Oswego. She introduced herself and the mission of the Future Vision Commission.

Susan McLain introduced herself and opened the meeting. The members of the Future Vision Commission introduced themselves. Susan McLain reviewed the Future Vision Commission documents and statement. She discussed the relationship of the Future Vision Statement with the 2040 Growth Concept, Framework Plan and comprehensive plans.

Peggy Lynch spoke to the plan being a document to address the people in the region, not specific planning objectives.

Bill Atherton appeared to testify, he distributed and summarized handouts, copies of which are included in the record of this meeting. He stated the document is important and thanked the commission for the opportunity to discuss the document prior to adoption. He noted the 2040 Growth Concept was adopted in January, 1995 and the Future Vision Statement should have occurred first. Mr. Atherton responded to questions by the Future Vision Commission members. He discussed issues related to growth scenarios. Councilor Morissette noted population growth would occur even if no new people moved to the region. Councilor McLain noted carrying capacity was discussed on page three of the report.

Jay Woodward, 17705 SW Treetop Lane, Lake Oswego, spoke to concerns related to the Region 2040 study. He expressed concerns about differences between Metro and the local jurisdictions. He said Metro may not have enough familiarity with the local communities. He said he had concerns about no new freeways to accommodate the increased population. He said bicycles were discussed fourteen times in the concept and he noted bicycles were not as common in the region. He said he had problems with the increased densities proposed. Finally, he said infrastructure was paid for by system development fees and the developers are providing the infrastructure, not the jurisdictions.

Alice Schlenker noted the Future Vision Commission did not prepare the 2040 Growth Concept. She discussed the adoption process of the related planning components.

Gordon Haber, 705 Country Club Dr., Lake Oswego resident, noted he was a bicyclist. He noted a substantial number of people commute by bicycle.

Sid Bass, Lake Oswego, appeared to testify. He discussed his concerns related to potential population growth. He discussed growth scenarios and used analogies to illustrate examples. He spoke to alternative transportation options being encouraged in high density areas. Alice Schlenker thanked Mr. Bass for his active participation in the community. Mr. Bass spoke to community coordination and intergovernmental cooperation to address natural resource concerns in the region.

John Gronewold, 17819 NE Couch, Portland, appeared to testify. He spoke to flexibility in the Future Vision Statement such that implementation can be feasible. He used the North Portland Costco project as an example. He commented on traffic and congestion problems. He noted people would commute if they like the area, noting many

people today commute from Vancouver, Washington. Members of the Commission exchanged dialogue with Mr. Gronewold on the various topics raised.

Councilor Morissette spoke to the need for flexibility. He noted roads would need to be examined as a method to address increased population. He advocated locating services close to communities. He stated implementation of 2040 would require accommodations. He called for affordable housing and housing options for people.

Robert Liberty stated local jurisdictions are determining who can live in an area by determining minimum lot sizes. He noted if communities were providing jobs, but not providing for housing related to the jobs in the community.

Linda White, 2661 Boreland Rd., Tualatin, appeared to testify. She noted her family had been in the area for sometime. She expressed concerns related to planning issues. She spoke to quality of life issues. She said schools were overcapacity. She discussed amenities in the Walker's Corner area of the region. She said the area was going to be sited for development. She expressed concerns about water quality. She recognized change would occur and innovative ways needed to be developed to address the problems associated with change.

Carl Hoffman, 6695 S. Glennwood Court, Lake Oswego, appeared to testify. He discussed what attracted him to the area specifically, large lot sizes. He spoke to the rise in housing prices and development in the area. He used European analogies. He stated in Holland housing was very limited and young people lived in massive apartment complexes operated by the government. He said few people would be able to afford housing in the region. He said parks and natural areas needed to be provided for apartments and large housing developments.

Catherine Mathias, 623 6th St., Lake Oswego, stated she concurred with Linda. She called for helping people moving to the region by providing flexibility in planning. She called for neighborhood planning of communities. She noted in her neighborhood secondary dwellings were allowed on current properties to allow for parents, children or rental income opportunities. She advocated negative population growth. She called for addressing the needs of an aging population.

Bill Atherton recapped his summary of the meeting proceedings. He noted most people felt the area was going to be worse. He said traffic would increase and air quality decrease. He called for a more detailed and serious discussion about reaching the limits and carrying capacity.

Councilor McLain discussed the adoption process of the Future Vision Statement. Commission members gave closing comments.

Susan McLain adjourned the meeting at 9:00 p.m.

Prepared by,

Susan Lee, CMC
Council Assistant

RESPONSES RECEIVED FROM REGIONAL FRAMEWORK NEWSLETTER RECIPIENTS

Responses received April 21, 1995

Agree or Disagree?	Agree
Comments:	This is a tough process, but I see progress being made. Citizens here have been able to get involved and express their views. I really enjoyed reading this newsletter - keep up the good work!
Other Comments:	Periodic updates are important.

Responses received April 24, 1995

Agree or Disagree?	No box checked
Comments:	I think that trucks would not be in our neighborhoods if Tri-Met/Max was used at night in off hours to transport freight to our area, and other areas that MAX will soon be going. It is just plain economical and pollution reducing to use this rail to the best way possible and save heavy traffic on the streets that trucks damage annually.

Agree or Disagree?	Disagree
Comments:	All city folks making comments! I have acreage that is being "saved" for what I don't know. I'm zoned agriculture but have no water rights. What are you proposing for us in rural areas without water. What profitable crop can be grown in Oregon without irrigation. Better off to build houses if water to irrigate is not available. Create a water district to use secondary water to irrigate. Now you make farm ground very <u>nothing</u> . In your comments address irrigation water for farming. And what about farm land that is worn out? What do we do with that? The economics of land use in relation to the area should be considered. What will be economically viable in 2040 when areas now are not viable productive land?
Other Comments:	Consider the future farmers in the area. They too are going to need water. You have not addressed any of this in your planning. Granted, some farmers feel one way today but how will these same farmers feel if water use is restricted. Water is the life blood of farming. I would like Metro to consider that issue before they make blanket judgment on "saving farm land." I can assure you, if you will study, the Oregon Dept. of Agriculture states the <u>only</u> crops increasing in value and industry growing are those crops using water. Those records are public knowledge. Unless water to farmers is addressed, you would be better to develop for housing or buy the land for parks!

Agree or Disagree?	Disagree
Comments:	Metro is a total waste of money and time. I would like to see Metro closed down.
Other Comments:	Your 2040 Plan stinks - why should I be required to pay for parks for people in 2040 - I nor you will be alive during this time.

Agree or Disagree?	Disagree
Comments:	1. Downsizing of traditional Portland single home lots. To hit goals, lots of condos with virtually no green space will have to be built (and are now) on 3,000-4,000 sq. ft. lots. 5,000-10,000 sq. ft. single family homes are what gives Portland (and area) its character. 2. Transportation - not enough emphasis on the cost-effectiveness of transportation. The present Tri-Met rail plan calls for capital expenditures alone, that imply use of capital costs, alone, of almost \$10/ride. This cost must be measured against total cost of additional auto travel. Costs cannot be ignored, or greatly de-emphasized as in this plan.

Agree or Disagree?	Agree
Comments:	[Would] like to have all updates on all Metro 2040 Framework [Plan].
Other Comments:	Would like to have free ads like for farms in my area.

Agree or Disagree?	Agree
Comments:	1. I hope you'll be able to succeed in convincing people and businesses that planned development works and this is in their best interests. 2. Please give recycling info (on the outside pages) - not only "printed on recycled..." message, but how to continue the process: "Please RECYCLE this with your colored office paper" or whatever. This information helps people complete the circle. 3. Thank you for a tremendous job.

Agree or Disagree?	Agree (mostly)
Comments:	I'm interested in parks with tennis courts, ball fields, etc. (The park around Terra Linda is a great one - rather than a lot of green space - "natural stuff.")
Other Comments:	I don't see the City of Portland as everyone's destination - That's where all the mass transit is directed. Lots of jobs are in suburbs (Washington County) getting cars to where they need to go needs to be a priority.

Agree or Disagree?	Disagree
Comments:	Anytime it takes a 16 page letter to try to explain a concept with all the giblgoop environmental language you know something is wrong. As with other growth management plans it is anti-business.
Other Comments:	I believe in planning to some degree, but this sounds just like Clark County's growth management plan which is the biggest disaster ever.

Agree or Disagree?	Disagree
Comments:	You want to take away the individuality of communities and put them all in the same packages. Progress should be made gradually and naturally with intelligent decisions in zoning and impact.
Other Comments:	Dense housing is now being allowed with no regard to added traffic or existing streets; added load on existing water draw and cost is being forced on existing property owners. This is not responsible leadership.

Agree or Disagree?	Agree
Comments:	Please, please, please, save us from sprawl and bad = wasteful development. Support co-housing, with lots of pedestrian-centered amenities. More bike paths, etc.
Other Comments:	I hate to tell you, but I had to leaf through your newsletter 3 times to find the <u>VISION</u> . It was right in the center, but the headline didn't highlight it.
Agree or Disagree?	Agree
Comments:	Don't give up on Greenspaces concept.
Other Comments:	Don't allow Metro area to be wasted like California - Protect quality of living even in face of big money developers!

Agree or Disagree?	Disagree
Comments:	Please "Government" leave me alone. I do not need your intervention into my life. Private enterprise has taken care of me for 70 years and will do so for me, my kids and my grand kids in the future - no more follies or father knows best.
Other Comments:	Same as above.

Agree or Disagree?	Agree
Comments:	Develop a tight staff and budget and bring in as much community assistance as possible, especially for the natural areas which must be managed. They are not pristine any longer.
Other Comments:	Parks need more volunteers to pick up trash...and remove ivy, holly, Scotch broom and blackberry bushes. Also, we need volunteers for plantings of native shrubs, trees and plants.

Agree or Disagree?	Agree
Comments:	You hit on all the areas I'm concerned about.
Other Comments:	Increase the publicity, TV ads, billboards, newspapers, radio, etc. Even though you've got a great plan, (correction: We've got a great plan), I didn't hear much about it - I think Metro could increase awareness of the plan and it'll gain greater acceptance. It does affect all of us.

Agree or Disagree?	Agree
Comments:	What will you do to protect PRIVATE Greenspaces? We need to know that private persons will be encouraged to have and steward own gardens before we give you tax dollars for your gardening projects. Don't take away our land and then ask us to increase our taxes for Greenspaces.
Other Comments:	How will you eliminate cul de sacs and other dead end residential development that prevents bicycle and pedestrian travel THROUGH neighborhoods? Also Main Streets should not become 3-lane highways like TV Highway.

Agree or Disagree?	No box checked
Comments:	We agree that green space needs to be preserved and also good farm land. What we see is the good farm land being gobbled up with developers for big houses, many of which are still for sale. Are you saying one thing and doing another.
Other Comments:	Latest trend for building [is] huge houses. Is this necessary with the present trend for smaller families?

Agree or Disagree?	Disagree
Comments:	You are not providing enough room in the UGB for housing. Washington County is growing like crazy but future UGB expansion was for east of Washington County. people should be able to live close to where the work [is].

Other Comments:	Proposed lot sizes are far too small.
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Agree or Disagree?	No box checked
Comments:	If you mean the Plans, visions in this information paper, yes I agree with the visions.
Other Comments:	It really covered a lot about Metro's activity, past, present future. It was almost too thorough but we need to know, to be aware, so we are not left out of the picture.

Agree or Disagree?	Agree
Comments:	If Bill 26-26 fails first time around, I would suggest putting a stop-hold on building on all proposed park and green spaces until funds can be found i.e.: local school (kids love doing these projects), community efforts, etc (Kids raised millions to bring the whale to Newport.)
Other Comments:	Once our green spaces are gone, they're gone for good - We are appalled each time we see our little towns of Durham and Tualatin as they're becoming. Tualatin - Tree City USA. Well not any more!

Agree or Disagree?	Agree
Comments:	The focus on preserving the health of the environment is critical - only the longest view possible will help ensure that the region is truly livable for generations to come.

Responses received April 25, 1995

Agree or Disagree?	Agree
Comments:	Make sure that the North-South light rail bridge, when built, will provide access to OMSI. Also, ensure that not only MAX, but bicycles and pedestrians will be able to use the bridge. Also, please don't tear up the Transit Mall for the new line. Instead, consider Bill Naito's 10th and 11th Avenue alternative. This would allow for easier expansion of the outer downtown area on the west. While the idea of a subway is good, the idea of tearing up an already excellent transit mall to install it, is not good. Please consider the alternatives!

Agree or Disagree?	Agree
Comments:	Make sure plans are firmly grounded in reality.

Agree or Disagree?	Agree
Comments:	Need to explore mini-van transport within neighborhoods. For instance, I would like to see public transit options between the Council Crest area and OHSU/VA hospitals.

Agree or Disagree?	No box checked
Comments:	Generally, they sound good, but I don't believe we can both preserve our natural setting and still "allow the <u>greatest possible individual liberty</u> " (underlining mine) and "never dictate to the individual." Either we're going to let people do as they damn well please (which means trash the environment) or some individuals will end up being dictated to. And we shouldn't live in denial and pretend otherwise. We need to be the first community in this nation to frankly proclaim that we will honor our natural setting and we will make the <u>sacrifices</u> necessary to do so. Individual sacrifices will be necessary, and pretending otherwise is just going to create a backlash later.
Other Comments:	Too wispy. Every PC code word in the books is in there; doesn't engender any faith (in me at least) that any of these "visions" will ever actually be achieved. As the saying goes, Jesus had a vision and sent out missionaries not a mission and sent out visionaries. That's fairly lousy theology, really, but there's a point. Too much "visioning," not enough converting. Let's have more aggressive "evangelism" from Metro.

Agree or disagree?	Agree
Comments:	Well arranged--easy to understand. I am concerned that without close coordination with county officials as they aggressively pursue commercial growth through tax concessions, your long term plans may be jeopardized.

Agree or Disagree?	Agree
Other Comments:	Metro seems to me visionary! It's one of the best things about Portland.

Agree or Disagree?	Agree
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Agree or Disagree?	Agree
Comments:	This isn't in the "vision" section, but residential lot sizes could be even smaller (say 5000-5500 sq. ft.), saving even more public open space and reducing pressure on the urban growth boundary. If you want a great example of what can be done with a small city lot, you should visit our place--0414 SW Pendleton St. In John's Landing across from Mazzi's.
Other comments:	Well, it's sort of related--Please do not turn the Sellwood Bridge into some sort of eight lane super-highway. There are vibrant neighborhoods around here.

Agree or Disagree?	Agree
Comments:	Support emphasis on transit, bike, pedestrians. Decrease need for S-O-V trips. Mixed use neighborhoods good.
Other Comments:	Love your "Geographic Context" map

Agree or Disagree?	Agree
Comments:	Looks good but remember to respect landowner's priorities, rights and grandfather clauses. Owners of wetlands, creeks etc. you encouraged or ordered to keep in natural state should have that part of parcel they do own by deed tax deducted from whole land parcel taxed, (to fraction deducted from house and yard area that is prop taxed) but still remains in private deed ownership. State guarantee no elec., gas, roads etc. can violate such lands. *only brief walking paths in area.
Other Comments:	Wild areas planted for encouraging butterflies and humming birds. Encourage planting and saving wild flowers everywhere in green and park areas; also bluebird, owl, chipmunk, etc. nesting, feeding areas.

Agree or Disagree?	"Generally" agree
Comments:	Good goals.....especially those directed to "going UP, not OUT." Safety and transportation are a key to attracting people to urban area for living or social life...theater, recreation, shopping, etc. I used to drive into Portland every Friday night to shop or go to theater. Now, I'm hesitant to drive as parking is impossible, walking dangers (parking also dangers due to slashed tires, etc.). I'd have to transfer 2 or 3 times if I took Tri Met and it would take me 3 times as long as driving. I still go to Civic, but "the Snitz" is the pits for parking; seating is cramped and presentations not too compelling.

Other Comments:

Obviously, earthquakes need to be considered in any new constructions and older structures need to be checked for safety. In light of the contemporary mind set of some of the crazier segments of our society, safety measures need to be in place for citizens to work and or recreate with assurance and freedom from fear. Neighborhood parks and recreation need to be maintained--kept beautiful and safe for children. more pools/courts need to be opened.

The 217-I-5 Intersection is getting to be impossible to negotiate and a potential death trap--an alternate was needed YESTERDAY.

Your maps are good. They should be available to schools (very hard to get good local maps). Randy McNally's map doesn't even include Pilkington Rd., a main street in our area. Nurses and aides have a hard time finding patients/clients.

Your mini-bus idea should be targeted for pockets left without transportation expediency (like Lake Grove).

Agree or Disagree?	Agree
Comments:	The Vision Statement is a remarkable piece of writing, expressing ideals that I believe in; however, I question whether residents of our community are willing to pay the costs in time, money and energy to put even part of the vision into practice and reality.
Other Comments:	In order to make this vision a reality, I think you will need to recruit the majority of employers in our community to actively participate. The employers hold citizens' purse strings in terms of time, energy, and money, and employers are most reluctant of all to embrace change or encourage community, because they are driven by quarterly and annual returns on investment, not by the values outlined in the Vision Statement. In 2040, I will be 92. I expect to live that long (it runs in the family) and I want to do as much as I can using my skills and talents to move our community closer to the Vision you have outlined.

Agree or Disagree?	Agree
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Agree or Disagree?	Agree
Comments:	Strongly consider allowing higher housing densities around transit stops, especially light rail. Consider adding housing to shopping centers, possibly as second level over existing paved parking.
Other Comments:	It is important to get 26-26 passed. As a matter of public awareness, suggest getting Ken Ackerman, Ch. 12 News, to report on some of the other spaces, at least One/week until voting day.

Agree or Disagree?	Agree
Comments:	Nice job! The hardest parts will be holding firm on urban growth boundary and getting open space bond measures approved.
Other Comments:	Focus on other than land use is a good idea; it is good planning to include a wider scope, plus makes a more difficult target for anti-land planning groups. I like having the Cedar Mill area included in the "main street" planning. (I live near Cedar Mill).

Agree or Disagree?	Agree
Comments:	They were outlined very well, in detail.

Agree or Disagree?	Agree
Comments:	Excellent job. Keep up the good work.
Other Comments:	I will be voting for 26-26 open spaces!!

Agree or Disagree?	Agree, generally yes
Comments:	Lots of provision for education of children and new residents about how to protect our environment. And lots of opportunities for recycling!
Other Comments:	Promote communities; i.e. small projects in smaller areas that decreases public needing to <u>drive</u> to services and recreation. Promote adequate light rail--i.e. frequent times, good access, safe for riders, easy to buy. Keep buyers and investors regional--NO absent landlords who can control how land used! Pay close attention to full, attached green belts, give wildlife <u>real</u> habitat. Manage small drainage waterways carefully. Do not allow denuding of slopes for development. Also need friendly "Park Patrol," Trash patrol.

Agree or Disagree?	Disagree (Strongly)
Comments:	Government should <u>not</u> dictate where and how people live. We have a history and culture of freedom of movement and response to market demand. Government control of economy never has worked.

Agree or Disagree?	Agree
Comments:	To achieve the Future Vision, we must set both short-term and long-term goals and work to achieve them.
Other Comments:	The performing and visual and literary arts also have a place in Metro's Future Vision! Allow grass-roots community building to blossom!

Responses received April 26, 1995

Agree or Disagree?	No box checked
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Comments:	My primary objection to this whole matter is the political influence of an Oregon bureaucracy being forced on Clark County, which has no representation on the TRI-MET board. Earlier this year, TRI-MET attempted to influence the voters of Clark County to vote for a Light Rail System from Oregon City to Vancouver to Downtown Portland, and place it in the hands of perhaps the most poorly operated bureaucracy in Clark County: C-TRAN. Thank God the voters in Clark County were smart enough to see that this was primarily for the benefit of Portland, and voted it down. It is my opinion that until Clark County is represented on the TRI-MET board which I hope never happens, that TRI-MET keeps its nose out of our politics.
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Agree or Disagree?	Agree (on most points I agree)
Comments:	I enjoy your public comment meetings
Other Comments:	Will be interesting what takes place with metro. Keep up the good work Mike Burton, and thanks.

Agree or Disagree?	Agree
Comments:	They are very general.
Other Comments:	Is the Bull Run watershed really going to be protected?

Agree or Disagree?	Both
Comments:	<ol style="list-style-type: none"> 1. I'm more interested in Metro's budget actually. Can a copy be obtained? 2. Also I think you should be looking at things you can change right now to make Portland a more livable city. For example, I believe that everyone's car, P/U, etc. should have to pass an emissions test regardless of where they live or the age of the vehicle. Many people from outside the test area commute to PDX every day and we need to clean all the air, not just part of it. 3. Also, Portland needs to restrict or eliminate all unnecessary removal of trees or public or private lands if it will effect the environment. 4. Let's pass an idling law if we don't have one already. Many East Coast cities will cite motorists (cars, buses, trucks, etc.) who idle for more than 1 minute! 5. I know you probably these are some wild ideas but I really think PDX needs to think about our air quality sooner, not later. 6. On that note, I'm also for a moratorium on drive-up windows if not a total ban!

Other Comments:	I'm not sure if any of these things are within the scope of Metro. But since your asked.....
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Agree or Disagree?	Agree
Comments:	My only concern is that this is not slated to be "enacted" until 1997 at the earliest. A lot of development damage can be done in two years. Also, not clear how the designation of rural reserve will alleviate rural development. How much will counties and cities obey it?
Other Comments:	It all sounds good, but I'm concerned with how much power Metro has to enforce these growth guidelines. Is there a way backing up these principles?

Agree or Disagree?	Agree
Comments:	I think you have waited far too long to make a plan to protect our area, and you have allowed too much urban sprawl! It is very tough to impose restriction, but the preservation of farms, wildlife areas, open spaces is so important. I feel deeply disappointed that you are continuing to allow development in the valley, lowlands and hills of our area. You have this in your "vision"--that more development will probably occur. I feel disgusted, outraged, and deeply saddened at the urban sprawl, and your lack of guts and commitment to protect our area.
Other Comments:	Get tough--make strict boundaries-and enforce them. Buy up land for natural areas, city-owned farms that can pay for themselves--limit taxes.

Agree or Disagree?	No box checked
Comments:	I agree with some but not all. On transportation you have left out the tremendous need for the Western bypass connecting I-5 with the Sunset Highway. It would alleviate pressure on 217 and 99W. If you look at I-205 to Oregon City, the landscape has remained same--no commercialism--the extension could be just as attractive--a nice drive.
Other Comments:	I think the bike paths are over-rated. Can you imagine those of us who are over 65 riding a bike to the grocery store or to Washington Square?

Agree or Disagree?	Agree
Comments:	You need lots more input from the "x" generation--those who are age 20 today will be retiring by 2040. I think bicycling is an expensive publicly financed form of recreation and sport. Considering bicycles as a viable alternative form of transportation in this metro area is a waste of taxpayer's money. Please keep Corbett outside the metro area.
Other Comments:	This expensive mailing appears to be timed to get Yes votes for Ballot Measure 26-26; typical use of public funds.

Agree or Disagree?	Agree strongly
Comments:	I'm confused about the extensive development of large houses on large lots, i.e. Happy Valley! And then we have problems of adequate amounts of affordable housing. It seems like down-sizing lots will increase housing that more families can afford.
Other Comments:	A comment on transportation. The new parking structure at the Coliseum results in backed up traffic on I5 and the Banfield. Something seems wrong. Also, good ideas TRI-MET! I live 0.3 miles from a MAX station. I'm planning to build a small bench in my retaining wall along my sidewalk; then as my trees grow there will be a shaded place for people to stop and rest briefly as they walk to catch MAX. Other people might also (do this) if they think of it.

Agree or Disagree?	no box checked
Comments:	Knowing full well that this is not what you want to hear and will not heed, I will proceed: The ultimate result of growth, planned or unplanned is disaster. Planning only delays the inevitable. I don't say that Metro should not plan, but they definitely should not encourage growth. Promoting "clean industry to locate here" for the sake of jobs is encouraging population growth. People seek jobs wherever they may be and the result is a leveling of unemployment throughout the states irrespective of how much industry we bring in. Growth means gridlock, more crime, overloading the infrastructure, and higher taxes. Part of Metro's job should be to present the true picture of growth in spite of the best planning efforts. Growth is good for business period.

Responses received April 27, 1995

Agree or Disagree?	Agree
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Comments:	It is imperative that the boundary, regardless of size, not be subject to dispute once agreed upon. If word gets out the boundary is subject to change, lands adjacent and outside the boundary rise in value tremendously, pricing it out of the range of the farmers and into the speculative demands of the developer. The boundary needs integrity, regardless of consequences.
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Agree or Disagree?	Agree
Comments:	I believe planning like the vision statement is important for the future.
Agree or Disagree?	Disagree
Comments:	Until the council faces the population explosion in Mexico, Central America and South America, in 20 years they will come in search of water, land and shelter. Basically, Los Angeles and San Diego are invaded by legal and illegal aliens at the present time.
Other Comments:	I am afraid the religious and political beliefs are too strong to stop the invasion.

Agree or Disagree?	"a bit of both..."
Comments:	Everyone wants "liveability" and who could be against open spaces, farm land, healthy small towns, etc. Yet the continuing emphasis on the need to take light rail, buses, or bicycles to get from place to place does not allow for the need for AUTOMOBILES for people who drive their cars as salespeople and need to make many stops during the day at places impractical to get to (with samples) via public transportation. And the constant bike emphasis is forcing something not practical nor used. Neighborhoods should be comfortable, with play and open space including bike paths. Freeways should not have bike paths, nor should major highways where bikes are not used to any degree.
Other Comments:	Metro seems bent on forcing residents into a mold of Metro's making. This might be a start at listening. Hope so!

Agree or Disagree?	Agree
Comments:	Though I think increasing public transportation is great, it will not get people out of their cars. There possibly should be more deterrents to driving. Focusing on parking availability in the central city and town centers could decrease driving.

Agree or Disagree?	Agree
Comments:	Few people will read this lengthy document. Videos are a good idea. TV special would work too. Present information at neighborhood level via neighborhood association newsletters. Summarize key ideas and images on a poster, distributed to libraries, schools, organizations and businesses. Develop a simple F.V. planning kit for families to participate in and learn how pieces fit.

Agree or Disagree?	Agree
Comments:	About valuing the identity of our suburban neighborhoods: Many of the outer suburbs aren't neighborhoods. They have no neighborhood amenities, thus requiring the auto at all times. Emphasize change in status quo of standard developments. Shift attitude/vision to creative 'in fill', not easy plunder of farmland, timbered areas, etc.
Other Comments:	Economy -Push for alternative resource development to ensure and increase family wage, jobs. Recycled material products, environmentally friendly development, alternative technology. Diversity - Education to eliminate/discourage prejudice. Work to remove/blend segregated areas.

Agree or Disagree?	Agree
Comments:	General "vision" is well focused. Keep/increase emphasis on: 1. Maintaining urban growth boundary; 2. protection of Bull Run watershed; 3. neighborhood development; 4. alternative transportation; 5. limited growth of population and development; 6. recycling; 7. alternative energy sources; 8. greenspaces.
Other Comments:	Pay attention to finding ways to make goals economically feasible; neither business or taxpayers will let you get anything done; no matter how great the overall benefit, if it doesn't look cost-effective.

Agree or Disagree?	Agree
Comments:	On mass transit: to get people to accept and use it regularly more security will be needed at transit parking areas. Who wants to leave personal property (cars, bike, etc.) at a site to be destroyed or stolen while using mass transit? The criminal element knows that these areas at certain times are not populated and are easy pickings. Security of these areas are as important as the transit system itself.

Agree or Disagree?	Agree
Comments:	Particularly interested in greenspace and water issues. Excited to see consideration of accessible arts.

Responses received April 28, 1995

Agree or Disagree?	Agree
Comments:	Good JOB planning a <u>VISION!</u>
Other Comments:	Somehow you must address the 5 acre megahome problem that exists outside the UGB. For example Stafford area is NOT farmland. Its ultra big homes on 5 acres - this would be better utilized as 1 acre tracts, 5 acres is NOT enough to farm.

Agree or Disagree?	Disagree*
Comments:	1) The Metro area already has more park-protected space per capita than any other area in the contiguous USA. 2) No matter how much park-green space you have, you cannot make it safe and afford to "upkeep" it.
Other Comments:	Do not lure more population by the continuance of business is 1st, tax giveaways to new businesses. Repress population growth rather than encourage it. *Take care of what you got before adding grandiose landscape changes.

Agree or Disagree?	Agree
Comments:	Obviously very complicated.
Other Comments:	Consider the density problem in the "Stafford Triangle." While we may be the "country," the growth here is quickly eliminating our tree filled mountain with hug homes on clear cut land - ugly and lots of traffic.

Agree or Disagree?	Agree
Comments:	I am glad you are looking not only at zoning & structure of city in your plan for the future. It's nice to see environmental impact on people and other animals brought into the planning process. I also like the idea of planning to help us away from dependence on the car to live, play and work.

Other Comments:	I am still uncomfortable with the urban reserve areas. It seems like this would not make developers and planners stick to a set urban area. They would just keep expanding like they have in the past & then we would end up like other cities with sprawl, no open farm land and urban area from Portland to Eugene.
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Agree or Disagree?	Agree
Comments:	We should keep our open spaces for parks, etc. & clean up our water supply for fish and human use. Build low-cost housing & decent places for the street people to live without living under bridges, etc.
Other Comments:	Help schools etc. without raising our property tax. Get some other way to raise money.

Agree or Disagree?	Agree
Comments:	The pedestrian program is particularly important. Parks of metropolitan area, particularly in the newer industrial areas, are virtually inaccessible for pedestrians. Even public transportation is affected, since it is difficult to or impossible to reach most destinations by foot from the nearest bus stop in such areas.
Other Comments:	I am pleased to note the emphasis on preserving "downtowns" in the area. Please, no more huge suburban malls. These new shopping areas drain the economic life from the older neighborhoods.

Agree or Disagree?	Agree
Comments:	I think that your ideas and thoughts for the future area great...for we can't stand still when all this influx and people are coming in daily.

Agree or Disagree?	No box checked
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Comments:	Hello. I like your plans for the environment especially the concern for water. Your notions of densification instead of sprawl will be an interesting experiment. However do you not think that there is a limit to densification? For example, could the Willamette contain 200 million? No, there must be limits to growth, profound consideration to carrying capacity. This you carelessly discard in the Future Vision page 10 with 3 last sentence next to last paragraph. Clearly you lack the courage for tough issues involving limits to growth, which are population control, immigration control and responsible breeding. Since you refuse to set a solid foundation for future quality of life, your plans could be overwhelmed any decade now by unsuitable population pressures.
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Agree or Disagree?	Disagree
Comments:	Looks more & more like California every day. You're just piling more and more people on top of each other. We have too many people now. Our quality of life cannot continue with over-population. Why do you have to be so greedy - at the expense of our people and our environment? What's wrong with staying small and being more meaningful to those true Oregonians? Is it so difficult to give up a few dollars?

Agree or Disagree?	Agree
Comments:	Please don't bow to economic pressures and allow logging & industrial pollution our watershed area! Keep up the good work!
Other Comments:	All areas you speak of are critical for livability in Portland. The future will continue to place pressures on us, "growth" & profit vs. your Future Vision. How do you plan to hold onto your vision in the face of the above? I hope the bill asking for "full compensation" if a person's land can't be developed for environmental reasons does not pass - might it affect your goals, if the Urban Growth Boundary prevents a landowner from making full "use" of his land for development??

Responses received May 1, 1995

Agree or Disagree?	Agree
Other Comments:	Leave East County unsullied. We feel defensive about being a playground for others.

Agree or Disagree?	Agree
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Comments:	Hold the line on the Urban Growth Boundary - focus inward, not outward. I'm disappointed at the increasing parking lid (removal of the parking lid) in downtown - it should be constricted. How can we espouse the need for cleaner air and reduction of private auto use and at the same time increase parking availability? I re we are truly serious about increasing mass transit usage, walking and bicycling, focus on incenting those activities (downtown employers' bus subsidy is wonderful) and dis incenting single-occupant auto usage - higher meter and parking lot rates, constrict availability, toll or surcharge single-rider usage at peak commuting times.
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Agree or Disagree?	No box checked
Comments:	They are ideal but no implementation to back them up. Need to go to state and change law forcing more growth. This is our main quality of life problem. Do not want growth and all its problems!
Other Comments:	There is no section on water quality or sewage disposal. How these be accommodated with the mass of people entering the region. What about air quality - decrease with more people and industry. Can't plan without knowing these basics. Where is safety and health section?

Agree or Disagree?	Agree
Comments:	There is an inherent trade off between economic and environmental goals at times. We should establish a policy that declares which of the objectives will be given greater weight if all issues otherwise balance. I favor the policy the environment be given greater importance than economic pursuits.
Other Comments:	Public transportation is key to conserving energy, reducing pollution, and providing for easy access to all citizens in an urban area. High volume use is necessary to make public transportation effective. I suggest borrowing ideas from some of the more congested cities in the world. They limit automobile access to urban centers based on a rotating last-digit-of-the-license-plate method. Thus, cars can access urban centers only three or four work days per week.

Agree or Disagree?	Agree. Let's face it. The less convenient it is for more people, the better it will be for livability in the region!
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Comments:	Agree. Basically. You are attempting to do the right thing. But where is the idea of limits? Why is it accepted that population <u>must</u> increase year after year. Eventually, the whole thing will be lost in the nightmare of runaway population.
Other Comments:	Can't somebody, somewhere, stand up for zero growth? We don't need any more people. The developers could concentrate on beautification/improvement projects, or else sell popcorn.

Agree or Disagree?	Agree
Comments:	The vision is great! But if it's not tied into district enforced policy decisions (especially zoning) then it will remain just that - a vision. As an example, the Forest Heights development in NW Portland is in complete violation of many vision concepts, yet the city continues to grant its developers variances.

Agree or Disagree?	Agree
Comments:	It's time that we wake up and become aware of what's happening before it's too late - "I'm a "1932" Oregon native so I've seen a lot of change, some good but I'm sorry to say a lot bad. People have to start taking the "bull" by the horns and say <u>enough is enough - let's work together.</u>
Other Comments:	We cannot give up hope that all is lost - We will never be able to return to the way things once were, but we can learn from our mistakes. We can improve some thing. Building \$250,000 plus dream homes - when you need housing people can afford is one - teaching youth respect for their environment. That there is life with a car - And that we can move about with fear.

Agree or Disagree?	Agree
Comments:	I place a lot of value on the natural areas being protected. They are important as a balance in our ever-increasing stress-filled lives. Alternate modes of transportation, i.e., bike pathways are important, too. Of course, the watershed protection is <u>very</u> important, too.
Other Comments:	There should be land set aside for future schools as the growth in areas develops. For example, the Kim Development in NW Washington County has no provision for a new school which seems <u>so important</u> to prevent overcrowding in the existing schools and preserve the quality of teaching for our kids.

Agree or Disagree?	Agree
Comments:	The adoption of the listed guidelines for Portland area development are commendable and necessary. However these guidelines appear more as a defense against the deterioration of the present "status quo" than a bold initiative to adequately develop the region.
Other Comments:	The 2040 planning vision will have only a minimal effect on improving the life of the area people unless we renounce the idea of separating the residential, commercial and office spaces. Construction of mixed-use high rise buildings should be the principal objective of future developments. Replacing dilapidated downtown eyesores and parking spaces should be the first priority of any development.

Agree or Disagree?	Agree
Comments:	I really appreciate the efforts you're going through to communicate all this to your constituents. Regional planning is so important to our future, and it can only succeed with an informal and involved citizenry!

Agree or Disagree?	Agree
Comments:	Sounds right on paper.
Other Comments:	To be honest, have only lived here for two years, but am impressed with progress so far.

Agree or Disagree?	Disagree
Comments:	Too wordy - Very few will bother to read all of this.
Other Comments:	Is the publication of stuff like this where our tax dollars are going? I don't feel I can support METRO!!

Agree or Disagree?	Agree
Comments:	Agree in general. Two concerns: 1) Plan should envision holding the UGB and then learning to deal with how to steady not grow population while maintaining economic viability. 2) Urban truck farms should be considered greenspace and preserved.
Other Comments:	The role of builders and developers in planning is a concern. Much of Portland's problems - historically - were due to the greed of developers. We do not owe them a living by providing building sites in the future.

Agree or Disagree?	Disagree
Comments:	Slow the growth. I am from the San Fernando Valley in CA - moved here 18 years ago. Beaverton and Aloha are looking more and more like it but not as well planned!

Agree or Disagree?	Agree
Comments:	Hold fast on urban growth boundary. Press for more mass transit--get people living closer to work. We need west side by-pass . Press for water conservation.

Agree or Disagree?	Agree
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Agree or Disagree?	No box checked
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Agree or Disagree?	Agree
Comments:	Keep up the good work. I attended one meeting at Wilson High School. Want to keep informed--maybe participate somehow later.

Responses received May 2, 1995

Agree or Disagree?	Yes
Comments:	Looks like a good vision - BUT Metro staff, executives and counselors should not get too heady with power while carrying out mandates. Committees are OK, but keep voters informed.

Agree or Disagree?	NA
Comments:	It seems that the planning process is going on too long. In the meantime there is much building going on that is very unattractive, congested and cutting down many trees. Will Metro, actually have control into the community decisions being made?
Other Comments:	Will metro have input into financial matters? Example: Beaverton's problem with providing school facilities to match growth and asking developers to contribute to the provision of new schools.

Agree or Disagree?	Mostly agree
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Comments:	More emphasis needs to be put on alternative transportation. I.E. non-private automobile transportation like bicycles, buses and walking. We don't need more freeways, bigger roads or highways. People who use alternative transportation should get a tax break for state and local taxes because they're using less resources and creating less pollution.
Other Comments:	The "Main Street" concept is very good and should be encouraged in all neighborhoods. Then we can get rid of the ugly, car dependent shopping malls and industrial parks. Also, to reduce urban sprawl and "in-migration", metro should heavily tax new developments of all kinds. This might send development back to Southern California or Texas

Agree or Disagree?	Agree
Comments:	I'm not sure how Metro could encourage this, perhaps with a tax credit type program. It would certainly cut down on traffic congestion and environmental pollution.
Other Comments:	We need to work on the perception that many employers have, that if they can't see you, you aren't working. Many information workers could work from home if adequate resources were available (ie phone lines).

Agree or Disagree?	Agree
Comments:	I really want the emphasis to be placed on protecting our natural environment.
Other Comments:	Continue to create new parks and greenways.

Agree or Disagree?	Agree
Comments:	While I agree with what is said and like the involvement of the community. I feel that in reality we are not building enough side-walks and bike paths that all connect to one another so people can go "safely" from say my house to the local shopping center (Sunset Mall) or (Tansabourne Mall) let alone to downtown Beaverton without driving. Why can I not walk or bike safely to the store near my house?

Other Comments:	I feel the area (By Rock Creek Comm. College) and Bethany Blvd. proposed regional center are creating a conflict. The proposed regional center (on Bethany Blvd and Laid Law) is very large audit seem that the urban reserve study area is going to expand because "Hey we have a huge regional center near by." This will continue North all the way to Skyline Blvd. If the regional center is scaled back we will keep the land rural by Rock Creek Community College.
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Agree or Disagree?	NA
Comments:	Why in the world would you waste more of our tax dollars on such a costly mailing piece!!!!
Other Comments:	I used to be in advertising/PR and know the expense and also the ineffective mess of such volume of material.

Agree or Disagree?	NA
Comments:	What about noise control? Sonic base from music systems dominates my neighborhood. Continuing to allow this level of noise is unacceptable. Without addressing noise, no degree of planning will be successful if one cannot live without a reasonable degree of peace.
Other Comments:	

Agree or Disagree?	Agree
Comments:	Visions are so broad almost anyone can agree with them. there's something there for everyone and they are subject to wide interpretations.
Other Comments:	The going gets tough when you get to the specifics. Will we control growth or just manage growth. To preserve buffers between cities will the public purchase the greenways? We're already too late for Portland-Beaverton, etc.

Agree or Disagree?	Agree
Comments:	Strongly support the Future Vision Statement by Metro. I do not feel that it is necessary to provide for all the growth that could come. If we do not provide for all the growth it won't come.
Other Comments:	It is up to us to decide what levels of growth we wish to accommodate. To strongly support maintaining the UGB with expansion only on a very limited special circumstance basis.

Agree or Disagree?	Agree
Comments:	I feel any later than now would be to late to save our Portland area livability from ruin by development guided only by economics, "Framework 2040" appears to be an excellent approach to this problem; but so far the developers seem uncontrolled.
Other Comments:	The concept of "Urban Reserve Study Pres" is most important but Metro will have to bear the developers to there "Pres."

Agree or Disagree?	Agree
Comments:	Well written, but we'll all be watching to see if/how these lofty goals are translated into action/reality.
Other Comments:	
Agree or Disagree?	Disagree
Comments:	Most problems caused by out of control real-estate developers who have infiltrated local/regional governments to advocate over building/over crowding. Developers should pay up-front future users fees before infra/intra structure overload and damage is caused.
Other Comments:	Why should retired and original homeowners have to pay more taxes for problems caused by fast-buck development speculators and inflow of rich outsiders greed? Reference: I-5 /217 interchange. Measure 26-26 acquisitions. "Affordable" housing subsidies for investors (rents \$800 min!). Subsidized transportation systems for subsidized employment, HUBS, etc-et al...

Agree or Disagree?	Agree
Comments:	NA
Other Comments:	

Agree or Disagree?	Agree
Comments:	High density development along light rail should be very high priority. Encourage more multi level apartments and condos.
Other Comments:	Explore possibility of major corporate donors to fund open spaces and greenways. Maybe some tax incentives for them.

Agree or Disagree?	Uncertain
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Agree or Disagree?	Agree
Comments:	I feel any later than now would be to late to save our Portland area livability from ruin by development guided only by economics, "Framework 2040" appears to be an excellent approach to this problem; but so far the developers seem uncontrolled.
Other Comments:	The concept of "Urban Reserve Study Pres" is most important but Metro will have to bear the developers to there "Pres."

Agree or Disagree?	Agree
Comments:	Well written, but we'll all be watching to see if/how these lofty goals are translated into action/reality.
Other Comments:	
Agree or Disagree?	Disagree
Comments:	Most problems caused by out of control real-estate developers who have infiltrated local/regional governments to advocate over building/over crowding. Developers should pay up-front future users fees before infra/intra structure overload and damage is caused.
Other Comments:	Why should retired and original homeowners have to pay more taxes for problems caused by fast-buck development speculators and inflow of rich outsiders greed? Reference: I-5 /217 interchange. Measure 26-26 acquisitions. "Affordable" housing subsidies for investors (rents \$800 mini). Subsidized transportation systems for subsidized employment, HUBS, etc-et al...

Agree or Disagree?	Agree
Comments:	NA
Other Comments:	

Agree or Disagree?	Agree
Comments:	High density development along light rail should be very high priority. Encourage more multi level apartments and condos.
Other Comments:	Explore possibility of major corporate donors to fund open spaces and greenways. Maybe some tax incentives for them.

Agree or Disagree?	Uncertain
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Comments:	I have concerns but have not been attentive enough to the issues to agree or disagree. Will learn more before commenting.
Other Comments:	

Agree or Disagree?	Agree
Comments:	In general, I agree with the vision as outlined, but I do think we need to take a more bold approach. Instead of focusing on economic growth, let's aim for sustainable development, and let's make cars more expensive and inconvenient rather than trying to accommodate more of them.
Other Comments:	Affordable housing is a critical issue which needs more emphasis. Stable housing prices and reasonable rents should be achieved by taxing spectator and business transactions that drive up land prices. Also tax income producing property at high rates than home ownership.

Responses received May 3, 1995

Agree or Disagree?	Agree
Comments:	Especially important: curbing sprawl, affordable housing in various neighborhoods more public transportation, more walking neighborhoods.
Other Comments:	

Agree or Disagree?	Agree
Comments:	In general, I believe you are on the right path in planning for the future.
Other Comments:	I am very pleased that this planning process is taking place. It is very important to save our farm land and crop land and to keep our water as clean as we can within reason.

Agree or Disagree?	Agree
Comments:	I'm pleased with the amount of walking/ park/ and greenways.
Other Comments:	

Agree or Disagree?	Agree
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Comments:	I agree we should all have access to nature, but it needs to be protected as well as enjoyed.
Other Comments:	I feel since Gateway is a meeting area of light rail, I-205, and I-84 it should be considered as a Regional Center instead of Town Center, and as a halfway point between Gresham and Downtown Portland.

Agree or Disagree?	NA
Comments:	I don't disagree with the statement of vision, but feel that it's scope extends beyond the description of the scope of Metro's responsibilities. I realize that your planning has an impact on all areas of our lives, however, you're not directly responsible for many of those areas. As an educator I question your claim to provide educationally what you outline in the example in the individual Future Vision.
Other Comments:	

Agree or Disagree?	NA
Comments:	You obviously haven't been in the real world for quite some time. You show Bald Peak as Ag land with some Con. Forest. Bald Peak has been chopped up into 5-10 acre homesite up some of them being businesses in their homes. Definitely not included in zoning requirements.
Other Comments:	None of the farms are farms as such. X-mas trees, horses. Why we have any zoning when all those small parcels were allowed is beyond me!

Agree or Disagree?	Agree
Comments:	Keep it up- Especially open spaces and creative ways to do infill housing and ways to get housing close to jobs and on transit.
Other Comments:	
Agree or Disagree?	Agree
Comments:	Excellent job of covering all areas of growth and population concerns.
Other Comments:	

Agree or Disagree?	Agree
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Comments:	I just hope it doesn't take 50 years to attain many of the goals in the Vision statement! I whole heartedly support the view that individual freedom is highly valued but requires an investment by all individuals in responsibilities for community involvement.
Other Comments:	Would like to see Future Vision reviewed by groups of school kids to get their feedback and get them involved in the process early on... Engage kids in the Junior High and High School, involve them in the planning process now and ongoing...

Agree or Disagree?	Agree
Comments:	There is overwhelming need for caring for our earth. By each of us from individuals to industry to Government.
Other Comments:	

Responses received May 4, 1995

Agree or Disagree?	Agree
Comments:	Want to stop suburban sprawl and want to maintain open space and farm, forest areas.
Other Comments:	

Agree or Disagree?	Agree
Comments:	MY main concerns are: protect creeks from the harm from development and main streets should be carefully structured so that we don't have the same kinds of stores over and over again, ie. video stores, pet food stores, etc. I'd like to see interesting and one of a kind clothing stores, restaurants, gift stores. Make the main street interesting to shop and encourage small, unique businesses. I don't want to see more fast food restaurants. This is important to me because I like in Cedar Mill, a town center and main street study area. I would walk to shopping.
Other Comments:	
Agree or Disagree?	NA

<p>Comments:</p>	<p>The values are sufficiently bland that most should be able to support them. Given, however, the district pro-development tilt of Metro, I am making these comments now. I oppose including any high quality farmland in the urban reserve area. Metro needs to work with the legislature to pass congestion hour pricing, vehicle registration fees based upon miles drives and fuel economy--with allowances for older care whose owners cannot afford to upgrade. The retarded suburban Clackamas and Yamhill county legislators should be informed that is their cheapskate constituents do not wish to have vehicle emissions testing they should expect to leave their cars at home and walk to Portland, Discourage in every possible way the sprawling "business park" campuses--probably the most egregious example or poor land use in suburban areas. LAND SHOULD BE TREATED AS THE VALUABLE RESOURCE THAT IT IS. IF THAT MEANS GROWTH WILL BE LESS ATTRACTIVE AS PRICES RISE, MOST CITIZENS WITH THE POSSIBLE EXCEPTION OF REALTORS AND 'DEVELOPERS'' (ANY OXYMORON IF THERE EVER WAS ONE) WILL BE PLEASED BECAUSE NO ONE HAS EVER DEMONSTRATED THAT GROWTH IS "GOOD "OR THAT BIGGER IS "BETTER"</p>
<p>Other Comments:</p>	<p>IN THE PAST 25 YEARS THE QUALITY OF LIFE IN PORTLAND OREGON HAS STEADILY ERODED: NEIGHBORHOODS OVERRUN WITH COMMUTER TRAFFIC HOUSING HAS BECOME INCREASINGLY LESS AFFORDABLE SUBURBAN SPRAWL NOW EXTENDS FROM GORGE TO COAST THE WILLAMETTE RIVER RESEMBLES THE BOATERS' FREEWAY LOCAL ATTRACTIONS LIKE THE ZOO ARE OVERCROWDED THE UNIQUENESS OF THE CITY AS A NORTHWEST PLACE HAS EVAPORATED IN THE EFFLUVIA OF TASTELESS "MACMANSIONS"</p>

Responses received May 5, 1995

<p>Agree or Disagree?</p>	<p>Disagree</p>
<p>Comments:</p>	<p>Government at all levels locally should not be earnestly promoting economic development. Promoting economic development does not help the other visions Metro has formulated. Economic development will "naturally" come when other conditions/ visions are in place. Slow growth, sustain growth is just as healthy as promoted growth.</p>
<p>Other Comments:</p>	<p>Metro really hasn't yet listened to "sustained" growth advocates and the numerous world wide examples it benefits. Growth for growth sake is not beautiful, rewarding, or in everyones best interests. Only a small segment of the population benefits from population growth. Why are we giving tax breaks for growth. Forms false economy, Why should small businesses not benefit by tax breaks.</p>

Agree or Disagree?	Agree
Comments:	I strongly agree and I appreciate your efforts very much. So do all my family.
Other Comments:	I especially like the final value relating to our children's futures. One of my daughters is mildly retarded. A compact city with great public transit does offer her a wonderful life. Thank You

Agree or Disagree?	Agree
Comments:	I want to see a lot of concern put towards moving gangs out of neighborhoods. And less if not any people who have no respect for the air, land and water allowed in our state. Especially Californians. California would not be turning into a smoggy dirty state if they would turn their attention towards their environment. God knows we don't want them coming here and doing the same to our state. (We want our state green and clean, not smoggy and dirty)
Other Comments:	

Responses received May 8, 1995

Agree or Disagree?	Agree
Comments:	I want to maintain quality of life, open spaces, clean air, water. I strongly support open spaces, urban growth boundaries. I'd like the S.W. and Eastside sprawl to stop NOW and have more emphasis on town centers (lavender dots) with green space between. Definition of towns, put money to keep people in their town for work and shopping so they don't have to commute in.

Agree or Disagree?	Agree
Comments:	As a native Oregonian, I want to see our regional uniqueness and beauty preserved. Planning is the best way. In addition, mass transit will help too. I live on Tri met line by design- we'd love to see light rail ease the traffic mess around Clackamas Town Center.
Other Comments:	

Agree or Disagree?	NA
Comments:	I wish the Metro council would be dissolved. I live in Hillsboro and I do not like being told what to do or how to live by Portland. I also resent paying for Portland building improvements!!!

Other Comments:	
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Agree or Disagree?	Agree
Comments:	Plan for affordable housing, build it! while still preserving Greenspaces
Other Comments:	Make better, safer bikeways to encourage use.

Agree or Disagree?	NA
Comments:	I think protecting the greenspaces is a great move. it is difficult to comment on your vision, as you do not describe it very specifically in this brochure.
Other Comments:	I hope you show more respect for your budget and our trees by mailing a less expensive flyer to "keep us informed" next time. It's a bad sign that this newsletter is considered in good taste. An economy of paper and an economy of words is in order, please!

Agree or Disagree?	Agree
Comments:	All the work that has been done on the future vision framework should be highly commended. I am proud of the foresight and many considerations outlined here. We need permanent public protection of much more than just the ballot measure 26-26 projects and alternate funding to make it happen regardless of passage.
Other Comments:	If Metro has any influence on the curtailing of the huge billboards springing up all over- please use it, they are a terrible blight on the landscape

Responses received May 9, 1995

Agree or Disagree?	Agree
Comments:	I strongly recommend that Oregon City be granted permanent status as a regional center. Oregon City is the major focal point for transportation lines, tourism, Government, and commerce in Clackamas County.
Other Comments:	Vancouver doesn't seem to really consider themselves part of this region. Because of the river and state boundary, they must feel like orphans.

Agree or Disagree?	Agree
Comments:	NA
Other Comments:	

Agree or Disagree?	Agree
Comments:	I moved here recently from (oh, no) Los Angeles- and one important reason is because of this city's commitment to planning for growth and for the maintenance of these values- natural areas, alternatives to cars, communities, etc.
Other Comments:	

Agree or Disagree?	Agree
Comments:	NA
Other Comments:	

Agree or Disagree?	Agree
Comments:	Imperative that population increases be housed by UP not urban sprawl. Urban Reserves must be curtailed. Projections, and Portland area will increase by 700,000 in 2010 means we must build more apts, condos, etc. There will not be enough land to build everyone a home.
Other Comments:	Your transportation program is a good people amended to their own four wheels. More traffic, congestion, air pollution, etc... Suburban sprawl into agriculture land and forests is no good!!

Responses received May 11, 1995

Agree or Disagree?	Agree
Comments:	NA
Other Comments:	

Responses received May 12, 1995

Agree or Disagree?	Agree
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Comments:	Agree 100% on green spaces- more walking and bike paths preserving farm lands and streams. More mini communities, ie Multnomah and Sellwood.
Other Comments:	We in Portland have a tradition to uphold. When Forest Park and the Portland Park blocks were set aside in the last century. Now we all must contribute to this tradition in the next century.

Agree or Disagree?	Agree
Comments:	I think it is important to preserve the UGB. High density housing is a hard sell, but doable (San Francisco for example). Also, Metro should do more outreach on the how and whys of regional planning. You're doing a good job now, but more is better in this case.
Other Comments:	

Agree or Disagree?	Agree
Comments:	Simplify Newsletter-2040 Framework. Almost too much info. could discourage some people from reading-takes too long.
Other Comments:	Remember small acreage owner- Not a producing farm. Just personal livestock and garden products. It seems plan deals with only large farms. If one chooses to own small acreage we should not be penalized or forced to sell to increase development property we are a greenspace of our own.

Responses received May 15, 1995

Agree or Disagree?	Agree
Comments:	I think one of your more important "visions" is on page 3. "Encourage more people to travel without cars." All transportation decisions should have that statement in mind if we don't want to become a Los Angeles or Seattle. Also office bldgs could have apts. above to encourage usage at all hours of the day and night.
Other Comments:	Continue to encourage "infill lots" We need to build up not out. As our population grows, owning a single family house is no longer going to be a right if we want to hold the line on our urban growth boundary. Visit a major city like Chicago, and visit the expanding Suburbs. The best farmland in the world is being turned into malls and subdivisions. The topsoil is taken off and sold back to the homeowner.

Agree or Disagree?	Agree
Comments:	I think the "preparation" strategy you are developing is excellent and an example to other metro areas. I fully support your efforts in expanding public transportation systems and hope that your efforts are not thwarted by opposing interests.
Other Comments:	Propose considering public transit (be it a bus or light rail) in the Gorge. Could be used by daily commuters, as well as tourists and "city goers." This could improve growing pressure on the scenic area's air quality, road conditions, "car theft and vandalism" problems. Even a line that ran only as far east as Hood River would be beneficial to both residents and visitors.

Agree or Disagree?	Agree
Comments:	Nice thoughts, but quite generalized. I think Metro should concentrate more on INFRASTRUCTURE and less on "societal engineering" For example page 9, Metro need not worry that "Political leadership is valued..." This stuff is not your job, infrastructure is.
Other Comments:	Illustrate your generalization with specific cases from other cities or your own ideas mapped into Portland.

Agree or Disagree?	Agree
Comments:	More emphasis on mass transportation and cycling
Other Comments:	More emphasis on walking paths.

Agree or Disagree?	Basically Agree
Comments:	Neighborhoods with "Main Street" concepts are good but you have done nothing to date to "fix" the existing such as NW 23rd and Hawthorne. We need to by pass through traffic (except transit) create "off main street" parking. Make Hawthorne and NW 23rd friendly to pedestrians and bicycles. Both are very scary at present. Fix the existing before trying to sell more of what isn't working right now. This should be a high priority. Make all bridges accessible to pedestrians and bikes. The Bridges aren't bad but getting on is a nightmare. Another high priority/

Other Comments:	Re-Fix the Downtown Transit mall. Cars seem to travel the bus lanes at will while police and transit supervisors look on. I have seen many near accidents on the mall. It used to be nice, why can't we enforce the rules? Taxi's and tour buses and hotel transport vehicles at times delay Tri-met from readily accessing their stops causing hardships for bus passengers. Why not extend the mall to the Convention center, Blazer Arena, and Lloyd Center. Certainly do not add N/S Max to the 5th and 6th ave. transit malls.
Agree or Disagree?	Agree
Comments:	Agree strongly with protection, restoration and management of streams, wetlands, and flood plains. A must! Agree strongly with "Variety in our communities and neighborhoods" like compact development with healthy public spaces.
Other Comments:	"Strongly agree with statement" the true environmental and social cost of new growth has been paid by those both new to region and already present receiving the benefits of that new growth. Fair distribution. I support tax-base sharing throughout Metro region.

Agree or Disagree?	Both
Comments:	I agree with the mandate "to preserve and enhance the quality of life and the environment for ourselves and future generations." I disagree with the current concept of 40 yrs. growth management. It must be a sustainable growth of 100 years plus to be of value.
Other Comments:	We must take stock of our water quality and land resources First plus leave a 20% buffer zone for possible droughts or earthquake disasters. Nature will not cope with a one half to one million more people and two million cars and one million more pets. Our water quality will be decreased and smog has increased considerable.

Agree or Disagree?	Agree
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Comments:	This is for the most part a superb statement. Under core values, rather than viewing ourselves as "stewards of the region's natural resources", I would propose we view ourselves as a coequal member, or simple, one of the region's natural resources. I would also suggest the statement proposes or guides the region toward the creation of sustainable jobs (those which cause no net depletion of resources) rather than simply assuming "growth". I would also propose the statement includes goals to limit population to numbers the region can sustain in an ecologically sound way. I would also suggest there be a statement or goal to increase the self-sufficiency of the region, eg., to have regional farmers producing food for the region.
Other Comments:	

Agree or Disagree?	Agree
Comments:	Particularly agree with values of variety, equity, and working to end poverty.
Other Comments:	

Agree or Disagree?	Agree
Comments:	Your emphasis on natural areas, transportation and water are important but also limited. More emphasis needs to be put on housing, jobs, and communities.
Other Comments:	There is a limited acknowledgement of the importance of social equity issues in this document.

Responses received May 16, 1995

Agree or Disagree?	Agree
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Comments:	Regional growth management by elected Metro council is conceptually a good thing for Tri-county residents and your "future vision" does contain some community strengthening values like incorporating nature in the urban landscape and creating public and private initiatives that support family life, and though I agree with your Future Vision values, including visions for children and education, I can't help feeling that your philosophical ("OH HUM") compliance to the projected 25 year increase in areas population of 1,000,000 people and your broad "pro-growth" framework plan (well done for what it is) will not keep the Tri-county area surrounding Portland from becoming a bumper to bumper over-populated chaotic mess. Why ? People will continue to use cars and everyone from 1000 friends of Oregon to your Metro Council refuse to push for adequate needed roads first, than issue building permits to your Don Morissette's and other local builders who are reaping \$\$\$ big profits from present slip shod back-assward system.
Other Comments:	

Agree or Disagree?	Agree
Comments:	NA
Other Comments:	

Responses received May 17, 1995

Agree or Disagree?	Agree
Comments:	I am also in favor of motherhood, apple pie and celebrating the Fourth of July.
Other Comments:	Get real on transportation. How many metro councilors, transportation committee members, etc ride bicycles or use public transit to meetings? If we get everybody to ride a bike to work, what happens on the first day it rains? etc.

Agree or Disagree?	Agree
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Comments:	Great! page. 10 manage watersheds to protect, restore, and manage. I'm glad you didn't use enhance when we should mean restore. Great! pg.9 Equity- translates assoc. with growth fairly distributed tax base sharing, changes in tax codes. However simply saying providing affordable housing without addressing systems causes of skyrocketing costs in meaningless. and promote the community land trust concept that takes developmental or land with homes already build land off the private community speculative market: segregate the costs of housing and land.
Other Comments:	I get an image of the F.V. Cogumm and I standing on the back of an old farm truck linked shoulder to shoulder, cooking with optimism into a more environmentally sane future where life is both happier and more sustainable than today. Unfortunately Washington Co. agencies are in the front seat barring the truck down the road in the opposite direction. THPRI is still destroying diversity to give us turf grass parks. USA is still talking detention facilities for flood control rather than restoring wetlands and agrarian areas in native vegetation. Transportation is still taking more pavement for bicyclists and pedestrians rather than re-creating aesthetics environments that would get people out of cars.

Responses received May 18, 1995

Agree or Disagree?	Agree
Comments:	While the plan addresses commerce and industry and transportation in detail it makes no provision for fulfilling people's spiritual needs. These needs can be enhanced through integration of appropriate monuments, small parks with appropriate items for reflection, i.e. Waterfront Park includes a maze and the Japanese memorial garden. In Washington Park we have the Viet Vet Memorial. Mankind needs more places to inspire and on which to meditate.

Agree or Disagree?	Agree
Comments:	Thank heavens -- and all the hard work put in by many -- that measure 26-26 passed!

Responses received May 19, 1995

Agree or Disagree?	Agree
Comments:	It's terrific! I imagine that you have developed -- or will be developing: pg.6: "Main Streets..."; pg. 11 "Transportation..." in the form of explanatory drawings?

Agree or Disagree?	Agree
Comments:	I'd like to have seen values that promoted DIVERSITY, SUSTAINABLE RESOURCE USAGE WHILE PRESERVING ENVIRONMENT QUALITY, and some that address the destructive phenomena that can arise in deteriorating regions by CRIME.
Other Comments:	More emphasis on higher educational opportunities. Biggest risk is the power and influence of large metropolitan counties and processes of county and city jurisdictions. Most residential development in Washington County appears to occur without supporting infrastructure. Developers do not contribute to improving arterials, schools, water, other services --nothing beyond immediate necessity.

Responses received May 22, 1995

Agree or Disagree?	No box checked
Comments:	Granted, I skimmed this, but this seems fairly general, not very many specifics -- maybe it is too early.
Other Comments:	At the rate this region appears to be growing I am concerned about: 1) having enough water; 2) not too many developed areas for housing crammed in taking away greenways and open spaces; 3) Efficient, timely transit service, especially buses, but light rail too that enables commuters to get to their jobs in the suburbs and surrounding areas without taking over one hour because they have to transfer so many times.

Responses received May 23, 1995

Agree or Disagree?	Agree
Comments:	I completely support the vision to decrease urban sprawl and increase the use of sources already around us!
Other Comments:	I would be interested in knowing how I can be of help.

Responses received May 24, 1995

Agree or Disagree?	Agree, for most part
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Comments:	It is important to keep forested land and farmland NON-developed. TO NOT allow large McMansions to be built on farmland in areas of smaller homes that have been present for many years to longtime residents causing these families to leave due to increased taxes and pressure to sell out to the the wealthy..so the wealthy can pretend to be farmers. This is so apparent in the Stafford/West Linn area.
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Miscellaneous faxed responses received

Agree or Disagree?	Agree
Comments:	Excellent Plan. My prime issue is public transportation. I am a professional who owns/operates a small business. I am 54 years old. I have lived without a car nearly my entire adult life and wish to continue doing so. Without a doubt I could quite comfortable do so in most of Europe, parts of the Middle East, and elsewhere as well. However, living without a car in the U.S. often presents difficulties. I applaud your public transportation.
Other Comments:	

Agree or Disagree?	Agree
Comments:	Open spaces, improved transportation, and how and when to develop land are crucial to the future of the region. Getting back to the mainstreet concept where people walk and bike from home to the commercial areas may well be the step back to the "Good Ol' Days" many of us crave.
Other Comments:	Enhanced computer systems and telecommunications, in addition to encouraging working from home will make an impact on traffic at peak hours, reduce stress, improve the overall health of the region and its people and reduce air pollution. Productivity will also increase. I wish I could be around to see all this happen. Please move quickly on the transportation issues.

Agree or Disagree?	NA
Comments:	NA
Other Comments:	

Agree or Disagree?	Agree
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Comments:	More light rail and other rail (instead of more trucking), more bike routes and incentives, smaller town centers, (but larger amounts of them).
Other Comments:	Don't want to be forced off my land because of escalating realty taxes intended to force owners to chop off their land, so developers can make their \$ by building more housing! Hands off further development at the Oregon Coast! It's being ruined by developers!! Hands off whatever forests are left, whether public or private!

Agree or Disagree?	Disagree
Comments:	Portland is not New York, Chicago, Paris, or London. They have millions of people to ride light rail. You will never get a return for the billions spent.
Other Comments:	The taxpayer will be broke when you finish. If you every told the taxpayer what the light rail really cost you would get about 2 votes plus your vote.

Agree or Disagree?	Agree
Comments:	Yeah, I absolutely agree with the values outlined in the 2040 framework with one minor exception and that is time must be factored in for replenishment of natural resources that are extracted at an alarming rate. It would take many pages to explain this idea of replenishment of natural resource bases. Contact me further if you are interested in what I have to say. (Mess. 697-0744)
Other Comments:	Beware of a planet that has limited space with finite resources. (Behave accordingly) It can never be said to often or to loud, do not use or tax your resource reserve of air, water, topsoil, and wildlife reserve faster than they can be replenished. Never use a resource base without proper treatment to ensure lifelong or never ending responsibility. not just for our sake, (humans) but all species including the earth itself.

Agree or Disagree?	Agree
Comments:	I would like to see how local area citizens, neighborhoods could be incorporated into neighborhood revitalization. I live in Alameda and would like to be involved in revitalizing lower income areas on the periphery.
Other Comments:	

2040 FRAMEWORK HOTLINE COMMENTS

I saw this sitting in the paper, "Future Vision needs your vision..." and has these meetings with Metro Council, Future Vision, Metro Council meetings...They're all in the suburbs! Why? Don't you think some of us live in Portland? I'm not going to go to Gresham or Beaverton or Oswego for one of these things.

Yes, after reviewing the draft Future Vision we received in the mail today, I have some serious concerns about where we're going to put schools, how we're going to put schools. It seems to me that education should be (our) prime commitment along with where and how we're going to build new homes. If we have new homes being built, we need new schools being built. I would be interested in knowing how Metro plans to accommodate both.

Unfortunately, my children kept me a bit busy and I didn't hear all the different possibilities. What I'm calling about is the video. It says the "new Metro Growth Management video will be available to the public in early June. The video covers a variety of 2040 Framework issues and to borrow a copy, call Metro's Growth Management Hotline, which I just did. My name is Ron Peterson and my address is 7408 SW 31st Avenue, Portland, Oregon, 97219-1811. And I would like to get that video just as soon as possible. It would be nice to be able to sit and watch it instead of having to try to spend the time trying to read it with the two children. Also, my wife is interested in watching the video because it would make it easier for her also with the children. Thank you much, and if you want my home phone number, it's 244-5951. Have a good day.

Yeah, I am in total support of Measure 26-26, but in looking at the map, I'm also very disappointed that either route off, well north of Highway 26, by Bronson Road, and there are no parks. We just keep paving and paving and paving and we need some open space on the west side and I don't see any. If you would like to make a comment back, my name is Robin and I'm at 690-7720.

I like the concept of the development of more Mainstreets, but there is nothing to show me that the Mainstreets won't become major highways like TV Highway or something that are really like Los Angeles-type blight. As to Greenspaces, I need to know what Metro plans to do to protect and encourage and preserve private Greenspaces because it seems that you want to take away people's private yards and gardens and then tax them so that the City can own all the gardens and Greenspaces. So, I wouldn't be willing to vote for a Greenspaces tax unless Metro's plan also encourages people to preserve their own Greenspaces. As to residential development, I'd like to know what Metro is going to do to address the problem presented by cul de sacs and dead-end streets in residential developments because you can't walk through those developments or you can't bicycle through them. I know that bicycle enhancement and pedestrian enhancement is one of the goals; I'm all for it. But I don't see any talk about how these things are going to be accomplished. Thank you. Bye.

Hi, I'm Barbara Olson at 6526 SE Plum Drive in Milwaukie and I accidentally received a copy of 2040 Framework in the mail that happens to be for my neighbor. But I'd sure like a

copy. So if you'd please mail me the copy...let's see, what I've got here is "Metro 2040 Framework Update" Spring/Summer 1995, but I'd also like to be on your mailing list because it looks like really neat stuff. So, thanks, I hope I hear from you in the mail. Bye.

Hello, this is Cindy Bennington. My address is 2545 SE Lamatha Place in Gresham. Recently I was looking for some investment real estate property in the Northeast section around Bowling and Alberta and basically the whole Northeast section. And what occurred to me (unintelligible) is that those neighborhoods do not have neighborhood shopping areas either to buy, you know, milk. There's no 7-11, there's no McDonald's, there's no Burger King, there's no Albertson's, Safeway. I'm sure there are pockets that I just did not see, but it seems like a very glaring lack and I think it's important for the youth of that area to have some meaningful elementary jobs as box boys and cooks in fast-food restaurants and I think that there's a lot that needs to be done to bring commercial streets down in that area because, as it is, they have to go to Lloyd Center or Jantzen Beach just for the basic things. I live in Gresham and it's just a small jaunt to get shoes repaired or hair cut or that type of thing. And also, I was looking at a catalog that Grubb Ellis puts out as far as commercial development and where there is shopping malls and strips and neighborhood/grocery-type things and the map of the area was just dotted all over the place with this great big void in Northeast Portland. And I think that really needs to be taken a look at. Thank you.

I have specific comments that aren't really included in the overall 2040 plan which I generally agree with, but my concerns specifically focus on the inner east side of the river which I think has a great potential for development of housing and commercial properties that would allow easy access to downtown. People could actually commute on foot. I think it's a waste of riverside downtown property to have a freeway and partially abandoned warehouses occupying something that could be developed at much higher density and would allow housing inside the city limits. Which really wouldn't, I don't think, cause great dislocation for anyone other than the obvious moving of the freeway. I've felt strongly about this for years. I've hated to see us spend tens of millions of dollars to further entrench that Marquam Bridge. I realize it's not an easy issue to deal with, but I think a Future Vision that does not include a development of the East Bank is a travesty. This is a beautiful city that relies on its river and to leave it as it is, is really a shame. Thank you. I hope somebody someday will take on this job. Thank you.

Hi, I'm looking at the 2040 Framework Spring/Summer 1995 questionnaire. It asks, No. 1, "Do you agree or disagree with values?" I agree, especially when it involves keeping Greenspaces and natural areas the way they are, conserving them and retain those areas, in all different parts of the city - as much Greenspaces and open areas and that kind of thing as possible is what I'm looking for. Also, redeveloping existing homes, businesses, malls, whatever it is, rather than building new ones at a different-site. I know it costs more money. We currently have a 65-year old house and we're remodelling it. And it costs an awful lot more money than it does to go out and build a brand new one, but at the same time, we have an awful lot of character in this old house that we're very proud of and I think

that that is one way to keep the growth from expanding in so many different urban areas. And the going up instead of out concept, I like that, but I also agree that we have to continue to redevelop instead of new develop. Number 3, let's see, the sources I would most likely use to get information would be the mailings like this one that I received. Radio KJZZ and K103. Days of the week and times that are best for me to attend would be Sunday afternoon. By computer e-mail is the best way for me to communicate. Kept informed about Metro's planning programs would be through the newsletters and please add me to your mailing list. My name is Sue Osburn, 7732 SW 17th Drive, Portland, 97219. Thanks. Bye.

I want to observe relative to the mass transit concept that, in my belief, the 205 Corridor is the only way to go on your mass transit, the only way that it will fly. You've got a lot of the expenses taken care of. There was about a 3-year delay, a 2-year delay on getting that bridge designed for light rail crossing. If you look at this map that you've provided, it cuts right into the center of Clark County and there's obviously the middle point between where the growth is and where it's going to be. It obviously needs to be out into that area. The considerations of running it closer into Vancouver may take care of some of the civic problems in Vancouver and/or Portland. The city (unintelligible) was held on 205 when we worked on that years ago. They wanted to have that on I-5, which was stupid, or near the airport. Which is, it wasn't, on the growth side of the airport and it took a couple of years of delay to get it where it is now and I think everybody can see it's, that's a justifiable area. Additional building should come closer to Camas. That's the area where you can get across with the least amount of money and it could connect into the interstate system which is the only way the thing is going to fly by having some interstate help. All of the other methods are way out of sight in terms of being able to connect into the interstate and local tax bases are just not going to support paying the 100 percent of the connections to make that possible. And the future growth is going to be in Gresham to Camas of this county and I think Multnomah County also. So, those are my observations about the plan. I think mass transit is good; I think it should be pushed in that I-5, 205 Corridor, where it's more practical to be and will be the best for the growth east and west, you can branch off of that. But I wanted to leave my comments in those areas of interest. Thank you very much.

I was looking at your map on page 14 of the 2040 Framework and it seems to me there is only one little strip of proposed open areas and parks in all that area all the way to Division Street, there's one more, and all the way out to Fairview or Troutdale, there's none, there's none all the way past Sandy Boulevard - I can't tell how far that goes. But you have this whole area with nothing but one little area with proposed open space and park. And yet you look at the Southwest side, you look at the South Milwaukie area, you look at other areas of this map - Oregon City, Tigard, whatever - and you've got all kinds of proposed open spaces, but none where you need it in the less affluent section of town. I think this is wrong. My telephone number is 253-4906 and my name is Wanda Regan.

Yes, my name is Marian Drake and I live in Councilor Rod Monroe's district and I

really like the document that came in the mail called the 2040 Framework. It's very nice reading. I wish I had time to read the whole thing, I probably don't, unfortunately. But I did want to say that I didn't happen to see anything in it about noise control. And one of my most serious concerns in the Portland area is the ambient noise level. I would like to see quieter buses, smaller buses, lots of buses, and better bus service, like 24-hour bus service, you know, 365 days a year and easier bus transportation and also, just the basic consciousness of the noise level in the area and ambient noise readings being taken...Including the frequencies, not only the decibels, but the frequencies in terms of what types of frequencies are bothering people. And that's well known, the research is there, people know what kinds of frequencies are annoying to people. So that's a real concern of mine. I did like what you were saying about living wage jobs and about parks and Greenspaces within walking distance of all citizens. However, the map on page 8 and 9 looks like the green space is all around Portland, but it's hard to see that there's major Greenspaces within the city. I think it's real important to have more places like Oxbow Park and I went to Clackamas Lake the other day up in Washington and they have wonderful natural areas there and they have accessible trails there which is made of some sort of gravel which is very nice and aesthetically appealing as well as accessible to wheel chairs. But they also have lots of paths next to those trails that aren't paved at all. Oxbow Park, the Audubon area, the Leach Gardens, things like that; we need more of that kind of thing rather than just the manicured things, big parks. Forest Park where I've been is pretty noisy. Other parks tend to be a little quieter in terms of the ambient noise. So, thank you very much. Again, my name is Marian Drake; phone number is 335-0965. I'd also like to say that I think it's important to get identification from the people that are calling so that it isn't possible to have one person make so many calls that they're counting hundreds and hundreds of times if you're counting, you know, the percentage of views on different things. Thanks, bye.

I just received the 2040 Framework Newsletter. I'm looking at a map here showing the Growth Concept and I'm particularly interested here in the areas of the southwest King City; the cross-hatched area, the urban reserve. I own 10 acres along the Tualatin River near that area and I really can't tell from the map exactly where my property lies within that. I was curious if they had a more detailed map that would show streets, et cetera, that I could get a hold of. Also, I am concerned with that area being in an urban reserve, from the standpoint that just across the river there, they're making that a national wildlife refuge and I would hope that one day because it's in an urban reserve area, that they wouldn't bring that within the Urban Growth Boundary and put high density right in next to a wildlife refuge as it is now. The pressures on the wildlife in the area are very evident around my home. It seems that everything is getting pushed down the stretch from all the growth that's going on in the Bull Mountain area. So, hopefully, that's not affecting my neck of the woods here. If you could provide a map for me, give me a call, Mike Meyer, 590-0226.

Hi, this is Susanna Mariner. I recently called and requested a copy of the Future Vision Report, and I just called to say that I just finished reading it, and I think it's excellent, and I align myself philosophically and spiritually and emotionally and

everything else and I just wish I were on the Commission as well. So, thank you so very much for putting this together and I would really, really love to see this happen. Thanks, bye.

END OF TRANSCRIPT FOR MAY 12, 1995

Donald R. Adams
 14746 SE Gayle Ct
 Milw., OR 97267
 May 5, 1995

2040 Framework
 Metro Planning Dept.
 Portland, OR
 Fax 797-1796

Dear De-personalized Mr. Framework-

I dislike your economy-centered nature. I dislike the basic underlying assumption that growth HAS to occur at the rate predicted regardless of your plan attributes. The mentality of your deep bow to economic development is obvious throughout the document but no more obvious than on Page 3, where you list "Several general issues (that) also surfaced...." You need to relook at this list. Given that our economy will grow, this growth seems always to be threatening our environment & livability and out stripping our affordable housing, the 'economic input' referred to in the 2040 concept needs to be subject and subjugated by the environmental and affordable housing issues. As written (far right hand column), it is obviously the other way around. Note the language in the last 'bullet', "Finally, we need to plan for growth in a way that preserves....lifestyle". Why not something like "We must preserve our lifestyle choices while accommodating growth needed for their support." And with this change reorder the 'bullets' so this would occur first and a rewritten economic input 'bullet' would occur well down the list—last would be good!

Your language under 'Urban Reserves' is too wishy-washy where you state "The most important consideration is to make every attempt to avoid lands that are zoned for exclusive farm use, which....". Get some spine!!! You have writ an oxymoron phrase, if it is "most important" to not do something then stand up to it and don't go soft with weasel words like "attempt". Why do you think people distrust bureaucrats? Revise this as follows "The most important consideration is to avoid lands zoned for exclusive farm use".

In your transportation discussion, I wonder how, or if, economic growth and/or housing density increases in the outer reaches of the urbanized area will be linked to the availability of transportation infrastructure funding. Certainly the is no transportation solution on the horizon. Where you going to put any new freeway? Transit is the solution? You know better. If it was, you wouldn't have to discuss congestion pricing. Are you going to put congestion pricing on I-5, I-84, I-205 and 217? As long as people work 20 miles or more from home, like working in Washington Co and living in East Multnomah Co, or visl versa, your transportation system is lost. Your transportation "framework" if too short sighted. You need to get radical in terms of making light rail work. I don't see anything here

that will carry you out into 2040. You poor sad de-personalized Mr. Framework, if you don't get the money for a working transportation system, your plan will fail. Since you can't rely on this element of your plan working to support the total plan, you need to develop strategies beyond congestion pricing, a fancy LRT (purchased on the back of a weak, broken arterial system) with out strong, fast feeders routes, and clogged freeways. Soooo; link development to the ability of the transportation system to carry the added projected load. Can't be cause of the law? Would anyone change the law today/ Not on a bet! But with the right ground work maybe in 1998 or 2000!

The Future Vision is nice. What is she? Does she influence you somehow? before or after you are fully formed? In the picture (Page 4) she is above you, but, given the lateness of presentation (ei; 2045, 50 years after 1995) she seems to be following you. It is interesting to note that this Vision has been developed by and is proudly presented by Metro with the help of some folks on the FV Commission. Your Metro and mine (unfortunately as you will see) see's itself as "*planner, convener, monitor, and leader.*" Very heady! Too bad it does not see itself as a provider of service to the public (like me), districts, the cities, and counties that make up the region. But Metro, with these titles will implement this plan. Maybe there is hope, they say there is "*a commitment to continuing dialogue*". Hopefully, it will be more effective than that carried on by the little king in the Wizard Of Id comics strips.

They do give a hopeful indication in the last paragraph of the Future Vision paper that the Commission members agree with me and I with them ...IFI. IF their and my understanding of "*sense of place*" is the same and IF all citizens of the region can generally find agreement on this concept. Unfortunately, the 'words' in the Vision are too many and too tough to knit together in a comprehensive understanding of this notion of "*sense of place*" and it's hundreds of thousands of variations perceived by the region's residents, businesses, and gov'ts. If Metro is going to wake up to the service they need provide to help us all better recognize this notion and the need so we can act together, we might have something! Most critically today, they can change their emphasis on growth such as I have asked of you, Mr. Framework.

Sorry to be so tough on you, Mr Framework, really. But, since my comments covered more than one area of concern and no person rose to take this more broadly direct letter, you have to bear the brunt of being the addressee. This is your Fax#.

May the best plan win.

Donald R. Adams

2040 Framework Feedback
Metro Planning Department
600 NE Grand Ave
Portland

By fax

I disagree with the values outlined in the draft vision statement, which fails to ask the only question which really matters.

It does not take much imagination to say that if growth is inevitable, we should plan to contain its worst features rather than suffer them passively. To the extent that you are trying to make the best of a bad situation, you're doing alright, I suppose. But growth is not inevitable, it can be stopped, and it must be stopped if we are ever to achieve a sustainable society. And that's the real question: How many people are too many for the upper Willamette Valley?

Personally I think we have reached the point of excess and passed it by about a hundred thousand, but no matter. People may differ depending on their tolerance for congestion. But the 2040 Plan assumes that this question does not need answering, or that it cannot be answered in this generation but must be deferred. Neither of those assumptions is true. All you are really doing is passing the buck.

There is a point beyond which every additional human being is just a drag on an overused water supply, just another consumer of limited resources. It is impossible to plan one's way out of that dilemma once it occurs, because additional water resources (to cite only one example) cannot be developed locally and are not available elsewhere. (Where in the whole West is there excess water? Do you expect the Canadians to run us a pipeline? Or shall we all plan to use a gallon a day by 2070?)

If we do not elect to pursue sustainability, and to accept limits, then our children will have to do it. And the longer we defer the inquiry into the nature of those limits, the more likely it is that it will be asked after the resources are overtaxed, not before.

David K. Allen
3625 NE 16th
fax: 281-4546.

AGENDA ITEM 5.2

Meeting Date: June 1, 1995

ORDINANCE NO. 95-603

FIRST READING

Amending the FY 1994-95 Budget and Appropriations Schedule to Reflect Increased Concessions at the Convention Center and Increased Parking at the Expo Center; and Declaring an Emergency.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 95-603 AMENDING THE FY 1994-95 BUDGET AND APPROPRIATIONS TO REFLECT INCREASED CONCESSIONS AT THE CONVENTION CENTER AND INCREASED PARKING AT THE EXPO CENTER; AND DECLARING AN EMERGENCY

Date: May 18, 1995

Presented by: Heather Teed

FACTUAL BACKGROUND AND ANALYSIS

This ordinance requests adjustments to the Oregon Convention Center Operating Fund and the Regional Parks and Expo Fund to reflect operating increases at the Convention Center and the Expo Center. Each request will be explained separately to follow. This action is separate from the Supplemental Budget approved by Council in April and sent to the Tax Supervising and Conservation Commission for hearing in June. The Supplemental Budget for MERC related to the increase in operations at the PCPA as a result of the additional Broadway shows and the redirection of the hotel/motel tax from the Oregon Convention Center to the PCPA. Ordinance No. 95-603 amends the Convention Center and the Expo Center due to increases in concessions and parking operations at the respective facilities.

Oregon Convention Center -- Concessions/catering revenues at the Convention Center have greatly exceeded budgeted expectations. MERC staff project that concessions revenues will be approximately \$800,000 higher than budget. With the increase in revenues there is a corresponding increase in concessions expense. This action requests the transfer of \$400,000 from the Oregon Convention Center Operating Fund Contingency to Materials & Services, Concessions Expense to reflect the increased costs.

Expo Center -- When the FY 1994-95 budget was prepared, the County's practice of budgeting parking operations on a net basis was continued (i.e. revenues were budgeted net of expenses; no associated expenditures were budgeted). However, after MERC began operating the Expo Center, the parking operation was changed to a gross basis to be consistent with the Oregon Convention Center. The "gross" proceeds budgeting basis accounts for both parking revenues and expenditures. To provide for the additional parking expense, this action requests the transfer of \$56,587 from the Regional Parks and Expo Fund Contingency to Expo Center, Materials & Services.

This action does not recognize the additional concessions or parking revenues received by the facilities. Under Oregon Budget Law, the additional revenues cannot be recognized without a supplemental budget. However, the increases in revenues fully

offset the transfers from contingency. The additional revenues will be recognized as part of each facility's FY 1995-96 beginning fund balance.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 95-603.

BEFORE THE METRO COUNCIL

AN ORDINANCE AMENDING THE FY 1994-95)	ORDINANCE NO. 95-603
BUDGET AND APPROPRIATIONS)	
SCHEDULE TO REFLECT INCREASED)	Introduced by Mike Burton
CONCESSIONS AT THE CONVENTION)	Executive Officer
CENTER AND INCREASED PARKING AT THE)	
EXPO CENTER; AND DECLARING AN)	
EMERGENCY)	

WHEREAS, The Metro Council has reviewed and considered the need to transfer appropriations with the FY 1994-95 Budget; and

WHEREAS, The need for a transfer of appropriation has been justified; and

WHEREAS, Adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS;

1. That the FY 1994-95 Budget and Schedule of Appropriations are hereby amended as shown in the column titled "Revision" of Exhibits A and B to this Ordinance for the purposes of transferring \$400,000 from the Oregon Convention Center Operating Fund Contingency to Materials & Services for increased concessions expenditures and \$56,587 from the Regional Parks and Expo Fund Contingency to Expo Center Materials & Services for increased parking expenses, and

2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____, 1995.

ATTEST:

J. Ruth McFarland, Presiding Officer

Recording Secretary

**Exhibit A
Ordinance No. 95-603**

FISCAL YEAR 1994-95		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
Oregon Convention Center Operating Fund							
Total Personal Services		93.44	3,654,705	0.00	0	93.44	3,654,705
Materials & Services							
521100	Office Supplies		41,125		0		41,125
521200	Operating Supplies		10,250		0		10,250
521210	Landscape Supplies		2,850		0		2,850
521290	Other Supplies		123,293		0		123,293
521292	Small Tools		8,300		0		8,300
521293	Promotion Supplies		5,650		0		5,650
521310	Subscriptions		2,280		0		2,280
521320	Dues		7,500		0		7,500
521510	Maintenance and Repair Supplies - Building		58,850		0		58,850
521540	Maintenance and Repair Supplies -Equipment		74,840		0		74,840
521541	Maint & Repair Supplies-Equipment/Show		15,000		0		15,000
523200	Merchandise for Resale-Retail Goods		18,500		0		18,500
524130	Promotion/Public Relations		1,521,000		0		1,521,000
524190	Misc. Professional Services		58,585		0		58,585
525110	Utilities-Electricity		355,500		0		355,500
525120	Utilities-Water and Sewer		45,250		0		45,250
525130	Utilities-Natural Gas		35,000		0		35,000
525150	Utilities-Sanitation Services		31,000		0		31,000
525190	Utilities-Other		1,800		0		1,800
525610	Maintenance & Repair Services-Building		75,500		0		75,500
525640	Maintenance & Repair Services-Equipment		62,340		0		62,340
525710	Equipment Rental		75,060		0		75,060
525720	Building Rental		35,000		0		35,000
525740	Capital Lease Payments-Office Equipment		6,617		0		6,617
526100	Insurance		7,000		0		7,000
526200	Ads & Legal Notices		61,710		0		61,710
526310	Printing Services		56,800		0		56,800
526320	Typesetting and Reprographics		12,200		0		12,200
526410	Telephone		85,000		0		85,000
526420	Postage		14,800		0		14,800
526430	Catalogues & Brochures		19,750		0		19,750
526440	Delivery Service		700		0		700
526500	Travel		24,320		0		24,320
526690	Concession/Catering Contract		2,880,992		400,000		3,280,992
526691	Parking Contract		45,000		0		45,000
526700	Temporary Help Services		8,327		0		8,327
526800	Training, Tuition, Conferences		23,595		0		23,595
526910	Uniforms and Cleaning		37,650		0		37,650
528100	License, Permits, Payments to Other Agencies		8,200		0		8,200
529500	Meetings		5,100		0		5,100
529800	Miscellaneous		18,200		0		18,200
529835	External Promotion Expenses		8,400		0		8,400
529930	Bad Debt Expense		4,000		0		4,000
Total Materials & Services			5,992,834		400,000		6,392,834
Total Capital Outlay			370,000		0		370,000
Total Interfund Transfers			2,448,592		0		2,448,592

106

**Exhibit A
Ordinance No. 95-603**

FISCAL YEAR 1994-95		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
Oregon Convention Center Operating Fund (continued)							
<u>Contingency and Unappropriated Balance</u>							
599999	Contingency		500,000		(400,000)		100,000
599990	Unappropriated Balance						
	• Unrestricted		2,510,446		0		2,510,446
	• Economic Stabilization and Facilities Planning Account		4,200,000		0		4,200,000
Total Contingency and Unapp. Balance			7,210,446		(400,000)		6,810,446
TOTAL EXPENDITURES		93.44	19,676,577	0.00	0	93.44	19,676,577

**Exhibit A
Ordinance No. 95-603**

FISCAL YEAR 1994-95		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
Regional Parks and Expo Fund							
Regional Parks and Greenspaces Department							
Total Personal Services		44.85	1,701,637	0.00	0	44.85	1,701,637
Total Materials & Services			1,927,812		0		1,927,812
Total Capital Outlay			437,416		0		437,416
TOTAL EXPENDITURES		44.85	4,066,865	0.00	0	44.85	4,066,865

Expo Center

Total Personal Services		11.70	476,444	0.00	0	11.70	476,444
<u>Materials & Services</u>							
521220	Custodial Supplies		33,600		0		33,600
521240	Graphics/Reprographic Supplies		5,250		0		5,250
521293	Promotional Supplies		15,000		0		15,000
521320	Dues		1,500		0		1,500
524190	Miscellaneous Professional Services		125,000		0		125,000
525100	Utilities		153,000		0		153,000
525610	Maintenance & Repair Services-Building		50,000		0		50,000
526410	Telephone		12,000		0		12,000
526500	Travel		3,000		0		3,000
526691	Parking Contract		0		56,587		56,587
526800	Training, Tuition, Conferences		2,000		0		2,000
526900	Miscellaneous Other Purchased Services		141,000		0		141,000
Total Materials & Services			541,350		56,587		597,937
Total Capital Outlay			393,000		0		393,000
TOTAL EXPENDITURES		11.70	1,410,794	0.00	56,587	11.70	1,467,381

General Expenses

Total Interfund Transfers			651,920		0		651,920
<u>Contingency and Unappropriated Balance</u>							
599999	Contingency		363,819		(56,587)		307,232
599990	Unappropriated Balance		53,254		0		53,254
Total Contingency and Unappropriated Balance			417,073		(56,587)		360,486
TOTAL EXPENDITURES		56.55	6,546,652	0.00	0	56.55	6,546,652

Exhibit B
Ordinance No. 95-603
FY 1994-95 SCHEDULE OF APPROPRIATIONS

	Current Appropriation	Revision	Proposed Appropriation
REGIONAL PARKS AND EXPO FUND			
Regional Parks and Greenspaces			
Personal Services	1,701,637	0	1,701,637
Materials & Services	1,927,812	0	1,927,812
Capital Outlay	437,416	0	437,416
Subtotal	4,066,865	0	4,066,865
Expo Center			
Personal Services	476,444	0	476,444
Materials & Services	541,350	56,587	597,937
Capital Outlay	393,000	0	393,000
Subtotal	1,410,794	56,587	1,467,381
General Expenses			
Interfund Transfers	651,920	0	651,920
Contingency	363,819	(56,587)	307,232
Subtotal	1,015,739	(56,587)	959,152
Unappropriated Balance	53,254	0	53,254
Total Fund Requirements	6,546,652	0	6,546,652
OREGON CONVENTION CENTER OPERATING FUND			
Personal Services	3,654,705	0	3,654,705
Materials & Services	5,992,834	400,000	6,392,834
Capital Outlay	370,000	0	370,000
Interfund Transfers	2,448,592	0	2,448,592
Contingency	500,000	(400,000)	100,000
Unappropriated Balance	6,710,446	0	6,710,446
Total Fund Requirements	19,676,577	0	19,676,577

All Other Appropriations Remain As Previously Adopted

AGENDA ITEM 5.3

Meeting Date: June 1, 1995

ORDINANCE NO. 95-605

FIRST READING

Amending the FY 1994-95 Budget and Appropriations to Fund Certain Expenses Related to the Open Spaces, Parks and Streams General Obligation Bonds; and Declaring an Emergency.



BEFORE THE METRO COUNCIL

AN ORDINANCE AMENDING THE FY 1994-95)	ORDINANCE NO. 95-605
BUDGET AND APPROPRIATIONS)	
SCHEDULE TO FUND CERTAIN EXPENSES)	Introduced by Mike Burton
RELATED TO THE OPEN SPACES, PARKS)	Executive Officer
AND STREAMS GENERAL OBLIGATION)	
BONDS; AND DECLARING AN EMERGENCY)	

WHEREAS, The voters of the Metro region approved the Open Spaces, Parks and Streams general obligation bond measure on May 16, 1995; and

WHEREAS, There are certain expenditures which must be made prior to the sale of the general obligation bonds; and

WHEREAS, Such expenditures may be reimbursed from the proceeds of the sale of the general obligation bonds; and

WHEREAS, The Metro Council has reviewed and considered the need to transfer appropriations with the FY 1994-95 Budget; and

WHEREAS, The need for a transfer of appropriation has been justified; and

WHEREAS, Adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS;

1. That the FY 1994-95 Budget and Schedule of Appropriations are hereby amended as shown in the column titled "Revision" of Exhibits A and B to this Ordinance for the purposes of transferring \$92,832 from the General Fund Contingency to the Regional Parks and Greenspaces Department to fund certain expenses related to the Open Spaces, Parks and Streams general obligation bond measure, and

2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____, 1995.

ATTEST:

J. Ruth McFarland, Presiding Officer

Recording Secretary

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STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 95-605 AMENDING THE FY 1994-95 BUDGET AND APPROPRIATIONS TO FUND CERTAIN EXPENSES RELATED TO THE OPEN SPACES, PARKS AND STREAMS GENERAL OBLIGATION BONDS; AND DECLARING AN EMERGENCY

Date: May 17, 1995

Presented by: Charlie Ciecko
Pat Lee

FACTUAL BACKGROUND AND ANALYSIS

On May 16, 1995, the voters of the Metro region approved the Open Spaces, Parks and Streams general obligation bond measure. With the approval of the measure, work may now proceed on the steps necessary for the issuance of the bonds and the acquisition of lands currently under option. It is estimated the sale of the bonds will occur toward the end of July, 1995. Several of the options already purchased by Metro will expire prior to the availability of bond proceeds and will need to be extended. In addition, to purchase these lands, the options call for appraisals of property and environmental assessments. The Regional Parks and Greenspaces Department has identified a minimal level of expenditures necessary for the remainder of the fiscal year. These expenses are eligible for reimbursement from the proceeds of the sale of the general obligation bonds.

This action requests the transfer of \$92,832 from the General Fund Contingency to the Regional Parks and Greenspaces Department of the Regional Parks and Expo Fund, to fund a variety of expenses related to the issuance of the Open Spaces, Parks and Streams general obligation bonds and the acquisitions of lands currently under options. This action will result in a corresponding reduction in the General Fund's budgeted beginning fund balance for FY 1995-96. However, the General Fund will be reimbursed for these expenditures when the bonds are sold. The reduction in fund balance will be offset by the reimbursement from the bond proceeds. The net financial impact on the General Fund's total resources for FY 1995-96 as a result of this action is zero. No adjustment to the General Fund's budget for next fiscal year is needed.

Personal Services

Upgrade of part-time Senior Regional Planner to full time status for last six weeks of fiscal year. Includes out of class pay and benefits	\$4,472
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Materials & Services

Appraisals	\$21,000
Level I environmental audits	36,000
Financial consultant and bond counsel	5,000
Temporary GIS assistance	3,360
Rating agency presentation	5,000

Capital Outlay	
Extension of current options	\$16,000
Purchase of plotter	2,000
TOTAL EXPENDITURES	\$92,832

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 95-605.

**Exhibit A
Ordinance No. 95-605**

FISCAL YEAR 1994-95		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
General Fund							
General Expenses							
<u>Interfund Transfers</u>							
581513	Trans. Indirect Costs to Bldg. Fund-Regional Center		303,807		0		303,807
581610	Trans. Indirect Costs to Support Svcs. Fund		519,495		0		519,495
581615	Trans. Indirect Costs to Risk Mgmt. Fund-Gen'l		3,244		0		3,244
581615	Trans. Indirect Costs to Risk Mgmt. Fund-Workers' Comp		6,008		0		6,008
583610	Trans. Direct Costs to Support Svcs. Fund		28,130		0		28,130
583615	Trans. Direct Costs to Risk Management Fund		15,758		0		15,758
<u>Excise Tax Transfers</u>							
582140	Trans. Resources to Planning Fund		2,680,148		0		2,680,148
582513	Trans. Resources to Building Mgmt. Fund		55,984		0		55,984
582160	Trans. Resources to Reg. Parks/Expo Fund		544,335		92,832		637,167
582160	Trans. Resources to Reg. Parks/Expo Fund (contingency)		84,474		0		84,474
Total Interfund Transfers			4,241,383		92,832		4,334,215
<u>Contingency and Unappropriated Balance</u>							
599999	Contingency		380,089		(92,832)		287,257
599990	Unappropriated Fund Balance		200,000		0		200,000
Total Contingency and Unappropriated Balance			580,089		(92,832)		487,257
TOTAL EXPENDITURES		14.35	6,664,018	0.00	0	14.35	6,664,018

**Exhibit A
Ordinance No. 95-605**

FISCAL YEAR 1994-95		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
Regional Parks and Expo Fund							
Resources							
<u>Resources</u>							
305000	Fund Balance - general (Intergov't Rev)		495,040		0		495,040
391010	Trans. of Resources from General Fund		84,474		0		84,474
REGIONAL PARKS & GREENSPACES							
305000	Fund Balance - restricted		256,494		0		256,494
322000	Boat Ramp Use Permit		400		0		400
331110	Federal Grants-Operating-Direct						
	U.S. Fish & Wildlife Service (Years 1 & 2)		362,581		0		362,581
	U.S. Fish & Wildlife Service (Year 3)		218,000		0		218,000
	U.S. Fish & Wildlife Service (Year 4)		228,000		0		228,000
	USDA Soil Conservation Service		2,000		0		2,000
331120	Federal Grants-Operating-Indirect						
	NSF/Saturday Academy		14,346		0		14,346
	FHWA/CMAQ		20,340		0		20,340
	Federal Grants-Capital		10,000		0		10,000
334110	State Grants-Operating-Direct						
	Oregon State Parks		15,000		0		15,000
337210	Local Grants-Operating-Direct						
	City of Portland, IPA/EPA		27,500		0		27,500
	Local governments		26,500		0		26,500
	Bybee-Howell		15,000		0		15,000
338000	Local Gov't Shared Revenues-R.V. Registration Fees		271,000		0		271,000
338200	Local Gov't Shared Revenues-Marine Fuel Tax		135,000		0		135,000
339200	Intergovernmental Revenue (County transfer)		10,300		0		10,300
339200	Contract Services		465,979		0		465,979
341700	Cemetery Services		93,523		0		93,523
341710	Cemetery Sales		42,736		0		42,736
347100	Admissions		325,000		0		325,000
347120	Reservation Fees		100,244		0		100,244
347220	Rental-Buildings		50,000		0		50,000
347300	Food Service		5,850		0		5,850
347830	Contract Revenue		699,188		0		699,188
347900	Other Miscellaneous Revenue		20,900		0		20,900
347960	Boat Launch Fees		110,000		0		110,000
361100	Interest Earned		26,726		0		26,726
373500	Sale of Proprietary Assets		15,277		0		15,277
391010	Trans. of Resources from General Fund		544,335		92,832		637,167
393761	Trans. Direct Costs from Smith & Bybee Lakes Fund		25,429		0		25,429
39376X	Trans. Direct Costs from Regional Parks Trust Fund		3,960		0		3,960
EXPO CENTER							
305000	Fund Balance - restricted		243,000		0		243,000
347220	Rental-Buildings		518,620		0		518,620
347300	Food Service		443,560		0		443,560
347900	Other Miscellaneous Revenue		78,460		0		78,460
374000	Parking Fees		541,890		0		541,890
Total Resources			6,546,652		92,832		6,639,484

**Exhibit A
Ordinance No. 95-605**

FISCAL YEAR 1994-95		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
Regional Parks and Expo Fund							
Regional Parks and Greenspaces Department							
<u>Personal Services</u>							
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Director	1.00	59,367			0 1.00	59,367
	Manager	1.00	58,403			0 1.00	58,403
	Senior Service Supervisor	2.00	77,134			0 2.00	77,134
	Program Supervisor	1.00	40,559			0 1.00	40,559
	Senior Regional Planner	2.50	120,975	0.06	3,535	2.56	124,510
	Associate Regional Planner	2.00	74,048			0 2.00	74,048
	Assistant Management Analyst	1.00	31,034			0 1.00	31,034
	Program Coordinator	2.00	67,158			0 2.00	67,158
511221	WAGES-REGULAR EMPLOYEES (full time)						
	Administrative Secretary	1.00	29,019			0 1.00	29,019
	Secretary	1.00	23,858			0 1.00	23,858
	Program Assistant 2	1.00	23,162			0 1.00	23,162
511235	WAGES-TEMPORARY EMPLOYEES (part time)						
	Temporary Support	0.25	2,703			0 0.25	2,703
	Park Workers	13.35	189,094			0 13.35	189,094
	Park Rangers	1.50	22,707			0 1.50	22,707
	Clerical Assistance	0.50	7,047			0 0.50	7,047
	Program Assistance	0.50	8,387			0 0.50	8,387
	Rafting guides	0.25	5,377			0 0.25	5,377
511321	WAGES-REGULAR EMPLOYEES-REPRESENTED 483 (full time)						
	Arborist	1.00	33,980			0 1.00	33,980
	Senior Gardener	1.00	33,980			0 1.00	33,980
	Gardener 1	1.00	28,130			0 1.00	28,130
	Park Ranger	10.00	303,673			0 10.00	303,673
511400	OVERTIME		10,176				10,176
511500	PREMIUM PAY		2,535				2,535
512000	FRINGE		449,131			937	450,068
Total Personal Services		44.85	1,701,637	0.06	4,472	44.91	1,706,109
<u>Materials & Services</u>							
521100	Office Supplies		7,060			0	7,060
521110	Computer Software		7,835			0	7,835
521111	Computer Supplies		720			0	720
521210	Landscape Supplies		9,443			0	9,443
521220	Custodial Supplies		7,245			0	7,245
521240	Graphics/Reprographic Supplies		1,100			0	1,100
521250	Tableware Supplies		1,100			0	1,100
521260	Printing Supplies		735			0	735
521270	Animal Food		100			0	100
521290	Other Operating Supplies		16,931			0	16,931
521292	Small Tools		2,889			0	2,889
521293	Promotional Supplies		1,625			0	1,625
521310	Subscriptions		900			0	900
521320	Dues		475			0	475
521510	Maintenance & Repairs Supplies-Building		12,930			0	12,930
521520	Maintenance & Repairs Supplies-Grounds		28,733			0	28,733
521540	Maintenance & Repairs Supplies-Equipment		10,360			0	10,360
523100	Merchandise for Resale-Food		9,775			0	9,775
523200	Merchandise for Resale-Retail		2,750			0	2,750

**Exhibit A
Ordinance No. 95-605**

FISCAL YEAR 1994-95		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
Regional Parks and Expo Fund							
Regional Parks and Greenspaces Department							
524110	Accounting & Auditing Services		4,200		0		4,200
524190	Miscellaneous Professional Services		1,146,884		67,000		1,213,884
525110	Utilities-Electricity		26,795		0		26,795
525120	Utilities-Water & Sewer Charges		10,030		0		10,030
525140	Utilities-Heating Fuel		3,750		0		3,750
525150	Utilities-Sanitation Service		17,305		0		17,305
525190	Utilities-Other		2,000		0		2,000
525610	Maintenance & Repair Services-Building		825		0		825
525640	Maintenance & Repairs Services-Equipment		4,659		0		4,659
525710	Equipment Rental		30,933		0		30,933
525740	Capital Lease		2,750		0		2,750
526200	Ads & Legal Notices		11,125		0		11,125
526310	Printing Services		88,765		0		88,765
526320	Typesetting & Reprographics Services		6,100		0		6,100
526410	Telephone		8,152		0		8,152
526420	Postage		27,495		0		27,495
526440	Delivery Services		575		0		575
526500	Travel		3,850		0		3,850
526510	Mileage Reimbursement		1,675		0		1,675
526690	Concessions/Catering Contract		26,950		0		26,950
526700	Temporary Help Services		1,000		3,360		4,360
526800	Training, Tuition, Conferences		7,065		0		7,065
529910	Uniform Supply		6,950		0		6,950
528100	License, Permits, Payment to Agencies		251,915		0		251,915
526900	Miscellaneous Other Purchased Services		220		0		220
528310	Real Property Taxes		82,500		0		82,500
529500	Meetings		1,450		0		1,450
529835	External Promotion		29,188		0		29,188
Total Materials & Services			1,927,812		70,360		1,998,172
Capital Outlay							
571100	Land		368,418		16,000		384,418
571200	Purchases-Improvements		3,000		0		3,000
571400	Equipment and Vehicles		3,525		0		3,525
571500	Purchases-Office Furniture & Equipment		7,293		2,000		9,293
574510	Construction Work/Materials-Improvements		45,180		0		45,180
574520	Construction Work/Materials-Buildings		10,000		0		10,000
Total Capital Outlay			437,416		18,000		455,416
TOTAL EXPENDITURES		44.85	4,066,865	0.06	92,832	44.91	4,159,697

**Exhibit A
Ordinance No. 95-605**

FISCAL YEAR 1994-95		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
Regional Parks and Expo Fund							
General Expenses							
<u>Interfund Transfers</u>							
581610	Trans. Indirect Costs to Supp. Svcs. Fun		405,977		0		405,977
581615	Trans. Indirect Costs to Risk Mgmt Fund-Liability		76,392		0		76,392
581615	Trans. Indirect Costs to Risk Mgmt Fund-Worker Comp		14,467		0		14,467
581513	Trans. Indirect Costs to Bldg Mngt Fund-Reg. Center		81,584		0		81,584
583751	Transfer Direct Costs to Metro ERC Admin. Fund		73,500		0		73,500
Total Interfund Transfers			651,920		0		651,920
<u>Contingency and Unappropriated Balance</u>							
599999	Contingency		307,232		0		307,232
599990	Unappropriated Balance		53,254		0		53,254
Total Contingency and Unappropriated Balance			360,486		0		360,486
TOTAL EXPENDITURES		56.55	6,546,652	0.06	92,832	56.61	6,639,484

**Exhibit A
Ordinance No. 95-605**

FISCAL YEAR 1994-95		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
Regional Parks and Expo Fund							
For Information Only							
Regional Parks and Greenspaces (Planning and Capital Development)							
<u>Personal Services</u>							
511121	SALARIES-REGULAR EMPLOYEES (full time)						
	Manager	1.00	58,403		0	1.00	58,403
	Senior Regional Planner	2.50	120,975	0.06	3,535	2.56	124,510
	Associate Regional Planner	2.00	74,048		0	2.00	74,048
	Program Coordinator	1.00	31,230		0	1.00	31,230
511221	WAGES-REGULAR EMPLOYEES (full time)						
	Program Assistant 2	1.00	23,162		0	1.00	23,162
511235	WAGES-TEMPORARY EMPLOYEES (part time)						
	Temporary Support	0.25	2,703		0	0.25	2,703
	Program Assistance	0.50	8,387		0	0.50	8,387
	Rafting guides	0.25	5,377		0	0.25	5,377
511321	WAGES-REGULAR EMPLOYEES-REPRESENTED 483 (full time)						
511400	OVERTIME		999		0		999
512000	FRINGE		131,095		937		132,032
Total Personal Services		8.50	456,379	0.06	4,472	8.56	460,851
<u>Materials & Services</u>							
521100	Office Supplies		5,450		0		5,450
521110	Computer Software		2,585		0		2,585
521111	Computer Supplies		500		0		500
521210	Landscape Supplies		4,943		0		4,943
521240	Graphics/Reprographic Supplies		950		0		950
521250	Tableware Supplies		1,100		0		1,100
521260	Printing Supplies		550		0		550
521290	Other Operating Supplies		2,050		0		2,050
521292	Small Tools		500		0		500
521293	Promotional Supplies		1,625		0		1,625
521310	Subscriptions		900		0		900
521320	Dues		175		0		175
523100	Merchandise for Resale-Food		4,975		0		4,975
523200	Merchandise for Resale-Retail		2,750		0		2,750
524190	Miscellaneous Professional Services		1,039,714		67,000		1,106,714
525640	Maintenance & Repairs Services-Equipment		2,000		0		2,000
525710	Equipment Rental		19,883		0		19,883
525740	Capital Lease		2,750		0		2,750
526200	Ads & Legal Notices		10,100		0		10,100
526310	Printing Services		85,140		0		85,140
526320	Typesetting & Reprographics Services		6,100		0		6,100
526410	Telephone		2,500		0		2,500
526420	Postage		27,495		0		27,495
526440	Delivery Services		575		0		575
526500	Travel		3,850		0		3,850
526510	Mileage Reimbursement		1,675		0		1,675
526700	Temporary Help Services		1,000		3,360		4,360
526800	Training, Tuition, Conferences		2,500		0		2,500
529910	Uniform Supply		500		0		500
528100	License, Permits, Payment to Agencies		35,300		0		35,300
529500	Meetings		1,450		0		1,450
529835	External Promotion		29,188		0		29,188
Total Materials & Services			1,300,773		70,360		1,371,133

**Exhibit A
Ordinance No. 95-605**

FISCAL YEAR 1994-95		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
Regional Parks and Expo Fund							
<u>For Information Only</u>							
Regional Parks and Greenspaces (Planning and Capital Development)							
<u>Capital Outlay</u>							
571100	Land		368,418		16,000		384,418
571200	Purchases-Improvements		3,000		0		3,000
571500	Purchases-Office Furniture & Equipment		5,328		2,000		7,328
Total Capital Outlay			376,746		18,000		394,746
TOTAL EXPENDITURES		8.50	2,133,898	0.06	92,832	8.56	2,226,730

Exhibit B
Ordinance No. 95-605
FY 1994-95 SCHEDULE OF APPROPRIATIONS

	Current Appropriation	Revision	Proposed Appropriation
GENERAL FUND			
Council			
Personal Services	888,891	0	888,891
Materials & Services	102,243	0	102,243
Capital Outlay	13,800	0	13,800
Subtotal	1,004,934	0	1,004,934
Executive Management			
Personal Services	331,856	0	331,856
Materials & Services	40,002	0	40,002
Capital Outlay	13,600	0	13,600
Subtotal	385,458	0	385,458
Office of the Auditor			
Personal Services	76,373	0	76,373
Materials & Services	20,654	0	20,654
Capital Outlay	20,127	0	20,127
Subtotal	117,154	0	117,154
Special Appropriations			
Materials & Services	335,000	0	335,000
Subtotal	335,000	0	335,000
General Expenses			
Interfund Transfers	4,241,383	92,832	4,334,215
Contingency	380,089	(92,832)	287,257
Subtotal	4,621,472	0	4,621,472
Unappropriated Balance	200,000	0	200,000
Total Fund Requirements	6,664,018	0	6,664,018
REGIONAL PARKS AND EXPO FUND			
Regional Parks and Greenspaces			
Personal Services	1,701,637	4,472	1,706,109
Materials & Services	1,927,812	70,360	1,998,172
Capital Outlay	437,416	18,000	455,416
Subtotal	4,066,865	92,832	4,159,697
Expo Center			
Personal Services	476,444	0	476,444
Materials & Services	597,937	0	597,937
Capital Outlay	393,000	0	393,000
Subtotal	1,467,381	0	1,467,381
General Expenses			
Interfund Transfers	651,920	0	651,920
Contingency	307,232	0	307,232
Subtotal	959,152	0	959,152
Unappropriated Balance	53,254	0	53,254
Total Fund Requirements	6,546,652	92,832	6,639,484

All Other Appropriations Remain As Previously Adopted

NOTE: This Ordinance assumes adoption of Ordinance No. 95-603, amending the Expo Center for parking operations.

AGENDA ITEM 5.4

Meeting Date: June 1, 1995

ORDINANCE NO. 95-606

FIRST READING

Amending the FY 1994-95 Budget and Appropriations Schedule for the Purpose of Transferring Appropriations to Fund A Portion of the Regional Government Information Exchange Between Metro and the Agencies Participating in the South/North High Capacity Transit Study; and Declaring an Emergency.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 95-606 AMENDING THE FY 1994-95 BUDGET AND APPROPRIATIONS FOR THE PURPOSE OF TRANSFERRING APPROPRIATIONS TO FUND A PORTION OF THE REGIONAL GOVERNMENT INFORMATION EXCHANGE NETWORK (REGGIE) BETWEEN METRO AND THE AGENCIES PARTICIPATING IN THE SOUTH/NORTH HIGH CAPACITY TRANSIT STUDY; AND DECLARING AN EMERGENCY

Date: May 17, 1995

Presented by: Dick Bolen

FACTUAL BACKGROUND AND ANALYSIS

This Ordinance is a companion action to Resolution No. 95-2154, which authorizes the establishment of a Regional Government Exchange Network between Metro and the agencies participating in the South/North High Capacity Transit Study. Ordinance No. 95-606 provides the necessary amendments to the FY 1994-95 budget to authorize the *Information Services Strategic Plan*, completed within this fiscal year. This *Plan* identifies Metro's need for high speed computer linkages to other governments' computer systems. Such a Wide Area Network (WAN) can support many of the network services available on a Local Area Network (LAN) such as the one in use at Metro.

The South/North LRT project currently has the greatest need for linking the 12 locations involved in the planning and environmental phase of this project. A large quantity of work is being jointly authored via fax and floppy diskettes.

The REGGIE Network will connect the 12 offices involved in light rail corridor studies by providing the ability to electronically transfer documents, GIS maps and communicate through e-mail, producing immediate benefits. The initial Agencies involved are:

1. City of Portland, Department of Transportation
2. Tri-Met Central Office
3. C-TRAN (Clark County)
4. Regional Planning Council (Clark County)
5. Oregon Department of Transportation, Region 1
6. Metro Regional Center
7. Clackamas County
8. Multnomah County
9. City of Milwaukie
10. City of Vancouver
11. Washington Department of Transportation
12. Oregon City

For cost reasons, this first phase of the project will employ less expensive medium speed technology to evaluate effectiveness for large file transfers such as RLIS maps, drawings and photographs. Services will be purchased from US West Communications, employing their Frame Relay technology.

This action would authorize the transfer of \$45,000 of existing materials & services appropriation in the Planning Fund to capital outlay to purchase the hardware for this project. The overall spending authority for the department remains unchanged.

Grant funds are available from WSDOT/C-TRAN to cover the costs of connecting the 12 sites and also the monthly U. S. West Communications charges for three years. The maximum capital project cost is \$45,000. In order to maximize the available funding sources, these funds must be expended on the capital items before June 30, 1995. WSDOT funds lapse on 6/30/95. Council approval is sought for immediate approval of this amendment to the budget.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 95-606, transferring \$45,000 from the Planning Fund materials & services appropriation to capital outlay.

BEFORE THE METRO COUNCIL

AN ORDINANCE AMENDING THE FY 1994-95)	ORDINANCE NO. 95-606
BUDGET AND APPROPRIATIONS)	
SCHEDULE FOR THE PURPOSE OF)	Introduced by Mike Burton
TRANSFERRING APPROPRIATIONS TO)	Executive Officer
FUND A PORTION OF THE REGIONAL)	
GOVERNMENT INFORMATION EXCHANGE)	
NETWORK (REGGIE) BETWEEN METRO)	
AND THE AGENCIES PARTICIPATING IN THE)	
SOUTH/NORTH HIGH CAPACITY TRANSIT)	
STUDY; AND DECLARING AN EMERGENCY)	

WHEREAS, The Metro Council has reviewed and considered the need to transfer appropriations with the FY 1994-95 Budget; and

WHEREAS, The need for a transfer of appropriation has been justified; and

WHEREAS, Adequate funds exist for other identified needs; now, therefore, THE METRO COUNCIL ORDAINS AS FOLLOWS;

1. That the FY 1994-95 Budget and Schedule of Appropriations are hereby amended as shown in the column titled "Revision" of Exhibits A and B to this Ordinance for the purposes of transferring \$45,000 from the Planning Fund Materials & Services appropriation to Capital Outlay to fund the hardware necessary for the Regional Government Information Exchange Network, and

2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____, 1995.

ATTEST:

J. Ruth McFarland, Presiding Officer

Recording Secretary

**Exhibit A
Ordinance No. 95-606**

FISCAL YEAR 1994-95		CURRENT BUDGET		REVISION		PROPOSED BUDGET	
ACCT #	DESCRIPTION	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
Planning Fund							
Total Personal Services		77.50	4,495,781	0.00	0	77.50	4,495,781
<u>Materials & Services</u>							
521100	Office Supplies		20,700		0		20,700
521110	Computer Software		65,990		0		65,990
521111	Computer Supplies		25,744		0		25,744
521240	Graphics/Reprographic Supplies		36,940		0		36,940
521260	Printing Supplies		2,000		0		2,000
521310	Subscriptions		4,944		0		4,944
521320	Dues		20,041		0		20,041
524190	Misc. Professional Services		2,436,890		(45,000)		2,391,890
525640	Maint. & Repairs Services-Equipment		76,800		0		76,800
525710	Equipment Rental		5,500		0		5,500
526200	Ads & Legal Notices		29,500		0		29,500
526310	Printing Services		268,200		0		268,200
526320	Typesetting & Reprographics Services		54,500		0		54,500
526410	Telephone		18,000		0		18,000
526420	Postage		67,500		0		67,500
526440	Delivery Services		10,300		0		10,300
526500	Travel		41,430		0		41,430
526510	Mileage Reimbursement		2,900		0		2,900
526700	Temporary Help Services		5,000		0		5,000
526800	Training, Tuition, Conferences		53,135		0		53,135
528100	License, Permits, Payments to Other Agencies		2,870,000		0		2,870,000
529500	Meetings		23,440		0		23,440
529800	Miscellaneous		750		0		750
525740	Capital Lease-Furniture & Equipment		255,471		0		255,471
Total Materials & Services			6,395,675		(45,000)		6,350,675
<u>Capital Outlay</u>							
571500	Purchases-Office Furniture & Equipment		26,750		45,000		71,750
Total Capital Outlay			26,750		45,000		71,750
Total Interfund Transfers			2,045,828		0		2,045,828
<u>Contingency and Unappropriated Balance</u>							
599999	Contingency		416,107		0		416,107
599990	Unappropriated Fund Balance		0		0		0
Total Contingency and Unappropriated Balance			416,107		0		416,107
TOTAL EXPENDITURES		77.50	13,380,141	0.00	0	77.50	13,380,141

Exhibit B
Ordinance No. 95-606
FY 1994-95 SCHEDULE OF APPROPRIATIONS

	Current Appropriation	Revision	Proposed Appropriation
PLANNING FUND			
Personal Services	4,495,781	0	4,495,781
Materials & Services	6,395,675	(45,000)	6,350,675
Capital Outlay	26,750	45,000	71,750
Interfund Transfers	2,045,828	0	2,045,828
Contingency	416,107	0	416,107
Total Fund Requirements	13,380,141	0	13,380,141

All Other Appropriations Remain As Previously Adopted

AGENDA ITEM 6.1

Meeting Date: June 1, 1995

ORDINANCE NO. 95-602

SECOND READING

Relating to Administration, Amending the Metro Code, and Declaring an Emergency.

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 95-602 WHICH AMENDS THE METRO CODE TO REFLECT THE NEW ORGANIZATIONAL STRUCTURE CREATED BY THE EXECUTIVE OFFICER, AND DECLARES AN EMERGENCY.

Date: May 12, 1995

Presented By: Mike Burton

Background

Key provisions of Ordinance No. 95-602 are as follows:

- It creates the position of Chief Financial Officer, appointed by the Executive and confirmed by the Metro Council.
- It amends the definition of Personnel Director to reflect that the position need not be a department head.
- It restates and clarifies that department directors, the Chief Financial Officer, the Personnel Director and General Counsel are not subject to normal recruitment and application procedures required for other positions.
- It eliminates references to a Deputy Executive Officer and the Department of General Services in the Contract Procedures Code.
- It allows the Executive Officer to delegate the Executive's signature authority for execution of contracts and amendments. (This does not change any requirements for Council authorization of contracts or amendments.)
- It amends the Emergency Succession provisions of the Metro Code to substitute the Director of Administrative Services for the Deputy Executive Officer.

Recommendation

The Executive Officer recommends Metro Council approval of Ordinance No. 95-602.

BEFORE THE METRO COUNCIL

AN ORDINANCE RELATING TO)
ADMINISTRATION, AMENDING THE)
METRO CODE, AND DECLARING AN)
EMERGENCY)

ORDINANCE NO. 95-602
Introduced by Mike Burton,
Executive Officer

Section 1. The following sections of Metro Code Chapter 2.02 Personnel Rules are amended as follows:

(a) Section 2.02.030 is amended to read:

2.02.030 Definitions of Personnel Terms

- (1) "Auditor" means the elected Auditor of Metro or his/her designee.
- (2) "Council" means the elected governing body of Metro.
- ~~(3)~~ "Chief financial officer" means the person responsible for managing the financial affairs and budget of Metro.
- ~~(3)~~(4) "Department" means a major functional unit of Metro.
- ~~(4)~~(5) "Department director" means a person responsible for the administration of a department or his/her designee.
- ~~(5)~~(6) "Division" means a major functional unit of a department.
- ~~(6)~~(7) "Employee" means an individual who is salaried or who receives wages for employment with Metro.
- ~~(7)~~(8) "Executive Officer" means the elected Executive Officer of Metro or his/her designee.
- ~~(8)~~(9) "Exempt position" means a position exempt from mandatory overtime compensation.
- ~~(9)~~(10) "Fiscal year" means a twelve (12) month period beginning July 1 and ending June 30.
- ~~(10)~~(11) "Flexible work schedule" means an alternative work schedule other than the established normal work schedule, but which

includes the same number of total hours per pay period as other full-time positions.

- (11)(12) "Full-time" means a position in which the scheduled hours of work are forty (40) hours per week and which is provided for in the adopted budget.
- (12)(13) "Hourly rate" means the rate of compensation for each hour of work performed.
- (13)(14) "Immediate family" means the husband, wife, son, daughter, father, mother, brother, sister, father-in-law, mother-in-law, grandparents or any relative living in the employee's household.
- (14)(15) "Layoff" means a separation from employment because of organizational changes, lack of work, lack of funds, or for other reasons not reflecting discredit upon the employee.
- (15)(16) "Non-exempt" position means a position that is eligible for overtime compensation.
- (16)(17) "Non-represented employee" means an employee who is not in a recognized or certified bargaining unit.
- (17)(18) "Part-time" means a position in which the scheduled hours of work are less than forty (40) hours per week but at least twenty (20) hours or more per week and which is provided for in the adopted budget.
- (18)(19) "Permanent employee" means an employee who is appointed to fill a budgeted position and who is not temporary or seasonal. However, the term permanent does not confer any form of tenure or other expectation of continued employment.
- (19)(20) "Permanent position" means a budgeted position which is not temporary or seasonal. However, the term permanent does not confer any form of tenure or other expectation of continued employment.
- (20)(21) "Personnel action" means the written record of any action taken affecting the employee or the status of his/her employment.

- (21)(22) "Personnel director" means the employee appointed by the Executive Officer to administer the provisions of this chapter regardless of whether the person is also a department director.
- (22)(23) "Personnel file" means an employee's official personnel file which is kept in the office of personnel.
- (23)(24) "Personnel Procedures Manual" means a manual developed by the office of personnel and approved by the Executive Officer to implement the policies and provisions of this chapter.
- (24)(25) "Probationary period" means a continuation of the screening process during which an employee is required to demonstrate fitness for the position to which the employee is appointed or promoted. Successful completion of any probationary period is for Metro's internal screening process only and does not confer any form of tenure or other expectation of continued employment.
- (25)(26) "Probationary employee" means an employee serving any period of probation.
- (26)(27) "Promotion" means the change of an employee from a position in one classification to a position in another classification having a higher maximum salary rate.
- (27)(28) "Reclassification" means a change in classification of a position by raising it to a class with a higher rate of pay, reducing it to a class with a lower rate of pay, or changing it to another class at the same rate of pay, based upon the duties currently assigned to an existing position or to be assigned for a vacant position. If the position is filled, the incumbent employee is reclassified along with the position.
- (28)(29) "Regular employee" means an employee who has successfully completed the required initial probationary period occupying a permanent position.
- (29)(30) "Reinstatement" means the return of an employee to a position following a separation of employment.
- (30)(31) "Represented employee" means an employee who is in a recognized or certified bargaining unit.

- ~~(31)~~(32) "Resignation" means voluntary separation from employment.
- ~~(32)~~(33) "Seasonal employee" means an employee who is employed during peak seasons of the year and who may be scheduled as needed during the remainder of the year.
- ~~(33)~~(34) "Separation" is the cessation of employment with Metro not reflecting discredit upon the employee.
- ~~(34)~~(35) "Status" refers to the standing of an employee.
- ~~(35)~~(36) "Temporary employee" means a nonstatus employee appointed for the purpose of meeting emergency, nonrecurring or short-term workload needs, or to replace an employee during an approved leave period, for a period not to exceed 1,044 hours within a fiscal year, excluding interns, work-study students, and CETA employees, or similar federal and state employment programs.
- ~~(36)~~(37) "Termination" means the cessation of employment with Metro.
- ~~(37)~~(38) "Volunteer" means an individual serving in a non-paid voluntary status.
- ~~(38)~~(39) "Work schedule" means the assignment of hours of work by a supervisor.

(b) Section 2.02.080 is amended to read:

2.02.080 Recruitment and Appointment

(a) All promotions and appointments to vacancies shall be based on the requirements of the position and organizational and operational needs.

(b) Recruitment efforts will be coordinated by the office of personnel in cooperation with the hiring department. Recruiting publicity will be distributed through appropriate media and/or other organizations to meet affirmative action guidelines. Such publicity will indicate that Metro is an affirmative action, equal opportunity employer and will be designed to attract a sufficient number of qualified applicants.

(c) Internal Recruitments. A regular employee who has successfully completed his/her initial probationary period may apply for vacant positions and will be considered as an internal applicant. Temporary employees must have completed a competitive recruitment and selection process through the office of personnel to be considered as an internal

applicant. All applications will be considered without prejudice to their present positions. Regular, regular part-time and temporary employees who apply will be given first consideration in filling a vacant position. Notice of internal recruitment shall be posted not less than five (5) working days to allow for receipt of applications.

(d) General Recruitment. If the vacancy is not filled as a result of internal recruitment, recruitment outside the agency will commence. The period of general recruitment shall be not less than ten (10) working days to allow for receipt of applications.

(e) ~~Pursuant to the terms and intent of ORS 268.180(5), ORS 268.210 and ORS 268.215,~~ All appointments of employees shall be the sole responsibility of the Executive Officer subject to the provisions of this chapter. However, the appointment of all department directors, the chief financial officer and the general counsel, ~~or other positions who report to both the Council and the Executive Officer,~~ must be confirmed by a majority of the Council prior to the effective date of each such appointment or promotion.

(f) All appointments of employees to the office of the Executive Officer shall be the sole responsibility of the Executive Officer.

(g) All appointments of employees to the Council department shall be the sole responsibility of the Presiding Officer of the Council.

(h) All appointments of employees to the office of Auditor shall be the sole responsibility of the Auditor.

(i) ~~Direct a~~ Appointments of staff in the office of the Executive Officer, department directors, the chief financial officer, the personnel director, the general counsel, staff in the office of the Executive Officer, staff in the office of the Auditor, and staff in the Council office may be made without going through the normal recruitment and selection process. ~~All appointed staff in the office of the Executive Officer and appointed department directors~~ The personnel director, the chief financial officer, all department directors, and all appointed staff in the office of the Executive Officer shall serve at the pleasure of the Executive Officer. ~~All appointed s~~ Staff in the office of Auditor shall serve at the pleasure of the Auditor. ~~All appointed s~~ Staff in the Council department office shall serve at the pleasure of the Council.

(c) Section 2.02.325 is amended to read:

2.02.325 Definitions of Personnel Terms

- (1) "Council" means the elected governing body of Metro.
- (2) "Department" means a major functional unit of Metro.

- (3) "Department director" means a person responsible for the administration of a department or his/her designee.
- (4) "Dismissal" means the termination of employment for cause (see Termination).
- (5) "Division" means a major functional unit of a department.
- (6) "Employee" means an individual who is salaried or who receives wages for employment with Metro.
- (7) "Executive Officer" means the elected Executive Officer of Metro or his/her designee.
- (8) "Exempt position" means a position exempt from mandatory overtime compensation.
- (9) "Fiscal year" means a twelve (12) month period beginning July 1, and ending June 30.
- (10) "Full-time" means a position in which the scheduled hours of work are forty (40) hours per week and which is provided for in the adopted budget.
- (11) "Non-exempt" position means a position that is eligible for overtime compensation.
- (12) "Part-time" means a position in which the scheduled hours of work are less than forty (40) hours per week but at least twenty (20) hours or more per week and which is provided for in the adopted budget.
- (13) "Permanent employee" means an employee who is appointed to fill a budgeted position and who is not temporary or seasonal. However, the term permanent does not confer any form of tenure or other expectation of continued employment.
- (14) "Permanent position" means a budgeted position which is not temporary or seasonal. However, the term permanent does not confer any form of tenure or other expectation of continued employment.
- (15) "Personnel Action" means the written record of any action taken affecting the employee or the status of his/her employment.

- (16) "Personnel director" means the employee appointed by the Executive Officer to administer the provisions of this chapter regardless of whether the person is also a department director.
- (17) "Personnel file" means an employee's official personnel file which is kept in the office of personnel.
- (18) "Probationary period" means a continuation of the screening process during which an employee is required to demonstrate fitness for the position to which the employee is appointed or promoted. Successful completion of any probationary period is for Metro's internal screening process only and does not confer any form of tenure or other expectation of continued employment.
- (19) "Reclassification" means a change in classification of a position by raising it to a class with a higher rate of pay, reducing it to a class with a lower rate of pay, or changing it to another class at the same rate of pay, based upon the duties currently assigned to an existing position or to be assigned for a vacant position. If the position is filled, the incumbent employee is reclassified along with the position.
- (20) "Regular employee" means an employee who has successfully completed the required initial probationary period occupying a permanent position.
- (21) "Represented employee" means an employee who is in a recognized or certified bargaining unit.
- (22) "Resignation" means voluntary separation from employment.
- (23) "Status" refers to the standing of an employee.
- (24) "Termination" means the cessation of employment with Metro, whether or not for cause.

Section 2. The following sections of Metro Code Chapter 2.04 Metro Contract Procedures are amended as follows:

- (a) Section 2.04.010 is amended to read:

2.04.010 Definitions

- (a) "Competitive bids or bids" means a competitive offer in which price and conformance to specification will be the award criteria.

(b) "Contract Review Board or Board" means the Council is the Contract Review Board for the ~~Metropolitan Service District~~ Metro with the powers described in ORS chapter 279 and section 2.04.020 of this chapter.

(c) "Emergency" means an emergency for the purpose of this chapter means the occurrence of a specific event or events that could not have been reasonably foreseen and prevented, and which require the taking of prompt action to remedy the condition and thereby avoid further physical damage or harm to individuals or the occurrence of avoidable costs.

(d) "Emergency contracts" means a contract may be exempt from the competitive bidding process if an emergency requires prompt execution of a contract, but only if the contract is limited to remedying the emergency situation.

(e) "Executive Officer" means the Metro Executive Officer. For the purpose of this chapter Executive Officer also means those persons to whom the Executive Officer has delegated authority to execute contracts and contract amendments.

(f) "Exemptions from competitive bidding" means exemptions include any exemption or exception from the regular competitive bidding process for Public Contracts as defined in ORS 279.011 to 279.061, this chapter, and any exemption made by the Board pursuant to section 2.04.041 of the Code.

(g) "Intergovernmental Agreement" means a written agreement with any other unit or units of federal, state or local government for the performance of any or all functions and activities that a party to the agreement, its officers or agencies, have authority to perform. "Unit of local government" includes a county, city, district or other public corporation, commission, authority or entity organized and existing under statute or city or county charter. (ORS 190.003 Definitions for ORS 190.003 to 190.110.) As outlined in ORS 190.010, the agreement may provide for the performance of a function or activity:

- (1) By a consolidated department;
- (2) By jointly providing for administrative officers;
- (3) By means of facilities or equipment jointly constructed, owned, leased or operated;
- (4) By one of the parties for any other party; or
- (5) By a combination of the methods described in numbers (1) through (4) above.

~~(e)~~(h) "Notice of Award" means written communication to a responsive, responsible bidder or proposer stating that their bid or proposal has been conditionally determined to be the lowest, responsive, responsible bid or most responsive proposal and that the district intends to enter into a contract upon completion by the bidder/proposer of all required conditions.

~~(h)~~(i) "Personal Services Contract" means:

(1) The following are personal services contracts:

- (A) Contracts for services performed as an independent contractor in a professional capacity, including but not limited to the services of an accountant, attorney, architectural or land use planning consultant, physician or dentist, registered professional engineer, appraiser or surveyor, passenger aircraft pilot, aerial photographer, timber cruiser, data processing consultant or broadcaster.
- (B) Contracts for services as an artist in the performing or fine arts, including but not limited to persons identified as photographer, film-maker, painter, weaver or sculptor.
- (C) Contracts for services of a specialized, creative and research-oriented, noncommercial nature, including, but not limited to, contracts funded by specially designated Metro revenue sources such as the "One Percent Well Spent" program to fund innovative recycling projects.
- (D) Contracts for services as consultant.
- (E) Contracts for educational and human custodial care services.

(2) The following are not personal services contracts:

- (A) Contracts, even though in a professional capacity, if predominantly for a product, e.g., a contract with a landscape architect to design a garden is for personal services, but a contract to design a garden and supply all the shrubs and trees is predominantly for a tangible product.
- (B) A service contract to supply labor which is of a type that can generally be done by any competent worker, e.g., janitorial, security guard, crop spraying, laundry and landscape maintenance service contracts.

- (C) Contracts for trade-related activities considered to be labor and materials contracts.
- (D) Contracts for services of a trade-related activity, even though a specific license is required to engage in the activity. Examples are repair and/or maintenance of all types of equipment or structures.

~~(j)~~ "Procurement officer" means the person designated by the Executive Officer to carry out the functions required of such person by this chapter.

~~(k)~~ "Public agency" means any agency of the federal government, state of Oregon, or any political subdivision thereof, authorized by law to enter into public contracts and any public body created by intergovernmental agreement.

~~(l)~~ "Public contract" means any purchase, lease or sale by Metro of personal property, public improvement or services, including those transacted by purchase order, other than agreements which are for personal services. Public contracts may be obtained by purchase order as determined by the Executive Officer.

~~(m)~~ "Public improvement" means projects for construction, reconstruction or major renovation on real property by or for a public agency. "Public improvement" does not include emergency work, minor alteration, ordinary repair or maintenance in order to preserve a public improvement.

~~(n)~~ "Purchase Order" means a public contract for purchase of goods in any amount, or for goods and services \$500 or less, or for services \$500 or less.

~~(o)~~ "Request for Proposals or RFP" means a request for proposals is the process described in section 2.04.050, "Personal Services Contracts." This process may be used for public contracts only when the Board has granted an exemption for that type of contract or for a particular contract as set out in section 2.04.041, "Requirement of Competitive Bidding, Exemptions." The Board may adopt a particular RFP process for a particular contract by setting forth the amendments in the exemption approval.

~~(p)~~ "Sole Source Contracts" means contracts for which it can be documented there is only one qualified provider of the required service or material.

(b) Section 2.04.030 is amended to read:

2.04.030 Rules and Procedures Governing All Personal Services and Public Contracts

(a) Applicability. All personal services contracts and public contracts are subject to the applicable selection, review and approval procedures of this chapter.

~~(b) — Initiating a Contract. When a department initiates a contract not in the form of a purchase order, it must first notify the Contracts Division of the Department of General Services of its intention and request the issuance of a contract number which shall appear on all copies of the contract. The department must complete a contract summary form indicating the specifics of the contract. This form must be forwarded to the Contracts Division of the Department of General Services either with a fully executed contract (one copy) if the amount is estimated to be \$2,500 or under, or with an unexecuted contract (three copies) for review, approval and signature if the amount is over \$2,500.~~

~~(c) — Documentation Required for Contract Files. The Contracts Division of the Department of General Services will maintain central files for all contracts. An original copy should be given to each contractor. All correspondence relating to a contract which alters conditions or amounts must be included in the central files as should all papers which document the process of obtaining competitive bids, quotes or proposals. In any case where a low bid, quote or proposal is not accepted, a detailed justification must be included with the contract file. Other documentation, if applicable, that should be included in the file includes:~~

- ~~(1) — Mailing Lists~~
- ~~(2) — Affidavits of Publication~~
- ~~(3) — Insurance Endorsements and Certificates~~
- ~~(4) — Amendments~~
- ~~(5) — Extensions~~
- ~~(6) — Related Correspondence~~
- ~~(7) — Quotes, Proposals and Bids~~
- ~~(8) — Bonds~~
- ~~(9) — DBE/WBE Information~~
- ~~(10) — Contract Closure Form~~
- ~~(11) — Personal Services Evaluation Form~~

~~(d)(b) Contract Review. Prior to approval by the appropriate person or body, contracts shall be reviewed as follows:~~

- (1) Any contract which deviates from a standard contract form, exceeds \$25,000 for a personal services contract or a public contract, or is with another public agency must be reviewed by the general counsel.
- (2) Contracts involving federal or state grant funds must be reviewed by the ~~Deputy Executive Officer~~ chief financial officer.

~~(e)~~(c) Disadvantaged Business Program. All contracting and purchasing is subject to the Metro Disadvantaged Business Enterprise Program. Metro will take affirmative action to do business with Disadvantaged Business Enterprises. The ~~Contracts Division of the Department of General Services~~ liaison officer will maintain a directory of disadvantaged businesses which shall be consulted and used in all contracting and purchasing of goods and services. If a disadvantaged business is included in the directory that appears capable of providing needed goods or services, that business should be contacted and given an opportunity to compete for Metro business. Contracts awarded subject to the program may be exempted from the competitive bidding process by resolution of the Contracting Review Board.ooooo

~~(d)~~(d) Monthly Contract Report. The Executive Officer will provide a monthly report to the Council, pursuant to section 2.04.032, of all contracts, including extensions and amendments, which have been executed during the preceding month; provided, however, that such monthly report need not include purchase orders under \$500.

~~(e)~~(e) Federal/State Agency Approval. When required by federal or state law or regulations, review and approval of Metro contracts shall include prior concurrence or approval by appropriate federal or state agencies.

~~(f)~~(f) No contract or contract amendment may be approved or executed for any amount in excess of the amount authorized in the budget.

(c) Section 2.04.040 is amended to read:

2.04.040 Public Contracts, General Provisions

(a) Competitive Bidding. Metro may enter into an intergovernmental agreement with the State of Oregon to make purchases from State Price Agreement established by the State of Oregon by competitive bids. Metro may purchase directly from these price agreements that are based on the state's competitive bids. Unless exempt from public bidding, all other public contracts shall be awarded to the lowest, responsive, responsible bidder responding to competitive bids by Metro.

(b) Oregon Preference. In all public contracts, the district shall prefer goods or services that have been manufactured or produced in Oregon if price, fitness, availability and quality are otherwise equal. Where a contract in excess of \$10,000 is awarded to a contrac-

tor not domiciled or registered to do business in Oregon, the initiating department shall assure compliance with the provisions of ORS 279.021.

(c) Rejection of Bids. The Executive Officer ~~or the Deputy Executive Officer~~ may reject any bid not in compliance with all prescribed public bidding procedures and requirements and may, for good cause, reject any or all bids upon a finding that it is in the public interest to do so, for example, when all bids exceed the budget or estimate for that project.

(d) Bonds. Unless the Board shall otherwise provide, bonds and bid security requirements are as follows:

- (1) Bid security not exceeding ten percent (10%) of the amount bid for the contract is required unless the contract is for \$25,000 or less.
- (2) For public improvements, a labor and materials bond in an amount equal to one hundred percent (100%) of the contract price is required for contracts over \$15,000.
- (3) For public improvements, a performance bond in an amount equal to one hundred percent (100%) of the contract price is required for contracts over \$10,000. If the contract is under \$50,000, the performance bond and labor and material bond may be one bond; if the contract is \$50,000 or more, there shall be two (2) bonds.
- (4) Bid security, labor and material bond and performance bond may be required even though the contract is of a class not identified above, if the Executive Officer determines it is in the public interest.
- (5) Bid security and labor and performance bonds will not be required for food products procured pursuant to section 2.04.090.
- (6) Bid security and bonds may be provided in the form of a surety bond, cash, cashier's check or certified check.

(d) Section 2.04.043 is amended to read:

2.04.043 Public Contracts Between \$2,500 and \$25,000

(a) Selection Process. Unless completely exempt from competitive bidding under section 2.04.041, when the amount of the contract is \$2,500 or more, but not more than \$25,000, the district must obtain a minimum of three (3) competitive quotes. The district shall keep a written record of the source and amount of the quotes received. If three (3) quotes are not available, a lesser number will suffice provided that a written record is made

of the effort to obtain the quotes. "Prior to selecting any contractor for a public contract greater than \$10,000, but not more than \$25,000", the contracting department shall notify the Department of General Services procurement officer of the nature of the proposed contract, the estimated cost of the contract, and the name of the contact person. The Department of General Services procurement officer shall publish notice of the intent to solicit competitive quotes, including a summary of the information supplied by the contracting department. No contract selection may be made until at least five (5) days after such publication and after consideration of all quotes received.

~~(b) Review Process. After selection and prior to approval, the contract must be reviewed by the Contracts Division of the Department of General Services.~~

~~(e)~~(b) Approval Process

- (1) ~~For e~~Contracts of \$2,500 or more, either shall be signed by the Executive Officer or Deputy Executive Officer must sign; however, the director or assistant director of the Zoo may sign purchase orders of \$10,000 or less. When designated in writing to serve in the absence of the Executive Officer or Deputy Executive Officer, the director of General Services may sign contracts. No contract may be approved or executed for any amount in excess of the amount authorized in the budget.

~~(d)~~(c) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(e) Section 2.04.044 is amended to read:

2.04.044 Public Contracts Over \$25,000

(a) Selection Process. Unless exempt from competitive bidding by section 2.04.041, the following competitive bidding procedures shall apply to all contracts ~~over~~ \$25,000.

- ~~(1) The initiating department staff will prepare bid specifications and compile a list of potential bidders.~~
- ~~(2) The bid document will be reviewed by the Contracts Division of the Department of General Services and by the general counsel before bids are solicited or advertised, and shall include the contract form to be used.~~
- ~~(3)~~(1) A request for bids will be advertised in the manner required by law and in a local minority newspaper, and in any appropriate trade magazine.

Additional advertisement may be appropriate depending upon the nature of the contract.

- ~~(4) The initiating department will receive and open sealed bids at the time and place designated in the request for bids.~~
- ~~(5) The opened bids will be reviewed by the requesting department and a recommendation and contract will be submitted to the Contracts Division of the Department of General Services.~~
- ~~(6) After selection and prior to approval, the contract must be reviewed by the Contracts Division of the Department of General Services.~~
- ~~(7) The initiating department will notify all bidders in writing of the contract award and obtain any necessary bonds and insurance certificates.~~
- (8)(2) The district shall reserve the right to reject any or all quotes or bids received.**

(b) Approval Process. All initial contracts with a contract price of more than \$25,000 shall be approved and executed by the Executive Officer or Deputy Executive Officer. ~~When designated in writing to serve in the absence of the Executive Officer or Deputy Executive Officer, the director of General Services may approve and execute contracts of \$25,000.~~ No contract may be approved or executed for any amount in excess of the amount authorized in the budget.

(c) Within thirty (30) days of award of a construction contract, the ~~Contracts Division of the Department of General Services~~ procurement officer shall provide the notice required by ORS 279.363.

(d) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(e) Prior to the award of a contract to any bidder other than the apparent low bidder the Executive Officer shall obtain the prior approval of the Contract Review Board.

(f) Section 2.04.051 is amended to read:

2.04.051 Personal Services Contracts Under \$2,500

(a) Selection Process. For personal services contracts of less than \$2,500, the department director shall state in writing the need for the contract. This statement shall include a description of the contractor's capabilities in performing the work. Multiple

proposals need not be obtained. ~~This statement will be kept in the Department of Finance and Administration contract file.~~

(b) Approval Process. For personal services contracts of less than \$2,500, the director of the initiating department, or a designee of the director approved by the Executive Officer, may sign contracts if the following conditions are met:

- (1) A standard contract form is used.
- (2) Any deviations to the contract form are approved by the general counsel.
- (3) The expenditure is authorized in the budget.
- (4) The contract does not further obligate district beyond \$2,500.
- (5) The appropriate scope of work is attached to the contract.
- (6) The Contract is for an entire project or purchase; not a portion of a project or purchase which, when complete, will amount to a cost of \$2,500 or more.
- (7) No contract may be approved or executed for any amount in excess of the amount authorized in the budget.

(c) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(g) Section 2.04.052 is amended to read:

2.04.052 Personal Services Contracts Between \$2,500 and \$25,000

(a) Selection Process. For personal services contracts \$2,500 or more but not more than \$25,000, the department director shall use the following process:

- (1) Proposals shall be solicited from at least three (3) potential contractors who, in the judgment of the department director, are capable and qualified to perform the requested work. Prior to selecting any contractor for a personal services contract greater than \$10,000 but not more than \$25,000, the contracting department shall notify the ~~Department of General Services procurement officer~~ of the nature of the proposed contract, the estimated cost of the contract, and the name of a contact person. The ~~Department of General Services procurement officer~~ shall publish notice of the intent to solicit competitive proposals,

including a summary of the information supplied by the contracting department. No contract selection may be made until at least five (5) days after such publication and after consideration of all proposals received.

- (2) The initiating department shall document the fact that at least three (3) proposals have been solicited. Preferably, the proposals should be written, but this is not required. The district reserves the right to reject any or all proposals for any reason.
- (3) Evaluation, as determined by the department director, may require oral presentations and shall include use of a contractor evaluation form. The objective is the highest quality of work for the most reasonable price. The quality of the proposal may be more important than cost.
- (4) Personal Services Evaluation Form. The personal services evaluation form shall document the reasons for the selection. Proposals shall be evaluated according to predetermined criteria. The evaluation process may include the evaluators assigning a quantifiable score on how each aspect of a proposal meets the predetermined criteria. The contract may be awarded to the firm receiving the highest average score.
- (5) Notification of selection or rejection shall be made in writing after final review by the initiating department.

(b) Review Process. After selection and prior to approval, the contract must be reviewed by the ~~Contracts Division of the Department of General Services~~ procurement officer.

(c) Approval Process. ~~For contracts of \$2,500 or more, either shall be signed by the Executive Officer or Deputy Executive Officer must sign. When designated in writing to serve in the absence of the Executive Officer or Deputy Executive Officer, the director of general services may sign contracts. No contract may be approved or executed for any amount in excess of the amount authorized in the budget.~~

(d) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(h) Section 2.04.053 is amended to read:

2.04.053 Personal Services Contracts of More than \$25,000

(a) Selection Process. For personal services contracts of \$25,000 or more an evaluation of proposals from potential contractors shall be performed as follows:

- (1) A request for proposals shall be prepared by the initiating department and shall be reviewed by the general counsel and the procurement officer. Where appropriate, notice of the request shall be published in a newspaper of general circulation or in trade magazines. In addition, Metro shall notify in writing at least three (3) potential contractors, who, in the judgment of the department director, are capable and qualified to perform the requested work. The initiating department will be responsible for maintaining the file and making the appropriate notification.
- (2) All requests for proposals shall at a minimum contain a description of the project and a brief summary of the project history, contain a detailed proposed scope of work or other specifications setting forth expected performance by the contractor, include a description of the criteria that will be utilized to evaluate proposals and the estimated budget for the project.
- (3) Evaluations of proposals shall include use of a contract evaluation form. The use of an oral interview or an evaluation team is recommended.
- (4) Personal Services Evaluation Form. The personal services evaluation form shall document the reasons for the selection. Proposals shall be evaluated according to predetermined criteria. The evaluation process may include the evaluators assigning a quantifiable score on how each aspect of a proposal meets the predetermined criteria. The contract may be awarded to the firm receiving the highest average score.
- (5) After evaluation is complete, the department director will recommend final selection ~~through the Contracts Division of the Department of General Services.~~
- (6) Notifications of selection and rejection shall be made in writing by the initiating department.
- (7) Personal services contracts with the scope of work must be approved by the department head and then forwarded to the ~~Contracts Division of the Department of General Services~~ procurement officer for internal review and execution. General counsel review is required.

(b) Approval Process. All initial contracts with a contract price of greater than \$25,000 shall be ~~approved and executed by the Executive Officer or Deputy Executive Officer. When designated in writing to serve in the absence of the Executive Officer or Deputy Executive Officer, the Director of General Services may approve and execute~~

~~contracts of more than \$25,000.~~ No contract may be approved or executed for any amount in excess of the amount authorized in the budget.

(c) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(i) Section 2.04.054 is amended to read:

2.04.054 Personal Services Contract Extensions and Amendments

(a) Selection Process

- (1) A personal services contract may be renewed without receiving competitive proposals if the contractor is performing a continuing activity for the agency. This applies, but is not limited to contracts for construction observation, public relations consulting, outside legal counsel and annual auditing. Except as provided in subsection (2) below, competitive proposals must be solicited for these services at least once every three (3) years and annually if the contractor proposes a price or rate increase of more than ten percent (10%) over the previous year.
- (2) Personal services contracts may be renewed, extended or renegotiated without soliciting competitive proposals if, at the time of renewal, extension or renegotiation, there are fewer than three (3) potential contractors qualified to provide the quality and type of services required and the initiating department makes detailed findings that the quality and type of services required make it unnecessary or impractical to solicit proposals.
- (3) In addition to the requirements of this subsection, any contract amendment or extension exceeding \$10,000 shall not be approved unless the Contract Review Board shall have specifically exempted the contract amendment or extension from the competitive procurement procedures of section 2.04.053.

(b) Approval Process

- ~~(1) Less than \$2,500. All contract amendments and extensions which are less than \$2,500 if the contract was originally for \$2,500 or more or which result in a total contract price of less than \$2,500 may be approved by the director of the initiating department or by a designee of the director approved by the Executive Officer if the following conditions are met:~~

~~(A) A standard contract form is used.~~

~~(B) Any deviations to the contract form are approved by the general counsel.~~

~~(C) The expenditure is authorized in the budget.~~

~~(D) The contract does not further obligate Metro beyond \$2,500.~~

~~(E) The appropriate scope of work is attached to the contract.~~

~~(F) No contract amendment or extension may be approved in an amount in excess of the amount authorized in the budget.~~

~~(2) \$2,500 and Over. All personal services contract amendments and extensions which are for \$2,500 or more or which result in a total contract price of more than \$2,500 shall be approved and executed by either the Executive Officer or Deputy Executive Officer. When designated in writing to serve in the absence of the Executive Officer or Deputy Executive Officer, the director of Regional Facilities may sign contract amendments and extensions. No contract amendment or extension may be approved for an amount in excess of the amount provided for in the budget.~~

(c) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

(j) Section 2.04.090 is amended to read:

2.04.090 Food Items and Food Service Contracts

(a) Selection Process

- (1) All food items and food service contracts will be procured through competitive bidding, except as provided in sections (2) through (5) below.
- (2) Competitive bids or quotes are not required when food items other than those routinely stocked by a Metro department are needed for requested catering services.
- (3) Competitive bids or quotes are not required for fully or partially prepared food items which require:

- (A) The use of a specific recipe provided and/or developed in conjunction with a Metro department; or
- (B) The use of a proprietary recipe or formula which is the property of a vendor.

In the event a procurement is made pursuant to the exception listed in this section (3), the initiating department must document that the food product is within the criteria set out in (3)(A) or (3)(B).

- (4) (A) Purchases of the following food products may be limited to vendors who have been prequalified according to the procedures set out at section (4)(B) below:
 - (i) Groceries, i.e., food items that are purchased in a preserved state (e.g., canned or frozen);
 - (ii) Meat and poultry;
 - (iii) Produce.
- (B) Upon a determination by the Executive Officer that it is in the best interest of Metro to purchase the food products listed in (4)(A) from pre-qualified vendors, the agency may develop a pre-qualified suppliers list. The initiating department shall make reasonable efforts to inform known companies which provide the required food products that a pre-qualification process will be conducted. At a minimum, the initiating department's efforts shall include the publication of an invitation to pre-qualify in at least one (1) newspaper of general circulation, a local minority newspaper and any appropriate trade publications in the area. The invitation to pre-qualify shall specify the deadline for submission of pre-qualification applications; minimum standards which must be met to pre-qualify as a potential supplier; and shall provide an estimate of the quantity of the product which may be required during a designated time period. All vendors who submit the documentation required in the invitation to pre-qualify shall be listed as pre-qualified suppliers of the food products covered by the solicitation unless the agency disqualifies the prospective vendor upon a finding that:
 - (i) The vendor does not have sufficient financial ability to perform the contract;

- (ii) The vendor does not have the equipment available to perform the contract;
- (iii) The vendor does not have key personnel available of sufficient experience to perform the contract; or
- (iv) The vendor has repeatedly breached contractual obligations to public and private contract agencies.

In the event a prospective is disqualified, the agency shall notify the vendor in writing. The notice shall specify the reasons for the disqualifications and shall inform the vendor of its rights to a hearing under ORS 279.043 and 279.045.

Vendors who fail to meet the above criteria during the period covered by the prequalified vendor list may be disqualified from the pre-qualified vendor list.

- (C) Monthly firm price quotes shall be required of all pre-qualified suppliers. Once a pre-qualified vendor list has been created, all food products listed in section (4)(A)(i) through (iii) shall be ordered from the pre-qualified supplier whose products meet the minimum product specification and who submits the lowest price quote for the period covered by the required monthly price quote. In the event the supplier that submits the lowest price quote is unable to provide the ordered products, the food products may be ordered from the supplier whose quote is the next lowest and whose products meet the minimum product specifications.
 - (D) A pre-qualified supplier may be removed from the pre-qualified suppliers list for any of the reasons listed in section (4)(B) above.
 - (E) Pre-qualification lists shall be opened annually for prospective suppliers to submit the documentation required for placement on the pre-qualified suppliers list. Placement on the pre-qualified suppliers list will be for a period of three years, unless a supplier is removed for one of the reasons listed in section (4)(B) above.
- (5) Competitive bids or quotes are not required for food items which the Executive Officer authorize for a market test. A market test is used to determine whether a food item should be added to the district's menu

or to develop the specifications for a particular food item. The test should clearly define the period of time for the market study, not to exceed one (1) year, and the statistical method used to determine the value of the food item as part of the regular menu. A written report shall be made and a copy placed in the district's central contract files. If a market test food item is accepted for regular sales, it will be subject to the appropriate competitive purchase procedures described under section 2.04.090. If a food product identified during a market test fits within one of the product categories identified in subsection (3) above, the food product may be procured without competitive bids or quotes.

(b) Review Process. After selection and prior to approval, the contract must be reviewed by the director of Finance and Administration.

(c) Approval Process

(1) \$2,500 and Under. All contracts and amendments and extensions which are \$2,500 or less or which result in a total contract price of \$2,500 or less may be approved by the director of the initiating department or by a designee of the director approved by the Executive Officer if the following conditions are met:

(A) A standard contract form is used.

(B) Any deviations to the contract form are approved by the general counsel.

(C) The expenditure is authorized in the budget.

(D) The contract does not further obligate the district beyond \$2,500.

(E) The appropriate scope of work is attached to the contract.

(F) The contract is for an entire project or purchase; not a portion of a project which, when complete, will amount to a cost not greater than \$2,500.

(2) Over \$2,500. All contracts and amendments and extensions which exceed \$2,500 ~~may shall be approved by either executed by the Executive Officer or Deputy Executive Officer. When designated in writing to serve in the absence of the Executive Officer or Deputy Executive~~

~~Officer, the director of Regional Facilities may sign contracts and amendments and extensions.~~

- (3) Exceptions. Emergency contract extensions and amendments may be approved by the Executive Officer or his/her designee.

(d) All contracts are subject to the rules and procedures of section 2.04.030, "Rules and Procedures Governing Personal Services and Public Contracts."

Section 3. Metro Code Section 9.01.070 Emergency Succession is amended to read:

9.01.070 Emergency Succession: In the event of the death of the Executive Officer or the declaration of a vacancy in that office, the ~~Deputy Executive Officer~~ director of the department of administrative services shall immediately take the oath of office and become the Executive Officer until such time as the Council shall fill the vacancy by appointment or a successor shall be elected and qualified. If the ~~Deputy Executive Officer~~ Director of the department of administrative services shall not be qualified or if a vacancy exists in that position, then the ~~Director of Finance and Information~~ chief financial officer shall so serve while continuing to hold the position of ~~Director of Finance and Information~~ chief financial officer. If that position shall also be vacant or the person shall not qualify, then the Council shall in emergency session designate a qualified person to so serve on a temporary basis.

Section 4. Emergency Clause

This ordinance being necessary for the health safety or welfare of the Metro area, for the reason that the administrative reorganization effected by this ordinance will save substantial resources an emergency is declared to exist and this ordinance shall be effective upon adoption by the Council.

ADOPTED by the Metro Council this ____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

ATTEST:

Recording Secretary

gl
1229

AGENDA ITEM 7.1

Meeting Date: June 1, 1995

Resolution No. 95-2160

For the Purpose of Adopting Rules Establishing Procedures Relating to the Conduct of Council Standing Committee Business.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING) RESOLUTION NO. 95-2160
RULES ESTABLISHING PROCEDURES)
RELATING TO THE CONDUCT OF) Introduced by Presiding
COUNCIL AND STANDING COMMITTEE) Officer J. Ruth McFarland
BUSINESS

WHEREAS, the Metro Council adopted Resolution No. 95-2078, for the purpose of adopting rules and establishing procedure for the conduct of Council business; and

WHEREAS, the Metro Council adopted Resolution No. 95-2145A, to establish a system of standing committees to consider issues coming before the Council; and

WHEREAS, Metro Code Section 2.01.090 requires the Council by resolution to adopt rules establishing procedures governing conduct of debate on matters considered by the Council; and

WHEREAS, Metro Code Section 2.01.120 requires the Council by resolution to adopt rules and procedures relating to the receipt of communications from the public at Council meetings; and

WHEREAS, Metro Code Sections 2.01.070 and 2.01.080 require the Council by resolution to adopt rules establishing procedures for the introduction and consideration of ordinances and resolutions respectively; and

WHEREAS, Metro Code Section 2.01.130 requires the Council by resolution to establish the general order of business for Council meetings, and to establish criteria for placing items on a consent agenda; and

WHEREAS, Metro Code Section 2.01.035 requires the Council by resolution to establish procedures governing the conduct of Council work sessions; now, therefore

BE IT RESOLVED,

That the Metro Council hereby amends Resolution No. 95-2078 and adopts the following rules establishing criteria and/or procedures:

1. Rules of procedure governing debate on matters before the Council as shown in Exhibit A.

2. Rules of procedure relating to receipt of communications from the public at Council meetings as shown in Exhibit B.

3. Rules of procedure for consideration of ordinances and resolutions as shown in Exhibit C.

4. Rules of procedure for Council work sessions as shown in Exhibit D.

5. Rules establishing the general order of business for Council meetings as shown in Exhibit E.

6. Rules of procedure and criteria for the consent agenda as shown in Exhibit F.

7. Committee process and procedures as shown in Exhibit G.

ADOPTED by the Metro Council this _____ day of _____,
1995.

J. Ruth McFarland, Presiding Officer

EXHIBIT A

RULES OF PROCEDURE GOVERNING DEBATE ON MATTERS BEFORE THE COUNCIL

To conduct Council business in an orderly and expeditious manner the following rules of procedure are established:

1. All Councilors have a right to debate each matter brought before the Council. There shall be a question before the Council prior to debate on any matter. On each matter brought before the Council for a decision, the Presiding Officer shall ask for a motion on the matter which must be seconded for it to be a proper question: For matters referred to the Council from a standing committee the Presiding Officer shall first recognize the Councilor designated to present the committee report for a motion and presentation of the committee report. If there is a minority report on any matter referred from a standing committee, the Presiding Officer shall recognize the Councilor presenting the minority report for a motion and presentation of the minority report immediately after the presentation of the committee report.
2. A Councilor speaking on a motion shall confine his or her remarks to the matter under consideration by the Council and shall avoid repetition and irrelevant comment.
3. A Councilor may speak once for up to five (5) minutes on each main motion and substantive amendment to a main motion before the Council. A Councilor may speak more than the allotted time with unanimous consent of the Council or if another Councilor yields his or her right to speak and time on the question at hand. A member may be permitted to speak a second

time to clear up a matter of fact, to explain a point misunderstood, or to clear up a question that has arisen in the debate. A Councilor may be recognized by the Presiding Officer to question any person appearing before the Council. When a Councilor has been recognized he or she is considered to have the floor and need not be recognized for each subsequent question until he or she is finished with the questioning.

4. The Councilor who moves and presents the committee or minority report on a matter before the Council is entitled to close the debate after other Councilors wishing to speak have spoken. The closing comments shall be limited to three (3) minutes unless extended by unanimous consent of the Council.

EXHIBIT B

RULES OF PROCEDURE RELATING TO COMMUNICATIONS FROM THE PUBLIC

The Council shall encourage the appearance of members of the public both for matters on the agenda and not on the agenda. To facilitate the orderly transaction of business the following procedures shall apply for matters other than contested cases:

1. At the beginning of each Council meeting and periodically during the meeting, the Presiding Officer shall announce that public testimony is allowed on matters before the Council and shall instruct members of the public to fill out sign-up cards and submit them to the Clerk of the Council. The sign-up card shall indicate the name and address of the person to testify, the agenda item on which the person wishes to speak and whether the person is speaking in favor or against the matter before the Council.
2. A member of the public may appear only once on each separate matter before the Council and shall be limited to three (3) minutes of testimony, exclusive of answers to questions from Councilors. A member of the public may speak more than once and longer than the three (3) minutes with unanimous consent of the Council or if a member of the public who has also signed up to speak yields his or her time and opportunity to speak.
3. On matters before the Council on which a decision is to be made the Presiding Officer shall alternate the testimony between those speaking in favor of the matter and those speaking in opposition to the matter, starting with a person

in favor of the matter. If there are no persons remaining to alternate, the Presiding Officer shall call the remaining persons to testify in whichever order he or she determines is best. The Presiding Officer shall request members of the public to avoid providing repetitive testimony.

4. A person addressing the Council shall do so from the rostrum or table upon first gaining recognition of the Presiding Officer and after stating his or her name and address for the record.

EXHIBIT C

RULES OF PROCEDURE AND CONSIDERATION
OF ORDINANCES AND RESOLUTIONS

1. Introduction: An ordinance or resolution may be introduced by the Council, a Councilor or Councilors, a Council standing committee, the Auditor, or the Executive Officer. Each ordinance or resolution shall designate the person, persons, or committee introducing the ordinance or resolution.
2. Filing: The Clerk of the Council (Council Clerk) shall assign numbers and approve titles for all proposed ordinances or resolutions. The Presiding Officer may establish requirements for filing supporting materials with ordinances and resolutions to assist the Council and its committees in deliberating on matters brought before it. A proposed ordinance shall be filed with the Council Clerk at least ten days prior to the next regular Council meeting for which it is requested to be considered for first reading. A proposed resolution shall be filed with the Council Clerk at least ~~ten~~ eight (8) days prior to consideration by a Council standing committee. The Presiding Officer may waive filing deadlines.
3. Disposition and Referral: An ordinance or resolution timely filed with the Council Clerk and in proper form (including all required supporting materials shall be 1) in the case of an ordinance placed on the next available Council agenda for first reading and referral by the Presiding Officer to one or more standing committee(s); or, 2) in the case of a resolution

referred to one or more standing committee(s) by the Presiding Officer except for a resolution introduced and recommended by a standing committee. A resolution introduced and recommended by a standing committee shall be filed with the Council Clerk and shall be placed on a Council agenda at the discretion of the Presiding Officer. If the Presiding Officer refers an ordinance or resolution to more than one standing committee, the standing committees shall consider and act upon the ordinance or resolution in the order specified by the Presiding Officer at the time of referral. The Council Clerk shall notify Councilors and the Executive Officer on a weekly basis of the referral status of ordinances and resolutions.

4. Items Considered by the Council as a Whole: The following items shall be considered and acted upon by the Council as a whole, rather than referred to a committee by the Presiding Officer:

- a) Any ordinance placed on an agenda as provided in Section 2.01.070(j) of the Metro Code.
- b) Any ordinance, order or resolution proposed for Council action as a result of a contested case proceeding as provided in Chapter 2.05 of the Metro Code;
- c) Any item placed on the agenda for any emergency meeting of the Council as provided in Section 2.01.050 of the Metro Code; and
- d) Any action of the Metropolitan Exposition-Recreation Commission placed on the Council agenda as provided by Section 6.01.080 of the Metro Code.

5. Committee Consideration: An ordinance or resolution referred to a standing committee shall be scheduled for public hearing and committee consideration at the discretion of the chair of the committee. The committee may refer an ordinance or resolution to the Council or another standing committee to which it was referred by the Presiding Officer either as originally submitted or as amended with a recommendation for approval or with no recommendation, table an ordinance or resolution, or continue an ordinance or resolution to another meeting. Any ordinance or resolution which remains in a standing committee six (6) months from the date it was initially considered by the committee shall be considered to be defeated and shall be filed with the Council Clerk and receive no further consideration.

The Presiding Officer or the Council by a majority vote of a quorum may remove any ordinance or resolution from a committee for re-referral by the Presiding Officer or consideration by the Council at a subsequent meeting. Announcement of or Council consideration of such removal shall take place under the "Councilor Communication and Committee Reports" agenda item at Council meetings.

6. Committee Report: An ordinance or resolution referred to the Council with or without a favorable committee recommendation shall be placed on a Council agenda at the discretion of the Presiding Officer for second reading and/or Council consideration. There shall be a committee report for each ordinance or resolution referred to the Council. The committee chair shall assign a member of the committee to

present the report to the Council. The report shall state the committee recommendation, a record of the vote, the major issues discussed by the committee and any other pertinent information of use to the Council.

7. Minority Report: A minority report on any ordinance or resolution recommended by the committee may be submitted for Council consideration at the same Council meeting that the Committee report is considered. Any committee member present at the committee meeting at which an ordinance or resolution was considered and voting against the prevailing side may serve notice at that committee meeting of his or her intent to file a minority report for Council consideration. Upon such notice and in order for the minority report to be considered by the Council, the Councilor who had served notice shall prepare a written minority report which shall be submitted to the Clerk of the Council prior to the Council meeting at which the ordinance or resolution is scheduled for a second reading and/or consideration. The Council shall hear and consider the minority report immediately after the presentation of the committee report.

EXHIBIT D

RULES OF PROCEDURE FOR COUNCIL WORK SESSIONS

1. The primary purpose of Council work sessions is to provide the Council the opportunity to receive and consider information on issues of interest to the Council in a public meeting. In addition to discussing issues, receiving briefings and status reports, etc., the Council may discuss and vote on matters that have been filed for its consideration and which otherwise comply with Oregon law and Metro ordinances and rules.
2. The general order of business for Council work sessions will be as follows:
 - Call to order
 - Introductions
 - Citizen Communications
 - Executive Officer Communications
 - Old Business
 - New Business
 - Councilor Communications
3. The Presiding Officer shall set the agenda for the work sessions from items requested by a Councilor or Councilors, the Auditor, or the Executive Officer. The Presiding Officer has the authority to determine whether and when to schedule an item for a work session.
4. Requests for an item to be included on a work session agenda and materials to be included in the agenda packet for a work session shall be filed with the Clerk of the Council at least eight days prior to the work session; a Councilor, however, may request at a work session that an item be included on the

agenda for the following week's work session. The Presiding Officer may waive the filing deadline.

EXHIBIT E

A RULE ESTABLISHING THE GENERAL ORDER OF BUSINESS
FOR COUNCIL MEETINGS

1. The general order of business for regular Council meetings shall be as follows:
 - o Call to order
 - o Introductions
 - o Citizen Communications to the Council on Non-Agenda Items
 - o Executive Officer Communications
 - o Ordinances
 - First Readings
 - Second Readings
 - o Orders
 - o Resolutions
 - o Other Business
 - o Councilor Communications and Committee Reports
 - o Adjourn
2. The Presiding Officer shall follow the above general order of business in preparing regular Council meeting agendas and shall include approximate times for the consideration of each item on the agenda.
3. The Presiding Officer may change the order of business in preparing a regular Council meeting to meet special circumstances and shall notify the Council of such change in the general order of business at the beginning of the Council meeting.

EXHIBIT F

RULES OF PROCEDURE AND CRITERIA FOR THE CONSENT AGENDA

The following criteria and procedures shall apply to the Consent Agenda:

1. Agenda items may be placed on the Consent Agenda at the discretion of the Presiding Officer, subject to the requirements of this section. The party filing an item for Council consideration may request that it be placed on the Consent Agenda if it conforms to the following criteria:
 - a) The agenda item has received a unanimous favorable recommendation from a Council standing committee (or committees if it has been considered by more than one standing committee); and
 - b) The standing committee chairperson(s) request that the item be placed on the Council Consent Agenda; and
 - c) No public hearing before the Council is required by law or Metro ordinance.
2. A Consent Agenda may only be presented at a regular Council meeting and shall be included as part of the regular meeting agenda.
3. The Presiding Officer shall have final approval of which items shall be placed on the Consent Agenda and the Council Clerk shall certify that Consent Agenda items meet the criteria listed in Section 1 above.
4. If a Councilor objects to any item on the Consent Agenda, that item may be removed from the Consent Agenda and placed on the

regular agenda of the Council at a time or place to be determined
by the Presiding Officer.

EXHIBIT G

COMMITTEE PROCEDURES

The following criteria, processes and requirements shall apply to the operation of Council standing committees:

1. Members of all standing committees shall be appointed by the Presiding Officer subject to confirmation of the Council. The Presiding Officer shall designate a Chair and Vice Chair for each committee.
2. A majority of the members of the standing committee shall constitute a quorum of the transaction of business before the committee. Except as otherwise provided in the Metro Code, or rules adopted by the Council, all standing committees of the Council shall be governed by Robert's Rules of Order, newly revised.
3. All committees shall meet at the call of the Chair or upon the request of a majority of the members of the Committee.
4. The purposes of standing committees of the Council are to:
 - (a) make studies of and inquiries into areas of concern and interest of the Council;
 - (b) report information to the Council; and
 - (c) prepare and submit recommendations, proposals and ordinances to the Council.
5. Unless otherwise specifically provided, standing committees of the Council shall have the power to:
 - (a) hold meetings at such times and places as the committee considers expedient;
 - (b) hold public hearings and take testimony;
 - (c) make findings, conclusions and recommendations;

- (d) draft and prepare resolutions and ordinances for consideration by the Council; and
 - (e) appoint task forces and committees to advise the committees of the Council, subject to Council approval.
6. Standing committees shall conduct business according to the following rules:
- (a) a quorum of the committee is necessary to take action on any matter before the committee;
 - (b) any matter before a committee may be decided by a majority of the quorum;
 - (c) each committee member shall have one (1) vote and the Chair may vote and discuss any issue before the committee without relinquishing his or her position as Chair;
 - (d) any member may make a motion for action by the committee and a second is not necessary for committee consideration of the motion;
 - (e) comment from members of the public appearing at the meeting shall be solicited prior to the committee taking action on any matter before it. The Chair may set time limits for public comment on matters before the committee; and
 - (f) a committee may go into Executive Session for the purposes and following procedures prescribed by law.
7. A standing committee may take the following action on an ordinance or resolution:
- (a) refer the ordinance or resolution to the Council or another committee, if it has received a subsequent referral by the Presiding Officer, either as originally

submitted or as amended, with a recommendation for approval or with no recommendation; or

(b) table the ordinance or resolution; or

(c) continue the ordinance or resolution to another committee meeting.

8. Any ordinance or resolution which remains in a standing committee over six (6) months for the date it was introduced shall be considered to be defeated and shall be filed with the Council Clerk and receive no further consideration.

9. By majority vote of a quorum of the Council or by action of the Presiding Officer any matter referred to a standing committee may be removed from the committee and reassigned to another committee or be considered by the Council at a subsequent meeting.

AGENDA ITEM 7.2

Meeting Date: June 1, 1995

Resolution No. 95-2159

For the Purpose of Approving and Adopting the Whitaker Ponds Concept Master Plan.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2159, FOR THE PURPOSE OF APPROVING AND ADOPTING THE WHITAKER PONDS CONCEPT MASTER PLAN

Date: 19 May 1995

Presented by: Jane Hart

PROPOSED ACTION

Resolution No. 95-2159 requests the approval and adoption of the Whitaker Ponds Concept Master Plan for an area along the Columbia Slough in Northeast Portland.

BACKGROUND AND ANALYSIS

The Whitaker Ponds site is an identified regionally significant greenspace in the Metropolitan Greenspaces Master Plan. The site is located along the Columbia Slough in a park deficient area of NE Portland at approximately NE 47th Ave. and Columbia Blvd.

In May of 1994, Metro and the Portland Public Schools entered into an agreement that called for Metro to lead the development of a master plan that involves all the stakeholders in and around the site in developing a plan that incorporates natural restoration, environmental education and provides appropriate levels of recreational opportunities.

Metro Council approved the amount of \$12,500 in the FY 1994-95 budget to use for contracting professional services for preparing a Whitaker Ponds Master Plan. In November of 1994 the Parks and Greenspaces Department entered into a contract with the consulting firm Walker & Macy to provide master planning services for the project.

Public involvement activities that occurred during development of the Master Plan include, creation of an independent project advisory committee, one-on-one meetings with adjacent landowners and stakeholders as requested; two public meetings to receive input on the plan; neighborhood canvassing by EnviroCorps members to inform neighbors about public meetings; distribution of the draft Master Plan for public comment and review.

Organizations that participated in development of the Master Plan, and are committed to providing funding or in-kind support towards its implementation include Portland Public Schools, Multnomah County through its Natural Areas Fund, 26-26 Bond Measure allocation and Drainage District # 1; Bureau of Environmental Services' Columbia Slough Water Quality Improvement Program; the Trust for Public Land; the Oregon Wildlife Heritage Foundation; the Oregon Department of Fish and Wildlife; the Lakeside Little League; EnviroCorps and local neighborhood associations.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 95-2159.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF) RESOLUTION NO. 95-2159
APPROVING THE WHITAKER PONDS)
CONCEPT MASTER PLAN) Introduced by Mike Burton,
) Executive Officer

WHEREAS, On July 23, 1992, through Resolution No. 92-1637, the Metro Council adopted the Metropolitan Greenspaces Master Plan which identified a desired system of natural areas interconnected with greenways and trails; and

WHEREAS, Preparing master plans for natural areas is a primary strategy for balancing wise public use of natural areas with protection of the natural values of the area; and

WHEREAS, The Columbia Slough wetlands are considered regionally significant greenspaces; and

WHEREAS, The Whitaker Ponds are wetlands in the Columbia Slough Watershed; and

WHEREAS, In May 1994, Metro and the Portland Public Schools entered into an agreement that called for Metro to lead the development of a Master Plan for enhancing and protecting the Whitaker Ponds area while providing appropriate levels of recreation; and

WHEREAS; The Metro Council approved \$12,500 in the FY 1994-95 budget to contract for professional services to prepare a Whitaker Ponds Master Plan; and

WHEREAS; In November 1994, Metro Parks and Greenspaces Department entered into a contract with the consulting firm of Walker & Macy to provide master planning services; and

WHEREAS, Various public involvement activities occurred throughout the development of the plan that resulted in broad public support of the project; and

WHEREAS, many private and public organizations participated in development of the Master Plan and have committed funds and/or support for Master Plan implementation; and

WHEREAS, The draft Master Plan document was presented to the February 28 Metro Council work session; and

WHEREAS, The draft Master Plan was distributed to the public for review and comment and those comments were incorporated into the final Master Plan; now, therefore,

BE IT RESOLVED,

That the Metro Council approves and adopts the Whitaker Ponds Concept Master Plan document in its entirety as shown in Exhibit A.

ADOPTED by the Metro Council this ____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

AGENDA ITEM 7.3

Meeting Date: June 1, 1995

Resolution No. 95-2140

**For the Purpose of Authorizing the Executive Officer to Purchase Properties Within the Whitaker Ponds
Master Plan Area.**

Staff Report

**CONSIDERATION OF RESOLUTION NO. 95- 2140, FOR THE PURPOSE OF
AUTHORIZING THE EXECUTIVE OFFICER TO PURCHASE PROPERTIES
WITHIN THE WHITAKER POND MASTER PLAN AREA**

Date: 16 MAY 1995

Presented by: Nancy Chase

PROPOSED ACTION

Resolution No. 95-2140 requests the approval of a resolution to authorize the Executive Officer to purchase properties within the Whitaker Pond master plan area, along the Columbia Slough, in NE Portland.

BACKGROUND AND ANALYSIS

The Whitaker Pond site is located in NE Portland at approximately NE 47th St. and Columbia Blvd. A master plan for this site is scheduled for adoption in June. The master plan pointed out the need for the acquisition of all or part of the privately owned property bordering Whitaker Pond. Negotiations are in progress with six property owners, all willing sellers.

The acquisition and restoration of the properties will be a combined effort by local governments and non-profit groups.

One property is currently under option to The Trust for Public Land. This project was reviewed by the Regional Facilities Committee in 1994.

Three of the properties are occupied by residential homes. As part of the negotiation process they will be reviewed for code compliance and their potential as rentals. One of the homes may be needed for a management unit. The remaining two properties are vacant industrial land.

BUDGET IMPACT

Property Acquisition cost, for the property under option by the Trust for Public Land, will be funded by the City of Portland and Multnomah County. Acquisition cost for the remaining properties will be funded by the City of Portland. Metro will take title (with a reversion clause to the City) and provide property management.

It is intended that the properties will be land banked until restoration and maintenance dollars for the Whitaker Pond project are available.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 95 - 2140
THE EXECUTIVE OFFICER TO PURCHASE) Introduced by Mike Burton
PROPERTIES WITHIN THE WHITAKER) Executive Officer
POND MASTER PLAN AREA)

WHEREAS, In July 1992, Metro completed the Metropolitan Greenspaces Master Plan which identified a desired system of natural areas interconnected with greenways and trails; and

WHEREAS, Acquisition of natural areas from willing sellers is a primary strategy for preservation of natural areas; and

WHEREAS, The Columbia Slough is considered a Greenspace of regional significance; and

WHEREAS, Whitaker Pond has been identified as an important natural area within the Columbia Slough system, and

WHEREAS, the properties to be purchased has been identified, through a public planning process, to be within the Whitaker Pond Master plan area, and

WHEREAS, The properties, as indicated in Exhibit A, will be purchased only if funding is obtained from the City of Portland and Multnomah County; now, therefore,

BE IT RESOLVED,

That the Metro Council authorizes the Executive Officer to enter into agreements as attached in Exhibit A and to purchase the property upon receipt of the funds necessary to do so from the City of Portland and Multnomah County.

ADOPTED by Metro Council this _____ day of _____, 1995.

J. Ruth Mc Farland , Presiding Officer

AGENDA ITEM 7.4

Meeting Date: June 1, 1995

Resolution No. 95-2151

For the Purpose of Confirming the Appointment of Douglas E. Butler as Director of the Department of Administrative Services.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2151 FOR THE PURPOSE OF CREATING THE DEPARTMENT OF ADMINISTRATIVE SERVICES AND CONFIRMING THE APPOINTMENT OF DOUGLAS E. BUTLER TO THE POSITION AS DIRECTOR OF ADMINISTRATIVE SERVICES.

Date: May 12, 1995

Presented By: Mike Burton

Background

During the past several years' budget hearings, the Metro Council has suggested alternatives to the structure of support service functions within Metro, specifically a combining of those support services.

The Executive Officer has combined the current departments of General Services, Finance, and Personnel into one Department of Administrative Services. This action places all day-to-day support services within one department.

This creates the position of Director of the Department of Administrative Services and abolishes the positions of Director of General Services and Director of Finance. The Executive Officer has appointed Douglas E. Butler to be the Director of the Department of Administrative Services. He is well qualified and currently serves as Director of General Services.

This position requires confirmation by the Metro Council pursuant to Metro Code.

Recommendation

The Executive Officer recommends Metro Council approval of Resolution No. 95-2151.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING)	RESOLUTION NO. 95-2151
THE APPOINTMENT OF DOUGLAS E.)	
BUTLER AS DIRECTOR OF THE)	Introduced by Mike Burton,
DEPARTMENT OF ADMINISTRATIVE)	Executive Officer
SERVICES)	

WHEREAS, The Executive Officer has reorganized the departments of General Services, Finance and Management Information, and Personnel and created a Department of Administrative Services; and

WHEREAS, The Executive Officer has appointed Douglas E. Butler to serve as the Director of the Department of Administrative Services; and

WHEREAS, The appointment of a Director of a department requires confirmation by the Metro Council; and

WHEREAS, Douglas E. Butler is well qualified to serve as the Director of the Department of Administrative Services and has served in the past as Metro's Director of the Department of General Services; now, therefore,

BE IT RESOLVED,

That the Metro Council confirms the appointment of Douglas E. Butler as the Director of the Department of Administrative Services.

ADOPTED by the Metro Council this ____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

AGENDA ITEM 7.5

Meeting Date: June 1, 1995

Resolution No. 95-2152

For the Purpose of Confirming the Appointment of Jennifer sims as Chief Financial Officer.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2152 FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF JENNIFER SIMS TO THE POSITION OF CHIEF FINANCIAL OFFICER.

Date: May 12, 1995

Presented By: Mike Burton

Background

The Executive Officer has proposed to combine the current departments of General Services, Finance, and Personnel into one Department of Administrative Services, placing all day-to-day support services within one department. Within this Department of Administrative Services, there will be a newly created position of Chief Financial Officer, who oversees all finance and financial planning functions. Pursuant to Ordinance 95-602, the appointment of a Chief Financial Officer requires Council confirmation.

The Executive Officer has proposed the appointment of Jennifer Sims to the position of Chief Financial Officer. She is well qualified and is currently serving as the Director of Finance.

Recommendation

The Executive Officer recommends Metro Council approval of Resolution No. 95-2152.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING) RESOLUTION NO. 95-2152
THE APPOINTMENT OF JENNIFER SIMS)
AS CHIEF FINANCIAL OFFICER) Introduced by Mike Burton,
) Executive Officer

WHEREAS, The Executive Officer has reorganized the departments of General Services, Finance and Management Information, and Personnel and created a Department of Administrative Services; and

WHEREAS, The Council has created the position of Chief Financial Officer; and

WHEREAS, The Executive Officer has appointed Jennifer Sims to serve as the Chief Financial Officer; and

WHEREAS, The appointment of a Chief Financial Officer requires confirmation by the Metro Council; and

WHEREAS, Jennifer Sims is well qualified to serve as the Chief Financial Officer and has served in the past as Metro's Director of the Department of Finance and Management Information; now, therefore,

BE IT RESOLVED,

That the Metro Council confirms the appointment of Jennifer Sims as the Chief Financial Officer of Metro.

ADOPTED by the Metro Council this ____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

AGENDA ITEM 7.6

Meeting Date: June 1, 1995

Resolution No. 95-2149

For the Purpose of Approving the Receiving of Federal Grant Through the Oregon Department of Geology and Mineral Industries for Implementing Regional Earthquake Hazards Identification and Preparedness Program.

Staff Report

**CONSIDERATION OF RESOLUTION NO. 95-2149 FOR THE RECEIVING OF
FEDERAL GRANT THROUGH THE OREGON DEPARTMENT OF GEOLOGY AND
MINERAL INDUSTRIES FOR IMPLEMENTING REGIONAL EARTHQUAKE
HAZARDS IDENTIFICATION AND PREPAREDNESS PROGRAM**

Date: May 15, 1995

Presented by: Andrew C. Cotugno

FACTUAL BACKGROUND

In early 1994, Metro and the Oregon Department of Geology and Mineral Industries (DOGAMI) jointly submitted a federal grant proposal to the Federal Emergency Management Agency (FEMA) and Congress requesting \$1 million to enable us expand the earthquake hazard identification and preparedness program in the Portland metropolitan region. Through the efforts of Senator Hatfield, \$950,000 of the original amount requested was approved. FEMA will disburse the money through DOGAMI.

The grant will enable DOGAMI to initiate Phase 3 of the project and identify geologic hazards in the remaining 12 quadrangles at the periphery of the Metro boundary (see attached map).

Metro will use its portion of the grant to complete Phase 2 of the project and assess buildings for structural hazards, inventory lifelines and critical facilities such as electrical power, telecommunication, water, sewerage, natural gas, bridges, fire stations and major medical facilities in the five quadrangles adjacent to the Portland quadrangle.. The buildings and facilities data will be integrated into Metro's Regional Land Information System (RLIS). The buildings and facilities will also be mapped and overlain on the geologic hazard map.

Metro will also use its portion of the grant to estimate earthquake damage and loss in the five quadrangles, finalize the conceptual framework for developing model land use regulations for mitigating earthquake hazards, develop Disaster Mitigation, Response and Recovery Atlas, link Oregon Emergency Management information system to RLIS, conduct custom earthquake mitigation workshops, and work with emergency managers, private and public utility agencies to develop emergency transportation routes. The routes will be used to promote prioritization of mitigation projects in the region.

The products of these projects will support and enhance disaster preparedness activities in this region. Metro staff will continue to work closely with emergency planners, utility officials, Oregon Emergency Management, DOGAMI, Oregon Seismic Safety Advisory Policy Advisory commission, U.S. Geological Survey and FEMA to look for ways to use the geologic and non-geologic hazards information and maps to improve regional emergency preparedness and minimize the loss of property and life in the event of a major disaster.

Metro and DOGAMI staff developed an intergovernmental agreement that will enable Metro to receive the federal grant through DOGAMI. Tasks to be accomplished with the money by Metro are attached to the agreement.

BUDGET IMPACT

The Planning Department has budget authority to accept and expend funds on this grant for the planned activities for this fiscal year. The grant is included in the approved budget for FY 1995-96.

Legal Counsel has reviewed the documents.

PROPOSED ACTION

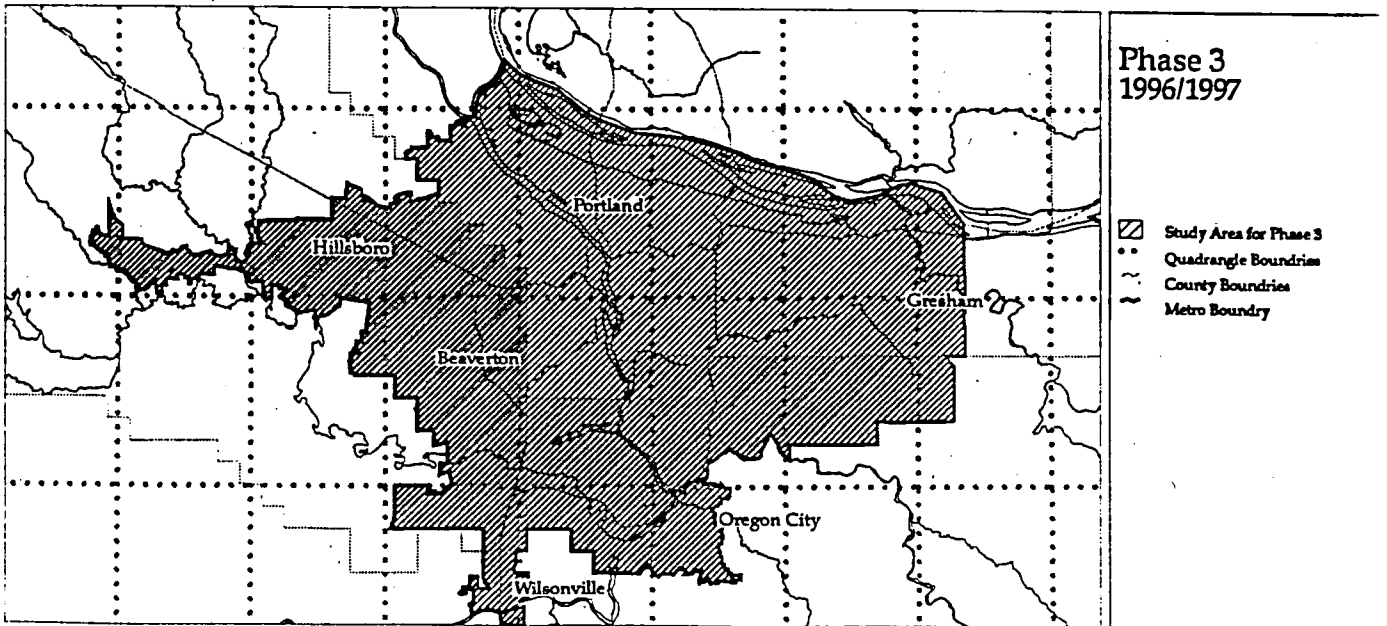
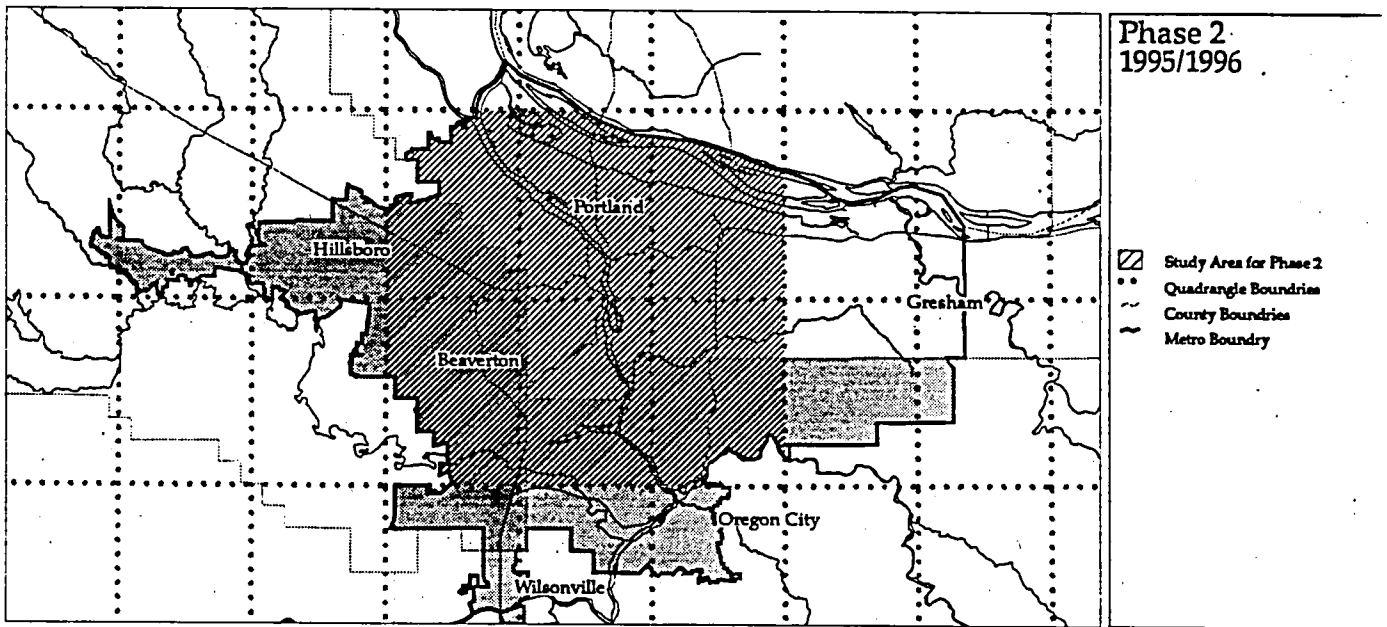
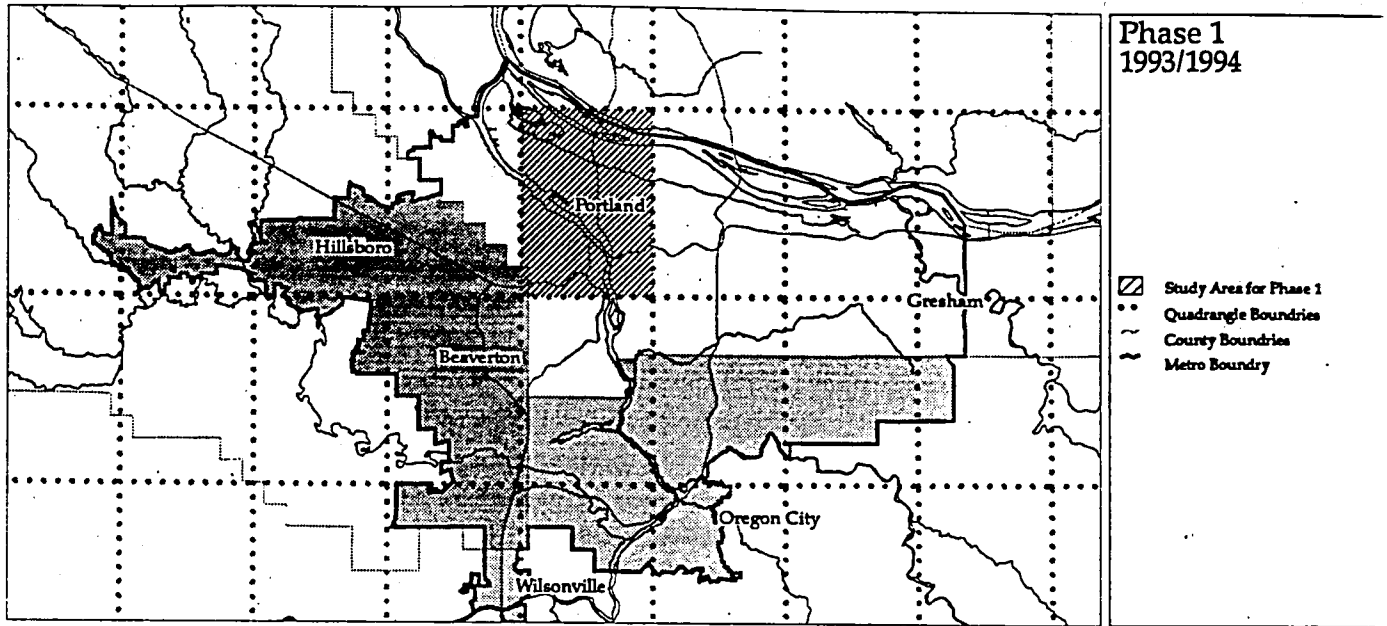
This resolution provides that the Metro Council approve the acceptance of FEMA grant through DOGAMI for the purpose of continuing work on the Regional Earthquake Hazard Identification and Preparedness Program.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2149.

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5/18/95

Regional Earthquake Hazard Data Collection and Mapping Schedule



BEFORE THE METRO COUNCIL

FOR PURPOSE OF APPROVING THE RECEIVING) Resolution No. 95-2149
OF FEDERAL GRANT THROUGH THE OREGON)
DEPARTMENT OF GEOLOGY AND MINERAL) Introduced by: Mike Burton
INDUSTRIES FOR IMPLEMENTING REGIONAL) Executive Officer
EARTHQUAKE HAZARDS IDENTIFICATION)
AND PREPAREDNESS PROGRAM)

WHEREAS, Metro recognizes the need to identify earthquake hazards in this region and prepare for them; and

WHEREAS, the Federal Emergency Management Agency have allocated money to enable Metro and the Oregon Department of Geology and Mineral Industries to implement a regional earthquake hazard identification and preparedness program in the Portland metropolitan region; and

WHEREAS, Pursuant to ORS Chapter 190, Metro may enter into an agreement with the Oregon Department of Geology and Mineral Industries to receive its share of the federal money; now, therefore,

BE IT RESOLVED,

1. That Metro approves an Intergovernmental Agreement with Oregon Department Of Geology and Mineral Industries (see attached "Agreement").
2. That Metro will accept the Federal Emergency Management Agency grant to enable it to jointly identify earthquake hazards in this region by implementing the specified tasks (see Exhibit A in the "Agreement").

ADOPTED by the Metro Council this ____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

AGREEMENT

**INTERAGENCY/INTERGOVERNMENTAL AGREEMENT FOR EARTHQUAKE
MITIGATION ACTIVITIES IN THE METRO AREA**

This agreement is between the State of Oregon acting by and through its Department of Geology and Mineral Industries, hereafter called Agency, and Metro hereafter called Contactor. Agency's supervising representative for this agreement is John D. Beaulieu.

1. Effective Date and Duration

The agreement shall become effective on May 1, 1995 (or on the date at which every party has signed this contract, whichever date is later). This agreement shall expire, unless otherwise terminated or extended, on June 30, 1996. The agreement will be automatically extended if prior to June 30, 1996 the following occurs: The Agency approves a written request submitted by Metro or submits an extension to Metro in writing which specifies again the total contract amount and the end date for the extension. The extension will be for a period ending at the specified date, but no later than June 30, 1997.

2. Statement of Work

- a) The statement of work is contained in Exhibit A attached hereto and by this reference made a part hereof.
- b) The delivery schedule for the work is identified in Exhibit B.

3. Consideration

- a) The Agency shall pay Contractor a total amount of \$ \$515,850 for the accomplishment of the work. This shall be the sole monetary obligation of the Agency.
- b) Interim payments shall be made to Contractor according to the schedule and requirements identified in Exhibit A, or if no schedule is identified on Exhibit A, on a quarterly basis after billing and after demonstration of adequate progress on the tasks specified in Exhibit A. The Agency shall be the sole judge of adequate progress.

4. Subcontracts

Contractor may enter into any subcontracts for any of the work scheduled under this agreement and provide written notification in advance to the Agency's Project Officer.

5. Amendments

The terms of this agreement shall not be waived, altered, modified, supplemented, or amended, in any manner whatsoever, except by written instrument signed by both parties.

6. Termination

- A. This agreement may be terminated by mutual consent of both parties.
- B. The Agency may terminate this agreement effective upon delivery of written notice to the Contractor, or at such other date as may be established by the Department under any of the following conditions:
1. If Agency funding is not obtained and continued at levels sufficient to allow for purchase of the specified services. When possible, and when agreed upon, the agreement may be modified to accommodate a reduction in funds.
 2. If federal or state regulations or guidelines are modified, changed or interpreted in such a way that the services are no longer allowable or appropriate for purchase under this agreement, or are no longer eligible for the funding proposed for payments authorized by this agreement.
 3. If the Contractor fails to perform the work specified herein, or so fails to pursue the work as to endanger performance of this agreement in accordance with its terms, and after receipt of written notice from the Agency, fails to correct such failures within ten (10) days or such longer period as the Agency may authorize.

7. Funds Available and Authorized

The Agency certifies at the time the agreement is written that significant funds are available and authorized for expenditure to finance costs of this agreement in Exhibit C within the Agency's current appropriation and limitation.

8. Captions

The captions or headings in this agreement are for convenience only and in no way define, limit or describe the scope of intent of any provisions of this agreement.

9. Access to Records

The Agency, the Secretary of State's Office of the State of Oregon, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records not otherwise privileged under law of the Contractor which are directly pertinent to the specific agreement for the purpose of making audit, examination, excerpts, and transcript.

10. Compliance with Applicable Law

Contractor shall comply with Title VI of the Civil Rights Act of 1964; (ii) Section V of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 (Pub L No. 101-336), ORS 659.425, and all regulations and administrative rules established pursuant to those laws; and (iv) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.

11. Recycled Paper

Contractor agrees to use recycled paper for all reports which are prepared as a part of this agreement. This requirement applies even when the cost of recycled paper is higher than that of virgin paper.

12. Merger Clause

THIS AGREEMENT CONSTITUTES THE ENTIRE AGREEMENT BETWEEN THE PARTIES. NO WAIVER, CONSENT, MODIFICATION OR CHANGE OF TERMS OF THIS AGREEMENT SHALL BIND EITHER PARTY UNLESS IN WRITING AND SIGNED BY BOTH PARTIES. SUCH WAIVER, CONSENT, MODIFICATION OR CHANGE, IF MADE, SHALL BE EFFECTIVE ONLY IN THE SPECIFIC INSTANCE AND FOR THE SPECIFIC PURPOSE GIVEN. THERE ARE NO UNDERSTANDINGS, AGREEMENTS, OR REPRESENTATIONS, ORAL OR WRITTEN, NOT SPECIFIED HEREIN REGARDING THIS AGREEMENT. THE CONTRACTOR, BY THE SIGNATURE BELOW OF THIS AUTHORIZED REPRESENTATIVE, HEREBY ACKNOWLEDGES THAT HE/SHE HAS READ THIS AGREEMENT, UNDERSTANDS IT AND AGREES TO BE BOUND BY ITS TERMS AND CONDITIONS.

13. Contractor Data

Organization: Metro

Project Coordinator: Dr. Gerald Uba

Address: 600 N. E. Grand Avenue, Portland Oregon 97232

Phone: (503) 797-1737

14. Agency Data

Organization: Oregon Department of Geology and Mineral Industries

Project Officer: Dr. Mathew Mabey

Address: Room 965 Oregon State Office Building, 800 Oregon Street N. E. , Portland,
Oregon 97232

Phone: (503)731-4100

15. Signatures

Contractor: By: _____ Date _____

By: _____ Date _____

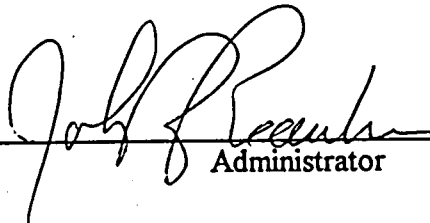
Agency: By:  _____ Date 5/15/95
Administrator

EXHIBIT A

METRO'S 1995-1996 PROGRAM TASKS

Year 2: FY 1995-96 Program Tasks

Building Inventory and Assessment

Task 1. Integrate seismic hazard data layers produced by DOGAMI for the Mt. Tabor, Gladstone, Lake Oswego, Beaverton, and Linnton 1:24,000 quadrangles into the METRO's Regional Land Information System (RLIS).

Task 2. Collect general structural type and seismic vulnerability data (i.e. Rapid Visual screening data) for major buildings on the Mt. Tabor, Gladstone, Lake Oswego, Beaverton and Linnton 1:24,000 USGS quadrangles. One and two-family residential structures are not to be included in the vulnerability data collection. Likely to be done by sub contract. Approximately 17,000 buildings are in this area.

Task 3. Integrate the building assessment data sets into METRO's RLIS .

Task 4. Produce and distribute maps showing the distribution of building types and maps of building type overlain on seismic hazard zones for the Mt. Tabor, Gladstone, Lake Oswego, Beaverton and Linnton 1:24,000 USGS quadrangles.

Lifeline Inventory and Assessment

Task 5. Locate and access as much information on public and privately owned lifelines (natural gas, water, electric, sewer, telecommunications and highway) on the Mt. Tabor, Gladstone, Lake Oswego, Beaverton and Linnton 1:24,000 USGS quadrangles as possible. Efforts will be focused on those systems which serve the largest areas, the largest number of people, or who's data already exists in a electronic/digital format.

Task 6. Integrate as much of the lifeline data into the RLIS database as possible with as great of detail as practical.

Task 7. Produce and distribute various theme maps of lifeline distribution data and of lifeline data overlaid on seismic hazard zones for the Mt. Tabor, Gladstone, Lake Oswego, Beaverton and Linnton 1:24,000 USGS quadrangles.

Damage and Loss Estimation.

Task 8. Use loss and vulnerability estimation models to predict effects losses for one scenario earthquakes (local crustal) covering the Portland, Mt. Tabor, Gladstone, Lake Oswego, Beaverton and Linnton 1:24,000 USGS quadrangles. Main focus will be on estimating losses based on models that Metro and it's contractors have already developed. Qualitative discussion of a subduction zone earthquake event will be provided to scope major differences in terms of damage distribution etc.

Task 9. Publish and distribute the results of the loss estimation studies. Conclusions will focus on highlighting the greatest sources of risk and obvious areas for cost effective mitigation measures.

Information Transfer

Task 10. Develop a "Disaster Mitigation, Response and Recovery Atlas" for emergency management agencies and other mitigation planners, using the data files in the RLIS system.

Task 11. Integrate and link the seismic hazard, building and lifeline data in the RLIS system with the Oregon Emergency Management Information, and develop plans to transfer the data to local Emergency Operations Centers in the Portland Metro Area.

Mitigation Policy Implementation

Task 12. Procedures for correlating land uses with earthquake performance standards and conceptual framework for developing and implementing model land use regulations will be finalized. This will be done by working with the 22-member Metro Advisory Committee for Mitigating Earthquake Hazard (MACMED). MACMED consists of land use and emergency management planners, building officials, developers, and a geologist. MACMED is providing technical oversight on finalizing model regulations for earthquake hazard mitigation and reducing risk in the Portland metropolitan region. MACMED is currently reviewing a draft report that shows how land uses grouped by seismic risks could be correlated with the hazard zones shown in the Relative Earthquake Map of the Portland Quadrangle. The methodology for correlating land uses with earthquake hazard zones will be refined and final model land use regulations will be developed.

Metro staff will, with the assistance of consultants, analyze the impact of the correlations on buildable urban land inventory and make recommendations to MACMED. Consultant will also provide copies of materials MACMED will need to develop the implementation framework. These materials will include seismic safety elements of local general plans, sample geologic and geotechnical reports, guidelines for preparing geologic and geotechnical reports, and local procedures for requiring and reviewing geologic and geotechnical reports, all in cooperation with other relevant efforts in the state. Metro will also provide MACMED and its subcommittees with the assistance it needs in reviewing and discussing the materials and making recommendations that will be used to finalize land use regulations and to develop the conceptual framework for implementing the model land use regulations and building code requirements, including those for existing buildings, for mitigating earthquake hazards.

Task 13. Provide local emergency management agencies with technical assistance on the use of the seismic hazard maps, building and lifeline data and the Disaster Mitigation, Response and Recovery Atlas. This will include the addition of emergency management resources data to Metro's RLIS and the development of a regionwide disaster planning data base accessible to member jurisdictions of the REMG and Oregon Emergency Management and other entities that may be identified later.

Collaborate with private and public utility agencies and REMG in using seismic hazard information and maps to develop: a) disaster debris management strategies; b) emergency transportation routes. The emergency transportation routes will be used to promote prioritization of mitigation efforts in the region.

Provide staff for administration of the REMG efforts towards developing and implementing a comprehensive regional emergency management plan. Metro will continue to provide technical assistance to local governments and other users on the uses for the disaster response and recovery atlas and the geologic and structural hazard data for mitigating structural and nonstructural seismic risks, and for disaster response and recovery planning.

Task 14. Metro staff will participate in the meetings and activities of the Oregon Seismic Safety Policy Advisory Commission, Regional Emergency Management Group and Oregon Emergency Management.

Outreach Regional Earthquake mitigation workshops

Task 15. Conduct focused public workshops. The workshops will have strategic themes targeting audiences such as public officials, businesses, the Red Cross, parent teacher organizations, insurance companies, financial institutions, public utilities, transportation planners and citizens. Collaborate with federal, state, local emergency management agencies and private utilities in organizing custom earthquake mitigation, preparedness, response and recovery workshops for emergency planners and engineers and developing emergency preparedness tools for the region.

Training

Attend relevant emergency management training organized by FEMA, Oregon Emergency Management and other entities.

Computer Requirements

A high speed UNIX workstation, operating ARC/Info GIS software is needed for the extensive amount of mapping and spatial data analysis required. Year 1 was accomplished with an X-terminal connection to a Metro host UNIX computer. The larger databases to be produced by Year 2 and the current overload on Metro's host necessitates leasing a workstation and ARC/Info license. The current configured network and X-terminal are constraints on the amount of product the earthquake staff can output and on other users of the system. Charges for connection to and maintenance of metro's computer network and Internet services are not included in the budget.

Deliverables

Map of building structure type overlaid on seismic hazard zone for the Mt. Tabor, Gladstone, Lake Oswego, Beaverton and Linnton 1:24,000 USGS quadrangles.

Map of lifelines and critical facilities overlaid on seismic hazard zones for the Mt. Tabor, Gladstone, Lake Oswego, Beaverton and Linnton 1:24,000 USGS quadrangles.

Report on the loss estimation studies for the Mt. Tabor, Gladstone, Lake Oswego, Beaverton and Linnton 1:24,000 USGS quadrangles.

Final set of land use correlations with earthquake performance objectives and hazard zones, and framework for implementing model land use regulations

Disaster Response and Recovery Atlas

Workshop proceedings

EXHIBIT B

REGIONAL EARTHQUAKE HAZARD IDENTIFICATION AND PREPAREDNESS PROGRAM *(Understanding the Risks and Preparing for Them)*

METRO'S DELIVERY SCHEDULE

FIRST QUARTER: May 1 to July 30, 1995

1. Integrate Mt Tabor, Gladstone, Lake Oswego and Beaverton and quads seismic hazard data into Metro's RLIS (Task 1¹)
2. Set up contract for the Rapid Visual Screening of buildings (Task 2)
3. Locate and identify sources of data for lifeline systems and critical facilities inside Mt. Tabor, Gladstone, Lake Oswego, Beaverton and Linton quads (Task 5)
4. Develop a conceptual design for linking Metro's RLIS to Oregon Emergency Management (OEM) information system (Task 11)
5. Set up contract for finalizing the correlations of land uses with earthquake performance standards and conceptual framework for developing and implementing model land use regulations (Task 12)
6. Assist REMG in developing a region-wide electronic network that will make seismic risk database in RLIS to be accessible to emergency planners (Task 13)
7. Participate in the meetings of OSSPAC, REMG and Oregon Emergency Management (Task 14)
8. Develop outline of custom workshops for the year (Task 15)
9. Attend relevant emergency management training

¹ Tasks in Appendix A associated with items in this delivery schedule are shown accordingly.

Deliverables:

1. Signed contract for Rapid Visual Screening of buildings
2. Signed contract for model land use regulations
3. Conceptual design for linking Metro's RLIS and OEM information system
4. List of lifeline data sources
5. Outline of custom workshops

Cumulative billings for first quarter

\$71,531.00

SECOND QUARTER: August 1 to October 31, 1995

1. Integrate Linton quad seismic hazard data into RLIS and combine same with Portland, Mt. Tabor, Gladstone, Lake Oswego and Beaverton quads' data (Task 1)
2. Execute Rapid Visual Screening contract (Task 2)
3. Collect lifeline and critical facilities data (Task 5)
4. Develop outline for the "Disaster Mitigation, Response and Recovery Atlas" (Task 10)
5. Implement and test the linkage of RLIS and OEM information system (Task 11)
6. Execute contract for model land use regulations (Task 12)
7. Collaborate with utility companies and REMG to initiate the development of regional emergency transportation routes that will be used to promote the prioritization of mitigation strategies (Task 13)
8. Participate in meetings of OSSPAC and REMG (Task 14)
9. Implement a custom workshop (Task 15)

Deliverables:

1. Outline of Disaster Mitigation, Response and Recovery Atlas

Cumulative billings for second quarter

\$174,031.00

THIRD QUARTER: November 1 to January 31, 1996

1. Start to integrate building assessment data sets into RLIS (Task 3)
2. Start to integrate some lifeline data into RLIS (Task 6)
3. Start to relate buildings data to earthquake hazards data and scenario using damage and loss models (Task 8)
4. Develop draft of "Disaster Mitigation, Response and Recovery Atlas" (Task 10)
5. Finalize the linkage of RLIS to OEM information system and the region-wide electronic network (Task 11 and 13)
6. Finalize the correlations of land uses with earthquake performance standards and conceptual framework for developing and implementing model land use regulations (Task 12)
7. Participate in meetings of OSSPAC, REMG and Oregon Emergency Management (Task 14)
8. Attend relevant emergency management training

Deliverables:

1. One copy of the results of the Rapid Visual Screening
2. Some maps of lifeline systems and critical facilities in six quads
3. Copy of the model land use regulation report

Cumulative billings for third quarter

\$163,254.00

FOURTH QUARTER: February 1 to April 30, 1996

1. Complete integration of building data into RLIS (Task 3)
2. Produce maps of buildings overlain on seismic hazard zones in the six quads (Task 4)
3. Complete integration of lifeline data into RLIS (Task 6)
4. Produce maps of lifeline systems and critical facilities overlain on seismic hazard zones in six quads (Task 7)

5. Publish and distribute the results of damage and loss estimation study (Task 9)
6. Publish and distribute "Disaster Mitigation, Response and Recovery Atlas" (Task 10)
7. Publish and distribute map of emergency transportation routes (Task 13)
8. Participate in meetings of OSSPAC, REMG and Oregon Emergency Management (Task 14)
9. Attend relevant emergency management training

Deliverables:

1. Copy of results of Rapid Visual Screening of Buildings
2. Maps of buildings overlain on hazard zones
3. Maps of lifeline systems overlain on hazard zones
4. Copy of damage estimation study
5. Copy of Disaster Mitigation, Response and Recovery Atlas
6. Map of emergency transportation routes

Cumulative billings for fourth quarter

\$107,034.00

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May 10, 1995

EXHIBIT C

REGIONAL EARTHQUAKE HAZARD IDENTIFICATION AND PREPAREDNESS PROGRAM (Understanding the Risks and Preparing for Them)

METRO'S BUDGET

YEAR 2: FY 1995¹

PROPOSED BUDGET

**\$542,500
(Federal Fund)**

ACTUAL BUDGET

\$515,850

Personnel Services Costs²

1.	Division Manager 0.05 FTE	\$3,502
2.	Program Supervisor 1 FTE	\$56,709
3.	Emergency Analyst 0.85 FTE	\$44,025
4.	GIS Specialist 1 FTE	\$35,985
5.	Secretary 0.20 FTE	\$5,784
6.	Grant Management Personnel 0.05 FTE	\$2,459
7.	Fringe @ 29.5%	\$43,689
8.	Overhead @ 35%	\$67,125
9.	Contingency	\$1,879

Personnel Services Cost

\$261,156

¹ Federal Fiscal Year

² Metro contributing 0.05 FTE, fringe and overhead (\$9,128) of senior management supervisory costs on this program.

METRO'S BUDGET CONTINUED
YEAR 2: FY 1995

Materials and Services Costs

1.	Contracted seismic risk assessment of approximately 17,000 non-residential buildings by Portland State University Civil Engineering Department	\$178,723
2.	Contracted technical assistance for developing land use regulations for mitigating seismic risks	\$10,000
3.	Integration of building, lifeline system and critical facilities data files into Oregon Emergency Management information system	\$10,000
4.	Conference	\$0 ³
5.	Computer lease	\$41,000 ⁴
6.	Printing, postage and meeting expenses	\$9,971
7.	Travel and training	\$5,000
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	Materials and Services Cost	\$254,694

TOTAL ACTUAL BUDGET

\$515,850

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May 4, 1995

³ Metro will seek cosponsors to defray costs.

⁴ Metro absorbing 58% (\$45,600) of computer hardware and software maintenance and administration.

AGENDA ITEM 7.7

Meeting Date: June 1, 1995

Resolution No. 95-2155

For the Purpose of Authorizing an Exemption to Metro Code Chapter 2.04.041 (c), Competitive Bidding Procedures, and Authorizing a Sole Source Contract With Information Systems, Inc., For Consulting Services for Weight Systems Software at Solid Waste Disposal Facilities.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 95-2155 FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION TO METRO CODE CHAPTER 2.04.041(c), COMPETITIVE BIDDING PROCEDURES, AND AUTHORIZING A SOLE-SOURCE CONTRACT WITH INFORMATION SYSTEMS, INC., FOR CONSULTING SERVICES FOR WEIGHT SYSTEMS SOFTWARE AT SOLID WASTE DISPOSAL FACILITIES

Date: May 3, 1995

Presented by: Sam Chandler

PROPOSED ACTION

Adoption of Resolution No. 95-2155, authorizing an exemption to competitive bidding procedures, and authorizing the execution of a personal services contract for computer software services at solid waste disposal facilities.

FACTUAL BACKGROUND AND ANALYSIS

Metro implemented a policy in February 1991 of weighing all vehicles at Metro solid waste disposal facilities to determine customer disposal charges. Previously, only the loads of commercial haulers were weighed. Metro utilizes a Weigh-Master computer system to prepare tickets for thousands of customers and record solid waste loads at its transfer stations. The system is also used to prepare summary reports of scalehouse activity. The Weigh-Master computer system was designed, installed and is being serviced by Information Systems, Inc. (ISI). The personal services contract between Metro and ISI expires June 30, 1995.

It is proposed that Metro enter into a new computer software services contract with ISI for the weighing systems at the scalehouses at Metro South and Metro Central transfer stations. The proposed contract provides unlimited telephone support for Metro's questions; programming and training support; routine enhancements to the system; and access to major improvements, additions or other custom programming to the Weigh-Master system. The length of the contract is two years. The total cost of the contract is \$20,000. Metro has found ISI to be experienced, competent and very responsive. Their services have been excellent.

SOLE-SOURCE JUSTIFICATION

ISI designed the programs and software for the computer weight systems currently in use at Metro's solid waste disposal facilities. The Weigh-Master Computer System is a proprietary product of ISI. It is copyrighted and cannot be used or serviced by other vendors. It is believed that a contract with another vendor to design, install and service a comparable computer system would cost more than the proposed contract with ISI.

BUDGET IMPACT

A total of \$10,000 is budgeted for the proposed contract in FY 1995-96. Estimated costs for FY 1995-96 are summarized as follows:

Software Support Plan	\$ 3,000
◆ Metro South Station	
◆ Metro Central Station	
Data Processing Services	7,000
◆ Systems Analyst	
◆ Programmer/Analyst	
◆ Travel Costs	
◆ Per Diem Charges	
	TOTAL \$10,000

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2155

RB:gbc
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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING AN)	RESOLUTION NO. 95-2155
EXEMPTION TO METRO CODE CHAPTER)	
2.04.41(c), COMPETITIVE BIDDING)	Introduced by Mike Burton
PROCEDURES, AND AUTHORIZING A)	Executive Officer
SOLE-SOURCE CONTRACT WITH)	
INFORMATION SYSTEMS, INC. FOR)	
CONSULTING SERVICES FOR WEIGHT)	
SYSTEMS SOFTWARE AT SOLID WASTE)	
DISPOSAL FACILITIES)	

WHEREAS, Metro has a policy of weighing all solid waste loads at its solid waste transfer stations to determine customer disposal charges; and

WHEREAS, Metro utilizes a Weigh-Master computer system to prepare tickets for customers, record solid waste loads and prepare summary reports of scalehouse activities; and

WHEREAS, Information Services, Inc. designed and installed the Weigh-Master computer system and currently services the programs and software used to weigh, prepare tickets for and record solid waste loads at Metro disposal facilities; and

WHEREAS, Metro's contract with Information Services, Inc. for providing consulting services for weight system software at Metro's solid waste disposal facilities will expire June 30, 1995; and

WHEREAS, Metro has need of consulting services to maintain and service weight system software at existing solid waste disposal sites; and

WHEREAS, Information Services' Weigh-Master computer system is copyrighted and cannot be used or serviced by other vendors; and

WHEREAS, The Executive Officer has reviewed the contract with Information Services, Inc. to provide consulting services for weight system software at solid waste disposal facilities and hereby forwards the Agreement to the Council for approval; now, therefore,

BE IT RESOLVED, That the Metro Council hereby exempts the attached contract (Exhibit "A" hereto) with Information Services, Inc. from the competitive bidding requirement pursuant to Metro Code Chapter 2.04.060, because the board finds Information Services, Inc. is the sole provider of the required services.

ADOPTED by the Metro Council this _____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

RB:gbc
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Exhibit A
PERSONAL SERVICES AGREEMENT

THIS AGREEMENT is between Metro, a metropolitan service district organized under the laws of the State of Oregon and the 1992 Metro Charter, located at 2000 S.W. First Avenue, Portland, OR 97201-5398, and Information Systems, Inc., referred to herein as "Contractor," located at Mill Centre, Suite 210, 3000 Chestnut Avenue, Baltimore, Maryland, 21211.

In exchange for the promises and other consideration set forth below, the parties agree as follows:

1. Duration. This personal services agreement shall be effective July 1, 1995, and shall remain in effect until and including June 30, 1997, unless terminated or extended as provided in this Agreement.
2. Scope of Work. Contractor shall provide all services and materials specified in the attached "Exhibit A -- Scope of Work," which is incorporated into this Agreement by reference. All services and materials shall be provided by Contractor in accordance with the Scope of Work, in a competent and professional manner. To the extent that the Scope of Work contains additional contract provisions or waives any provision in the body of this Agreement, the Scope of Work shall control.
3. Payment. Metro shall pay Contractor for services performed and materials delivered in the amount(s), manner and at the time(s) specified in the attached "Exhibit B - Schedule of Fees" for a maximum sum not to exceed TWENTY THOUSAND AND NO/100THS DOLLARS (\$20,000).
4. Insurance.
 - a. Contractor shall purchase and maintain at the Contractor's expense, the following types of insurance, covering the Contractor, its employees, and agents:
 - (1) Broad form comprehensive general liability insurance covering bodily injury and property damage, with automatic coverage for premises, operations, and product liability. The policy must be endorsed with contractual liability coverage; and
 - (2) Automobile bodily injury and property damage liability insurance.
 - b. Insurance coverage shall be a minimum of \$500,000 per occurrence. If coverage is written with an annual aggregate limit, the aggregate limit shall not be less than \$1,000,000.
 - c. Metro, its elected officials, departments, employees, and agents shall be named as ADDITIONAL INSUREDS. Notice of any material change or policy cancellation shall be provided to Metro 30 days prior to the change or cancellation.
 - d. Contractor, its subcontractors, if any, and all employers working under this Agreement that are subject employers under the Oregon Workers' Compensation Law shall comply with ORS 656.017,

which requires them to provide Workers' Compensation coverage for all their subject workers. Contractor shall provide Metro with certification of Workers' Compensation insurance including employer's liability. If Contractor has no employees and will perform the work without the assistance of others, a certificate to that effect may be attached, as Exhibit B, in lieu of the certificate showing current Workers' Compensation.

e. If required by the Scope of Work, Contractor shall maintain for the duration of this Agreement professional liability insurance covering personal injury and property damage arising from errors, omissions, or malpractice. Coverage shall be in the minimum amount of \$500,000. Contractor shall provide to Metro a certificate of this insurance, and 30 days' advance notice of material change or cancellation.

5. Indemnification. Contractor shall indemnify and hold Metro, its agents, employees and elected officials harmless from any and all claims, demands, damages, actions, losses and expenses, including attorney's fees, arising out of or in any way connected with its performance of this Agreement, or with any patent infringement or copyright claims arising out of the use of Contractor's designs or other materials by Metro and for any claims or disputes involving subcontractors.

6. Maintenance of Records. Contractor shall maintain all of its records relating to the Scope of Work on a generally recognized accounting basis and allow Metro the opportunity to inspect and/or copy such records at a convenient place during normal business hours. All required records shall be maintained by Contractor for three years after Metro makes final payment and all other pending matters are closed.

7. Ownership of Documents. All documents of any nature including, but not limited to, reports, drawings, works of art and photographs, produced by Contractor pursuant to this Agreement are the property of Metro, and it is agreed by the parties that such documents are works made for hire. Contractor hereby conveys, transfers, and grants to Metro all rights of reproduction and the copyright to all such documents.

8. Project Information. Contractor shall share all project information and fully cooperate with Metro, informing Metro of all aspects of the project including actual or potential problems or defects. Contractor shall abstain from releasing any information or project news without the prior and specific written approval of Metro.

9. Independent Contractor Status. Contractor shall be an independent contractor for all purposes and shall be entitled only to the compensation provided for in this Agreement. Under no circumstances shall Contractor be considered an employee of Metro. Contractor shall provide all tools or equipment necessary to carry out this Agreement, and shall exercise complete control in achieving the results specified in the Scope of Work. Contractor is solely responsible for its performance under this Agreement and the quality of its work; for obtaining and maintaining all licenses and certifications necessary to carry out this Agreement; for payment of any fees, taxes, royalties, or other expenses necessary to complete the work except as otherwise specified in the Scope of Work; and for meeting all other requirements of law in carrying out this Agreement. Contractor shall identify and certify tax status, and identification number through execution of IRS form W-9 prior to submitting any request for payment to Metro.

10. Right to Withhold Payments. Metro shall have the right to withhold from payments due to Contractor such sums as necessary, in Metro's sole opinion, to protect Metro against any loss, damage, or claim which may result from Contractor's performance or failure to perform under this Agreement or the failure of Contractor to make proper payment to any suppliers or subcontractors.

11. State and Federal Law Constraints. Both parties shall comply with the public contracting provisions of ORS chapter 279, and the recycling provisions of ORS 279.545 - 279.650, to the extent those provisions apply to this Agreement. All such provisions required to be included in this Agreement are incorporated herein by reference. Contractor shall comply with all applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations including those of the Americans with Disabilities Act.

12. Situs. The situs of this Agreement is Portland, Oregon. Any litigation over this agreement shall be governed by the laws of the state of Oregon and shall be conducted in the circuit court of the state of Oregon, for Multnomah County, or, if jurisdiction is proper, in the U.S. District Court for the District of Oregon.

13. Assignment. This Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstance, be assigned or transferred by either party.

14. Termination. This Agreement may be terminated by mutual consent of the parties. In addition, Metro may terminate this Agreement by giving Contractor five days prior written notice of intent to terminate, without waiving any claims or remedies it may have against Contractor. Termination shall not excuse payment for expenses properly incurred prior to notice of termination, but neither party shall be liable for indirect or consequential damages arising from termination under this section.

15. No Waiver of Claims. The failure to enforce any provision of this Agreement shall not constitute a waiver by Metro of that or any other provision.

16. Modification. Notwithstanding and succeeding any and all prior agreement(s) or practice(s), this Agreement constitutes the entire Agreement between the parties, and may only be expressly modified in writing(s), signed by both parties.

INFORMATION SYSTEMS, INC.

METRO

By: _____

By: _____

Print name and title

Print name and title

Date: _____

Date: _____

RB:gbc
bark\contract\904279

EXHIBIT "A"
SCOPE OF WORK

1. Contractor shall provide computer consulting services for the Weigh Master computer system at the following Metro solid waste disposal sites:

Metro South Station
Washington Street
Oregon City, OR 97045

Metro Central Station
NW 61st
Portland, OR 97219
2. Contractor shall provide unlimited telephone support for Metro's questions concerning the Weigh Master computer system.
3. Contractor shall provide programming and training support for the term of the Contract.
4. Contractor shall provide access to routine enhancements to the Weigh Master system at no charge.
5. Contractor shall provide access to major improvements, additions or other custom programming to the Weigh Master system at or below the then-current price of such improvements, additions, or custom programming.
6. Contractor shall provide additional consulting services, including on-site services, if necessary, not within the scope of service described above, upon written request from Metro at current rate sheet prices.
7. Contractor shall maintain in concert with Metro, the confidentiality of the program and software systems, and to not knowingly or negligently sell, grant, convey, make available, or in any other manner disclose the software or programs provided to a third party.

RB:gbc
bark\contract\904279

**EXHIBIT "B"
SCHEDULE OF FEES**

Site Licenses - Computer Software (Weigh Master System)

- Additional sites \$ 5,000

Support Plan - Weigh Master System Computer Software

3,000/year

- Metro South Station
- Metro Central Station
- Additional Sites 500/year

Data Processing Services

Data processing services for computer software shall be on a time and materials basis as follows:

- Systems Analyst 95/hour
- Programmer/Analyst 85/hour
- Clerical 35/hour

NOTE: Hours are calculated at the next nearest tenth of an hour.

Travel Costs (coach class)

Actual cost

Travel Time

For on-site visits, travel time will be billed as eight hours (one way), unless advance arrangements are made expressly in writing.

Per Diem Charges - (\$185)

- Meals (per diem \$25) Actual cost
- Auto Rental (per diem \$60) Actual cost
- Lodging (per diem \$100) Actual cost

RB:gbc
bark\contract\904279



METRO

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

Procurement Review Summary

To: Procurement and Contracts Division

Vendor

From

Date May 3, 1995

Information Systems, Inc.

Department Solid Waste

Mill Centre, Ste. 210
3000 Chestnut Ave.

Division Operations

Subject

Baltimore, MD 21211

Name Ray Barker

Bid

Contract

Vendor no. _____

Title Assistant Operations Mgr.

RFP

Other

Contract no. _____

Extension 1694

Purpose Consulting Services for Weight System Software at
Solid Waste Transfer Stations

Expense

Procurement Personal/professional services Services (LM) Construction IGA

Revenue

Contract

Grant

Other

Budget code(s)

531-310274-524210-75000

531-310275-524210-75000

This project is listed in the
199__-199__ budget.

Yes

Type A

No

Type B

Price basis

Unit

Total

Other

Payment required

Lump sum

Progress payments

Term

Completion

Annual

Multi-year**

July 1, 1995

Beginning date

June 30, 1997

Ending date

Total commitment

Original amount

\$ 20,000.00

Previous amendments

\$ _____

This transaction

\$ 20,000.00

Total

\$ 20,000.00

A. Amount of contract to be spent fiscal year 1995 - 1996

\$ 10,000.00

B. Amount budgeted for contract Data Process Service

\$ 10,000.00

C. Uncommitted/discretionary funds remaining as of 5/3/95

\$ 10,000.00 ***

Approvals

Division manager _____

Department director _____

Labor _____

Fiscal _____

Budget _____

Risk _____

Legal _____

231

11

MINUTES OF THE METRO COUNCIL REGULAR MEETING

Thursday, May 25, 1995

Council Chamber

Councilors Present: Ruth McFarland (Presiding Officer), Rod Monroe (Deputy Presiding Officer), Jon Kvistad, Patricia McCaig, Susan McLain, Don Morissette, Ed Washington

Councilors Absent: None

Also Present: Executive Officer Mike Burton

Presiding Officer McFarland called the meeting called to order at 7:00 PM.

1. INTRODUCTIONS

Chair McLain introduced Dan Small, Linda Bauer, Aleta Woodruff, and Jim Robison, all members of the Metro Committee for Citizen Involvement.

2. CITIZEN COMMUNICATIONS

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

Mike Burton, Executive Officer, reported briefly on a Willamette Council of Governments meeting he attended earlier in the week. He also addressed his strategy for openspaces acquisition. Executive Officer Burton distributed a memorandum to the Metro Council, dated May 25, outlining this strategy. Councilor Morissette informed the Executive that he looks forward to working with the Executive to set these strategies and policies. Presiding Officer McFarland said a small group of the Council will be formed to set openspace acquisition policy. Executive Officer Burton pointed out that some of the real estate transactions will need to take place in Executive Session.

Executive Officer Burton also distributed a copy of a memorandum addressed to Metro staff, dated May 24, 1995, that outlines changes in Metro's organizational structure. A copy of this memorandum is included as part of the meeting record.

4. CONSENT AGENDA

The Minutes of the Metro Council Work Session of May 16, 1995, and the Metro Council Regular Session were approved as written.

MINUTES OF THE METRO COUNCIL REGULAR MEETING

May 25, 1995

page 2

The Minutes of the Future Vision/Council Joint Sessions of April 25, May 2, and May 3, 1995 were accepted into the record.

5. INFORMATIONAL ITEM

5.1 1995 Independent Financial Audit Plan

Alexis Dow, Metro Auditor, informed the Council she has contracted with Peat-Marwick to perform an annual financial audit for the fiscal year ending June 30, 1995. She introduced Joe Hoffman, Audit Partner with Peat Marwick, and Earl Waterman, Metro Project Manager with Peat-Marwick. Mr. Hoffman informed the Council of the objectives of the audit, and the process they would be taking to proceed with the audit. Field work will begin on September 18 and will be completed at the end of October. All reports associated with the audit will be available in November of this year.

6. ORDINANCES -- FIRST READING

6.1 Ordinance No. 95-602, An Ordinance Relating to Administration, Amending the Metro Code, and Declaring an Emergency

The clerk read the Ordinance for the first time by title only.

Executive Officer Burton reported on the Ordinance which sets out Metro's new organizational structure, and distributed a staff report, which is included as part of the meeting record. Councilor Monroe asked why language reading "Council Department" had been changed to "Council Office." Dan Cooper, General Counsel, indicated the language change is a housekeeping item and does not reflect a substantive change. Councilor Monroe also expressed concern with regard to the role of the Personnel Director, specifically as it relates to Council staff. He suggested it might be appropriate to give Council a role in selection and/or approval of any new personnel manager. Executive Officer Burton gave his view that the personnel department is part of the administrative function, therefore, oversight and selection of the personnel manager should rest with the Executive.

Councilor Kvistad asked to receive, at the conclusion of the meeting, clarification on language in the Ordinance pertaining to the Executive's authority to execute contracts. Councilor Kvistad also asked to have a discussion of language pertaining to emergency succession at a later date.

Councilor McLain asked about the elimination of certain sections of language pertaining to contracts. Executive Officer Burton said that the procedures outlined in the eliminated language should be placed in an administrative context, not in an ordinance. Councilor McLain was particularly concerned about removing language that requires DBE/WBE information. Doug Butler, Director of General Services, responded that the language was deleted because it refers to

MINUTES OF THE METRO COUNCIL REGULAR MEETING

May 25, 1995

page 3

a department that no longer exists; and that is, in fact, a part of the administrative rules. As such it does not need to be part of the administrative code.

Presiding Officer McFarland opened a public hearing. No one appeared to speak with regard to Ordinance No. 95-602. Presiding Officer McFarland closed the public hearing.

Presiding Officer McFarland recessed the Council Regular Session and convened the Contract Review Board.

7. CONTRACT REVIEW BOARD

7.1 Resolution No. 95-2154, For the Purpose of Requesting the Solicitation of Competitive Bids Pursuant to Metro Code Section 2.04.043 for "REGGIE", a Regional Government Information Exchange Network

The clerk read the resolution by title only.

Ann Clem, Information Systems Department Manager, presented a factual background and analysis of the Resolution, which would solicit bids for a regional government information exchange network. A copy of this analysis can be found in the staff report which is included as part of the meeting record.

Motion: Councilor McCaig moved, seconded by Councilor Monroe for adoption of Resolution No. 95-2154.

Councilor McLain asked if this system would be used to send information to local governments free of charge for which they would otherwise be charged a fee. Terrence Allan, Planning Department Systems Analyst, said that in most instances the documents in question would not require any charge to other governments. She will speak with Data Resource Center personnel about her concerns. In response to a question raised by Councilor Kvistad, Ms. Clem reported that controls will be put in place to avoid the problems addressed by Councilor McLain.

Presiding Officer McFarland opened a public hearing. No one appeared to speak with regard to Resolution No. 95-2154. Presiding Officer McFarland closed the public hearing.

Vote: Councilors McCaig, Morissette, Monroe, Washington, Kvistad, Kvistad, and McFarland voted aye. The vote was 7/0 in favor and the motion passed unanimously.

Presiding Officer McFarland adjourned the Contract Review Board and reconvened the Council Regular Session.

MINUTES OF THE METRO COUNCIL REGULAR MEETING

May 25, 1995

page 4

8. RESOLUTIONS

8.1 Resolution No. 95-2138, For the Purpose of Adopting the 1995 Interim Federal Regional Transportation Plan

The clerk read the Resolution by title only.

Motion: Councilor Monroe moved, seconded by Councilor Kvistad for adoption of Resolution No. 95-2138.

Councilor Monroe introduced Andy Cotugno, Director of Planning. Mr. Cotugno addressed Resolution No. 95-2138, which would adopt the 1995 Interim Federal Regional Transportation Plan. The resolution would bring the region into compliance with federal ISTEA regulations, leave the 1992 Regional Transportation Plan (RTP) in place to satisfy the State of Oregon requirements, and establish a policy for merging state and federal versions of the RTP. He distributed a memorandum to the Metro Council, dated May 18, entitled "JPACT Recommendations on Comments Received Regarding the Interim Federal RTP." He also distributed Chapter 5 and Chapter 7 Project Matrices. These documents are included as part of the meeting record.

Motion to Amend Main Motion: Councilor Monroe moved, seconded by Councilor Kvistad to adopt JPACT's "A" amendments to Resolution No. 95-2138.

Vote on Motion to Amend Main Motion: Councilors Morissette, Monroe, Washington, Kvistad, McLain, McCaig, and McFarland voted aye. The vote was 7/0 in favor and the motion passed unanimously.

The Resolution became No. 95-2138-A.

Vote on Main Motion as Amended: Councilors Monroe, Washington, Kvistad, McLain, McCaig, Morissette, and McFarland voted aye. The vote was 7/0 in favor and the motion passed unanimously.

Mr. Cotugno notified the committee that a companion ordinance will be filed to de-couple the federal and state references of the Ordinance.

8.2 Resolution No 95-2139-A, For the Purpose of Amending the FY 1995 Metro Transportation Improvement Program to Allocate \$1.026 Million to Various Planning Activities and to Set Priorities for the Region 2040 Reserve

The clerk read the Resolution by title only.

MINUTES OF THE METRO COUNCIL REGULAR MEETING

May 25, 1995

page 5

***Motion:** Councilor Monroe moved, seconded by Councilor Morissette for adoption of Resolution No. 95-2139-A.*

Councilor Monroe addressed the Resolution No. 95-2139-A, which would approve allocation of \$1.026 million of the Region 2040 Reserve to carry out planning activity scheduled in the FY 1995-96 Unified Work Program, would eliminate the current allocation of funds to implement ATMS priorities within the region's various MACS corridors, would allocate the balance of the funds to a Highway 43 MACS Corridor Reserve, and would approve a preliminary list of projects totaling \$52.1 million to be considered further.

***Vote:** Councilors Washington, Kvistad, McLain, McCaig, Morissette, Monroe, and McFarland voted aye. The vote was 7/0 in favor and the motion passed unanimously.*

9. COUNCILOR COMMUNICATIONS

Councilor Morissette distributed a document he developed at the request of the Executive, with regard to establishing a relationship between the Council and the Auditor. He asked that comments be forwarded to him.

Councilor Kvistad asked if a prioritized list of optioned openspaces properties exists. He asked that comments be forwarded to him.

10. LEGISLATIVE ITEMS

Merrie Waylett, Director of the Office of Public and Government Relations, provided a legislative update to the Council. She distributed a memorandum to the Metro Council, dated May 25, which outlines the legislation status as of this date. A copy of this memorandum is included as part of the meeting record.

There being no further business before the Council, Presiding Officer McFarland adjourned the meeting at 8:46 PM.

Prepared by,

Lindsey Ray
Council Assistant

SUGGESTED AMENDMENT TO ORDINANCE 95-604

FUTURE VISION ORDINANCE - EXHIBIT A

Suggested by Len Freiser

Line 39: We value a cultural atmosphere and public policies that will ensure that every child in every community enjoys the greatest possible opportunities to fulfill his or her potential in life; and, that every child, regardless of income, has the opportunity to engage in the literary, visual, and performing arts in community centers as a high priority.

May 31, 1995

AGENDA ITEM #7.2
Resolution No. 95-2159

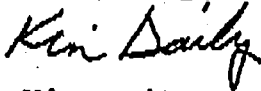
Metro Council Meeting
June 1, 1995

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear Council Members:

The Oregon Department of Fish and Wildlife appreciates the opportunity Metro has provided for us to participate in the development and review of the Whitaker Ponds Master Plan. We recommend that you take action to approve and adopt the plan, including the changes detailed in Jane Hart's response to our comments of March 6, 1995.

Sincerely,



Kin Daily
Warmwater Fish Biologist

KC: Al Smith, ODFW

Oregon



DEPARTMENT OF
FISH AND
WILDLIFE

SALEM DISTRICT
OFFICE



4412 Silverton Road NE
Salem, OR 97305
(503) 378-6925
FAX (503) 378-6233



AGENDA ITEM #7.2
Resolution NO. 95-2159
Metro Council Meeting
June 1, 1995

**Board of Directors
Officers**

- * Kenneth S. Klarquist, Jr.
President
- * E. Randolph Labbe
Vice-President
- * Michael R. Rice
Secretary
- * C.M. Bishop, Jr.
Secretary
- * Fred G. Wessinger
Chairman

"PROJECTS FOR FISH, WILDLIFE and PEOPLE"

June 1, 1995

Metro
600 N.E. Grand Avenue
Portland, OR 97232

RE: Whitaker Ponds Master Plan

- Hon. Victor Atiyeh
- Don L. Barth
- Gordon L. Caudle
- John R. Donaldson, Ph.D.
- * Beulah Drake
- Cecil W. Drinkward
- John B. Fewel
- Randy Fisher
- Roland T. Fisher
- Don C. Frisbee
- J. Gordon Grout, M.D.
- Marcia L. Hartman
- M.H. "Tim" Hartwell, Jr.
- Thurman L. Hice, D.M.D.
- Phillip Jensen
- Lee Johnson
- * Kenneth S. Klarquist, Sr.
- Rick Koch, M.D.
- Charles S. Lilley
- * E. Kimbark MacColl, Jr.
- Tom McAllister
- * Paul N. McCracken
- Ed McVicker
- * James L. Meler
- Donald New
- Ronald W. Powell, D.O.
- Buzz Ramsey
- Rudolph A. Rosen, Ph.D.
- Guy L. Schoenboin
- Jack Steiwer
- Michael Slack
- L.L. "Stub" Stewart
- * A.W. Sweet
- William Swindells, Jr.
- John S. Wilson, Jr.
- * EXECUTIVE COMMITTEE

Dear Metro Council Members:

On behalf of the Oregon Wildlife Heritage Foundation, I would like to strongly urge you to approve and adopt the Whitaker Ponds master plan.

For the past two years, our Foundation has been working closely with Metro, the Oregon Department of Fish & Wildlife, Trust for Public Lands, the City of Portland and the Port of Portland in an effort to find and support an appropriate project whose focus would be fishing and inner-city kids. Because of some extraordinary efforts put forth over the last year by employees of Metro, ODFW and Trust for Public Lands, it now appears that the Fishing for City Kids project can become a reality provided the Whitaker Ponds master plan is approved and the Whitaker Ponds project is allowed to move forward towards implementation and completion.

The Oregon Wildlife Heritage Foundation strongly supports this project, as well as this master plan. If the master plan is approved, I would intend to utilize the plan for purposes of obtaining financial commitments and grants from such organizations as the National Fish & Wildlife Foundation. Without the approval of the master plan and/or without the continuing support for the project from Metro, additional fund raising efforts would be significantly curtailed and/or impeded.

Rod Brobeck
Executive Director

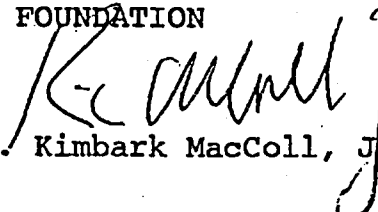
Allan L. Kelly
Director Emeritus

Metro
June 1, 1995
Page Two

Thank you for giving this plan your consideration. The Foundation is greatly appreciative of the time and commitment that you and your organization have given to this worthy project.

Very truly yours,

OREGON WILDLIFE HERITAGE
FOUNDATION



E. Kimbark MacColl, Jr.

EKM/bk

cc: Mr. Rod Brobeck
Mr. Skip Klarquist
Mr. Randy Labbe
Mr. C.M. Bishop