

A G E N D A

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METRO

MEETING: METRO COUNCIL REGULAR MEETING
DATE: June 15, 1995
DAY: Thursday
TIME: 2:00 p.m.
PLACE: Council Chamber

<u>Approx. Time *</u>		<u>Presenter</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 June 8, 1995 Metro Council Meeting.	
	5. ORDINANCES: FIRST READINGS	
2:20 PM (5 Min)	5.1 Ordinance No. 95-607, For the Purpose of Adopting Revisions to the Regional Transportation Plan.	
	6. ORDINANCES: SECOND READINGS	
2:25 PM (30 Min)	6.1 Ordinance No. 95-604, For the Purpose of Adopting A Future Vision for the Region. ***PUBLIC HEARING***	McLain
	7. RESOLUTIONS	
2:55 PM (10 Min.)	7.1 Resolution No. 95-2166, For the Purpose of Amending the Council Committee Meeting Schedule.	Monroe
3:05 PM (10 min.)	7.2 Resolution No. 95-2104, For the Purpose of Expressing the Council's Appreciation to the Members of the Future Vision Commission.	McLain

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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

3:15 PM (10 min.)	7.3	Resolution No. 95-2156 , For the Purpose of Authorizing the Solicitation of Bids for Maintenance of Truck and Axle Scales and Authorizing the Executive Officer to Execute a Multi-Year Contract.	McLain
3:25 PM (10 min.)	7.4	Resolution No. 95-2157 , For the Purpose of Authorizing the Solicitation of Bids for Hauling of Waste Tires From Metro's Solid Waste Facilities and Authorizing the Executive Officer to Execute a Multi-Year Contract.	Kvistad
3:35 PM (10 min.)	7.5	Resolution No. 95-2155 , For the Purpose of Authorizing an Exemption to Metro Code Chapter 2.04.41(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.	McLain
3:45 PM (10 min.)	8.	COUNCILOR COMMUNICATIONS	
3:55 PM (10 min.)	9.	LEGISLATIVE ITEMS	
4:05 PM		ADJOURN	

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

AGENDA ITEM 5.1
Meeting Date: June 15, 1995

Ordinance No 95-607

First Reading

For the Purpose of Adopting Revisions to the Regional Transportation Plan.

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 95-607 FOR THE PURPOSE OF ADOPTING REVISIONS TO THE REGIONAL TRANSPORTATION PLAN

Date: June 15, 1995

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This ordinance would decouple the federal RTP from the 1992 RTP, leaving the 1992 plan as the "state" RTP for purposes of meeting state requirements. Upon completion of Phase II of the RTP update in 1996, the state and federal versions of the RTP would be "recoupled" into a single plan that meets both state and federal requirements.

FACTUAL BACKGROUND AND ANALYSIS

Oregon statute (ORS 268.390) requires that Metro adopt a state RTP, a transportation functional plan. It may contain "recommendations and requirements" for local comprehensive plans per ORS 268.390(4). Chapter 8 of the RTP contains local plan consistency and dispute resolution processes. Further, functional plans must be consistent with Metro's adopted Regional Urban Growth Goals and Objectives (RUGGO). The 1992 RTP is consistent with RUGGO, particularly Objective 13.

The federal Regional Transportation Plan (federal RTP, adopted by Metro Council, May 24, 1995) is the mandatory transportation systems plan that (1) is the basis for the Transportation Improvement Program (TIP); and (2) now must be financially "constrained."

The 1989 and 1992 RTPs combined the mandatory federal RTP and the state RTP (mandatory functional plan) into the same document (adopted by Ordinance No. 92-433).

Federal RTP Resolution - Decouple in 1995

The recently adopted federal RTP is a "constrained" systems plan that uses an interim 2015 forecast derived from the 2040 Growth Concept proposal, not acknowledged comprehensive plans. It therefore contains post 1992 TIP-added projects and fewer long term unfunded projects than the remaining 1992 RTP. Other changes acknowledge that the bicycle/pedestrian mode share was increased based on the 1994-95 travel survey instead of the 1985 data; that fewer areas outside the UGB needed to be served than under comprehensive plan use policies; that a narrower range of South/North choices can be shown than in 1992; and that adopted Westside station area minimum densities can be assumed and, therefore, used for those areas.

The initial adoption of a separate federal RTP for funding purposes on May 24, 1995 left the 1992 RTP in place for state land use purposes until an update to the state RTP is completed in mid 1996. This requires a "decoupling" ordinance amendment to clearly take the federal RTP role out of Ordinance No. 92-433. This completes the process of making the federal RTP resolution only a set of funding premises under state law, not a land use decision. Federal RTP projects would still have to be in local comprehensive plans and not inconsistent with the 1992 Functional Plan, as amended by this ordinance.

Federal RTP/TSP - Recoupled in 1996

After 1995 RUGGO acknowledgment by LCDC, the Urban Reserves designation, the amended federal RTP and the transportation functional plan could be adopted together by ordinance. Concurrently, any interim Growth Concept planning could also be adopted at the time the regional Transportation Systems Plan (TSP) is ready in 1996. The recoupled federal/state RTP and framework plan component will be consistent with federal requirements. However, an appeal is possible on the basis of its regulatory impact as the regional TSP in 1996. Such an appeal would occur regardless of this decoupling.

RUGGO Amendment Impact - July 1995

Both the refined 2040 Growth Concept and updates of RUGGO Goal II objectives are scheduled to be adopted into RUGGO in July 1995. That amendment action is a land use decision and the amended RUGGO will be submitted to LCDC for acknowledgment.

Since functional plans must be consistent with applicable RUGGOs, a state RTP update adopted as a functional plan must comply with the RUGGOs in effect at the time it is adopted. Even if there is little change in the 1995 RUGGO Transportation Objective, there would be confusion if a state RTP/Functional Plan update were adopted now, before approval of amended RUGGOs that will be undergoing LCDC review.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Ordinance No. 95-607.

BEFORE THE METRO COUNCIL

ADOPTING REVISIONS TO THE REGIONAL TRANSPORTATION PLAN) **ORDINANCE NO. 95-607**
)
) **Introduced by Mike Burton,**
) **Executive Officer**

WHEREAS, The Regional Transportation Plan has contained both Metro's federal regional transportation plan requirements as the Metropolitan Planning Organization for federal funding purposes and Metro's requirements under state law for a transportation functional plan; and

WHEREAS, An Interim Federal Regional Transportation Plan is now being adopted in advance of Metro's major updates of its Regional Urban Growth and Objectives and to create a Regional Transportation Systems Plan under state law; and

WHEREAS, Metro's Interim Federal RTP is needed to demonstrate a fiscally-constrained plan in compliance with federal air quality laws to continue eligibility for federal transportation funding; and

WHEREAS, Metro's RTP was last amended in Ordinance No. 92-433 and remains in effect as Metro's transportation functional plan until its major update is complete; and

WHEREAS, Amendments to the RTP are needed at this time to clarify its ongoing status as the "state" RTP and to remove references to the now separate federal RTP; now, therefore;

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. That the 1992 revision of the Regional Transportation Plan remains in effect as Metro's functional plan for transportation as federal funding provisions have been moved to the Interim Federal Regional Transportation Plan.**

2. That the amendments to the 1992 Regional Transportation Plan to remove federal transportation planning provisions contained in Exhibit "A" attached and incorporated herein are hereby adopted.

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

J. Ruth McFarland, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

gl
1230

Exhibit A

Amendments to the 1992 Regional Transportation Plan adopted by Ordinance No. 92-433:

Page i-1 at A., second paragraph is amended to omit the following as shown:

"Adoption of this Plan represented:

- ~~completion of a federal requirement as a condition for receipt of federal transportation funding"~~

Page i-3, 5 at D., third and fourth paragraphs are amended to read as shown:

"Metro Legislative Authority

Metro's ~~state~~ authority for urban transportation planning is derived from two primary sources:

- ~~Title 23 (Highways) and Title 49 (Transportation) Code of Federal Regulations.~~
- Oregon Revised Statutes - Chapter 268
- 1992 Metro Charter

~~The federal requirements for transportation planning are primarily directed at proposed transportation investments using federal funds while the state requirement deal with the transportation elements of local comprehensive plans. There is, however, a great deal of overlap between the two requirements since federally funded transportation investments comprise a significant portion of the full transportation system identified in comprehensive plans.~~

Federal Planning Requirements

~~FHWA and FTA have jointly required that each urbanized area, as a condition to the receipt of federal capital and operating assistance, have a transportation plan process that results in a transportation plan consistent with the planned development for the area. Metro is the agency, in cooperation with ODOT and Tri Met, that is designated by the Governor as the "metropolitan planning organization" to carry out the federal transportation planning requirements.~~

~~In accordance with these requirements, Metro must annually endorse a transportation plan and a Transportation Improvement Program (TIP). The TIP must specify federally funded transportation projects to be implemented during the next three to five year period based upon realistic estimates of available revenues. Furthermore, projects included for funding in the TIP must be consistent with the adopted RTP.~~

~~Also in accordance with regulations, the RTP must consist of a short and long range element and provide for the transportation needs of persons and good in the metropolitan area.~~

~~The planning process leading to adoption of the RTP must:~~

- ~~● consider the social, economic and environmental effect of transportation in accordance with the National Environmental Policy Act and Clean Air Act;~~
- ~~● ensure involvement of the public;~~
- ~~● ensure there is no discrimination on the grounds of race, color, sex, national origin or physical handicap in the planning process or under any program receiving federal assistance;~~
- ~~● include special efforts to plan public mass transportation facilities and services for the handicapped;~~
- ~~● consider energy conservation goals and objectives;~~
- ~~● include technical analysis as needed and to the degree appropriate, including:~~
 - ~~● an analysis of existing conditions of travel, transportation facilities and fuel consumptions;~~
 - ~~● projections of economic and land use activities and their potential transportation demand;~~
 - ~~● an evaluation of alternative transportation improvements to meet short and long term needs;~~
 - ~~● corridor or subarea studies; transit technology studies; legislative, fiscal, functional classification and institutional studies; and~~

- ~~an evaluation of alternative measures to respond to short-term energy disruptions.~~

~~In addition to the requirements of FHWA and FTA, the Clean Air Act Amendments of 1990 (administered by the Environmental Protection Agency (EPA)) require each urbanized area to meet federal standards for clean air. Metro is responsible for examining alternative transportation strategies to reduce air pollution that, in combination with stationary controls (i.e., point source) adopted by the Department of Environmental Quality, meet the standards"~~

Page i-5, 6 are amended to omit the following as shown:

~~"Regional Transportation Decision Making Process~~

~~Every metropolitan area must have a Metropolitan Planning Organization (MPO) designated by the Governor to receive and disburse federal funds for transportation projects. Metro (the Metropolitan Service District) is the MPO for the Portland metropolitan area and, therefore, approves the expenditure of all federal transportation funds in this region. To assure a well-balanced regional transportation system, the following decision-making process has been established for these important funding allocations.~~

~~Metro Council~~

~~Metro is our directly elected regional government, with responsibility for garbage disposal, development assistance and management of the Metro Washington Park Zoo, as well as transportation. The Metro Council is composed of 12 members elected from districts. The Joint Policy Advisory Committee on Transportation (JPACT) recommends transportation projects and programs for Council approval.~~

~~Joint Policy Advisory Committee on Transportation (JPACT)~~

~~JPACT provides a forum for elected officials and representatives of agencies involved in transportation projects to evaluate all the transportation needs in this region and to make recommendations for funding to the Metro Council. The 17 member Committee includes elected officials from local governments within the region, three Metro councilors, representatives of the agencies involved in regional transportation, plus representatives from governments and agencies of Clark County, Washington and the State of Washington.~~

~~Agencies represented on JPACT include ODOT, Tri Met, the Port of Portland, DEQ and the Washington Department of Transportation (WDOT).~~

~~A finance subcommittee of JPACT has been formed to develop and recommend financing strategies to implement the region's transportation agenda.~~

~~Transportation Policy Alternatives Committee (TPAC)~~

~~While JPACT provides a forum for recommendations on transportation issues at the policy level, TPAC provides input from the technical level.~~

~~TPAC's membership includes technical staff from the same governments and agencies in JPACT plus representatives of FHWA, Federal Aviation Administration (FAA), FTA and the Intergovernmental Resource Center (IRC) of Clark County. There are also six citizen representatives appointed to TPAC by the Metro Council.~~

~~TPAC has one standing subcommittee:~~

- ~~● Transportation Improvement Program (TIP) Subcommittee: Comprised of staff from the three counties, Portland, ODOT, Tri Met and Metro, this subcommittee monitors progress on implementing projects and recommends changes in the TIP to JPACT.~~

~~Interstate Coordination~~

~~Planning for the Portland-Vancouver metropolitan area is carried out by two regional planning agencies, Metro and the Intergovernmental Resource Center (IRC) of Clark County. Each agency conducts its transportation planning under its respective state and federal authority for its own geographic area. However, since this is a single urbanized area, it is essential that the two agencies coordinate plans to adequately address problems of interstate significance. This coordination is assured through the mechanisms described below:~~

- ~~● Bi State Policy Advisory Committee — A Bi State Policy Committee exists to provide a forum for elected officials from Oregon and Washington to discuss problems of mutual concern and make recommendations to the Metro Council and IRC of Clark County. This Committee includes representatives from the two regional agencies, the two principal cities and the two principal counties. In addition, the Committee can establish ad hoc committees to deal with transportation problems. Transportation recommendations from the Committee are~~

~~made to the Metro Council through TPAC and JPACT in accordance with Metro's decision-making process.~~

- ~~● Metro/Clark County IRC Committees — In order to ensure a voice in transportation decisions of interstate significance, JPACT includes representation from WDOT, Clark County and Vancouver, and TPAC includes representatives from WDOT, Clark County, Vancouver and Clark County IRC. Similarly, Clark County's "Consolidated Transportation Advisory Committee" includes representation from ODOT and Metro.~~
- ~~● Transportation Plan and Improvement Program Coordination — Before adoption of the RTP or an amendment to the Plan having interstate significance, Metro and Clark County IRC must consult with the other party and consider any comments of the other party before adoption."~~

Page 5-1 at A., first paragraph, second and third sentences are amended to read as shown:

~~"The transportation improvements included in the Plan represent a set of investments that have been chosen, recommended after vigorous local and regional review of possible alternatives, and are considered to be as the most prudent and cost-effective use of public funds to solve the region's transportation problems. Consistent with Chapter 8 these improvements may be varied based on further study before inclusion in city and comprehensive plans in compliance with LCDC goals and in the federal TIP."~~

Page 8-1 at B, third and fourth sentences are omitted as shown:

~~"The Transportation Improvement Program (TIP) is the five year incremental capital improvement program for the region to implement planned improvement projects and includes all transportation projects proposed to use federal funds to implement. As such, the TIP contains modernization projects that are depicted in Chapter 5 of the RTP as well as preservation and smaller scale modernization activities that are consistent with the policies and objectives of the RTP but are not of sufficient scope to warrant inclusion in the RTP."~~

Page 8-3, 4, at 5. "Transit Service Planning" is omitted as shown:

~~In accordance with UMTA Circular 7005.1, recipients of UMTA funding are required to develop a process for considering the capability of private providers to perform mass transportation and related support services. They are also required to provide periodic documentation on the results of~~

~~implementation of the policy. This requirement falls both on Metro as the Metropolitan Planning Organization and Tri-Met as the principal provider for transit services and UMTA grant recipient. Specifically, Metro is required to adopt a policy which provides for consideration of private enterprise in local transit service planning, ensure a fair resolution of disputes and certify at the time of submission of the annual Transportation Improvement Program that the local process is being followed. This process is included in the Interim Federal RTP. The following policies are intended to respond to these requirements while recognizing that the principal responsibility for involving the private sector should rest with Tri-Met since it is the only operator in the Portland region.~~

~~a. Transit Service Planning~~

~~1) Tri-Met should ensure private enterprise involvement in transit service planning and development of transit capital improvements, to include:~~

~~a) Notice to and early consultation with private providers in plans involving new or restructured service as well as the periodic reexamination of existing service.~~

~~b) Periodic examination, at least every three years, of each route to determine if it could be more efficiently operated by a private enterprise.~~

~~c) Description of how new and restructured services will be evaluated to determine if they could be more effectively provided by private sector operation pursuant to a competitive bid process.~~

~~d) The use of costs as a factor in the private/public decision.~~

~~2) Metro will review the results of these analyses and provide TPAC and JPACT an opportunity for review and comments.~~

~~3) In transit service studies where Metro has lead responsibility, Metro will provide notice to and ensure early consultation with private providers.~~

~~b. Dispute Resolution~~

~~Tri Met should establish a dispute resolution process that provides a clear opportunity for interested parties to object to a decision. The process should also include the opportunity for final appeal to UMTA.~~

~~e. Documentation~~

~~1) In conjunction with submittal of projects to Metro for inclusion in the Transportation Improvement Program, Tri Met shall submit documentation that this private enterprise policy has been followed, including:~~

~~a) a description of the involvement of the private sector in the development of the specific projects. The determination of whether service or support functions reflected in the Annual Element are to be provided by a public or private provider can be arrived at through use of requests for proposals, requests for bids, or other means in the local planning process;~~

~~b) a description of the proposals received from the private sector and how they were evaluated;~~

~~c) a description of impediments to holding service out for competition and the measures taken to address the impact of such impediments; and~~

~~d) a copy of the Tri Met dispute resolution procedure and a description and status of private sector complaints.~~

~~This documentation shall be provided no later than the time of submission of projects for the annual update to the Transportation Improvement Program (June 1). In addition, supplemental documentation should be submitted at the time of submittal of any additions to the Transportation Improvement Program, if necessary.~~

~~2) Metro will include this documentation as part of the certification to UMTA that the region is in compliance with federal requirements."~~

AGENDA ITEM 6.1
Meeting Date: June 15, 1995

Ordinance No 95-604

Second Reading

PUBLIC HEARING

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

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

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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.

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REGIONAL VISION STATEMENT

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EACH INDIVIDUAL:

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As inhabitants of this bi-state region, we are committed to the development of each

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individual as a productive, effective member of society. This region must make clear and

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unambiguous commitments to each individual in order that we all may have a vibrant,

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healthy place to live. We seek the full participation of individuals in the prosperity of this

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region, accompanied by acceptance of their responsibility for stewardship of the

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community and region. Our vision statements for Each Individual are:

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- **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.

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 pro-actively. 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



M E M O R A N D U M

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

Nike 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

OREGON EMERGENCY
MANAGEMENT

Roger McGarrigle,
Chairman
(503) 222-4453

April 26, 1995

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

RE: Your Future Vision Plan

Dear Mr. Borton:

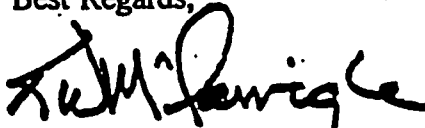
I had hoped to be able to attend one of your public hearings on the proposed Future Vision but was unable to.

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

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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 increase, 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 nothing. 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 only 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 in 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 grankly 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 send 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 drive 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 real 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 not 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 you 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 VISION!!
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 areal 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 must 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 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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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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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 cars 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 everyone's 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 visi 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 dogged 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 7.1
Meeting Date: June 15, 1995

Resolution No. 95-2166

For the Purpose of Amending the Council Committee Meeting Schedule.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 95-2166
COUNCIL COMMITTEE MEETING) Introduced by Presiding
SCHEDULE) Officer J. Ruth McFarland

WHEREAS, the Metro Council has annually adopted an organizing resolution since January 1988 which established standing committees of the Council, made appointments to committees and established meeting schedules; and

WHEREAS, there is a need to revise the existing committee meeting schedule to avoid conflicts with other meetings; therefore,

BE IT RESOLVED,

1. That this resolution amends Exhibit D of Resolution No. 95-2145A, relating to Council and Committee Meetings to switch the meeting times of the Solid Waste and Land Use Planning Committees on the first and third Tuesdays of each month.

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

J. Ruth McFarland, Presiding Officer

EXHIBIT D

COUNCIL AND COMMITTEE MEETINGS

Council

The Metro Council meetings shall be regularly scheduled as outlined below except when the Presiding Officer finds a need to: 1) convene special meetings; 2) change meeting dates or times to respond to special scheduling needs, such as during Thanksgiving, Christmas or other religious holiday periods; or 3) cancel a meeting due to a lack of quorum or agenda items or other precipitating events.

Regular Sessions: The Metro Council shall meet in Regular Session on each Thursday beginning at 2:00 P.M., except that on the fourth Thursday of each month the regular session shall begin at 7:00 P.M.

Committees

The Metro Council standing committee meetings shall be regularly scheduled as outlined below except when the Committee Chair finds a need to: 1) convene special meetings; 2) change meeting dates or times to respond to special scheduling needs, such as during holiday periods; or 3) cancel a meeting due to a lack of quorum or agenda items or other precipitating events.

Finance: At the call of the chair or the Presiding Officer.

Land Use Planning: Second and fourth Tuesdays of each month beginning at 1:30 P.M.

Regional Facilities: Second and fourth Tuesdays of each month beginning at 3:30 P.M.

Solid Waste: First and third Tuesdays of each month beginning at 3:30 P.M.

Transportation Planning: First and third Tuesdays of each month beginning at 3:30 P.M.

AGENDA ITEM 7.2
Meeting Date: June 15, 1995

Resolution No. 95-2104

For the Purpose of Expressing the Council's Appreciation to the Members of the Future Vision Commission.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF EXPRESSING) RESOLUTION NO. 95-2104
THE COUNCIL'S APPRECIATION TO)
THE MEMBERS OF THE FUTURE VISION) Introduced by Councilor
COMMISSION) 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 Metro Council established a Future Vision Commission by adopting Resolution 93-1801 on May 27, 1993; 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 all Charter-required matters as well as providing valuable suggestions for how to achieve the Vision; and

WHEREAS, The Future Vision adopted by the Council in Ordinance No. 95-604 is consistent with the vision and values for the region that the Commission developed; and

WHEREAS, Future Vision Commission members spent many hours over the course of many months developing a vision for the region that was consistent with their collective sense of the vision and values of the people who live here;

WHEREAS, Commission members served as volunteers, receiving no compensation for their efforts other than the satisfaction of working to produce a product for the benefit of the entire community; now, therefore,

BE IT RESOLVED,

That the Metro Council acknowledges the efforts put forth by the members of the Future Vision Commission to fulfill the Council's Charter responsibility to create and adopt a Future Vision for the Metro region, and offers its sincere thanks and gratitude for their work and their dedication.

BE IT FURTHER RESOLVED,

That the Metro Council thanks the members of the Future Vision Commission collectively, as well as individually to each who served on the Commission:

Len Freiser, Chair

Susan McLain, Vice Chair

Judy Davis

Mike Gates

Mike Houck

Wayne Lei

Robert Liberty

Peggy Lynch

John Magnano

Peter McDonald

Linda Peters

Alice Schlenker

Ted Spence

Rod Stevens

Fred Stewart

Robert B. Textor

Marilyn Wall

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

J. Ruth McFarland, Presiding Officer

AGENDA ITEM 7.3
Meeting Date: June 15, 1995

Resolution No. 95-2156

**For the Purpose of Authorizing the Solicitation of Bids for Maintenance of Truck and Axle Scales and
Authorizing the Executive Officer to Execute a Multi-Year Contract.**

SOLID WASTE COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 95-2156, FOR THE PURPOSE OF AUTHORIZING THE SOLICITATION OF BIDS FOR MAINTENANCE OF TRUCK AND AXLE SCALES AND AUTHORIZING THE EXECUTIVE OFFICER TO EXECUTE A MULTI-YEAR CONTRACT

Date: June 7, 1995

Presented by: Councilor McLain

Committee Recommendation: At the June 6 meeting, the Committee voted unanimously to recommend Council adoption of Resolution No. 95-2156. Voting in favor: Councilors Kvistad, McFarland and McLain.

Committee Issues/Discussion: Council Analyst Houser reviewed the purpose of the resolution. He noted that Metro has several scales at its transfer stations that measure both the incoming and outgoing weights of vehicles that use the facilities. These scales must be maintained to insure that reported weights are accurate. This resolution would authorize the issuance of RFB documents to solicit bids for scale maintenance. The issue is before the Council because a multi-year contract is being proposed.

Ray Barker, Solid Waste Operations Division, noted that the existing maintenance contract would expire on June 30. He indicated that such maintenance is important because the scales must be regularly tested, calibrated and maintained to meet the requirements of state law. Barker noted that the estimated cost of the contract will be \$29,120 over a two-year period.

Councilor McLain asked what the impact would be if work on a new contract was not completed by June 30. Barker noted that since the scales are only inspected twice a year, a brief delay in implimenting a new contract would probably have no effect. He also noted that the existing contract could be extended for a short period of time, if needed.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 95-2156 FOR THE PURPOSE OF AUTHORIZING THE SOLICITATION OF BIDS FOR MAINTENANCE OF TRUCK AND AXLE SCALES AND AUTHORIZING THE EXECUTIVE OFFICER TO EXECUTE A MULTI-YEAR CONTRACT

Date: May 18, 1995

Presented by: Sam Chandler

PROPOSED ACTION

Adoption of Resolution No. 95-2156, authorizing the release of a Request For Bids (RFB) for Maintenance of truck and axle scales at Metro solid waste facilities, and authorizing the Executive Officer to execute a multi-year contract with the low, responsive, responsible bidder.

FACTUAL BACKGROUND AND ANALYSIS

Metro has a policy of weighing all solid waste loads at its solid waste transfer stations to determine customer disposal charges. Metro has 11 truck and axle scales (five at Metro Central, four at Metro South and two at St. Johns Landfill). These scales must be regularly tested, calibrated, maintained and repaired to meet the requirements of Oregon Weights and Measures. Currently, Metro has a contract with Weightronix, Inc. of Portland to provide these services. The contract expires June 30, 1995.

It is proposed that Metro use a RFB to obtain a new contract for providing scale maintenance services. RFB #95-B-16-SW, attached, provides for a two-year contract. The total estimated cost is \$29,120 for the period of July 1, 1995 through June 30, 1997. The scope of work includes regular inspections and testing with certified test weights and adjusting the scales. Scales shall be calibrated to meet state certification standards. The contractor shall also perform preventative maintenance and cleaning and oiling as needed, and repairs as needed.

Scale Maintenance is listed in the 1995-96 Fiscal Year Budget as a Type "A" contract which, pursuant to Metro Code Section 2.04.032(d) requires authorization by Council prior to a release of a RFB. Metro Code Section 2.04.033(a)(1) requires Metro Council to approve all multi-year contracts which commit Metro to expenditures beyond the current fiscal year.

BUDGET IMPACT

The estimated cost of a new scale maintenance contract for FY 1995-96 is \$14,560 (3% more than the existing contract). A total of \$14,560 is budgeted for scale maintenance in FY 1995-96.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2156.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE) RESOLUTION NO. 95-2156
SOLICITATION OF BIDS FOR MAINTENANCE)
OF TRUCK AND AXLE SCALES AND) Introduced by Mike Burton
AUTHORIZING THE EXECUTIVE OFFICER) Executive Officer
TO EXECUTE A MULTI-YEAR CONTRACT)

WHEREAS, Metro has a policy of weighing all solid waste loads at its solid waste transfer stations to determine customer disposal charges; and

WHEREAS, The scales used to weigh vehicles at Metro solid waste disposal facilities must meet the requirements of Oregon Weights and Measures; and

WHEREAS, Metro's truck and axle scales must be regularly tested, calibrated, maintained and repaired; and

WHEREAS, The current contract for testing, calibrating, maintaining and repairing Metro's scales expires June 30, 1995; and

WHEREAS, Metro desires to use a public bidding process to obtain another contract for testing, calibrating, maintaining and repairing its scales; and

WHEREAS, Scale maintenance is listed in the 1995-96 Fiscal Year Budget as a Type "A" contract which pursuant to Metro Code Provision 2.04.032(d) requires authorization by Council prior to a release of a Request For Bids (RFB); and

WHEREAS, Metro Code Section 2.04.033(a)(1) requires the Metro Council to approve all multi-year contracts which commit Metro to expenditures beyond the current fiscal year; and

WHEREAS, The resolution was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now therefore,

BE IT RESOLVED, That the Metro Council hereby approves the issuance of RFB#95B-16-SW (Exhibit A, as attached) to provide scale maintenance services at Metro's solid waste transfer stations, and authorizes the Executive Officer to execute a multi-year contract with the low, responsive, responsible bidder.

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

J. Ruth McFarland, Presiding Officer



METRO

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

Procurement Review Summary

To: Procurement and Contracts Division

Vendor

From _____ Date 5/8/95

Department Solid Waste

Subject

Division Operations

Bid

Contract

Name Ray Barker

RFP

Other

Vendor no. _____

Title Asst. Operations Manager

Contract no. REB #95B-16-SW

Extension 1694 Purpose Maintenance of vehicle scales at transfer station

Expense

Procurement Personal/professional services Services (LM) Construction IGA

Revenue

Budget code(s)

Price basis

Term

Contract

531-310274-525640-75000

Unit

Completion

Grant

531-310275-525640-75000

Total

Annual

Other

531-310273-525640-75000

Other

Multi-year**

This project is listed in the
1995 -1996 budget.

Payment required

July 1, 1995
Beginning date

Yes

Type A

Lump sum

June 30, 1997

No

Type B

Progress payments

Ending date

Total commitment	Original amount	\$ <u>29,120.00 (estimate)</u>
	Previous amendments	\$ _____
	This transaction	\$ _____
	Total	\$ _____
	A. Amount of contract to be spent fiscal year <u>1995</u> - <u>1996</u>	\$ <u>14,560.00 (estimate)</u>
	B. Amount budgeted for contract _____	\$ _____
	C. Uncommitted/discretionary funds remaining as of _____	\$ _____ ***

Approval: _____
 Division manager _____ Department director _____ Labor _____
 Fiscal _____ Budget _____ Risk _____
 Legal _____

* See instructions on reverse. ** If multi-year, attach schedule of expenditures. *** If A or B is less than C, and other line item(s) utilized, attach explanation/justification.

EXHIBIT A

BID FOR EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR TRUCK AND AXLE SCALES PURSUANT TO A TWO YEAR SERVICE CONTRACT WITH METRO		Date: MAY 1995			
		BID #95B-16-SW			
		Address Bid to: RAY BARKER METRO SOLID WASTE DEPARTMENT 600 NE GRAND PORTLAND, OR 97232			
The undersigned, having full knowledge of the specifications for the item(s) listed below offers and agrees that this bid shall be irrevocable for at least 60 calendar days after the bid opening date and time, and if accepted, to furnish and/or all item(s) at the prices offered and delivered at the designated point(s) within the time specified in the schedule.					
ITEM #	SUPPLIES/EQUIPMENT	QUANTITY	UNIT	UNIT PRICE	EXTENDED AMOUNT
	AS PER ATTACHED: SCOPE OF WORK.				
(DO NOT INCLUDE COST OF PERFORMANCE BOND)					\$
The undersigned will deliver FOB destination the above supplies and or equipment within _____ calendar days after receipt of order. (For maximum time see SCOPE OF WORK)					
Cash Discount for prompt Payment: _____% _____ calendar days after acceptance of goods (See Instruction to Bidders)					
ADDRESS FOR DELIVERY (See Scope of Work)			MANUFACTURED BY:		
			MODEL #:		
			MANUFACTURER GUARANTY ENCLOSED: _____ YES _____ NO		

SCHEDULE OF BID PRICES

The Bidder, whose legal signature binding the Bidder to the bid prices indicated on these pages is found on the signature page, hereby bids as follows:

HOURLY RATES

Regular Hours

_____	\$
(Words)	(Figures)

Overtime Hours (time-and-a-half)

_____	\$
(Words)	(Figures)

Sundays and Holidays (double time)

_____	\$
(Words)	(Figures)

TRUCK CHARGES, EACH VISIT
(includes man, truck, tools from shop-to-site and back)

	<u>Pickup Trucks</u>	<u>Heavy-Duty Test Truck</u>
Regular Hours	\$ _____	\$ _____
Overtime Hours	\$ _____	\$ _____
Sundays and Holidays	\$ _____	\$ _____

BIDDER REPRESENTS/CERTIFIES/ACKNOWLEDGES AS PART OF THIS OFFER THAT:

(Check or complete all applicable boxes or blocks.)

- 1. **BID BOND:** Bidder has complied with Metro's requirements for \$500.00 bid surety and guarantees that this bid is irrevocable for the period specified herein;
- 2. **PERFORMANCE BOND:** Cost of the Bond, if required, is not included but will be: _____ (\$ _____). This amount will be reimbursed by Metro over and above the contract bid price.
- 3. **CONFLICT OF INTEREST:** Bidder hereby certifies that no officer, agent, or employee of Metro has participated on behalf of Metro in preparation of this bid, that the bid is made in good faith without fraud, collusion, or connection of any kind with any other Bidder for the same work, and the Bidder is competing solely in its own behalf without connection or obligation to any undisclosed person or firm.
- 4. **RESIDENT/NON-RESIDENT:** Undersigned Bidder states that it is a resident or non-resident of the state of Oregon. State in which Bidder resides: _____.
- 5. **TYPE OF BUSINESS ORGANIZATION:** Bidder operates as an individual, a corporation, incorporated under the laws of the state of _____, a non-profit organization, a partnership. (If partnership, list/attach names of the partners)
- 6. **OREGON LICENSE:** If a corporation, it is, or is not, licensed with Oregon Corporation Commission.
- 7. **REGISTRATION NO:** _____ with Construction Contractors Board.
- 8. **DOING BUSINESS AS:** Provide any assumed names utilized:

FIRM OR CORPORATION NAME: _____

NAME OF LOCAL REPRESENTATIVE: _____

MAILING ADDRESS: _____

TELEPHONE NUMBER: _____
FAX NUMBER: _____

NAME AND TITLE OF PERSON AUTHORIZED TO CONTRACT/SIGN OFFER (TYPE OR PRINT)

SIGNATURE OF AUTHORIZED PERSON:

NOTE: If Bidder desires to make an offer, but cannot sign contract, attach a letter of explanation re: who will sign and time required for authorized signature.

Proposals must be enclosed in a sealed envelope, endorsed on the outside, indicate the bid subject, Request for Bid number and opening date, and delivered to Metro on or before the date and time of the bid opening. (See Instructions to Bidders)

BID BOND

BOND NO. _____
AMOUNT: \$ 500.00

KNOW ALL MEN BY THESE PRESENTS, that _____
hereinafter called the PRINCIPAL, and _____
a corporation duly organized under the laws of the State of _____ having its principal place of business at
_____, in the state of _____, and
authorized to do business in the state of Oregon, as SURETY, are held and firmly bound unto _____
_____ hereinafter called the OBLIGEE, in the penal sum of FIVE HUNDRED AND
NO/100 DOLLARS (\$ 500.00), for the payment of which we bind ourselves, our heirs, executors,
administrators, successors, and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS PRINCIPAL IS SUCH THAT: WHEREAS the PRINCIPAL is
herewith submitting a **BID FOR EQUIPMENT MAINTENANCE AND REPAIR SERVICE
FOR TRUCK AND AXLE SCALES** said Bid, by reference thereto, being hereby made a part
hereof.

NOW, THEREFORE, if the Bid submitted by the PRINCIPAL is accepted, and the Contract
awarded to the PRINCIPAL, and if the PRINCIPAL shall execute the proposed Contract and shall
furnish any bond(s) required by the Contract Documents within the time fixed by the Documents,
then this obligation shall be void; if the PRINCIPAL shall fail to execute the proposed Contract and
furnish the bond(s), the SURETY hereby agrees to pay to the OBLIGEE the penal sum as liquidated
damages, within ten (10) days of such failure.

Signed and sealed this _____ day of _____, 19__.

PRINCIPAL

By: _____

SURETY

By: _____
Attorney-in-Fact

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INVITATION TO BID

Metro is requesting bids for equipment maintenance and repair service for truck and axle scales (RFB #95B-16-SW). Potential bidders may obtain bid documents by contacting the Solid Waste Department, 797-1650.

Sealed bids must be delivered to the Solid Waste Department at Metro, 600 NE Grand, Portland, Oregon 97232-2736, to the attention of Ray Barker, Assistant Operations Manager, no later than 2:00 PDT, May 31, 1995, at which time they will be publicly opened and read in the Council Chamber Annex.

The work contemplated consists of providing equipment maintenance and repair service for truck and axle scales located at Metro's solid waste disposal facilities. Services including performing preventative maintenance work, testing with certified weights, and adjusting scales when necessary.

The length of the contract is two years (July 1, 1995, through June 30, 1997) with an option to renew to three years.

INSTRUCTIONS TO BIDDERS

BID

Metro is soliciting Bids for equipment maintenance and repair service for truck and axle scales (RFB #95B-16-SW). Bids must be enclosed in a sealed envelope and mailed or delivered to the Metro Solid Waste Department, 600 NE Grand, Portland, Oregon 97232-2736, Attention, Ray Barker, Assistant Operations Manager, no later than 2:00 p.m., PDT, May 31, 1995, at which time they will be publicly opened in the Metro Council Chamber Annex. A bid may not be submitted by Facsimile (FAX) transmittal.

The outside of the envelope shall plainly identify the subject of the Bid, the opening date, and the Bid number.

All bids must be clearly and distinctly typed or written with ink or indelible pencil. All blank spaces must be completed. No erasures are permitted. Mistakes must be crossed out and corrections typewritten or written in ink adjacent thereto, and initialed in ink by the party signing the Bid, or his authorized representative.

Written amounts shall be shown in both words and figures. Words shall govern in cases of discrepancy between the amounts stated in words and the amounts stated in figures.

All bids must be on the form furnished by Metro or they may be rejected by Metro. Where plans and specifications are attached to the bid, they must be returned by the Bidder with the bid.

COST OF BID

This invitation to Bid does not commit Metro to pay any costs incurred by any Bidder in the submission of a bid, or in making necessary studies or designs for the preparation thereof, or for procuring or contracting for the items to be furnished under the invitation to bid.

ERRORS/OMISSIONS

Any Bid may be deemed non-responsive by the Procurement Officer if it is: Not on the Bid forms provided; contains errors or omissions, erasures, alterations, or additions of any kind; proposes prices which are unsolicited or obviously unbalanced; not in complete conformance with any and all conditions of the bidding documents.

ADDENDA TO PLANS OR SPECIFICATIONS

Requests for additional information or interpretation of the contract documents shall be delivered to the Project Manager, in writing, at least four (4) days prior to the Bid opening date and time. If, in the opinion of the Project Manager, additional information or interpretation is needed by the Bidders, an addendum will be issued to all known specification holders. The provisions of any written addenda issued by the Procurement Officer at least forty-eight (48) hours prior to the Bid opening date and time shall be binding upon the Bidders, and failure of a Bidder to obtain such addenda shall not excuse him from complying therewith, if he is awarded the contract¹.

MODIFICATION OF BID

An offer to modify the bid which is received from the successful Bidder after award of contract which makes the terms of the Bid more favorable or advantageous to Metro will be considered, and may thereafter be accepted. To be effective, every modification must be made in writing over the signature of the Bidder.

WITHDRAWAL OF BIDS

A Bidder may withdraw its bid in person, or by written or telegraphic request which are received prior to the scheduled closing time for filing Bids. A bid may not be withdrawn by FAX. Negligence on the part of the Bidder in preparing his bid confers no right to withdraw the bid after the scheduled closing time for filing Bids.

LATE BID

Bids received after the scheduled closing time for filing Bids will be returned to the Bidder unopened, unless such closing time is extended by Metro.

EXECUTION

Each Bid shall give the Bidder's full business address and bear its legal signature.

Bids by partnerships must list the full name of all partners and be signed by a partner or agent authorized to execute the contract on behalf of the partnership and identified by printed name and title.

Bids by corporations must bear the legal name of the corporation, the name of the state of incorporation, and the signature of the officer or agent authorized to legally bind the corporation.

¹ All references to "he" in this document shall include the feminine reference of "she."

Upon request by Metro, satisfactory evidence of the authority of the partner or officer shall be furnished.

If the Bid is signed by an agent who is not an officer of the corporation or a member of the partnership, a notarized Power of Attorney must be on file with Metro prior to the opening of Bids or be submitted with the Bid. Without such notice of authority, the Bid shall be considered improperly executed, defective and therefore nonresponsive.

A Bid submitted by a joint venture must include a certified copy of the terms and conditions of the agreement creating the joint venture.

All signatures must be in longhand, with the name and title of the signer typed or printed below the signature.

To facilitate evaluation of Bids, Metro requires that all Bidders adhere to the format, rules and procedures outlined by this RFB. Bidders that wish to take exception to, or comment upon, any provision within this RFB are encouraged to document their concerns within the Bid document.

Comments, conditions or exceptions should be thorough, succinct, well organized and therefore totally self-explanatory. The Bid must leave no ambiguity, need no clarification, and allow no interpretation.

Metro encourages the Bidders to propose management alternatives that reuse, recycle, or recover energy from wastes.

Metro may deem nonresponsive and therefore reject any Bid which fails to conform with, abide by, or otherwise comply with any of the above requirements.

EXAMINATION OF PLANS, SPECIFICATIONS, AND SITE OF WORK

It is understood that the Bidder, before submitting his Bid has made a careful examination of the plans, specifications, and contract; that he has fully informed himself as to the quality and quantity of materials and the character of the work required; and that he has made a careful examination of the location and condition of the work and the sources of supply for materials.

COMPLIANCE

Each Bidder shall inform himself of, and the Bidder awarded a contract shall comply with, federal, state, and local laws, statues, and ordinances relative to the execution of the work. This requirement includes, but is not limited to, nondiscrimination in the employment of labor, protection of public and employee safety and health, environmental protection, waste reduction and recycling, the protection of natural resources, fire protection, burning and nonburning requirements, permits, fees and similar subjects.

ELIGIBILITY

Prior to submitting a Bid, all Bidders on public works/construction projects are required to be registered with the State of Oregon Construction Contractors Board, pursuant to ORS 701.035.

EQUAL EMPLOYMENT OPPORTUNITY

During the performance of the contract, the Contractor agrees not to discriminate against any employee or applicant for employment because of race, creed, color, sex or national origin.

PERMITS AND LICENSES

Each Bidder shall obtain and include in his Bid the cost for all permits and licenses which may be required to perform the contract.

CONFLICT OF INTEREST

A Bidder filing a bid thereby certifies that no officer, agent, or employee of Metro or Metro has a pecuniary interest in this Bid or has participated in contract negotiations on behalf of Metro; that the bid is made in good faith without fraud, collusion, or connection of any kind with any other Bidder for the same call for Bids; the Bidder is competing solely in its own behalf without connection with, or obligation to, any undisclosed person or firm.

IMMATERIAL VARIANCES

Metro reserves the right to determine whether equipment or materials that comply substantially in quality and performance with the specifications are acceptable to Metro, and whether any variance listed by the Bidder in a bid is material or immaterial.

LATEST MODEL

Parts and materials must be new, of latest model, of current date, and meet specifications. This provision excludes all surplus, remanufactured, and used products, unless such material is proposed in lieu of items specified.

"OR APPROVED EQUAL" CLAUSE

In order to establish a basis of quality, certain processes, types of machinery and equipment, or kinds of materials may be specified, either by description of process or by designating a manufacturer by name and referring to his brand or product designation, or by specifying a kind of material. It is not the intent of these specifications to exclude other processes, equipment, or materials of equal value, utility or merit.

Whenever a process is designated or a manufacturer's name, brand, or product is described, it shall be understood that the words, "or approved equal" follow such name, designation, or description, whether in fact they do so or not.

If a Bidder proposes to furnish an item, process or material which he claims to be of equal utility to the one designated, then:

1. Bidder shall submit to Metro, in care of the Project Manager, a written statement describing it together with supporting data and details sufficient to permit Metro to evaluate the same, five (5) work days prior to the Bid opening date and time.

If the product contains chemical properties, the relevant Material Safety Data Sheets (MSDS) shall be included to document all health and physical hazards, chemical ingredients, exposure limits, personal protective equipment for handling and use, and emergency procedures in response to unanticipated spills or environmental release.

2. Metro may require demonstration, additional tests, and additional data, all to be supplied at the expense of the Bidder.
3. If Metro determines that the proposed item, material or process is of equal value, utility or merit, the Project Manager shall notify all potential Bidders of record by issuance of an addendum at least forty-eight (48) hours prior to the Bid opening date and time.

QUANTITIES

The quantities listed in all supply requests over time represent Metro's best estimate of potential purchases to be made during the contract term. Metro makes no guarantees as to the exact quantities to be purchased. The figures provided are intended merely as guides and Bidders are warned not to construe them as a guarantee to purchase any amount.

Payment will be made only for quantities actually ordered, delivered, and accepted whether greater or less than the stated amounts.

TERMS

A Bid may be rejected if it requires payment in less than thirty (30) calendar days after delivery or if it requires payment, in whole or in part, prior to delivery.

PRICES

All prices submitted shall be firm during the contract period. If unit prices are requested, they should be provided for each unit on which there is a Bid. In case of mistake in extension of price, unit prices shall govern. All prices shall be F.O.B. destination.

EQUIVALENT PRICES/TERMS

Bidder represents that all prices, terms and benefits offered in this agreement are equal to or better than the equivalent prices, terms and benefits being offered by Bidder to any other state or local government unit or commercial customer in the State of Oregon.

Should Bidder, during the term of this agreement, enter into any contact, agreement or arrangement that provides lower prices, more favorable terms or greater benefits to any other such government unit or commercial customer, this agreement shall thereupon be deemed amended to provide the same price or prices, terms and benefits to Metro. This provision applies to comparable products, supplies and services, and to purchase volumes by Metro that are not less than the purchase volumes of the government unit or commercial customer that has received the lower prices, greater benefits or more favorable terms.

Donations of products, supplies or services to charitable, nonprofit or government entities, if the donations are recognized as such and are deductible under the federal Internal Revenue Code, shall not be considered contracts, agreements, sales or arrangements with other government units or commercial customers that call for the application of this paragraph.

DISCOUNTS

All prices must be submitted on a net basis. Cash discounts for prompt payment will be considered in awarding the Bid. Where the net Bid is equal to a Bid with a cash discount for prompt payment, the award shall be made to the net Bid. Cash discounts for prompt payment will be figured from the date of delivery and acceptance of the article(s), or in the case of incorrect invoice, from the date of receipt of corrected invoice.

WARRANTY/GUARANTY

Each Bid for the furnishing of materials and equipment shall provide an explanation of both the Bidder's and manufacturer's warranties on materials and workmanship.

Every Bid shall indicate any warranty costs to Metro, including but not limited to, all parts, labor, and shipping costs required for compliance with any specific requirement(s) contained in the special conditions.

Each Bidder on a public works/construction project shall provide at minimum a one year's guaranty on all materials and workmanship.

SERVICE

Each Bidder shall furnish detailed information on any service facilities, locations, and procedures as well as information on any maintenance agreements or contracts available to the Metro.

DELIVERY

Each Bidder shall provide a delivery schedule for each item offered. The successful Bidder shall notify Metro, in writing, within five (5) business days of order if delivery cannot be completed as proposed and required.

Upon receipt of such notice from the successful Bidder, Metro reserves the right to cancel the order and make the purchase from the second lowest, responsible Bidder.

If Metro does not elect to cancel the contract initially, subsequent failure to meet the then current delivery requirement does not foreclose Metro's option for later cancellation.

BID SECURITY

All Bids in excess of \$25,000 must be accompanied by a Bid deposit in the form of cashier's check or certified check drawn on a bank in good standing, or a Bid bond issued by a surety authorized to conduct such business in the state of Oregon. The deposit will be \$500. The deposit shall serve as a guarantee that the Bidder will not withdraw the Bid for a period of sixty (60) days after Bid opening, and if awarded the Contract will execute the attached Metro contract and furnish all bond(s) as required and within the time frame specified herein.

The Attorney-in-Fact (Resident Agent) who executes any bond on behalf of the Surety must attach a notarized copy of his/her Power of Attorney as evidence of his/her authority to bind the Surety on the date of execution of the bond.

Bid security is not required for food products and may be waived by the Metro Council if expressly deleted by the special conditions attached.

BASIS OF AWARD

The award shall be made to the responsible Bidder(s) submitting the most responsive Bid to Metro. Any determination of the responsible Bidder(s) submitting the most advantageous Bid and the award are subject to review and determination by the Metro Legal Counsel as to legal sufficiency of any Bid submitted. Metro reserves the right to reject any and/or all Bids in whole or in part, and to waive irregularities not affecting substantial rights.

GENERAL CONDITIONS

NOTICE OF AWARD

Within ten (10) calendar days after the opening of Bids, Metro will accept one of the Bids, or combination of Bids, or reject all Bids in accordance with the Basis of Award. The acceptance of the Bid will be by written Notice of Conditional Award, mailed or delivered to the office designated in the Bid. The Notice of Conditional Award shall not entitle the party to whom it is delivered to any rights whatsoever.

CONTRACT

The Successful Bidder shall, within ten (10) days, not including Sundays and legal holidays, after receiving notice of award, sign and deliver to Metro the Contract hereto attached.

BID SECURITY

Bid securities will be held until the Contract has been finally executed, after which all Bid securities, other than those which have been forfeited, will be returned to the respective Bidders whose Bid they accompanied.

The Bidder who has a contract awarded to him and fails to promptly and properly execute the contract and furnish any required bond(s) shall forfeit the Bid security that accompanied his Bid, and the Bid security shall be retained as liquidated damages by Metro, and it is agreed that this sum is a fair estimate of the amount of damages Metro will sustain in case the Bidder fails to enter into a contract and furnish the bond as required herein. Bid security deposited in the form of a certified check or cashier's check shall be subject to the same requirements as a Bid bond.

FOREIGN CONTRACTOR

A Contractor that is not domiciled in or registered to do business in the State of Oregon shall, upon execution of a contract in excess of \$10,000, promptly report the total contract price, terms of payment, length of contract and all other required information to the Oregon Department of Revenue. Compliance shall be documented and Metro shall be fully satisfied as to complete compliance prior to release of final payment.

INSURANCE

The Contractor shall purchase and maintain at his expense the following types of insurance covering the Contractor, and his employees and agents.

1. Broad form comprehensive general liability insurance covering bodily injury, property damage, and personal injury with automatic coverage for premises and operations and product liability. The policy must be endorsed with contractual liability coverage.
2. Automobile bodily injury and property damage liability insurance.

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.

Metro, its councilors, department, employees, and agents shall be named as an ADDITIONAL INSURED. Notice of any material change or policy cancellation shall be provided to Metro thirty (30) days prior to the change.

The Contractor shall comply with ORS 656.017 for all employees who work in the state of Oregon for more than 10 days. He shall provide Metro with certification of workers' compensation insurance including employer's liability.

WORKERS' COMPENSATION

The Contractor, and all subsequent subcontractors and suppliers performing work pursuant to this contract shall provide Workers' Compensation benefits as required by and in accordance with all applicable state and federal laws.

NOTICE OF ASSIGNMENT

Metro will not recognize any assignment or transfer of any interest in this contract without written notice to the Procurement Officer by the new vendor.

HAZARD COMMUNICATION

The Contractor shall be required to strictly adhere to, coordinate with Metro and document full compliance with the policies and procedures of the Oregon Occupational Health and Safety Code, OAR Chapter 437, Division 155, Hazard Communication.

Therefore, the Contractor and all subcontractors and suppliers within his control shall notify Metro and all parties to the agreement as to:

- > Hazardous materials to which they may be exposed on site;
- > Employee measures to lessen the possibility of exposure;
- > All contractor measures to reduce the risk;
- > Procedures to follow if exposed.

The Contractor shall provide Metro with all Material Safety Data Sheets (MSDS) prior to delivery or introduction of the material on site.

For further information or clarification, contact the Metro Risk Management Division at 797-1615.

DELIVERY TIMES

The Contractor shall deliver between the hours of 8:00 a.m. and 5:00 p.m. Unloading must be completed by 5:00 p.m. unless approved in advance by Metro. Requests for such approval must be received by Metro at least three (3) days prior to delivery. Contractor shall assume all risk of deliveries made during hours beyond those listed above.

FAILURE TO PERFORM

Should the Contractor fail to meet the agreed upon delivery schedule, thereby making it necessary for Metro to purchase urgently-needed items from another source, the low Bidder shall pay the difference between the accepted low Bid price and the purchase price or accept an offset against any monies then owed by Metro.

PATENTS

The Contractor agrees to protect, to defend (if Metro requests) and save the agency harmless against any demand for payment for wrongful or unauthorized use of any patented material, process, article, or device that may enter into manufacture, construction, or forms a part of the work covered by this contract.

INVOICES

Invoices shall be prepared and submitted in triplicate (one copy shall be marked "original") unless otherwise specified. Invoices shall contain the following information: Contract or Purchase Order number (if any), item numbers, description of supplies or services, sizes, quantities, unit prices and extended totals. Invoice should also state name of the unit or department to which the merchandise was shipped or delivered. Bill to Accounts Payable.

CANCELLATION

Metro reserves the right to cancel this contract in whole or in part if the Contractor willfully fails to perform any of the provisions in the contract, or fails to make delivery within the time stated, unless the time is extended by a Change Order.

LAW OF STATE OF OREGON

This contract is entered into within the state of Oregon, and the law of said State, whether substantive or procedural, shall apply and be followed with respect to this contract.

SPECIAL CONDITIONS

BASIS OF AWARD - ANNUAL SERVICE CONTRACT - ALL JURISDICTIONS

This bid solicitation anticipates the award of a two-year service contract with firm unit pricing from a single vendor for the period from July 1, 1995, to June 30, 1997 with an option to renew to three years.

Furthermore, in an effort to standardize contracted services, and secure optimal governmental pricing, Metro hereby solicits unit prices which the vendor will extend to other governmental jurisdictions without additional public bidding costs. Metro will extend such courtesy to all governmental jurisdictions within its boundaries, without any fees or commissions, but only by referral.

Therefore, all bidders are specifically advised to document all terms and conditions required to determine all costs and limitations in the pricing including but not limited to all minimum order or shipping quantities, special shipping charges beyond the specified f.o.b. destination, etc.

SCOPE OF WORK

1. **CONTRACTOR** shall provide equipment maintenance and repair services to the truck and axle scales listed below:

- A. **Metro South Station, 2001 Washington Street, Oregon City, OR 97045**

1. Weigh-Tronix, Model WI-110, Serial No. 013564
2. Weigh-Tronix, Model WI-110, Serial No. 013565
3. Weigh-Tronix, Model WI-110, Serial No. 013668
4. Weigh-Tronix, Model WI-110, Serial No. 013670

- B. **Metro Central Station, 6161 NW 61st Ave, Portland, OR 97210**

1. Weigh-Tronix, Model FMMS-8010-I00T, Serial No. 210
2. Weigh-Tronix, Model FMMS-8010-I00T, Serial No. 211
3. Weigh-Tronix, Model FMMS-8010-I00T, Serial No. 212
4. Weigh-Tronix, Model FMMS-8010-I00T, Serial No. 213
5. Weigh-Tronix, Model FMMS-1210-35T, Serial No. 209

- C. **St. Johns Landfill, 9363 N Columbia Blvd., Portland, OR 97220**

1. Weigh-Tronix, Model WI 110, Serial No. 14541
2. Weigh-Tronix, Model WI 110, Serial No. 14542

2. Quarterly **CONTRACTOR** shall inspect and test with certified weights, and when necessary adjust, the scales listed above. Scales shall be calibrated to meet state certification standards.
3. **CONTRACTOR** shall perform preventative maintenance work to include inspection of all scale parts and cleaning and oiling as needed.
4. When the condition of a scale is such that normal adjustment will not restore accuracy, **CONTRACTOR** shall advise **METRO** of the trouble and the extent of necessary repairs. **CONTRACTOR** will provide **METRO** with an estimate of repair and a "not to exceed" price.
5. **CONTRACTOR** shall respond to service calls (be onsite) within three hours; 24 hours a day, 7 days a week.
6. For bid calculation purposes, the following is assumed: A heavy-duty test truck will be required on most visits to **METRO** solid waste facilities, and all work will be performed after regular hours.
7. **CONTRACTOR** shall have complete and ready parts in inventory to complete onsite scale repairs in a reasonable time.

8. CONTRACTOR shall provide (from insurance companies acceptable to METRO) the insurance coverage designated hereinafter and pay for all costs therefore. Before commencing work under this contract, CONTRACTOR shall furnish METRO with certificates of insurance.
- a. Broad form comprehensive general liability insurance covering bodily injury, property damage, and personal injury with automatic coverage for premises and operations and product liability. The policy must be endorsed with contractual liability coverage.
 - b. Automobile bodily injury and property damage liability insurance.

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.

Metro, its councilors, department, employees, and agents shall be named as an ADDITIONAL INSURED. Notice of any material change or policy cancellation shall be provided to Metro thirty (30) days prior to the change.

The Contractor shall comply with ORS 656.017 for all employees who work in the state of Oregon for more than 10 days. He shall provide Metro with certification of workers' compensation insurance including employer's liability.

9. CONTRACTOR shall prepare and submit invoices that contain the following information: Metro Contract number, date of work, site of work, arrival time, departure time, time on site, number of workers, description of services and supplies, equipment repaired/replaced, and a breakdown of labor and material costs.

NOTICE TO ALL BIDDERS

The public contract included herein is a standard agreement approved for use by Metro's General Counsel. As such, it is included for your review prior to bid.

Any changes in the adopted language must be requested and resolved as part of the bid process or as a condition attached to the project bid.

Consider the language carefully. Conditioned bids may be considered nonresponsive. Subsequent requests for modification may not only be rejected, but interpreted as a request to modify and withdraw the original bid.

ATTACHMENT A
To the Request for Bids

CONTRACT NO. _____

SAMPLE - STANDARD PUBLIC CONTRACT

THIS Contract is entered into between Metro, a metropolitan service district organized under the laws of the State of Oregon and the 1992 Metro Charter, whose address is 600 NE Grand Avenue, Portland, Oregon 97232, and _____, whose address is _____, hereinafter referred to as the "CONTRACTOR."

In exchange for the promises and other consideration set forth below, the parties agree as follows:

ARTICLE I
SCOPE OF WORK

CONTRACTOR shall perform the work and/or deliver to METRO the goods described in Attachment A, the Scope of Work, which is incorporated herein by this reference. All services and goods shall be of good quality and, otherwise, in accordance with the Scope of Work.

ARTICLE II
TERM OF CONTRACT

The term of this Contract shall be for the period commencing _____, through and including _____.

ARTICLE III
CONTRACT SUM AND TERMS OF PAYMENT

METRO shall compensate the CONTRACTOR for work performed and/or goods supplied as described in the Scope of Work. METRO shall not be responsible for payment of any materials, expenses or costs other than those which are specifically included in the Scope of Work.

ARTICLE IV
LIABILITY AND INDEMNITY

CONTRACTOR is an independent contractor and assumes full responsibility for the content of its work and performance of CONTRACTOR's labor, and assumes full responsibility for all liability for bodily injury or physical damage to person or property arising out of or related to this Contract, and shall indemnify, defend and hold harmless METRO, its agents and employees, 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 Contract. CONTRACTOR is solely responsible for paying CONTRACTOR's subcontractors and nothing contained herein shall create or be construed to create any contractual relationship between any subcontractor(s) and METRO.

ARTICLE V
TERMINATION

METRO may terminate this Contract upon giving CONTRACTOR seven (7) days written notice. In the event of termination, CONTRACTOR shall be entitled to payment for work performed to the date

of termination. METRO shall not be liable for indirect or consequential damages. Termination by METRO will not waive any claim or remedies it may have against CONTRACTOR.

ARTICLE VI INSURANCE

CONTRACTOR shall purchase and maintain at CONTRACTOR's expense, the following types of insurance covering the CONTRACTOR, its employees and agents.

A. Broad form comprehensive general liability insurance covering personal injury, property damage, and bodily injury with automatic coverage for premises and operation and product liability. The policy must be endorsed with contractual liability coverage.

B. Automobile bodily injury and property damage liability insurance.

Insurance coverage shall be a minimum of \$500,000 per occurrence. If coverage is written with an aggregate limit, the aggregate limit shall not be less than \$1,000,000. METRO, its elected officials, departments, employees, and agents shall be named as an ADDITIONAL INSURED. Notice of any material change or policy cancellation shall be provided to METRO thirty (30) days prior to the change.

This insurance as well as all workers' compensation coverage for compliance with ORS 656.017 must cover CONTRACTOR's operations under this Contract, whether such operations be by CONTRACTOR or by any subcontractor or anyone directly or indirectly employed by either of them.

CONTRACTOR shall provide METRO with a certificate of insurance complying with this article and naming METRO as an insured within fifteen (15) days of execution of this Contract or twenty-four (24) hours before services under this Contract commence, whichever date is earlier.

ARTICLE VII PUBLIC CONTRACTS

All applicable provisions of ORS chapters 187 and 279, and all other terms and conditions necessary to be inserted into public contracts in the State of Oregon, are hereby incorporated as if such provision were a part of this Agreement, including, but not limited to, ORS 279.310 to 279.320. Specifically, it is a condition of this contract that Contractor and all employers working under this Agreement are subject employers that will comply with ORS 656.017 as required by 1989 Oregon Laws, Chapter 684.

ARTICLE VIII ATTORNEY'S FEES

In the event of any litigation concerning this Contract, the prevailing party shall be entitled to reasonable attorney's fees and court costs, including fees and costs on appeal to any appellate courts.

ARTICLE IX QUALITY OF GOODS AND SERVICES

Unless otherwise specified, all materials shall be new and both workmanship and materials shall be of the highest quality. All workers and subcontractors shall be skilled in their trades.

CONTRACTOR guarantees all work against defects in material or workmanship for a period of one (1) year from the date of acceptance or final payment by METRO, whichever is later. All guarantees and warranties of goods furnished to CONTRACTOR or subcontractors by any manufacturer or supplier shall be deemed to run to the benefit of METRO.

ARTICLE X 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 hereto that such documents are works made for hire. CONTRACTOR does

hereby convey, transfer and grant to METRO all rights of reproduction and the copyright to all such documents.

ARTICLE XI SUBCONTRACTORS

CONTRACTOR shall contact METRO prior to negotiating any subcontracts and CONTRACTOR shall obtain approval from METRO before entering into any subcontracts for the performance of any of the services and/or supply of any of the goods covered by this Contract.

METRO reserves the right to reasonably reject any subcontractor or supplier and no increase in the CONTRACTOR's compensation shall result thereby. All subcontracts related to this Contract shall include the terms and conditions of this agreement. CONTRACTOR shall be fully responsible for all of its subcontractors as provided in Article IV.

ARTICLE XII RIGHT TO WITHHOLD PAYMENTS

METRO shall have the right to withhold from payments due 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.

If a liquidated damages provision is contained in the Scope of Work and If CONTRACTOR has, in METRO's opinion, violated that provision, METRO shall have the right to withhold from payments due CONTRACTOR such sums as shall satisfy that provision. All sums withheld by METRO under this Article shall become the property of METRO and CONTRACTOR shall have no right to such sums to the extent that CONTRACTOR has breached this Contract.

ARTICLE XIII SAFETY

If services of any nature are to be performed pursuant to this agreement, CONTRACTOR shall take all necessary precautions for the safety of employees and others in the vicinity of the services being performed and shall comply with all applicable provisions of federal, state and local safety laws and building codes, including the acquisition of any required permits.

ARTICLE XIV INTEGRATION OF CONTRACT DOCUMENTS

All of the provisions of any bidding documents including, but not limited to, the Advertisement for Bids, Request for Bids or Proposals, General and Special Instructions to Bidders, Proposal, Bid, Scope of Work, and Specifications which were utilized in conjunction with the bidding of this Contract are hereby expressly incorporated by reference. Otherwise, this Contract represents the entire and integrated agreement between METRO and CONTRACTOR and supersedes all prior negotiations, representations or agreements, either written or oral. This Contract may be amended only by written instrument signed by both METRO and CONTRACTOR. The law of the state of Oregon shall govern the construction and interpretation of this Contract.

**ARTICLE XV
ASSIGNMENT**

CONTRACTOR shall not assign any rights or obligations under or arising from this Contract without prior written consent from METRO.

CONTRACTOR

METRO

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

RB:xy
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05/17/95 3:10 PM

AGENDA ITEM 7.4
Meeting Date: June 15, 1995

Resolution No. 95-2157

For the Purpose of Authorizing the Solicitation of Bids for Hauling of Waste Tires From Metro's Solid Waste Facilities and Authorizing the Executive Officer to Execute a Multi-Year Contract.

SOLID WASTE COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 95-2157, FOR THE PURPOSE OF AUTHORIZING THE SOLICITATION OF BIDS FOR HAULING OF WASTE TIRES FROM METRO'S SOLID WASTE FACILITIES AND AUTHORIZING THE EXECUTIVE OFFICER TO EXECUTE A MULTI-YEAR CONTRACT

Date: June 6, 1995

Presented by: Councilor Kvistad

Committee Recommendation: At the June 6 meeting, the Committee voted unanimously to recommend Council adoption of Resolution No. 95-2157. Voting in favor: Councilors Kvistad, McFarland and McLain.

Committee Issues/Discussion: Council Analyst Houser explained that the purpose of the resolution was to initiate a bid solicitation process for the hauling of tires that are disposed of at Metro's two transfer stations. The tires would be hauled to a recycling facility that would process the tires under a separate contract with Metro. The issue is before the Council because it will be a multi-year contract.

Ray Barker, Solid Waste Operations Division, explained that staff estimates that about 46,000 tires will be disposed of at the transfer facilities in FY 95-96. Metro collects a small disposal fee on those tires disposed of directly at the transfer station. However, Barker noted that about 12,600 tires will be "orphan" tires that will be brought to the transfer facilities as a result of community cleanups, litter patrols and the cleanup of illegal dumpsites. He explained that the hauling and recycling of the tires are addressed in separate contracts because, in the past, parties have not been interested in bidding on both items within a single contract.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 95-2157 FOR THE PURPOSE OF AUTHORIZING THE SOLICITATION OF BIDS FOR HAULING OF WASTE TIRES FROM METRO'S SOLID WASTE FACILITIES AND AUTHORIZING THE EXECUTIVE OFFICER TO EXECUTE A MULTI-YEAR CONTRACT

Date: May 16, 1995

Presented by: Sam Chandler

PROPOSED ACTION

Adoption of Resolution No. 95-2157, authorizing the release of a Request For Bids (RFB) for hauling of waste tires from Metro solid waste facilities to a tire recycling facility, and authorizing the Executive Officer to execute a multi-year contract with the low, responsive, responsible bidder.

FACTUAL BACKGROUND AND ANALYSIS

During 1994, Metro received 43,417 waste tires at its solid waste transfer stations. It is estimated that Metro will receive 46,000 waste tires during FY 1995-96 (29,716 at Metro South and 16,284 at Metro Central). Of these 46,000 tires, an estimated 12,604 will be "orphan" tires for which Metro receives no revenue. "Orphan" tires are those collected from illegal dump sites and from highway litter collection activities. Metro has a policy of recycling the waste tires received at the solid waste facilities. Currently, Metro has a contract with a vendor that hauls the tires from the transfer stations to a tire recycling facility. The hauling contract expires June 30, 1995.

It is proposed that Metro use a RFB to obtain a new contract for hauling waste tires from the transfer stations to the tire recycling facility. RFB #95-B-13-SW, attached, provides for a two-year contract. The total estimated cost is \$114,778 for the period of July 1, 1995 through June 30, 1997. In addition to tire hauling, the scope of work requires the vendor to remove tires from their rims prior to delivery at the recycling facility. The Solid Waste Department has looked into the possibility of having the tire recycling company haul and recycle the tires, but to date the company has not been interested in bidding on the tire hauling.

Tire Hauling is listed in the 1995-96 Fiscal Year Budget as a Type "A" contract which, pursuant to Metro Code Section 2.04.032(d) requires authorization by Council prior to a release of a RFB. Metro Code Section 2.04.033(a)(1) requires Metro Council to approve all multi-year contracts which commit Metro to expenditures beyond the current fiscal year.

BUDGET IMPACT

The estimated cost of a new tire hauling contract for FY 1995-96 is \$57,389 (3% more than the existing contract). A total of \$57,389 is budgeted for tire hauling in FY 1995-96.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2157.

RB:gbc
staffrpt\staf0516.rpt

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE) RESOLUTION NO. 95-2157
SOLICITATION OF BIDS FOR HAULING OF WASTE)
TIRES FROM METRO'S SOLID WASTE FACILITIES) Introduced by Mike Burton
AND AUTHORIZING THE EXECUTIVE OFFICER) Executive Officer
TO EXECUTE A MULTI-YEAR CONTRACT)

WHEREAS, Metro receives approximately 45,000 waste tires annually at its solid waste transfer stations; and

WHEREAS, Metro has a policy of recycling waste tires received at its solid waste transfer stations; and

WHEREAS, Waste tires have to be hauled from the transfer stations to a tire recycling facility; and

WHEREAS, The current contract for hauling waste tires from Metro's transfer stations to a tire recycling facility expires June 30, 1995; and

WHEREAS, Metro desires to use a public bidding process to obtain a new contract for hauling waste tires from the transfer stations to a tire recycling facility;

WHEREAS, Tire hauling is listed in the 1995-96 Fiscal Year Budget as a Type "A" contract which pursuant to Metro Code Provision 2.04.032(d) requires authorization by Council prior to a release of a Request For Bids (RFB); and

WHEREAS, Metro Code Section 2.04.033(a)(1) requires the Metro Council to approve all multi-year contracts which commit Metro to expenditures beyond the current fiscal year; and

WHEREAS, The resolution was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now therefore,

BE IT RESOLVED, That the Metro Council hereby approves the issuance of RFB #95B-13-SW (Exhibit A) as attached to provide hauling of waste tires from Metro's solid waste transfer stations to a tire recycling facility, and authorizes the Executive Officer to execute a multi-year contract with the low, responsive, responsible bidder.

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

J. Ruth McFarland, Presiding Officer



METRO

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

Procurement Review Summary

MAY 11 1995

To: Procurement and Contracts Division

Vendor

From Date 5/8/95

Department Solid Waste

Subject

Division Operations

Name Ray Barker

Bid

Contract

Title Asst. Operations Manager

RFP

Other

Vendor no.

Contract no. RFB#95B-13-SW

Extension 1694

Purpose Hauling of waste tires

Expense

Procurement Personal/professional services Services (LM) Construction IGA

Revenue

Budget code(s)

Price basis

Term

Contract

531-310294-524190-75000

Unit

Completion

Grant

531-310295-524190-75000

Total

Annual

Other

Other

Multi-year**

This project is listed in the
199_5_-1996_ budget.

Payment required

July 1, 1995
Beginning date

Yes

Type A

Lump sum

No

Type B

Progress payments

June 30, 1997
Ending date

Total commitment	Original amount	\$ 114,778.00 (estimate)
	Previous amendments	\$
	This transaction	\$
	Total	\$
	A. Amount of contract to be spent fiscal year 1995 - 1996	\$ 57,389.00 (estimate)
	B. Amount budgeted for contract	\$
	C. Uncommitted/discretionary funds remaining as of	\$

Approvals

Division manager

Department director

Labor

Fiscal

Budget

Risk

Legal

* See instructions on reverse. ** If multi-year, attach schedule of expenditures. *** If A or B is less than C, and other line items are not entered, ...

EXHIBIT A

BID FOR: HAULING OF WASTE TIRES FROM METRO'S SOLID WASTE FACILITIES PURSUANT TO A TWO-YEAR SERVICE CONTRACT WITH METRO				Date: MAY 1995 BID #95B-13-SW	
				Address Bid to: RAY BARKER METRO SOLID WASTE DEPARTMENT 600 NE GRAND PORTLAND, OR 97232	
The undersigned, having full knowledge of the specifications for the item(s) listed below offers and agrees that this bid shall be irrevocable for at least 60 calendar days after the bid opening date and time, and if accepted, to furnish and/or all item(s) at the prices offered and delivered at the designated point(s) within the time specified in the schedule					
ITEM #	SUPPLIES/EQUIPMENT	QUANTITY	UNIT	UNIT PRICE	EXTENDED AMOUNT
	AS PER ATTACHED: SCHEDULE OF BID PRICES.				
(DO NOT INCLUDE COST OF PERFORMANCE BOND)					\$
The undersigned will deliver FOB destination the above supplies and or equipment within _____ calendar days after receipt of order. (For maximum time see SCOPE OF WORK)					
Cash Discount for prompt Payment: _____% _____ calendar days after acceptance of goods (See Instruction to Bidders)					
ADDRESS FOR DELIVERY (See Scope of Work)			MANUFACTURED BY:		
			MODEL #:		
			MANUFACTURER GUARANTY ENCLOSED: ____ YES ____ NO		

SCHEDULE OF BID PRICES

Metro will require the hauling of an estimated 92,000 waste passenger and truck tires and approximately 700 bundles of waste bicycle tires. In this schedule of bid prices the "number of units" shall mean the estimated quantity required during the term of the contract; this term does not indicate or guarantee any minimum or maximum quantity. The unit price will apply to whatever quantity is actually ordered by Metro during the term of the contract.

The Bidder, whose legal signature binding the Bidder to the bid prices indicated on these pages is found on the signature page, hereby bids as follows:

<u>Item No.</u>	<u>Number of Units</u>	<u>Description of Item</u>	<u>Unit Price</u>	<u>Total Amount</u>
1.	3,600	Hauling of Light Truck tires		
			\$	\$
(Words)			(Figures)	
2.	19,032	Hauling of Tires on Rims		
			\$	\$
(Words)			(Figures)	
3.	69,368	Hauling of Tires off Rims		
			\$	\$
(Words)			(Figures)	
4.	700	Hauling of Bicycle Tires off Rims (700 bundles; ten tires per bundle)		
			\$	\$
(Words)			(Figures)	
TOTAL BID AMOUNT				\$

BIDDER REPRESENTS/CERTIFIES/ACKNOWLEDGES AS PART OF THIS OFFER THAT:

(Check or complete all applicable boxes or blocks.)

1. **BID BOND:** Bidder has complied with Metro's requirements for \$500.00 bid surety and guarantees that this bid is irrevocable for the period specified herein;
2. **PERFORMANCE BOND:** Cost of the Bond, if required, is not included but will be: _____ (\$ _____). This amount will be reimbursed by Metro over and above the contract bid price.
3. **CONFLICT OF INTEREST:** Bidder hereby certifies that no officer, agent, or employee of Metro has participated on behalf of Metro in preparation of this bid, that the bid is made in good faith without fraud, collusion, or connection of any kind with any other Bidder for the same work, and the Bidder is competing solely in its own behalf without connection or obligation to any undisclosed person or firm.
4. **RESIDENT/NON-RESIDENT:** Undersigned Bidder states that it is a resident or non-resident of the state of Oregon. State in which Bidder resides: _____.
5. **TYPE OF BUSINESS ORGANIZATION:** Bidder operates as an individual, a corporation, incorporated under the laws of the state of _____, a non-profit organization, a partnership. (If partnership, list/attach names of the partners)
6. **OREGON LICENSE:** If a corporation, it is, or is not, licensed with Oregon Corporation Commission.
7. **REGISTRATION NO:** _____ with Construction Contractors Board.
8. **DOING BUSINESS AS:** Provide any assumed names utilized:

FIRM OR CORPORATION NAME: _____

NAME OF LOCAL REPRESENTATIVE: _____

MAILING ADDRESS: _____

STREET CITY STATE ZIP
TELEPHONE NUMBER: AREA CODE ()
FAX NUMBER: AREA CODE ()

NAME AND TITLE OF PERSON AUTHORIZED TO CONTRACT/SIGN OFFER (TYPE OR PRINT)

SIGNATURE OF AUTHORIZED PERSON:

NOTE: If Bidder desires to make an offer, but cannot sign contract, attached letter of explanation re: who will sign and time required for authorized signature.

Proposals must be enclosed in a sealed envelope, endorsed on the outside, indicate the bid subject, Request for Bid number and opening date, and delivered to Metro on or before the date and time of the bid opening. (See Instructions to Bidders)

BID BOND

BOND NO. _____
AMOUNT: \$ 500.00

KNOW ALL MEN BY THESE PRESENTS, that _____
hereinafter called the PRINCIPAL, and _____
a corporation duly organized under the laws of the State of _____ having its principal
place of business at _____, in the state of _____, and
authorized to do business in the state of Oregon, as SURETY, are held and firmly bound unto _____
hereinafter called the OBLIGEE, in the penal sum
of FIVE HUNDRED AND NO/100 DOLLARS (\$ 500.00), for the payment of which we bind
ourselves, our heirs, executors, administrators, successors, and assigns, jointly and severally,
firmly by these presents.

THE CONDITION OF THIS PRINCIPAL IS SUCH THAT: WHEREAS the PRINCIPAL is
herewith submitting a **BID FOR HAULING WASTE TIRES FROM METRO SOLID
WASTE FACILITIES** said Bid, by reference thereto, being hereby made a part hereof.

NOW, THEREFORE, if the Bid submitted by the PRINCIPAL is accepted, and the Contract
awarded to the PRINCIPAL, and if the PRINCIPAL shall execute the proposed Contract and
shall furnish any bond(s) required by the Contract Documents within the time fixed by the
Documents, then this obligation shall be void; if the PRINCIPAL shall fail to execute the
proposed Contract and furnish the bond(s), the SURETY hereby agrees to pay to the OBLIGEE
the penal sum as liquidated damages, within ten (10) days of such failure.

Signed and sealed this ____ day of _____, 19__.

By: _____
PRINCIPAL

By: _____
SURETY
Attorney-in-Fact

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INVITATION TO BID

Metro is requesting bids for hauling of waste tires from Metro's solid waste facilities to a Metro-designated disposal/recycling facility (RFB #95B-13-SW). Potential bidders may obtain bid documents by contacting the Solid Waste Department, 797-1650. Sealed bids must be delivered to the Solid Waste Department at Metro, 600 NE Grand, Portland, Oregon 97232-2736, to the attention of Ray Barker, Assistant Operations Manager, no later than 3:00 PDT, June 5, 1995, at which time they will be publicly opened and read in the Council Chamber.

The contract contemplated consists of picking up and hauling approximately 92,000 waste passenger and truck tires and approximately 700 bundles of waste bicycle tires (ten tires per bundle) from Metro's solid waste facilities to a Metro-designated disposal/recycling facility (currently Waste Recovery, Inc. located at 8501 N. Borthwick, Portland, OR 97217). Metro's solid waste disposal facilities are located as follows:

Metro Central Station
6161 NW 61st
Portland, OR 97210

Metro South Station
2001 Washington Street
Oregon City, OR 97045

The length of the contract is two years (July 1, 1995, through June 30, 1997).

INSTRUCTIONS TO BIDDERS

BID

Metro is soliciting bids for hauling of waste tires from Metro's solid waste facilities to a Metro-designated disposal/recycling facility (RFB #95B-13-SW). Bids must be enclosed in a sealed envelope and mailed or delivered to the Metro, Solid Waste Department, 600 NE Grand, Portland, Oregon 97232-2736, Attention: Ray Barker, Assistant Operations Manager, no later than 2:00 p.m., PDT, June 5, 1995, at which time they will be publicly opened in the Metro Council Chamber. A bid may not be submitted by Facsimile (FAX) transmittal.

The outside of the envelope shall plainly identify the subject of the Bid, the opening date, and the Bid number.

All bids must be clearly and distinctly typed or written with ink or indelible pencil. All blank spaces must be completed. No erasures are permitted. Mistakes must be crossed out and corrections typewritten or written in ink adjacent thereto, and initialed in ink by the party signing the Bid, or his authorized representative.

Written amounts shall be shown in both words and figures. Written amounts shall govern in cases of discrepancy between the amounts stated in words and the amounts stated in figures.

All bids must be on the form furnished by Metro or they may be rejected by Metro. Where plans and specifications are attached to the bid, they must be returned by the Bidder with the bid.

COST OF BID

This invitation to Bid does not commit Metro to pay any costs incurred by any Bidder in the submission of a bid, or in making necessary studies or designs for the preparation thereof, or for procuring or contracting for the items to be furnished under the invitation to bid.

ERRORS/OMISSIONS

Any Bid may be deemed non-responsive by the Procurement Officer if it is: Not on the Bid forms provided; contains errors or omissions, erasures, alterations, or additions of any kind; proposes prices which are unsolicited or obviously unbalanced; not in complete conformance with any and all conditions of the bidding documents.

ADDENDA TO PLANS OR SPECIFICATIONS

Requests for additional information or interpretation of the contract documents shall be delivered to the Project Manager, in writing, at least four (4) days prior to the Bid opening date and time. If, in the opinion of the Project Manager, additional information or interpretation is needed by the Bidders, an addendum will be issued to all known specification holders. The provisions of any written addenda issued by the Procurement Officer at least forty-eight (48) hours prior to the Bid opening date and time shall be binding upon the Bidders, and failure of a Bidder to obtain such addenda shall not excuse him from complying therewith, if he is awarded the contract. (All references to "he" in this document shall include the feminine reference of "she.")

MODIFICATION OF BID

An offer to modify the bid which is received from the successful Bidder after award of contract which makes the terms of the Bid more favorable or advantageous to Metro will be considered, and may thereafter be accepted. To be effective, every modification must be made in writing over the signature of the Bidder.

WITHDRAWAL OF BIDS

A Bidder may withdraw its bid in person, or by written or telegraphic request which are received prior to the scheduled closing time for filing Bids. A bid may not be withdrawn by FAX. Negligence on the part of the Bidder in preparing his bid confers no right to withdraw the bid after the scheduled closing time for filing Bids.

LATE BID

Bids received after the scheduled closing time for filing Bids will be returned to the Bidder unopened, unless such closing time is extended by Metro.

EXECUTION

Each Bid shall give the Bidder's full business address and bear its legal signature.

Bids by partnerships must list the full name of all partners and be signed by a partner or agent authorized to execute the contract on behalf of the partnership and identified by printed name and title.

Bids by corporations must bear the legal name of the corporation, the name of the state of incorporation, and the signature of the officer or agent authorized to legally bind the corporation.

Upon request by Metro, satisfactory evidence of the authority of the partner or officer shall be furnished.

If the Bid is signed by an agent who is not an officer of the corporation or a member of the partnership, a notarized Power of Attorney must be on file with Metro prior to the opening of Bids or be submitted with the Bid . Without such notice of authority, the Bid shall be considered improperly executed, defective and therefore nonresponsive.

A Bid submitted by a joint venture must include a certified copy of the terms and conditions of the agreement creating the joint venture.

All signatures must be in longhand, with the name and title of the signer typed or printed below the signature.

To facilitate evaluation of Bids, Metro requires that all Bidders adhere to the format, rules and procedures outlined by this RFB. Bidders that wish to take exception to, or comment upon, any provision within this RFB are encouraged to document their concerns within the Bid document.

Comments, conditions or exceptions should be thorough, succinct, well organized and therefore totally self-explanatory. The Bid must leave no ambiguity, need no clarification, and allow no interpretation.

Metro encourages the Bidders to propose management alternatives that reuse, recycle, or recover energy from wastes.

Metro may deem nonresponsive and therefore reject any Bid which fails to conform with, abide by, or otherwise comply with any of the above requirements.

EXAMINATION OF PLANS, SPECIFICATIONS, AND SITE OF WORK

It is understood that the Bidder, before submitting his Bid has made a careful examination of the plans, specifications, and contract; that he has fully informed himself as to the quality and quantity of materials and the character of the work required; and that he has made a careful examination of the location and condition of the work and the sources of supply for materials.

COMPLIANCE

Each Bidder shall inform himself of, and the Bidder awarded a contract shall comply with, federal, state, and local laws, statues, and ordinances relative to the execution of the work. This requirement includes, but is not limited to, nondiscrimination in the employment of labor, protection of public and employee safety and health, environmental protection, waste reduction and recycling, the protection of natural resources, fire protection, burning and nonburning requirements, permits, fees and similar subjects.

ELIGIBILITY

Prior to submitting a Bid, all Bidders on public works/construction projects are required to be registered with the State of Oregon Construction Contractors Board, pursuant to ORS 701.035.

EQUAL EMPLOYMENT OPPORTUNITY

During the performance of the contract, the Contractor agrees not to discriminate against any employee or applicant for employment because of race, creed, color, sex or national origin.

PERMITS AND LICENSES

Each Bidder shall obtain and include in his Bid the cost for all permits and licenses which may be required to perform the contract.

CONFLICT OF INTEREST

A Bidder filing a bid thereby certifies that no officer, agent, or employee of Metro or Metro has a pecuniary interest in this Bid or has participated in contract negotiations on behalf of Metro; that the bid is made in good faith without fraud, collusion, or connection of any kind with any other Bidder for the same call for Bids; the Bidder is competing solely in its own behalf without connection with, or obligation to, any undisclosed person or firm.

IMMATERIAL VARIANCES

Metro reserves the right to determine whether equipment or materials that comply substantially in quality and performance with the specifications are acceptable to Metro, and whether any variance listed by the Bidder in a bid is material or immaterial.

QUANTITIES

The quantities listed in all supply requests over time represent Metro's best estimate of potential purchases to be made during the contract term. Metro makes no guarantees as to the exact quantities to be purchased. The figures provided are intended merely as guides and Bidders are warned not to construe them as a guarantee to purchase any amount.

Payment will be made only for quantities actually ordered, delivered, and accepted whether greater or less than the stated amounts.

TERMS

A Bid may be rejected if it requires payment in less than thirty (30) calendar days after delivery or if it requires payment, in whole or in part, prior to delivery.

PRICES

All prices submitted shall be firm during the contract period. If unit prices are requested, they should be provided for each unit on which there is a Bid. In case of mistake in extension of price, unit prices shall govern. All prices shall be F.O.B. destination.

EQUIVALENT PRICES/TERMS

Bidder represents that all prices, terms and benefits offered in this agreement are equal to or better than the equivalent prices, terms and benefits being offered by Bidder to any other state or local government unit or commercial customer in the State of Oregon.

Should Bidder, during the term of this agreement, enter into any contact, agreement or arrangement that provides lower prices, more favorable terms or greater benefits to any other such government unit or commercial customer, this agreement shall thereupon be deemed amended to provide the same price or prices, terms and benefits to Metro. This provision applies to comparable products, supplies and services, and to purchase volumes by Metro that are not less than the purchase volumes of the government unit or commercial customer that has received the lower prices, greater benefits or more favorable terms.

Donations of products, supplies or services to charitable, nonprofit or government entities, if the donations are recognized as such and are deductible under the federal Internal Revenue Code, shall not be considered contracts, agreements, sales or arrangements with other government units or commercial customers that call for the application of this paragraph.

DISCOUNTS

All prices must be submitted on a net basis. Cash discounts for prompt payment will be considered in awarding the Bid. Where the net Bid is equal to a Bid with a cash discount for prompt payment, the award shall be made to the net Bid. Cash discounts for prompt payment will be figured from the date of delivery and acceptance of the article(s), or in the case of incorrect invoice, from the date of receipt of corrected invoice.

BID SECURITY

All Bids in excess of \$25,000 must be accompanied by a Bid deposit in the form of cashier's check or certified check drawn on a bank in good standing, or a Bid bond issued by a surety authorized to conduct such business in the state of Oregon. The deposit will be \$500.00. The deposit shall serve as a guarantee that the Bidder will not withdraw the Bid for a period of sixty (60) days after Bid opening, and if awarded the Contract will execute the attached Metro contract and furnish all bond(s) as required and within the time frame specified herein.

The Attorney-in-Fact (Resident Agent) who executes any bond on behalf of the Surety must attach a notarized copy of his/her Power of Attorney as evidence of his/her authority to bind the Surety on the date of execution of the bond.

Bid security is not required for food products and may be waived by the Metro Council if expressly deleted by the special conditions attached.

BASIS OF AWARD

The award shall be made to the responsible Bidder(s) submitting the most responsive Bid to Metro. Any determination of the responsible Bidder(s) submitting the most advantageous Bid and the award are subject to review and determination by the Metro Legal Counsel as to legal sufficiency of any Bid submitted. Metro reserves the right to reject any and/or all Bids in whole or in part, and to waive irregularities not affecting substantial rights.

GENERAL CONDITIONS

NOTICE OF AWARD

Within ten (10) calendar days after the opening of Bids, Metro will accept one of the Bids, or combination of Bids, or reject all Bids in accordance with the Basis of Award. The acceptance of the Bid will be by written Notice of Conditional Award, mailed or delivered to the office designated in the Bid. The Notice of Conditional Award shall not entitle the party to whom it is delivered to any rights whatsoever.

CONTRACT

The Successful Bidder shall, within ten (10) days, not including Sundays and legal holidays, after receiving notice of award, sign and deliver to Metro the Contract hereto attached.

BID SECURITY

REQUEST FOR BIDS FOR
HAULING OF WASTE TIRES FROM
METRO'S SOLID WASTE FACILITIES

Bid securities will be held until the Contract has been finally executed, after which all Bid securities, other than those which have been forfeited, will be returned to the respective Bidders whose Bid they accompanied.

The Bidder who has a contract awarded to him and fails to promptly and properly execute the contract and furnish any required bond(s) shall forfeit the Bid security that accompanied his Bid, and the Bid security shall be retained as liquidated damages by Metro, and it is agreed that this sum is a fair estimate of the amount of damages Metro will sustain in case the Bidder fails to enter into a contract and furnish the bond as required herein. Bid security deposited in the form of a certified check or cashier's check shall be subject to the same requirements as a Bid bond.

BONDS

Within ten (10) days of notification of award, the Contractor shall provide the following:

- A performance bond in an amount equal to 100 percent of the contract price for all public works/construction contracts over \$10,000;
- A Labor and Materials bond in an amount equal to 100 percent of the contract price for all public works/construction contracts over \$15,000.
- Under \$50,000, both bonds may be combined as one bond;
- Over \$50,000, separate bonds are required.

On all other contracts, a performance bond may be required if deemed in the public interest by Metro.

FOREIGN CONTRACTOR

A Contractor that is not domiciled in or registered to do business in the State of Oregon shall, upon execution of a contract in excess of \$10,000, promptly report the total contract price, terms of payment, length of contract and all other required information to the Oregon Department of Revenue. Compliance shall be documented and Metro shall be fully satisfied as to complete compliance prior to release of final payment.

INSURANCE

The Contractor shall purchase and maintain at his expense the following types of insurance covering the Contractor, and his employees and agents.

1. Broad form comprehensive general liability insurance covering bodily injury, property damage, and personal injury with automatic coverage for premises and operations and product liability. The policy must be endorsed with contractual liability coverage.
2. Automobile bodily injury and property damage liability insurance.

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.

Metro, its councilors, department, employees, and agents shall be named as an ADDITIONAL INSURED. Notice of any material change or policy cancellation shall be provided to Metro thirty (30) days prior to the change.

The Contractor shall comply with ORS 656.017 for all employees who work in the state of Oregon for more than 10 days. He shall provide Metro with certification of workers' compensation insurance including employer's liability.

WORKERS' COMPENSATION

The Contractor, and all subsequent subcontractors and suppliers performing work pursuant to this contract shall provide Workers' Compensation benefits as required by and in accordance with all applicable state and federal laws.

NOTICE OF ASSIGNMENT

Metro will not recognize any assignment or transfer of any interest in this contract without written notice to the Procurement Officer by the new vendor.

HAZARD COMMUNICATION

The Contractor shall be required to strictly adhere to, coordinate with Metro and document full compliance with the policies and procedures of the Oregon Occupational Health and Safety Code, OAR Chapter 437, Division 155, Hazard Communication.

Therefore, the Contractor and all subcontractors and suppliers within his control shall notify Metro and all parties to the agreement as to:

- > Hazardous materials to which they may be exposed on site;
- > Employee measures to lessen the possibility of exposure;

- > All contractor measures to reduce the risk;
- > Procedures to follow if exposed.

The Contractor shall provide Metro with all Material Safety Data Sheets (MSDS) prior to delivery or introduction of the material on site.

For further information or clarification, contact the Metro Risk Management Division at 797-1615.

DELIVERY TIMES

The Contractor shall deliver between the hours of 8:00 a.m. and 5:00 p.m. Unloading must be completed by 5:00 p.m. unless approved in advance by Metro. Requests for such approval must be received by Metro at least three (3) days prior to delivery. Contractor shall assume all risk of deliveries made during hours beyond those listed above.

FAILURE TO PERFORM

Should the Contractor fail to meet the agreed upon delivery schedule, thereby making it necessary for Metro to purchase urgently-needed service items from another source, the low Bidder shall pay the difference between the accepted low Bid price and the purchase price or accept an offset against any monies then owed by Metro.

INVOICES

Invoices shall be prepared and submitted in triplicate (one copy shall be marked "original") unless otherwise specified. Invoices shall contain the following information: Contract or Purchase Order number (if any), item numbers, description of supplies or services, sizes, quantities, unit prices and extended totals. Invoice should also state name of the unit or department to which the merchandise was shipped or delivered. Bill to Accounts Payable.

CANCELLATION

Metro reserves the right to cancel this contract in whole or in part if the Contractor willfully fails to perform any of the provisions in the contract, or fails to make delivery within the time stated, unless the time is extended by a Change Order.

LAW OF STATE OF OREGON

This contract is entered into within the state of Oregon, and the law of said State, whether substantive or procedural, shall apply and be followed with respect to this contract.

BASIS OF AWARD - ANNUAL SERVICE CONTRACT - ALL JURISDICTIONS

This bid solicitation anticipates the award of an annual service contract with firm unit pricing from a single vendor for the period from July 1, 1995, to June 30, 1997.

The quantities specified herein represent the estimated quantities anticipated at this time and there are no specific minimums, maximums or guarantees of any kind by Metro.

Therefore, all bidders are specifically advised to document all terms and conditions required to determine all costs and limitations in the pricing including but not limited to all minimum loads special hauling charges, etc.

SCOPE OF WORK

1. Contractor shall pick up and haul an estimated 92,000 waste passenger and truck tires and approximately 700 bundles of waste bicycle tires (ten tires per bundle) from the following Metro solid waste facilities:
 - a. Metro Central Station
6161 N.W. 61st
Portland, OR 97210
 - b. Metro South Station
2001 Washington Street
Oregon City, OR 97045

2. The following is an estimate of the number of tires by category

Bicycle Tires	700*
Light Truck Tires	3,600
Tires On Rims	19,032
Tires Off Rims	69,368

*700 bundles (ten tires per bundle)

Approximately 55% of the tires will be picked up and hauled from the Metro South Station and 45% from the Metro Central Station. The actual volumes will fluctuate. Light truck tires shall include tires on split rims, tires from off-road and 4-wheel drive vehicles and tires on rims greater than 16 inches in diameter.

3. Contractor shall be responsible for assembling the bicycle tire bundles. Each bundle shall contain ten bicycle tires.
4. Metro cannot store more than 100 passenger and truck tires at any time at either of the solid waste facilities shown above. Contractor shall pick up tires and haul them away as often as necessary to avoid exceeding the site maximum. Contractor shall pick up tires during regular scalehouse hours.
5. Contractor shall dismount all tires that are on rims less than 24 inches in diameter. The rims will be either sold for reuse or recycled by the Contractor. Contractor must have necessary equipment to remove passenger, truck and tractor tires from the rim.
6. Contractor shall have a permit from the Department of Environmental Quality (DEQ) to haul waste tires within the State of Oregon as well as any required local permits.

7. Contractor may sell some or all of the waste tires for reuse or recycling. Contractor shall report monthly to Metro the number of waste tires sold, the names of purchaser(s) and the intended use of the tires. Under no circumstances shall any of the tires hauled from a Metro facility be landfilled or dumped unlawfully by the Contractor or by any purchaser of said tires. Contractor shall only charge a hauling fee for waste tires not sold by Contractor but specifically delivered to Waste Recovery, Inc., a disposal/recycling facility under contract to Metro, located at 8501 N. Borthwick, Portland, OR 97217. Waste Recovery, Inc. will bill Metro for disposal of the tires. A copy of the Waste Recovery, Inc. delivery transaction forms shall be submitted monthly with Contractor's invoice to Metro.
8. Contractor shall secure each load of tires before leaving the transfer stations so that no tire can fall from the Contractor's vehicle.
8. Contractor shall inform scalehouse personnel at each Metro facility how many tires on the rim and off the rim are being picked up each trip. Metro's Scalehouse Clerk will give the Contractor an invoice slip for each trip. The Contractor will submit the Metro invoices with his/her monthly billing invoice.
9. On days that the tire storage area at any Metro site becomes overfilled, the Metro facility supervisor will contact the Contractor by telephone, and the Contractor will be expected to haul the additional tires within 24 hours of such call. This shall be done to ensure the tire storage area does not become unsightly.
10. Should the Contractor not be able to keep his/her scheduled pick-ups or otherwise be unresponsive to excessive tire volumes, Metro may at any time hire another vendor to haul the tires and subsequently consider cancellation of the contract.
11. Cost of Living Adjustment: One year after this agreement is executed, the per tire fee paid by Metro shall escalate at a rate equal to the change of the most recently released Portland area Consumer Price Index (CPI) for all urban consumers for the previous twelve-month period.

NOTICE TO ALL BIDDERS

The public contract included herein is a standard agreement approved for use by Metro's General Counsel. As such, it is included for your review prior to bid.

Any changes in the adopted language must be requested and resolved as part of the bid process or as a condition attached to the project bid.

Consider the language carefully. Conditioned bids may be considered nonresponsive. Subsequent requests for modification may not only be rejected, but interpreted as a request to modify and withdraw the original bid.

ATTACHMENT A
To the Request for Bids

CONTRACT NO. _____

SAMPLE - STANDARD PUBLIC CONTRACT

THIS Contract is entered into between Metro, a metropolitan service district organized under the laws of the State of Oregon and the 1992 Metro Charter, whose address is 600 NE Grand Avenue, Portland, Oregon 97232, and _____, whose address is _____, hereinafter referred to as the "CONTRACTOR."

In exchange for the promises and other consideration set forth below, the parties agree as follows:

ARTICLE I
SCOPE OF WORK

CONTRACTOR shall perform the work and/or deliver to METRO the goods described in Attachment A, the Scope of Work, which is incorporated herein by this reference. All services and goods shall be of good quality and, otherwise, in accordance with the Scope of Work.

ARTICLE II
TERM OF CONTRACT

The term of this Contract shall be for the period commencing _____, through and including _____.

ARTICLE III
CONTRACT SUM AND TERMS OF PAYMENT

METRO shall compensate the CONTRACTOR for work performed and/or goods supplied as described in the Scope of Work. METRO shall not be responsible for payment of any materials, expenses or costs other than those which are specifically included in the Scope of Work.

ARTICLE IV
LIABILITY AND INDEMNITY

CONTRACTOR is an independent contractor and assumes full responsibility for the content of its work and performance of CONTRACTOR's labor, and assumes full responsibility for all liability for bodily injury or physical damage to person or property arising out of or related to this Contract, and shall indemnify, defend and hold harmless METRO, its agents and employees, 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 Contract. CONTRACTOR is solely responsible for paying CONTRACTOR's subcontractors and nothing contained herein shall create or be construed to create any contractual relationship between any subcontractor(s) and METRO.

ARTICLE V
TERMINATION

METRO may terminate this Contract upon giving CONTRACTOR seven (7) days written notice. In the event of termination, CONTRACTOR shall be entitled to payment for work performed to the date of termination. METRO shall not be liable for indirect or consequential damages. Termination by METRO will not waive any claim or remedies it may have against CONTRACTOR.

**ARTICLE VI
INSURANCE**

CONTRACTOR shall purchase and maintain at CONTRACTOR's expense, the following types of insurance covering the CONTRACTOR, its employees and agents.

A. Broad form comprehensive general liability insurance covering personal injury, property damage, and bodily injury with automatic coverage for premises and operation and product liability. The policy must be endorsed with contractual liability coverage.

B. Automobile bodily injury and property damage liability insurance.

Insurance coverage shall be a minimum of \$500,000 per occurrence. If coverage is written with an aggregate limit, the aggregate limit shall not be less than \$1,000,000. METRO, its elected officials, departments, employees, and agents shall be named as an ADDITIONAL INSURED. Notice of any material change or policy cancellation shall be provided to METRO thirty (30) days prior to the change.

This insurance as well as all workers' compensation coverage for compliance with ORS 656.017 must cover CONTRACTOR's operations under this Contract, whether such operations be by CONTRACTOR or by any subcontractor or anyone directly or indirectly employed by either of them.

CONTRACTOR shall provide METRO with a certificate of insurance complying with this article and naming METRO as an insured within fifteen (15) days of execution of this Contract or twenty-four (24) hours before services under this Contract commence, whichever date is earlier.

**ARTICLE VII
PUBLIC CONTRACTS**

All applicable provisions of ORS chapters 187 and 279, and all other terms and conditions necessary to be inserted into public contracts in the State of Oregon, are hereby incorporated as if such provision were a part of this Agreement, including, but not limited to, ORS 279.310 to 279.320. Specifically, it is a condition of this contract that Contractor and all employers working under this Agreement are subject employers that will comply with ORS 656.017 as required by 1989 Oregon Laws, Chapter 684.

**ARTICLE VIII
ATTORNEY'S FEES**

In the event of any litigation concerning this Contract, the prevailing party shall be entitled to reasonable attorney's fees and court costs, including fees and costs on appeal to any appellate courts.

**ARTICLE IX
QUALITY OF GOODS AND SERVICES**

Unless otherwise specified, all materials shall be new and both workmanship and materials shall be of the highest quality. All workers and subcontractors shall be skilled in their trades.

CONTRACTOR guarantees all work against defects in material or workmanship for a period of one (1) year from the date of acceptance or final payment by METRO, whichever is later. All guarantees and warranties of goods furnished to CONTRACTOR or subcontractors by any manufacturer or supplier shall be deemed to run to the benefit of METRO.

**ARTICLE X
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 hereto that such documents are works made for hire. CONTRACTOR does hereby convey, transfer and grant to METRO all rights of reproduction and the copyright to all such documents.

**ARTICLE XI
SUBCONTRACTORS**

CONTRACTOR shall contact METRO prior to negotiating any subcontracts and CONTRACTOR shall obtain approval from METRO before entering into any subcontracts for the performance of any of the services and/or supply of any of the goods covered by this Contract.

METRO reserves the right to reasonably reject any subcontractor or supplier and no increase in the CONTRACTOR's compensation shall result thereby. All subcontracts related to this Contract shall include the terms and conditions of this agreement. CONTRACTOR shall be fully responsible for all of its subcontractors as provided in Article IV.

**ARTICLE XII
RIGHT TO WITHHOLD PAYMENTS**

METRO shall have the right to withhold from payments due 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.

If a liquidated damages provision is contained in the Scope of Work and if CONTRACTOR has, in METRO's opinion, violated that provision, METRO shall have the right to withhold from payments due CONTRACTOR such sums as shall satisfy that provision. All sums withheld by METRO under this Article shall become the property of METRO and CONTRACTOR shall have no right to such sums to the extent that CONTRACTOR has breached this Contract.

**ARTICLE XIII
SAFETY**

If services of any nature are to be performed pursuant to this agreement, CONTRACTOR shall take all necessary precautions for the safety of employees and others in the vicinity of the services being performed and shall comply with all applicable provisions of federal, state and local safety laws and building codes, including the acquisition of any required permits.

**ARTICLE XIV
INTEGRATION OF CONTRACT DOCUMENTS**

All of the provisions of any bidding documents including, but not limited to, the Advertisement for Bids, Request for Bids or Proposals, General and Special Instructions to Bidders, Proposal, Bid, Scope of Work, and Specifications which were utilized in conjunction with the bidding of this Contract are hereby expressly incorporated by reference. Otherwise, this Contract represents the entire and integrated agreement between METRO and CONTRACTOR and supersedes all prior negotiations, representations or agreements, either written or oral. This Contract may be amended only by written instrument signed by both METRO and CONTRACTOR. The law of the state of Oregon shall govern the construction and interpretation of this Contract.

**ARTICLE XV
ASSIGNMENT**

CONTRACTOR shall not assign any rights or obligations under or arising from this Contract without prior written consent from METRO.

CONTRACTOR

METRO

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

RB:ry
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AGENDA ITEM 7.5
Meeting Date: June 15, 1995

Resolution No. 95-2155

For the Purpose of Authorizing an Exemption to Metro Code Chapter 2.04.41(c), Competitive Bidding Procedures, and Authorizing a Sole-Source Contract with Information Systems, Inc. for Consulting Services for Weight Systems at Solid Waste Disposal Facilities.

SOLID WASTE COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 95-2155, FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION TO METRO CODE CHAPTER 2.04.41(C), COMPETITIVE BIDDING PROCEDURES, AND AUTHORIZING A SOLE-SOURCE CONTRACT WITH INFORMATION SERVICES, INC. FOR CONSULTING SERVICES FOR WEIGHT SYSTEMS SOFTWARE AT SOLID WASTE DISPOSAL FACILITIES

Date: June 7, 1995

Presented by: Councilor McLain

Committee Recommendation: At the June 6 meeting, the Committee voted unanimously to recommend Council adoption of Resolution No. 95-2155. Voting in favor: Councilors Kvistad, McFarland and McLain.

Committee Issues/Discussion: Council Analyst Houser reviewed the purpose of the proposed resolution. He noted Metro has installed computerized weight measurement systems at both transfer stations. The system is a proprietary system that was developed and sold only by Information Systems Inc.(ISI). Therefore, this resolution provides for a sole-source contract with ISI for the maintenance of the system. The issue is before the Council because it is a sole-source multi-year contract

Ray Barker, Solid Waste Operations Division, presented the staff report. He noted that the department has been very satisfied with the level of maintenance and consulting services that ISI has provided since the initial installation of the Weighmaster system. He explained that as ISI has fine-tuned the system and Metro staff have become more familiar with it, the maintenance costs have steadily declined. The proposed contract will be for \$20,000 for a two year period. Barker also praised ISI for their willingness to make modifications to improve the system. He noted that many other designated facilities in the region either use the Weighmaster or compatible systems.

Councilor Kvistad asked how long Metro had been associated with ISI. Barker responded that the system had been initially installed at Metro South in either 1988 or 1989 and that ISI had maintained the system since its installation. He also commented that replacing the current system would probably cost in excess of \$50,000.

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
bark\reports\staffrpt\staf0503.rpt

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING AN)
EXEMPTION TO METRO CODE CHAPTER)
2.04.41(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)

RESOLUTION NO. 95-2155

Introduced by Mike Burton
Executive Officer

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.

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 INSURED. 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
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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 Weight 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

Subject

Mill Centre, Ste. 210
3000 Chestnut Ave.

Division Operations

Bid Contract

Baltimore, MD 21211

Name Ray Barker

RFP Other

Vendor no. _____

Title Assistant Operations Mgr.

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

Budget code(s)

Price basis

Term

Contract

531-310274-524210-75000

Unit

Completion

Grant

531-310275-524210-75000

Total

Annual

Other

Other

Multi-year**

This project is listed in the
199__-199__ budget.

Payment required

July 1, 1995
Beginning date

Yes

Type A

Lump sum

June 30, 1997
Ending date

No

Type B

Progress payments

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 _____

Competitive quotes, bids or proposals:

Submitted by _____	\$Amount _____	MW/DBE _____	Foreign or Oregon Contractor _____
Submitted by _____	\$Amount _____	MW/DBE _____	Foreign or Oregon Contractor _____
Submitted by _____	\$Amount _____	MW/DBE _____	Foreign or Oregon Contractor _____

Comments: _____

Attachments:

- Ad for bid
- Plans and specifications
- Bidders list (M/W/DBEs included)

Instructions:

1. Obtain contract number from procurement division.
Contract number should appear on the summary form and all copies of the contract.
2. Complete summary form.
3. If contract is:
 - A. Sole source, attach memo detailing justification.
 - B. Less than \$2,500, attach memo detailing need for contract and contractor's capabilities, bids, etc.
 - C. More than \$2,500, attach quotes, evaluation form, notification of rejection, etc.
 - D. More than \$10,000 or \$15,000 attach RFP or RFB respectively.
 - E. More than \$50,000, attach agenda management summary from council packet, bids, RFP, etc.
4. Provide packet to procurement for processing.

Special program requirements:

General liability: _____ / _____ / _____

Liquidated damages \$ _____ day

- Workers comp
- Auto
- Professional liability
- Prevailing wages
- Non-standard contract
- Davis/Bacon

Dates:

Ads _____ (Publication) _____

Pre-bid meeting _____ Bid opening** _____

Filed with council _____ For action _____

Filed with council committee _____ For hearing _____

Project estimate: _____

Funding:

- Local/state
- Federal
- Other _____

Bond requirements:

_____ % Bid \$ _____

_____ % Performance \$ _____

_____ % Performance/payment* \$ _____

_____ % LM \$ _____

* Separate bonds required if more than \$50,000.

** Minimum period: two weeks from last day advertised.

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1797



METRO

MEETING: METRO COUNCIL REGULAR MEETING
DATE: June 15, 1995
DAY: Thursday
TIME: 2:00 p.m.
PLACE: Council Chamber

Approx. Time *		Presenter
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 June 8, 1995 Metro Council Meeting.	
	5. ORDINANCES: FIRST READINGS	
2:20 PM (5 Min)	5.1 Ordinance No. 95-607 , For the Purpose of Adopting Revisions to the Regional Transportation Plan.	
	6. ORDINANCES: SECOND READINGS	
2:25 PM (30 Min)	6.1 Ordinance No. 95-604 , For the Purpose of Adopting A Future Vision for the Region. ***PUBLIC HEARING***	McLain
	7. RESOLUTIONS	
2:55 PM (10 Min.)	7.1 Resolution No. 95-2166 , For the Purpose of Amending the Council Committee Meeting Schedule.	Monroe
3:05 PM (10 min.)	7.2 Resolution No. 95-2104 , For the Purpose of Expressing the Council's Appreciation to the Members of the Future Vision Commission.	McLain

For assistance/Services per the Americans with Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office)

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

<u>Approx. Time *</u>			<u>Presenter</u>
3:15 PM (10 min.)	7.3	Resolution No. 95-2156, For the Purpose of Authorizing the Solicitation of Bids for Maintenance of Truck and Axle Scales and Authorizing the Executive Officer to Execute a Multi-Year Contract.	McLain
3:25 PM (10 min.)	7.4	Resolution No. 95-2157, For the Purpose of Authorizing the Solicitation of Bids for Hauling of Waste Tires From Metro's Solid Waste Facilities and Authorizing the Executive Officer to Execute a Multi-Year Contract.	Kvistad
3:35 PM (10 min.)	7.5	Resolution No. 95-2155, For the Purpose of Authorizing an Exemption to Metro Code Chapter 2.04.41(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.	McLain
3:45 PM (10 min.)	8.	COUNCILOR COMMUNICATIONS	
3:55 PM (10 min.)	9.	LEGISLATIVE ITEMS	
4:05 PM		ADJOURN	

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

POSSIBLE AMENDMENTS TO FUTURE VISION ORDINANCE

As suggested by COMPA

1. Page 3, line 68:

VITAL COMMUNITIES - In 2045, communities throughout the bi-state region are economically vital, socially healthy and responsive to the needs of their residents. . . .

2. Page 3, line 78:

ECONOMY - In 2045, our bi-state regional economy is dynamic and diverse, with urban and rural economies linked in a common frame. . . .

3. Page 4, line 80:

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

4. Page 5, line 115:

. . . sub-regional identity. In addition, investment, both public and private, is focused in our historic and our new urban centers throughout the region. This pattern of investment and renewal continues to be an important part of our strategy for building and maintaining healthy communities.

5. Page 6, lines 135-141:

GROWTH MANAGEMENT - In 2045, growth in the region has occurred, but it has been managed so our citizens have maintained or improved their quality of life. Our objective has been and still is to live in great cities communities, not merely big ones. Our desire for separate communities is reflected in the Future Vision Map which depicts settlement patterns. Carrying capacity and sustainability concepts help measure and track progress toward maintaining a desired quality of life but they can not be used to set population limits. Our successes in balancing our region's growth with its livability comes from a commitment to ongoing reviews of our past achievements combined with appropriate actions

~~to maintain and enhance our quality of life.~~ The Values and Vision Statements herein should be used to guide the establishment of new communities.

POSSIBLE AMENDMENTS TO FUTURE VISION ORDINANCE

As suggested by Jobs With Justice

1. Page 2, lines 28-29:

". . . and suitable social mechanisms to ensure dignity and equity for all and compassion and adequate income for those in need."

2. Page 3, lines 55-57:

"Life-long learning is the critical ingredient that enables the residents of this region to meet the responsibilities of citizenship, to gain pleasure from a rich cultural and social life, and to adapt to new ideas, new technologies, and changing economic conditions.

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; as a high priority, every child, regardless of income, has the opportunity to engage in the literary, visual, and performing arts in community centers.

LAND USE PLANNING COMMITTEE REPORT

RESOLUTION NO. 95-2104, EXPRESSING THE COUNCIL'S APPRECIATION TO THE MEMBERS OF THE FUTURE VISION COMMISSION

Date: June 13, 1995

Presented by: Councilor McLain

COMMITTEE RECOMMENDATION: At its June 13, 1995 meeting the Land Use Planning Committee voted 3-0 to recommend Council adoption of Resolution No. 95-2104. All committee members were present and voted in favor.

COMMITTEE DISCUSSION/ISSUES: None

June 15, 1995

To: Metro Council

From: Herbert Althouse

Subject: Future Vision Document

In reviewing the above document, I have noticed the lack of a vision statement for the job creating opportunities afforded by industrial based opportunities; that is, sufficient land set aside for industry in all its various forms. When one thinks of an industrial based economy, one must also think and plan now for the methods of transportation required by those goods and materials.

If we are in fact going to provide for, and have happen, the societal, environmental and other elements envisioned in the document, it is incumbent upon us to recognize that a wage earnings format must also be provided, whether it is in centralized "work" zones, free standing industry or home-based electronic age residences. Further, I would submit in the section "ECONOMY" the current descriptive use of "family wage" as an earnings indicator may not be a suitable description for an acceptable economic living standard 50 years in the future unless the definition of "family" is footnoted to include a "unit of one".

"LINKAGES" also infers that work will be accomplished in "centers". This article needs more thought. Based upon my vision concept of a highly diverse economy, one in which jobs may well be more home-based, "manufacturing, distribution and office employment centers" is not accurately descriptive in this vision document.

In conclusion, Metro Council should have a fully revised document available for public review prior to adoption of the proposed version currently being presented. Delaying adoption, even in the face of the Charter, would certainly be an objective worth pursuing and would allow more timely thought to go into the revisions being suggested by myself and others. Less ambiguity and a more clear and objective vision document would make easier for the "Regional Framework Plan" to be drafted. The Vision committee's work effort to produce this document is to be complimented; however, the major issue I see remains the lack of objectiveness in the Vision statement to accomplish the "financial where-with-all" of a balance sheet to be balanced against the envisioned lifestyle. It is for this reason a delay in adoption would produce a better Future Vision document worthy of the effort.

Herbert Althouse
30121 SE Pipeline Rd.
Gresham, OR 97080
663-6444

Minutes of the Metro Council
June 8, 1995
Metro Regional Center, Council Chamber

Councilors Present: Ruth McFarland (Presiding Officer), Rod Monroe (Deputy Presiding Officer), Patricia McCaig, Don Morissette, Ed Washington, Susan McLain, Jon Kvistad

Presiding Officer McFarland called the regular meeting to order at 2:10 p.m.

Councilor Kvistad presented the Earth Machine composters to each of the Councilors. He spoke to the success of the composter events in the region.

1. INTRODUCTIONS

Councilor McLain recognized member of the Metro Committee for Citizen Involvement.

2. CITIZEN COMMUNICATIONS

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

None.

4. CONSENT AGENDA

4.1 Consideration of Minutes of the June 1, 1995 Council Meeting

Motion: Councilor Monroe moved, seconded by Councilor Washington to approve the minutes.

Vote: All those present voted aye. The vote was unanimous and the motion passed.

5. ORDINANCES: FIRST READINGS

5.1 Ordinance No. 95-597, For the Purpose of Amending the Metro Code Chapter 5.02 to Provide Language Clarification, Revise Credit Policy for Recycled Material, and Provide Covered Load Rebate for Yard Debris

The clerk read the ordinance by title only for the first time. Presiding Officer McFarland referred the Ordinance to the Solid Waste Committee.

6. ORDINANCES: FIRST READINGS

6.1 Ordinance No. 95-605, Amending the FY. 1994-95 Budget and Appropriations Schedule to Fund Certain Expenses Related to the Open Spaces, Parks and Streams General Obligation Bonds; and Declaring an Emergency

The clerk read the ordinance by title only for the second time.

Motion: Councilor Washington moved, seconded by Councilor McCaig to adopt the Ordinance.

Councilor Washington presented the staff report, a copy of which is include in the record of this meeting.

Presiding Officer McFarland opened a public hearing, with no citizens appearing to testify, Presiding Officer McFarland closed the public hearing.

Vote: All those present voted aye. The vote was unanimous and the motion passed.

Motion to Suspend the Rules: Councilor Monroe moved, seconded by Councilor McCaig to suspend the rules to consider Ordinance No. 95-606A.

Vote: All those present voted aye. The vote was unanimous and the motion passed.

UNSCHEDULED ITEM - Consideration of Ordinance No. 95-606A, An Ordinance 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 Network (REGGIE) between Metro and the Agencies Participating in the South/North High Capacity Transit Study; and Declaring an Emergency

Motion: Councilor Monroe moved, seconded by Councilor McCaig to adopt the ordinance.

Councilor Monroe presented the Ordinance noting it had been discussed at the June 8, 1995 Finance Committee meeting.

Presiding Officer McFarland opened a public hearing, with no citizens appearing to testify, Presiding Officer McFarland closed the public hearing.

Vote: All those present voted aye. The vote was unanimous and the motion passed.

7. COUNCILOR COMMUNICATIONS

Councilor McLain noted Executive Officer Burton would be providing the Council with meeting notices and summaries of the 2040 Means Business Committee meetings. She noted she would be meeting with Mike McKeever, McKeever Morris, to discuss the activities of FOCUS related to water issues. She announced the 2040 Open House forums.

Councilor Morissette noted he was seeking comments from the Council with regard to the Office of the Auditor.

Councilor Monroe announced a joint meeting of JPACT and the Metro Council to discuss the transportation funding issues, June 27, 1995 at 7:00 p.m.

Councilor Kvistad noted he was arranging a tour of the Bull Run water reservoir.

Councilor Washington updated the Council on the MERC negotiations with the City of Portland related to merging the facilities.

Councilor McCaig discussed concerns about departmental scheduling of hearings. She called for better coordination of hearings.

8. LEGISLATIVE ITEMS

Merrie Waylett, Government and Public Affairs, presented an update on the activities of the Oregon State Legislature as related to Metro. She also discussed the scheduling activities of the agency.

With no further business before the Council, Presiding Officer McFarland adjourned the meeting at 2:45 p.m.

Submitted by,

Susan Lee
Council Assistant



TUALATIN VALLEY
ECONOMIC DEVELOPMENT CORPORATION

June 1, 1995

Metro Council
600 NW Grand Avenue
Portland, OR 97232

Via Facsimile

Metro Council:

On behalf of the TVEDC Board of Directors, I am writing to share with you our concerns about the Future Vision document.

The Future Vision statement should remain a general vision for the region and not a strategic plan.


The specific action elements, (Vision statement bullets) are not consistent with a vision statement. They should be moved to a strategic plan, such as the Regional Framework plan.

The implementation section of the document also goes beyond a vision statement and should be placed in a document like the Regional Framework plan.

The economic and transportation vision should be more pragmatic and realistic in order to meet the needs, and achieve the best results for the greatest number of citizens in the region.

We appreciate your consideration of our concerns.

Sincerely,



Jack Reardon
TVEDC Transportation Committee Chair



TUALATIN VALLEY

ECONOMIC DEVELOPMENT CORPORATION

FUTURE VISION

The citizens who live, work and play in the metropolitan area commit themselves to creating an environment of excellence for all people of all ages in all walks of life.

We will achieve this vision through the active and engaged participation of diverse interests representing all facets of our society, our economy and our environment.

We believe that the development of each individual as a productive, effective person is critical to the future of the region. A vibrant, dynamic society is built upon the strengths of each and every individual.

THEREFORE, this region commits its resources to programs that build skills for our people, provide opportunities for those skills to be used to enrich our society and economy, and promote a sense of achievement and contribution for those who live, work and play in our region.

We believe that the creation of a dynamic, vibrant society includes a strong, healthy, diverse economy supported by social institutions that nourish and enhance our human need for culture and nature. Thriving societies provide jobs for people, safety for persons and property, protection for the peoples' histories, nurturing of the society's creative energies and enhancement of the society's connectivity of the individual to the environment.

THEREFORE, this region commits its resources to programs that enhance economic opportunity for all, that promote diversity in the workplace and the neighborhoods, that create programs to enhance our cultural institutions, and that act on the collective interests of our communities through civic involvement and vital societal institutions.

TVEDC TESTIMONY ON METRO FUTURE VISION

06/15/95

Page 2

We believe that the enhancement of the physical environment to protect the variety and beauty of our natural landscape and the diversity of our region is critical to our economic, social and individual well-being. A society that integrates its people, its economic base and its environment into working partnerships that build on the strengths of each creates opportunities for its future that cannot be equaled.

THEREFORE, this region commits its resources to programs that enhance the physical landscape within which we live, work and play, that promote economic opportunity based on the connectivity between the people, the society and the environment, and that build strong, working relationships between the people as a society and individual interests representing all social, economic and environmental persuasions.

Framing the future requires a recognition of our history, an understanding of the present and a commitment to the best for all people in times to come -- as individuals, as members of a common, but diverse society and as a people occupying a special place.

We are committed, as a people and a society, to achieving a future drawing upon the best of our past, using the strengths of our present and creating the opportunities of tomorrow.



TUALATIN VALLEY

ECONOMIC DEVELOPMENT CORPORATION

OUR VALUES

Our way of life in this region embodies a number of interconnected values that are essential to facing the future wisely:

- We value taking purposeful action to advance our aspirations for this region, shaped by the realization that we should not act to meet our needs today in a manner that limits or eliminates the ability of future generations to meet their needs and enjoy this landscape we are privileged to inhabit.
- We value natural systems for their intrinsic value, and recognize our responsibility to be stewards of the region's natural resources while respecting private property rights.
- We value the greatest possible individual liberty in politics, economics, lifestyle, belief and conscience, with the full understanding that this liberty cannot be fully realized or long endure unless accompanied by shared commitments to community, civic involvement and the health of our environment.
- We value the conservation and preservation of natural and historic resources. Widespread land restoration and redevelopment is preferable to conversion of land to urban uses to meet our present and future needs.
- We value a dynamic, vibrant economy because of the opportunities it affords us all.
- We value suitable social mechanisms to ensure dignity and equity for all and compassion for those in need.
- We value individual property rights that are the cornerstone of our economic system and recognize that protection of nature needs to be shared by the entire community.
- We value our regional identity, sense of place and unique reputation among metropolitan areas, and celebrate the identity and accomplishments of our urban neighborhoods and suburban and rural communities as well.

TVEDC TESTIMONY ON METRO FUTURE VISION

06/15/95

Page 2

- We value participatory decision making which harnesses the creativity inherent in a wide-range of views, dissenting and consenting, about the past, present and future.
- We value a life close to the beauty and inspiration of nature, incorporated into urban development in a manner that remains a model for metropolitan areas into the next century.
- We value vibrant cities that are both an inspiration and a crucial resource for commerce, cultural activities, politics and community building.
- We value meeting the needs of our communities through citizen involvement in the creation of public policy furthering the collective interests of our metropolitan community.
- We value a cultural atmosphere and public policy that will ensure that every individual in every community enjoys the greatest possible opportunities to fulfill his or her potential in life.
- We value a region composed of numerous distinct communities, open to all, which together provide a wide variety of healthy, appealing and affordable housing and neighborhood choices.



TUALATIN VALLEY

ECONOMIC DEVELOPMENT CORPORATION

VISION STATEMENTS

EACH INDIVIDUAL

The People

The region's most valuable resource is people. Through the diversity of the population (age, ethnicity, religion, socio-economics, gender, physical and mental capacities, education and personal philosophies), the region is a richly hued quilt of talents and resources, brought together by the common goal of quality of life for all.

The welfare of children, signifying the welfare of our future is of critical importance. Creating and sustaining public policies that support all children as they take their place in the fabric of the community are among our highest priorities.

Education

Education, in its broadest definition, stands as a key element of our commitment to each other. Life-long learning is a 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, according to their individual needs and interests, with the means to not only survive, but to prosper in this region.

Participation

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

TVEDC TESTIMONY ON METRO FUTURE VISION

06/15/95

Page 2

OUR SOCIETY

Safety

We have achieved personal safety within communities and throughout the region. It is a shared responsibility involving citizens and all appropriate government agencies. Personal safety extends from the elimination of prejudice to the physical protection of life and property from criminal harm.

Economy

Our economy is dynamic and diversified with urban and rural economies linked in a common frame supporting family-wage jobs in accessible centers throughout the region.

Diversity

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.

Civic Life

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

Vital Communities

Communities are economically vital, socially healthy and respond to the needs of the residents. Initiatives and services empower individuals and communities to actively meet their needs. The economic life of the community is inseparable from its social and civic life.

TVEDC TESTIMONY ON METRO FUTURE VISION

06/15/95

Page 3

Our History

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.

OUR PLACE

Rural Land

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

Variety in Our Communities and Neighborhoods

Our region is composed of numerous distinct communities, open to all, which provide a wide variety of healthy, appealing and affordable housing and neighborhood choices and a healthy, dynamic business environment which includes mixed use development and increases economic opportunity for our citizens. Communities are physically compact and have distinct identities and boundaries. Truly public space exists in every community.

A Life in Nature

Our region is known for the intelligent integration of urban and rural development as evidenced by our water quality; biodiversity; views unobstructed by air pollution; greenspaces and parks; a close, supportive relationship among and between natural resources, environmental quality and the economy of the region, and restored ecosystems protected from degradation and decline.

Transportation

Residents of this region can commute, shop, plan and socialize by multiple modes of transportation, walking, biking, public transit and automobiles. 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 transportation alternatives.

Linkages

People, goods, materials and information move easily throughout the region. Housing, shopping, manufacturing, distribution and office employment are linked to the transportation and communication systems in a comprehensive and coordinated manner.

Downtowns

Downtown Portland continues to serve an important, defining role for the entire metropolitan region. In addition, investment, both public and private, is focused in our historic and our new urban centers throughout the region. This pattern of investment and renewal continues to be an important part of our strategy for building and maintaining healthy communities.

Equity

The tradeoffs associated with growth and change have been fairly distributed throughout the region. Our commitment to managing growth is matched by an equal commitment to encouraging a balance in community needs including affordable housing, living wage jobs, school funding and access to public services.

Growth Management

Growth has occurred in a predicted manor without inhibiting our quality of life. We live in great communities, not merely big ones. Our successes in balancing our region's growth with its livability comes from a commitment to ongoing reviews of our past achievements combined with appropriate actions to maintain and enhance our quality of life.

6/15/95

TESTIMONY FOR METRO

Good afternoon. My name is Mary Egan and I represent ESCO Corporation at 2141 N.W. Vaughn St., P.O. Box 10123, Portland, Oregon, 97210. ESCO is an 82 year old steel company with over 800 employees in Portland.

As you are planning the region's future, I urge you to factor in the importance of industry and family wage jobs to the region's economic health. A Metro Planning Dept. Profile of the Portland-Vancouver Economy notes that in 1993, about 116,000 people were employed in manufacturing jobs producing durable and nondurable goods. Another 5 to 6% are believed to be self employed in manufacturing. The region's industrial companies are poised for decades of continued growth.

Maintaining a healthy industrial base is particularly difficult in urban areas. Close in the Metro area, Portland has been able to keep her industrial jobs by using the City's Industrial Sanctuary Policy to preserve environments where industry can flourish. To exist in thriving urban areas industry needs these sanctuaries.

As you probably know, we've just ended a year long land-use battle over the siting of a Costco in the Northwest Industrial Sanctuary. Until that battle began, industrial companies had been quietly going about their business for decades. World class products are made here and thousands of people have high wage industrial jobs. But many Portlanders didn't even know there were industrial sanctuaries or that our companies existed.

They know now. In April, the Portland City Council reaffirmed that the Northwest Industrial Sanctuary should stay industrial and Costco was turned down. In the course of that debate we learned some important facts that I want to share with you today.

First, we learned that while mixed use makes sense in many cases, in the case of heavy industry it is a disaster. Commercial development drives heavy industry out. Portland's willingness to keep commercial uses out of heavy industrial areas is the prime reason that Portland has kept her industrial jobs while other cities have lost theirs.

Second, we learned that companies such as ESCO, Gunderson, Portland Bolt and hundreds of others will not locate or continue to invest in areas where commercial development is encroaching. Investments in industrial plants and equipment are huge and companies will not invest where the future is uncertain.

Commercial activity in heavy industrial areas makes the future uncertain. Why? For one thing, commercial interests can always pay more for land than can industry. Potential new industries are outbid and existing companies are encouraged to sell. Also, congestion from commercial activity makes vital transportation access increasingly difficult for industry. And shoppers may find heavy industry's natural noises and odors offensive and they begin to complain. As the environment for industry becomes more hostile the opportunity to sell at a profit and move looks better and better. This irreversible move from industrial to commercial has repeated itself in cities across the country.

Third, we learned that the nature of heavy industrial traffic is very different from commercial traffic. Heavy truck traffic is a way of life. Fork lifts, rail cars and trucks stopping to load or unload block traffic in ways that would not be tolerated in a commercial area.

Fourth, we learned that industrial companies like to locate near industrial companies because there are very real economies of scale in doing so. The economists call it "agglomerate economies," which in English means that the whole is greater than the sum of its parts. Research shows that industrial companies clustered together trade with each other, learn from each other, and are more profitable than companies located by themselves.

Finally, we learned that industrial jobs can be located close to city neighborhoods and provide jobs to inner city residents, but only if there is a clear delineation of the industrial area. When it comes to residential, commercial and heavy industry, so-called mixed use destabilizes each segment. Housing encroaching on the industrial area and industry encroaching on the residential neighborhood seriously degraded Northwest Portland in the late 60's and early 70's. It was only after an agreement kept industry North of Vaughn and residential and commercial south that the area began to flourish.

Cities across the country are aggressively recruiting the types of jobs that the Portland area has in its industrial sanctuaries. Oregon has taken some of her own actions recently and offered huge tax breaks to lure more jobs to this state. Let's not lose sight of the fact that we have already been very successful in growing, attracting and keeping industrial companies in the Portland area with our industrial sanctuary policies. We were smart enough to get these jobs, now let's see if we have the wisdom to keep them by continuing to provide a secure home for heavy industry.

Over the years, the City of Portland has made a series of transportation, zoning and planning choices that have protected industrial areas from intrusion by retail and other non-conforming uses. The consistency of the City's support for industrial areas has helped spur continued industrial investment and growth.

Today I am asking you to take a firm look at the economy section of the future vision. There is no mention of key industries. The section provides neither the guiding arrows of insight nor

the building blocks coming from a synthesis of all we know, all we are and what we can be economically. In short, as to the economy, the vision lacks vision.

Let me be more specific. On page 3, lines 78 through 81, the Regional Vision Statement deals with the economy in 2045. That statement contains not one arrow, not one building block, with which to guide policy. We urge you to substitute the following statement:

"78. * ECONOMY - In 2045, our bistate regional economy is able to respond quickly to worldwide market forces, providing areas where manufacturers can invest and create jobs, knowing that their investments will be protected, where they are able to respond quickly to changing market forces, and where they can move products and ideas easily, quickly and at low cost into the world marketplace. Other mixed use areas will also be provided, where information technology will be generated, communicated and marketed quickly and efficiently. Adequate capital resources are available from a diversity of institutions to nurture both manufacturing and information technology companies and their employees; a strong sense of place is recognized, both in the region and in the world, as to specialized activities where we provide uniquely valuable additions to products and services. Workers have world class skills and can produce products and services more cost effectively and of higher quality than elsewhere in the world."

Again, the same comments made earlier exist with regard to the vision statement section on linkages. Rather than settle for such innocuous language, we suggest the following as a substitution at pages 5-6, lines 126, 127, 128 and 129:

"126. * LINKAGES - In 2045, goods, materials, and information move quickly, easily and cheaply into and out of the Columbia inland empire, the Willamette Valley, and all of Oregon and southern Washington and throughout the world using advanced forms of water shipping, trucking, rails, freeways, and data links."

If you choose to retain the Suggestions on Addressing the Future Vision, Exhibit "B", a fourth bullet under S-2, Economy, should read as follows:

"* Preserve, maintain and expand areas where industry providing family wage jobs can securely continue to make the capital investment necessary to provide the most efficient and modern equipment necessary to manufacture goods for which the Portland area is recognized worldwide."

With regard to Suggestions for Achieving the Vision Section dealing with “our place” add a bullet section on page 7 to read as follows:

“* Create and maintain a sense of place where heavy industry can invest, work, and prosper free of commercial interference.”

Through the Metro 2040 planning process we have chosen to be a compact developed area with land uses close to each other. If we don't want to turn Portland into another Los Angeles or Detroit in which all the industrial jobs and people are pushed to the suburbs, the Portland area needs to continue to provide a stable home for its industrial companies. I urge you to do just that.

= Un-Healthy Forest =
< 1/2 Acre >

- 4200 sq ft House Pad, and ^{NO} Yard,
Driveway, Side Walk

= 208 trees w/ Low Density Canopy

= 166,400 Cu. Ft. Canopy in Low
Density Open Space Residential

= Healthy Forest =
< 1/2 Acre >

- 4200 sq ft House Pad, and
Driveway, Side Walk,
(+) Plus 6800 sq ft
of grass yard, and
Landscape

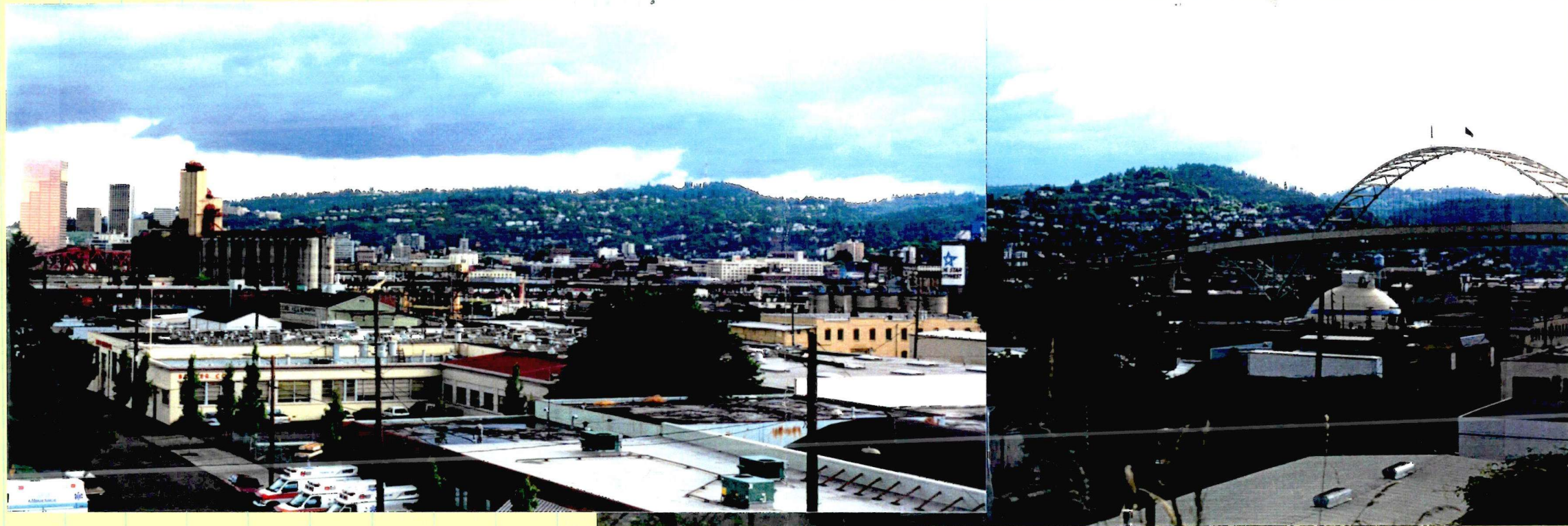
= 9 Large ^{w/} Full Density Canopy
Trees

= 189,800 Cu. Ft. Canopy in Med
Density, 1/2 acre Lots Residential

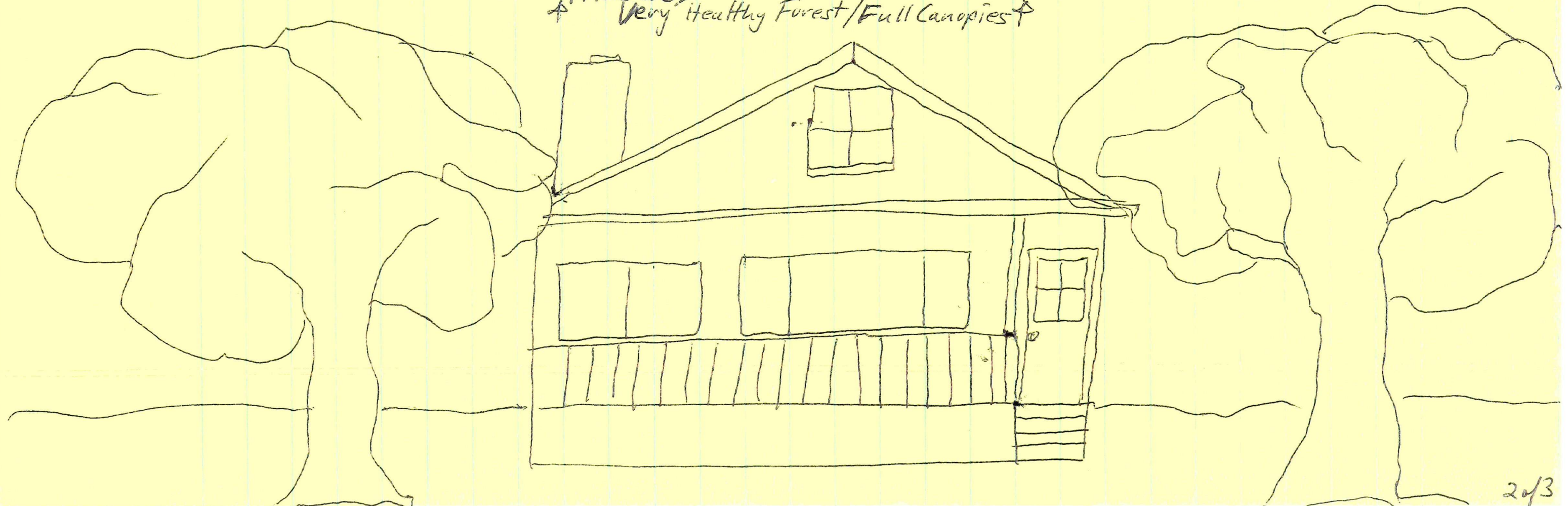
6-15-95 Legal Testimony by Jeff Lewis, 4154 NE Brogden, Hillsboro,
ORE 97124 PA# 6406888 Re: "Future Vision Project"

- 1- I ask the Metro Commissioners to Vote Yes in Accepting the COMPA Working Groups Revision to part of the Future Vision Project Dialog. The COMPA Revision treats Property Owners, and the Environment Fairly in a Fair Manner.
- 2- I ask the Metro Commissioners to Vote for a Revision of the wording "OPEN SPACE" used in the Future Vision Dialog. Please Delete "Open Space" and word it to be Low Density Housing as the Overzealous Planners are trying to make Open Space a Free of cost "Green Space". Provoking Many Takings" Law Suits that are slow starting to Head their way to US Supreme Court.
- 3- Ask the Metro Commissioner to word "Low Density Housing" to be "R-20 (1/2 acre Lots)" and Not a House per 1 or 2 acres. On page 3 you'll see a waste of Un Healthy Forest Hillside Acreage (1200) that could be developed into 2,400 Residence's, with and provide 15% more tree Leaf Canopy (see page 2 & 3) ^{instead} ~~inside~~ of 600 more Residence's, and an Un-Healthy Forest.
- 4- Ask the Metro Commissioners to add Dialog that promotes Sewer to the Low Density Housing Areas. All this will help relieve the push towards Expanding the U.G.B.

Metro / City Ptd / ~~Medium~~ Medium Density Residential; House per 1/2 Acre
to Low Area



Hillside /
Very Healthy Forest / Full Canopies



Metro / City of Hild Zone Open space House per 2 acres



(House p 2acre) ↑ South Side West Hills (House p 2acre) ↑ South side west Hills ↑ South Side west Hills ↑ (House per 2acre)

