

CITY OF MILWAUKIE
CITY COUNCIL MEETING
JUNE 30, 1993

The Special Meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 6:00 p.m. at the Milwaukie Center with the following Councilmembers present:

Craig Lomnicki,
Mayor
Rick Farley

Jean Schreiber
Bob Knudson
Rob Kappa

Also present:

Dan Bartlett,
City Manager
Charlene Richards,
Assistant to the
City Manager
Angus Anderson,
Finance Director

Tim Corbett,
Public Works Director
Maggie Collins,
Community Development
Director
Pat DuVal,
Recorder/Secretary

OTHER BUSINESS

Consider Resolution Establishing Fees and Charges for the Coming Year - Resolution

Angus Anderson, Finance Director, presented the staff report in which the City Council was requested to consider a resolution establishing annual fees.

Anderson said the fees and charges were increased approximately five percent over last year. The City is planning to complete a "Cost of Services" survey in the coming fiscal year. Changes from last year include parking fees, effective September 1, 1993; alarm fees, effective January 1, 1994; and elimination of park user fees.

Councilmember Farley discussed the false alarm fee. He said he was concerned that there was no additional charge until the fourth alarm. He said it was very expensive to respond to a fire alarm. Bartlett said an alarm owner should be allowed owner mistakes before being penalized. The alarm fees are annual, and three false alarms are allowed per year.

Councilmember Kappa asked what the approximate cost of a block party would be. Bartlett said, for example, the fee for a block party might be only the actual cost of the barricades. A major community event might include additional enforcement costs. As long as the City provides no barricades, there will be no fee charged.

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Councilmember Knudson asked for clarification of the hydrant water meter deposit. Anderson said an example of this would be Ross Bros. who tied into a water line. He said this fee was different from the deposit made by a contractor to hook up a residence.

It was moved by Mayor Lomnicki and seconded by Councilmember Schreiber to adopt the resolution setting fees for services; classifying the fees imposed by this resolution as not subject to article XI, Section 11B of the Oregon Constitution; and repealing Resolution 23-1992.

Councilmember Knudson asked when the fee increase would go into effect. Bartlett said the fees would increase on July 1, 1993, with the exception of the parking lot fees that would be effective on September 1, 1993, and the business license and alarm permit fees effective January 1, 1994.

Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

RESOLUTION NO. 17-1993:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, SETTING FEES FOR SERVICES; CLASSIFYING THE FEES IMPOSED BY THIS RESOLUTION AS NOT SUBJECT TO ARTICLE XI, SECTION 11B OF THE OREGON CONSTITUTION; AND REPEALING RESOLUTION 23-1993.

Consider Classification and Re-classification for Non-represented Employees and Establish Salary Ranges

Charlene Richards, Assistant to the City Manager, presented the staff report in which the City Council was requested to review the new classifications and recommended salary ranges for the City Engineer and Police Captain with an effective date of July 1, 1993. The new classifications were included in the proposed 1993-1994 Budget and approved by the Budget Committee.

Richards said the position of Deputy Chief position was a result of the consolidation of the Fire and Police Departments into the Public Safety Department. Prior to implementation of the Public Safety Department, the Deputy Chief position was classified as a Captain. The Fire Department Deputy Chief position was not filled upon Ron Nelson's retirement and Chief Olsen's hiring. This proposed action was in keeping with some information received in Richard Walker's report.

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The proposed classification is ten percent below the existing top step of the Deputy Chief salary. To implement reclassification of the Deputy Chief position to Captain, the incumbent would have his current salary frozen until the captain's salary range exceeded the incumbent's pay.

Mayor Lomnicki asked if this person would have a pay freeze. Richards said this is correct, and the freeze may last up to two years.

Councilmember Knudson asked if the Deputy Fire Chief position was open. Richards said this position had been vacant since Nelson's retirement, and there is no intent to fill the vacancy.

Bartlett said this action would make the department's personnel structures the same.

Councilmember Kappa asked if there was a Deputy Lieutenant position in the Police Department. Richards said there was not.

Bartlett pointed out that the Detective Sergeant is one range above the regular sergeant positions.

Richards said the Police Department Captain would supervise the operations division.

Councilmember Knudson said there was no range of officers. Bartlett said Milwaukie's Police Department was not large enough for this type of structure.

It was moved by Councilmember Knudson and seconded by Councilmember Farley to authorize the City Manager to revise the 1993-1994 Salary Schedule (Management and Non-represented staff) to include the classification of City Engineer for Range 19.0 and Police Captain at Range 18.0 and delete the classification of Deputy Police Chief at Range 20.0 effective July 1, 1993. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

Consider Awarding Bid for 32nd Avenue Improvements

Tim Corbett, Public Works Director, presented the staff report in which the City Council was requested to authorize the Public Works Department to award the 32nd Avenue Reconstruct Project, contingent on approval of the 1993-1994 Budget.

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Corbett discussed the project background and the decision to use a cement-treated base. Bids were opened on June 24, 1993, and the low bid was about \$500,000 under the anticipated costs. Work is expected to begin mid-July.

Corbett said Porter Yett Co. has worked in the area for many years. Yett was the contractor for the Stanley Avenue Overlay Project. The company stayed within their budget, and City staff was pleased with the work.

Councilmember Knudson asked if there would be curbs and sidewalks installed. Corbett said there will be curbs installed on the west side. There are already sidewalks on the east side, however, some need to be replaced.

Councilmember Farley asked when the project would be completed. Corbett said completion was set about November 1.

Councilmember Kappa asked if there was any indication that Yett might be cutting corners. Corbett said Yett has been doing many projects in the metropolitan area. Any contractor hired for the project is required to follow City specifications. The City will hire a full-time inspector to watch the entire project.

It was moved by Councilmember Farley and seconded by Councilmember Kappa to authorize the Public Works Department to award the 32nd Avenue Reconstruct Project to Porter W. Yett Company in the amount of \$685,046.00. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nay; no abstentions.

Councilmember Farley asked for further clarification of the Police Department classification that would be dropped and the Captain position that would remain the same.

Bartlett said that range 20 would be dropped, and Chief Easterday would be frozen at his current salary until the range 18 salary is equal. He said the City's reason for proposing the reclassification was because the work is more comparable to a Public Works Division Supervisor. This action was recommended both by Richard Walker and Kent Layden upon the Deputy Chief's retirement. The Deputy Chief subsequently withdrew his retirement letter. The Deputy Chief's salary will be frozen, but not reduced.

Councilmember Kappa discussed the flyer from the Clackamas County Youth Gang Task Force and the Cop Camp Program.

Councilmember Schreiber expressed concern that the Cop Camp program might not meet federal guidelines.

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Councilmember Farley discussed the Community Action Board meeting he had attended.

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 6:33 p.m.

Pat DuVal

Pat DuVal, Recorder/Secretary

CITY OF MILWAUKIE
CITY COUNCIL AGENDA
JUNE 30, 1993

MILWAUKIE CENTER

1674 TH MEETING

REGULAR SESSION

6:00 p.m.

- I. **CALL TO ORDER**
Pledge of Allegiance

- II. **PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS,
AND AWARDS**

- III. **PUBLIC HEARING** *(Public comment will be allowed on items appearing on this portion of the agenda following a brief staff report presenting the item and action requested. The Mayor may limit testimony.)*

- IV. **AUDIENCE PARTICIPATION** *(The Mayor will call for statements from citizens regarding issues relating to the City. It is the intention that this portion of the agenda shall be limited to items of City business which are properly the object of Council consideration. Persons wishing to speak shall be allowed to do so only after registering on the card provided on the table at the back of the meeting area. The Council may limit the time allowed for presentation.)*

- V. **OTHER BUSINESS** *(The following items will be individually presented by City staff or other appropriate individuals. A synopsis of each item together with a brief statement of the action being requested shall be made by those appearing on behalf of an agenda item.)*
 - A. **Consider Resolution Establishing Fees And Charges For The Coming Year. - Resolution (Angus Anderson)**
 - B. **Consider Classification And Re-Classification For Non-Represented Employees And Establish Salary Ranges. (Charlene Richards)**
 - C. **Consider Awarding Bid For 32nd Av. Improvements. (Tim Corbett)**

VI. CONSENT AGENDA *(Items appearing below are considered to be routine, and therefore, will not be allotted Council discussion time on the agenda. Rather, the items may be passed upon by the Council in one blanket motion. Any Council member may remove an item from the "Consent" portion of the agenda for discussion or questions by requesting such action prior to consideration of that portion of the agenda.)*

VII. INFORMATION

A. Citi-Speak Survey of Metro

6:30 PM


VIII. BUDGET HEARING

IX. ADJOURN

**CITY OF MILWAUKIE
MEMORANDUM**



FAX (503) 652-4433

TO: Mayor and City Council
THROUGH: Dan R. Bartlett, City Manager
FROM: Angus M. Anderson, Finance Director 
DATE: June 24, 1993
RE: RESOLUTION: Fees and Charges

RECOMMENDATION:

Consider that attached Resolution establishing fees and charges for the coming year.

BACKGROUND INFORMATION:

Fees and charges are established annually by the City Council. There was a formal "Cost of Services" survey accomplished in 1989. The fees and charges established as a result of that study were increased approximately five percent in 1990, 1991 and 1992. It is requested that a similar approach be accomplished for 1993.

It is a goal of the City to complete a formal "Cost of Services" survey during the coming fiscal year. The costs determined by that survey will be utilized to provide an updated validation of the schedule proposed in the accompanying resolution. If adjustments to the established fee structure are warranted, they will be made at the beginning of the next fiscal year.

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RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE,
OREGON, SETTING FEES FOR SERVICES; CLASSIFYING THE FEES IMPOSED
BY THIS RESOLUTION AS NOT SUBJECT TO ARTICLE XI, SECTION 11B OF
THE OREGON CONSTITUTION; AND REPEALING RESOLUTION 23-1992**

WHEREAS, the City Council reviewed all costs of services and fee structures, and

WHEREAS, fees are set by resolution.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Milwaukie, Oregon:

SECTION 1. Resolution 23-1992 is repealed.

SECTION 2. The following fees are to be effective July 1, 1993

<u>CATEGORY</u>	<u>CLASS</u>	<u>FEE</u>
Adult businesses:	Adult Business Permit	\$315.00
	Nude modeling, relaxation treatment, sex counseling, sexy dancing or sexy reading or to be employed by a sexual encounter center or sexy sauna or bathhouse business	\$63.00
Sidewalk bench annual fee		\$6.00
Sidewalk Use/Vendor Fee		\$35.00
Event Fee	Major Community Event	Actual Cost
	Block Party/Miscellaneous Event	Actual Cost
Copy of Annual Financial Report		\$9.00
Copy of Annual Budget		\$9.00
Photocopier	Staff Assisted	\$0.30
	Unassisted	\$0.15
Police & Fire Reports		\$12.00
Down to Earth Day Disposal	Car Load	\$2.00
	Station Wagon	\$2.00
	Small pickup/short bed truck	\$5.00
	Small trailer	\$5.00
	Large trailer	\$6.00
	Standard pickup	\$6.00
	Large truck	\$8.00
	Unmounted Tires (each)	\$1.50
Library	Interlibrary loan	\$0.25
	Lost Book Charge	Retail Cost
	Overdue fine: first	\$0.50
	second	\$1.00
	Microfilm copies	\$0.10
	Damaged material (actual cost-not less than)	\$1.50
	Lost card charge	\$1.00
	Request/Reserve	\$0.25
Lien search request		\$12.00

Aerial Maps	Full sheet	\$57.00	
	1/2 sheet	\$32.00	
	1/4 sheet	\$20.00	
	1/8 sheet	\$10.00	
Bluelines	Full sheet	\$20.00	
	1/2 sheet	\$10.00	
	1/4 sheet	\$8.00	
Microfilm	8 1/2 X 11	\$3.25	
	11 X 11	\$4.00	
	11 X 14	\$4.50	
	11 X 17	\$5.00	
Returned Check Fee		\$15.00	
Land Use Application Fees	Appeal to City Council/Planning Commission	\$240.00	
	Transcript Charge per hour to \$600.00 max	\$13.00	
	Community Service Overlay	\$500.00	
	Comprehensive Plan Amendment	\$750.00	
	Conditional Use Application	\$500.00	
	Exception Application	\$315.00	
	Lot Line Adjustment Application	\$220.00	
	Minor Land Partition Application	\$250.00	
	Major Land Partition Application	\$440.00	
	Non-Conforming Use Application	\$500.00	
	Historic Resource Designation	Bldg Permit Fee	
	Historic Resource-Delete Designation	\$630.00	
	Historic Resource-Demolition Application	\$780.00	
	Historic Review-Minor Modification	Bldg Permit Fee	
	Historic Review-Major Modification	Bldg Permit Fee	
	Building Permit Plan Review-Minor	\$12.00	
	Building Permit Plan Review-Major	\$45.00	
	Natural Resource Overlay Zone Review	\$500.00	
	Plan Review in Transition Area	\$375.00	
	Planned Unit Development Application-Prelim	\$250.00	
	Planned Unit Development Application-Final	\$440.00	
	Sign Permit	\$50.00	
	Public Notice Sign Deposit (Refundable)	\$50.00	
	Street or Plat Vacation Application	\$250.00	
	Subdivision Application	\$500.00 plus \$19.00/Lot	
	Variance Application-Administrative (minor)	\$220.00	
	Variance Application-Public Hearing (major)	\$280.00	
	Sign Variance Application	\$220.00	
	Zone Change Application	\$500.00	
	Zoning Ordinance Amendment	\$630.00	
	PW/Engineering Permit Fees	Right of Way Application (per driveway or job)	\$35.00
		Sewer Connection Application	\$35.00
Hydrant Water Meter Deposit		\$500.00	
Moving Buildings (psf bldg area per mile)		\$0.05	
Oversized Load Permit		\$25.00	
Erosion Control Fees	Technical Guidance Handbook	\$5.00	
	Minimum Charge for Clearing/Construction	\$40.00	
	Clearing/Construction for Single Family Res	\$50.00	
	Clearing/Construction for Multi-Family Res	\$80.00	
	Clearing/Construction for Sbdvn/Comm/Indus	\$125.00	

SECTION 3. As related to Planning Fees: (1) When two or more applications relating to two or more applications relating to a single parcel of land will be considered at the same planning commission meeting, a 25% reduction in fee will be made for the second (third, etc.) request. The reduction will be calculated for the less costly fee. (2) A 25% discount is offered for senior citizens and low income citizens. Seniors must be at least 62 years of age. Low income citizens may qualify for reduced fees by filing an application similar to the form used to apply for reduced sewer and water rates.

SECTION 4. Fees to be effective September 1, 1993 are as follows:

<u>CATEGORY</u>	<u>CLASS</u>	<u>FEE</u>
Parking Fees/Charges	Six Month Permit	\$150.00
	Replacement Permit	\$5.00
	Temporary Permit Admin Fee	\$3.00
	Temporary Permit Per Day (weekday)	\$1.00

SECTION 5. Fees to be effective January 1, 1994 are as follows:

<u>CATEGORY</u>	<u>CLASS</u>	<u>FEE</u>
Business License Fee	1 FTE or 1 Dwelling Unit	\$35.00
	2-10 FTE or 2-10 Dwelling Units	\$65.00
	11-50 FTE or 11-50 Dwelling Units	\$125.00
	51-100 FTE or 51-100 Dwelling Units	\$250.00
	101+ FTE or 101+ Dwelling Units	\$375.00
Alarm Permit Fees	Residential Fees	\$15.00
	Commercial	\$30.00
False Alarm Fees	0 - 3	no charge
	4	\$65.00
	5 + (per occurrence)	\$35.00

SECTION 6. The City Council determines that the fees imposed by this resolution are not taxes subject to the property tax limitations of Article XI, Section 11(b) of the Oregon Constitution,

Introduced and adopted by the City Council of the City of Milwaukie, Oregon on June 30, 1993.

Craig Lomnicki, Mayor

ATTEST:

APPROVED AS TO FORM

O'DONNELL, RAMIS, CREW & CORRIGAN

Pat DuVal, City Recorder

City Attorney

CITY OF MILWAUKIE



COMMUNITY DEVELOPMENT
PUBLIC WORKS

6101 S.E. JOHNSON CREEK BLVD

TELEPHONE: 652-4410

TO: Mayor and City Council

THRU: Dan Bartlett, City Manager

FROM: R. Tim Corbett, Public Works Director *RTC*

RE: City Parking Lot Permit Program Fee Resolution

DATE: June 18, 1993

ACTION REQUESTED

Consider adoption of the attached fee resolution setting fees for City parking lot permits.

BACKGROUND

The City has been working with the Milwaukie Downtown Development Association to develop a viable parking program in the downtown area. Part of the program involves the development of the former Chevron parking lot located east of McLoughlin Blvd. just south of Jackson Street. To recover costs for construction and maintenance of City lots, the parking program included a proposal that all City lots would be designated as fee based permit lots. City staff developed a Traffic Regulation (attached) which establishes the City Parking Lot Permit Program.

DISCUSSION

Based on anticipated costs (see attached memo), staff has developed the attached fee Resolution which sets the fees for purchasing the City parking lot permit cards. Fees are designed to offset City expenses for processing application forms, maintaining the lots, enforcing permit parking, providing permit cards and posting the parking lots. The requested fees are set at \$150.00 per permit for a six month permit period. Permittees can list up to three license plates on each card to encourage car pooling, take into account people owning more than one vehicle, and allow sharing of permit cards. Replacement permit cards can be purchased at \$5.00 each.

RECOMMENDATION/CONCLUSION

City Staff recommends the adoption of the attached Resolution setting fees for the City Parking Lot Permit Program.

attachments

RTC/rtc

MEMORANDUM

TO: Dan Bartlett, City Manager

FROM: Tim Corbett, Public Works Director *TC*

SUBJECT: Downtown Lot Permits and Per Space Cost Options

DATE: May 17, 1993

I have developed information regarding downtown lot permits and per space cost options on our downtown lots. The methodology takes into consideration costs relating to leases, lighting, construction, maintenance and anticipated taxes. I have based the costs on a five year recovery of improvements made over the last 12 months, anticipated expenditures which will be made over the next five years, and costs to enforce permit parking in the lots. I have assumed a 5% per year annual rate of inflation on major improvements which are anticipated to be completed within the 5 year period.

I am recommending that the permit fees be re-calculated no less than every five years based on the five year CIP and annual expenses in the Parking Facilities budget. An annual review of total costs to maintain the lots and complete improvements should be done so that we can be assured that the permit fees are based on actual operational costs.

PERMIT COST SUMMARY

TOTAL COSTS PER YEAR/PER LOT/PER SPACE

CHEVRON LOT	\$ 16,715
MAIN STREET LOT	7,450
23RD AND MONROE LOT	6,700
20% of Parking Enforcement Worker salary and benefits to be added to total annual cost of all lots. Current personnel costs adjusted with a 5% inflation rate. Average annual salary and benefits = \$37,209	7,445
Annual overhead cost \$3.00 per permit	<u>420</u>
Total cost per year of all lots	\$38,730
- divided by 126 (Total number of spaces with a 10% vacancy rate)	
TOTAL COST PER SPACE PER YEAR	307
ROUNDED TO	\$ 300

JUSTIFICATION

LOT SPACES

<u>Parking lot</u>	<u># of parking spaces</u>
Chevron lot	46
Lot across from City Hall	62
23rd and Monroe lot	<u>32</u>
TOTAL	140
With a 10% vacancy rate	126

LOT COSTS

<u>Lot/cost item</u>	<u>Yearly costs</u>
<u>Chevron lot</u>	
Construction costs \$20,000 spread over 5 years. Scheduled for completion on July 1, 1993.	\$ 4,000
+\$125,000 land cost divided by 20 years divided by 126 spaces	6,500
Lighting construction \$5,250 spread over 5 years. (\$5,000 adjusted for inflation) Scheduled for completion in August of 1994.	1,050
Lighting electrical costs/year	500
Re-striping every other year at \$600	300
Annual misc. maintenance (potholes, curb painting, signage, etc.)	500
Annual landscape maintenance	500
Seal Coat (once at the end of 5 years) \$3,825 over 5 years. \$3,000 adjusted for inflation.	765

Taxes 2,600
Valuation of \$156,970 (\$15 per \$1,000)
with a 5% valuation inflation factor.
Average annual taxes of 2,600.

TOTAL \$ 16,715

Assumptions:

1. A seal coat will be done as part of the lot construction.
if budget allows.
2. The City receives no return on investment for construction.

<u>Main Street Lot (Across from City Hall)</u>	<u>Yearly Costs</u>
Asphalt overlay cost 12,765 over 5 years. \$10,000 adjusted for inflation. To be completed in August of 1998.	\$ 2,555
Lighting construction \$5000 spread over 5 years Completed in August of 1992.	1,000
Lighting electrical costs	500
Re-striping every other year at \$400	200
Landscape maintenance	500
Annual misc. maintenance	500
Taxes 132,300 valuation (\$15 per \$1,000) with a 5% valuation inflation factor. Average annual taxes of \$2,195	<u>2,195</u>
TOTAL	7,450

Assumptions

1. The City receives no return on investment for lighting
improvements already completed.
2. No cost recovery on land purchase.

23rd and Monroe Lot

Yearly Costs

Lease \$368/mth	4,415
Asphalt Overlay scheduled for completion in August of 1998. \$8,000 adjusted for inflation spread over 5 years.	1,530
Re-striping every other year at \$250	<u>125</u>
Total	6,070

Assumptions:

1. No taxes since the lot is leased
2. Assumes no lighting is required at this lot with possible exception of adding more lights to power poles.

RECOMMENDATION

1. Six month permits (permit periods of six months) would be issued at a cost of one half the annual cost.
2. Permits would be effective from July 1 through December 31 and January 1 through June 30.
3. If permits are purchased more than one full month into the permit period, permit costs would be prorated for each month remaining in the permit period. Partial months would be calculated as a full month.
4. If requests for refunds are made the permit may be cancelled. A 50% refund of the prorated payment for the permit would be given.
5. Current Permit holders would have priority on permits issued in the following permit period. Current permit holders would be required to apply for permits at least one month in advance of the start of the next permit period to maintain their priority status.
6. A waiting list would be established to determine eligibility for available permits after the first permits are sold.

7. If all permits are not sold (140 permits), temporary or daily permits could be issued for the current permit period at a cost of \$1.00 per week day plus a \$3.00 administration fee. The \$1.00 per weekday fee is the approximate daily fee of a six month permit (actual cost is \$.88 per day) under option 1. Temporary permits would be issued for a maximum of 10 weekdays.
8. Proposed courtesy parking permit cards would be used as the temporary permit cards.
9. Permit parking would be limited to weekdays and not enforced on City observed Holidays.
10. Permits allow permittees to park in a City lot and spaces would be on a first come first serve basis.
11. Permit cards would allow up to three places for license plate numbers. This would accommodate car pooling and two car families.
12. The permit application will indicate that the lot may be temporarily be closed for maintenance or City approved events during the permit period.

I would recommend sending this memo along with the attached fee resolution to the City Attorney's office for review. If you have any questions or comments I would be happy to meet with you and discuss them.

Thank you for your time and consideration.

RTC/rtc



MEMORANDUM

June 25, 1993

TO: Honorable Mayor and City Council

THROUGH: Dan Bartlett, City Manager *DB*

FROM: Charlene Richards *CR* Assistant to the City Manager

SUBJECT: Management Classifications and Salary Ranges:
City Engineer and Police Captain

Action Requested

Review the new classifications and recommended salary ranges for the City Engineer and Police Captain with an effective date of July 1, 1993.

Background

As a part of the Proposed Fiscal Year 1993/1994 Budget, staff presented a decision package for the new position of City Engineer which was approved by the Budget Committee. Tim Corbett, Public Works Director, has worked with personnel to develop a classification that would act as the City's engineer and head up the engineering division. The classification was rated against the City's compensation plan and found to be within Range 19, based on technical and administrative responsibilities.

The City created the Deputy Chief classification for Fire and Police when Chief Goodpaster was the City's Public Safety Director. The reclassification of the Police Captain to Deputy Chief resulted in a 10% increase in wages. Since the appointment of Chief Mansfield as Police Chief, the Deputy Chief position in the police department no longer acts as director of all police operations. Currently, the Deputy Chief is a division commander for operations as is the Detective Sergeant for the detective division and the Dispatch Clerk Supervisor for the support services division. Prior to implementation of the Public Safety Department, the Deputy Chief position was classified as a captain. The existing Deputy Chief classification is rated at Range 20 of the salary range. The proposed Captain classification is rated at Range 18 of the salary range, 10% below the existing top step of the Deputy Chief salary range. The top step for fiscal year 1993/94 is \$3871 per month. To implement reclassification of the Deputy Chief position to Captain, the incumbent would have his current salary of \$4088 per month frozen until the captain's salary range exceeded the incumbent's pay.

Recommendation

Authorize the City Manager to revise the 1993-1994 Salary Schedule (Management and Non Represented Staff) to include the classification of City Engineer for Range 19.0 and Police Captain at Range 18.0 and delete the classification of Deputy Police Chief at Range 20.0 effective July 1, 1993.

CITY OF MILWAUKIE

CLASSIFICATION: CITY ENGINEER

Job Description:

A professional engineering position reporting to the Public Works Director responsible for the direction of the engineering division. Major job responsibilities include supervision of five professional/technical staff, project management, long and short term infrastructure planning (water, sewer, storm) for both private development and City projects and assistance with regional coordination issues.

Duties and Responsibilities:

(Tasks listed are intended to be descriptive and not restrictive. An employee in this classification may perform any of the tasks listed, however, these examples do not include all the tasks which an employee may be expected to perform.)

1. Represents the City as traffic engineer and city engineer in discussions with other jurisdictions, developers, and the public.
2. Assigns duties to engineering staff, reviews performance, provides training and input, ensures accountability and productivity.
3. Initiates, prepares and oversees design and specifications and acts as project manager for major public works projects. Assigns project managers and monitors all public works projects to ensure budgetary compliance, administrative procedure compliance and timely completion.
4. Manages database and hardware for GIS and AutoCad systems.
5. Reviews and updates City specifications, policies and guidelines as they relate to private development projects and City projects.
6. Provides office and field engineering services to other City departments.
7. Oversees and performs surveys, drafts and field engineering on projects.
8. Oversees the review of all building permit applications and reviews major street and utility construction plans for compliance.
9. Represents the Public Works department at pre-application and preconstruction conferences and Traffic Safety Commission.
10. Provides information to contractors, engineers, developers, City Council members, and general public regarding public works facilities, services, and projects.
11. Assists the Public Works Director by initiating the

development and review of procedures of plan review, project inspection and code enforcement.

12. Ensures compliance with federal and state regulations.

13. Assists the Public Works Director in preparing requests, selecting consultants, monitoring work and updating previous studies and rate models.

Job Specifications:

(Job preparation and prior work experience requirements are minimum standards. Other equivalent combinations of education, training and experience will be considered.)

1. Job Preparation: Requires a bachelor's degree in Civil Engineering from an accredited college or university and must have a Professional Engineering license. Must possess or be able to obtain a valid driver's license.

2. Prior Work Experience: Must include a minimum of 5 years experience employing technical skills; 5 years experience in supervision of others; and 7 years total prior work experience. Work experience must include municipal engineering as employee or consultant; sanitary, street and water design; administration of public works projects and budget development and management.

3. Supervision: This position directly supervises all engineering division personnel including Civil Engineer, Civil Engineering Assistants, Civil Engineering Inspector and GIS Coordinator. Recommends various personnel actions to a higher organizational level. Supervises positions of moderate complexity and skill level.

4. Communication: Must frequently communicate with city residents, other departments within the City, vendors, other government entities, professional service firms, media, the general public and the City Council. Communication is frequently complex and regularly involves confidential or sensitive information.

5. Cognitive Functions: Work is only occasionally monitored and performed with a moderate level of structure. Creativity or innovation are frequently required to solve problems which are quite difficult and where precedent is only occasionally available.

6. Physical Conditions: Work is performed in a standard office environment. Hazards, temperature extremes, dirty or otherwise disagreeable conditions, and travel are moderate and present on occasion during field emergencies and at construction sites.

7. Resource Accountability: Position has considerable impact on a high resource value including division and project budgets and data bases, facilities and equipment.

Drafted 6/22/93

CLASS/JOBD93/ctyeng

CITY OF MILWAUKIE

CLASSIFICATION: POLICE CAPTAIN

Job Description:

A professional management position reporting to the Police Chief responsible for the management and direction of the operations division through subordinate personnel. Major job responsibilities include supervision of police sergeants, internal investigations and grievance review, budget development and monitoring and general project and operations management.

Duties and Responsibilities:

(Tasks listed are intended to be descriptive and not restrictive. An employee in this classification may perform any of the tasks listed, however, these examples do not include all the tasks which an employee may be expected to perform.)

1. Plans, organizes and supervises operations division activities of the police department developing staffing plans to meet daily requirements. Develops and maintains the shift schedule including overtime. Reviews general orders and department policies as part of staff process.
2. Assigns duties to sergeants, reviews performance, provides training and input, ensures accountability and productivity, and handles discipline and grievances as applicable.
3. Conducts internal investigations and shooting and accident review boards making recommendations to Police Chief, as required.
4. Coordinates circuit, district and municipal court subpoenas for trials. Coordinates time off with grand jury, deputy district attorney and municipal court.
5. Assists with development and monitoring expenditures of the operations budget. Maintains vehicle records. Orders uniform supply and other equipment.
6. Serves as Acting Police Chief as required. May serve as management liaison in union negotiations.
7. Processes and releases evidence in absence of department's property control officer.
8. Coordinates and manages annual medical and physical agility testing for current employees in bargaining unit. Serves as department safety officer and represents police management on the city safety committee.

Job Specifications:

(Job preparation and prior work experience requirements are minimum standards. Other equivalent combinations of education, training and experience will be considered.)

1. Job Preparation: Requires a bachelor's degree in Criminal Justice, Public or Business Administration or related field from an accredited college or university. Must possess or be able to obtain a valid driver's license. Must possess a BPST intermediate certificate. Desire possession of a BPST management certificate upon hire.

2. Prior Work Experience: Must include a minimum of 5 years experience employing variety of police technical skills; 4 years experience in supervision of others; and 8 years total prior work experience showing progressively responsible experience. Work experience must include personnel issues, evaluations, budget development and administration and contract administration.

3. Supervision: This position directly supervises all sergeants and through them all operations division personnel. Recommends various personnel actions to a higher organizational level including hiring and termination. Effectively takes action relating to performance, discipline and pay adjustments. Supervises positions of moderate complexity and skill level.

4. Communication: Must frequently communicate with city residents, other departments within the City, vendors, other government entities, professional service firms, media, the general public and other employees. Communication is frequently complex and regularly involves confidential or sensitive information.

5. Cognitive Functions: Work is only occasionally monitored and performed with a moderate level of structure and substantial level of independent decision-making. Creativity or innovation are moderately required to solve problems which have considerable complexity and where precedent is only occasionally available.

6. Physical Conditions: Most work is performed in a standard office environment. Hazards, temperature extremes, dirty or otherwise disagreeable conditions, and travel are moderate to high and present regularly during field work.

7. Resource Accountability: Position has moderate impact on a high resource value including division budget and slight impact on data bases and extensive impact on equipment.

Drafted 6/22/93

CLASS/JOBD93/pdcpt

CITY OF MILWAUKIE



COMMUNITY DEVELOPMENT
PUBLIC WORKS

6101 S E. JOHNSON CREEK BLVD

TELEPHONE: 652-4410

TO: Mayor and City Council

THRU: Dan Bartlett, City Manager *DB*
Tim Corbett, Public Works Director *TC*

FROM: Kelly Somers, Project Manager *Kelly*

DATE: June 17, 1993

RE: Award 32nd Avenue Reconstruct Project

ACTION REQUESTED

Authorize the Public Works Department to award the 32nd Avenue Reconstruct Project, contingent on approval of the 93-94 FY budget.

BACKGROUND

On April 6, 1993 Council gave approval to advertise for bids in regard to the 32nd Avenue Reconstruction Project. Included for your review is the Memo to Council dated March 5, 1993 that provides the background information. The Street fund has \$850,000.00 in the proposed budget for the construction of this project.

DISCUSSION

The bid opening for the 32nd Avenue Reconstruct Project was held on June 24, 1993 at 2:00pm. Seven bids were received and are listed below from low to high bid:

1. Porter W. Yett Co.	\$ 685,046.00
2. Eagle Elsner	\$ 693,712.06
3. Oregon Asphalt	\$ 732,276.50
4. Wildish Std Paving	\$ 778,178.00
5. K.F. Jacobson	\$ 857,308.00
6. Coffman Excavation	\$ 859,910.00
7. Dirt and Agg Intcgr.	\$ 897,847.50

The low bidder, Porter W. Yett Company has been contracting in the Portland area for many years. They contracted to the City four years ago for the Stanley Avenue Overlay Project. They did an excellent job and were within budget.

RECOMMENDATION

Staff recommends that Council authorize the Public Works Department to award the 32nd Avenue Reconstruct Project to Porter W. Yett Company in the amount of \$685,046.00.

**METRO**

DATE: June 9, 1993
TO: Metro Policy Advisory Committee Members
FROM: Merrie Waylett, Office of Government Relations
RE: Citi-Speak Survey

Attached is a copy of the recent Citi-Speak Survey for Metro which was conducted in early April. You will see Metro's programs address many of the values and concerns which respondents indicated were important to them when queried by the telephone interviewers.

The results of the survey reaffirms Metro's role in this region as our programs directly address many of the issues people mentioned. At the same time, the results make it clear that the agency has much work to do in terms of educating the public about their regional government, about Metro's programs, and about how they can help make the decisions which will affect their lives for the next 50 years and beyond.

I hope you will find the information useful as a member of MPAC. We expect to conduct another survey sometime this summer which will focus more directly on programs and will forward the results to you when the analysis is completed.

If you have any questions or suggestions, please contact me at 797-1790.

"CITI-SPEAK"
A COMMUNITY ATTITUDE SURVEY
for
METRO
PORTLAND, OREGON

Conducted by

WESTERN ATTITUDES
17321 SW Boones Ferry Road
Lake Oswego, Oregon 97035
(503) 635-1224

April 1993

INTRODUCTION

This is a survey of community attitudes held by residents who live within those portions of Multnomah, Washington and Clackamas Counties that are within the boundaries of Metro. It was conducted, by telephone, during the week of April 5-9, 1993. Its purpose was to obtain current information about the attitudes, perceptions and opinions of area residents as they relate to Metro and its operations.

Metro, like other local governments, provides many opportunities for citizens to become involved. However experience shows that people don't usually do this unless an issue affects them personally. Yet each person does have a stake in, and an opinion on, what happens in the region. So often, public debate on issues is shaped by the vocal few who get involved, while the views and opinions of the majority of the citizens are never heard. Broad public participation is a significant value as Metro implements its new charter, and new ways must be found to reach out and involve this "silent majority". Modeled on a program Western Attitudes developed with the city of West Linn, Oregon, Metro's "Citi-Speak" uses a combination of professional assistance and volunteers, in cooperation with local media representatives, to encourage citizens to speak out and become involved in shaping public debate, decisions and actions.

This survey was designed as a telephone poll, using a randomized list of over 5,000 telephone numbers of registered voters throughout the region to ensure an adequate cross-section of the community was polled. Normally, volunteers administer the survey and members of Metro's Committee for Citizen Involvement, busy on another project at this time, will likely be involved in calling on any future surveys. In this instance, Western Attitudes personnel made the calls. 445 responses have been tabulated. A representative sample of this size is sufficient to ensure that the margin of error, even if opinions are evenly divided, is less than plus or minus 5 points at the 95% confidence interval. Questions for the survey were developed by Western Attitudes in consultation with a "Citi-Speak" panel consisting of members from the Metro Council, Executive Officer's staff, Metro's Committee for Citizen Involvement, M-PAC the local government advisory body to Metro, and representatives of the print and electronic media in the region (see Appendix for listing of panel members and the survey questionnaire).

Responses have been cross-tabbed to indicate how the views of respondents differ according to different groupings:

- ◆ Awareness of Metro as the regional government
- ◆ Awareness of the name, Metro
- ◆ Feelings about having a regional government
- ◆ Length of time living in the region
- ◆ County of residence
- ◆ Age
- ◆ Gender
- ◆ Postal zip code area

Tables displaying this detail are contained in the appendix to the principal report, on file with Metro's Executive Officer. In reviewing this report, readers should be aware that, as the size of the sample under review diminishes, the potential margin for sampling variability error is likely to increase. Cross-tab analysis for each question is therefore less reliable than figures for the entire sample.

Note: *This survey report, and all materials generated in the conduct of the survey, are the property of Metro. All questions concerning the use of information presented in this report should be directed to the Executive Officer.*

EXECUTIVE SUMMARY

Quality of Life Issues

Respondents place high value on their access and proximity to the natural beauty and environment of the Portland metropolitan region. They also value its recreational opportunities and outdoor activities, as well as its climate and weather. 6 out of every ten persons interviewed mentioned natural features of the area as the aspect they most enjoy about the region.

Transportation improvements, a greater sense of public safety, slower growth and lower taxes and costs head the list of changes people believe would make living in the region more enjoyable. Again Metro is well positioned. The changes citizens of the region would like to see are truly regional issues in the sense that local initiatives, no matter how effective, will be inadequate to bring about desired change.

Metro is actively involved in programs that enable people to enjoy the features that make the region unique and is ideally positioned to pursue an agenda that addresses the basic issues of why people like to live in this region.

To maintain what citizens of the region now enjoy and to change those things that will enhance the quality of life in local areas will require a coordinated and cooperative effort among communities throughout the entire region.

Awareness of Regional Government.

One-third of the respondents were able to identify Metro as the name of the regional government for the Portland metropolitan region.

When told that Metro was the regional government and then asked if they had ever heard of Metro prior to this telephone call, 8 out of 10 respondents indicated they had previously heard of Metro. So, on an overall basis, 87% of the respondents had heard of Metro prior to our contact.

Those people who had heard of Metro were asked to indicate some of the things Metro does. 37% were unable to mention anything, while 35% identified services, programs and activities with which Metro is not directly involved. For example 14% of those who've heard of Metro believe it already runs the area's transit system (among those who named a function Metro provided, 26% mentioned the transit system). With regard to specific activities, 17% of those who say they had heard of Metro identify it as the region's solid waste disposal agency; 11% associate it with recycling and 10% said it was involved in transportation issues. A similar percentage, 10%, associated it with the Zoo.

Metro suffers from a relatively low awareness of the functions and activities it actually performs and a relatively high level of association with services and functions it does not perform.

Perspectives on Regional Government

Asked if they generally support or oppose the idea of having a regional government like Metro, 38% said they support the idea, 15% oppose it and a very high 47% are unsure. Support is higher among Multnomah County respondents while opposition is stronger among people from Clackamas County. The demographic characteristics of those who are in the "don't know" category are more similar to those who support the idea of having regional government than to those who oppose it.

Arguments proposed by those who say they support the idea of regional government place emphasis on coordination, consolidation and efficiency. However it should be pointed out that many people support the agency assuming it does things it does not actually do, while others are very lukewarm in their support.

Those who are opposed to regional government cite too many existing layers of government and their belief that Metro has too much power. Again, some of this opposition is based on erroneous assumptions about Metro's powers and functions.

While Metro's charter gives it an authentic legal basis, the agency's ability to play an effective role as a government partner in quality of life issues in the region, will depend on increased citizen awareness and acceptance of what Metro is and what it is not, and what it does and does not do.

Regional Facilities

Among users and non-users alike, there is a common perception that Metro does a very good job with its regional facilities. Attendees indicate high levels of satisfaction with the operation of the facilities. It is interesting to note that there is a much higher level of support for the idea of having a regional government among those who use the regional facilities. Support, among those who have visited or used a facility, is about 20% higher than among those who have not.

Usage patterns differ among respondents from the Metro areas within each county. Relatively higher numbers of respondents from Washington County take advantage of the regional entertainment facilities, with the notable exception of the Portland Center for Performing Arts.

Metro should seek opportunities to increase its identification with the facilities it runs and take advantage of the positive feelings people have about the ways in which these facilities are being operated.

Other Metro Programs

With the exception of Metro's Region 2040 Planning program which is recognized by only 5%, two-thirds of the respondents say they are aware of Greenspaces, the North/South Light Rail Corridor Study and Metro's Earthquake Planning Program.

With the charter mandating Metro's primary function as growth management planning, it would seem important that every effort be made to establish greater citizen awareness of Metro's role in helping people build livable communities into the 21st century.

General Government

In response to the question, "How much do you think each of the following governments cares about how people like you feel?", respondents gave higher marks to their city government, equal marks to their county and regional governments and lowest marks to the state government. While overall, Metro scores were tied with those for counties. Metro did better than the counties among those who support regional government; more recent arrivals into the region; Multnomah County respondents; those under 35 and in the 45-55 age bracket; males and people from the Inner Northeast and Outer East postal zip code areas.

Respondents performed fairly dismally when asked if they could name any of their elected officials. At the city level, 61% provided a name. Mayor Vera Katz is the most widely know city official, mentioned not only by 91% of Multnomah County respondents, but also by 56% of those from Washington County and 49% of those from Clackamas County. At the county level, 23% provided names. A quarter of those named were persons who do not serve as County Commissioners and one half mentioned the name of the late Gladys McCoy (the survey was done prior to her death).

At the regional government level, 18% provided a name. Of those named, 11% were not associated with Metro. 84% mentioned Rena Cusma. Among current Metro Councilors, only Ruth McFarlane (one person) and Terry Moore (one person) were mentioned. Former Councilor Larry Bauer was named by two people.

22% gave a name for State Representative. However, over two-thirds of these names were of people who are not State Representatives in the area. And, while 49% registered a name for their State Senator, only 10% correctly identified a current State Senator. Over two-thirds identified Bob Packwood as their State Senator.

As Metro transitions into its new governance format of seven paid Councilors, one would expect name awareness of its elected officials to increase. Responses to the series of questions about elected officials suggest that the electorate at large, while generally chagrined with the workings of government, is largely ignorant about who to hold accountable.

Information Sources

Television and The Oregonian newspaper are the most frequently cited sources of information about public issues in the region.

Demographics

57% of the respondents are from those areas served by Metro within Multnomah County, 24% from the Metro area in Washington County and 19% are from the Metro area in Clackamas County.

Just under half of the respondents had lived in the area for 20 years or more. The mean average age of the sample group is 47 years of age. 52% are female, 48% are male.

The breakdown by county approximates the percentage of households in the Metro area of each county. Length of time and age characteristics are higher than the population at large, but are more likely to reflect the profile of the voting public, the target group for this survey.

SURVEY OVERVIEW

Quality of Life

Question 1: For purposes of this survey, think of the Portland metropolitan region as the more densely developed areas of Washington, Multnomah and Clackamas Counties, including the City of Portland. My first question is "If you could name only one thing that you particularly enjoy about living in the Portland metropolitan region, what would that be?"

For 25% of the respondents, the natural beauty and environment of the area is the number one reason they enjoy living in the metropolitan region. Recreation opportunities and the outdoors are a significant feature for a further 18%, while 15% mention the region's weather and favorable climate. In fact, almost 6 out of every 10 persons cite natural features of the area as the aspect they most enjoy about the region. Metro staff is encouraged to review actual survey response sheets to obtain more specific information about these responses.

Table 1.1 Most Enjoyable Features of Living in the Portland Metropolitan Region

Table 1.1	
Response	%
Natural Beauty	25%
Recreation	18%
Climate/Weather	15%
Convenient Access	13%
People	6%
Size of Area	5%
Other	18%

- ♦ Multnomah County residents and women are inclined to rate the **natural beauty** of the area higher than average.
- ♦ **Recreation and outdoor** activities are more highly valued by those under 35 & by males.
- ♦ The **climate and weather** are more often mentioned by longer term residents and older people.

Observations:

People in the region place a high value on the natural environment. While Metro can do little to affect or control the weather, it is actively involved in programs that enable people to enjoy the features that make the region unique.

Metro is helping to protect and preserve the natural beauty and environment in the region: it is involved in facilitating recreation and outdoor activities and, through its growth management and transportation planning functions, it is a player in creating convenient locations and access throughout the region.

Metro is ideally positioned to pursue an agenda that addresses the basic issues of why people like to live in the region.

Question 2: What is the one thing you'd most like to change about this metropolitan area, that would make living in the region even more enjoyable?

Transportation improvements (26%), a greater sense of public safety (21%), slower growth (15%) and lower taxes and costs of services (10%) head the list of things people believe would make living in the region better.

Table 2.1 Changes to make living in the region more enjoyable

Table 2.1	
Response	%
Transportation Improvements	26%
Increased public safety	21%
Slower growth	15%
Lower taxes and costs	10%
Better Schools	7%
Other	16%

◆ **Transportation improvements** reflect concerns about the volume of traffic and road conditions. Respondents want to see less traffic and improved roads. The need for improvements is more likely to be mentioned by those who support regional government (31%); more recent arrivals to the region (36%); and those from the inner northwest area (36%).

- ◆ Concerns about **crime** and the need for enhanced public safety are more likely to be expressed by longer term residents; those from the Metro area of Multnomah County (27%); those 65 and older (29%); and those from inner northeast (30%) and inner southeast (31%).
- ◆ **Growth related issues** are more of a concern for Metro residents from Clackamas (22%) and Washington County (21%), particularly in the outer west and south areas of the region.

Observations:

Again, Metro is positioned to play an important role in enabling people to make their lives more enjoyable.

While not directly involved in crime and public safety issues, it is a significant player in creating viable transportation options and alternatives for the region. And, through its growth management planning functions, it has the opportunity to coordinate the transportation and growth future of the region.

The issues of importance to citizens of the region are truly regional issues in the sense that local initiatives, no matter how effective, will be inadequate. To maintain what we now enjoy and to change those things that will enhance the quality of life in our local area will require a coordinated and cooperative effort among communities throughout the entire region.

Awareness of Regional Government

Question 3: Can you tell me the name of the regional government that has jurisdiction in the metropolitan area in and around Portland?

This question sought to test the unaided awareness of respondents about Metro's position in the region. One-third were able to name Metro as the regional government for the area.

Table 3.1 Name Awareness of the Area's Regional Government

Table 3.1	
Response	%
Metro	33%
Tri-Met	2%
Other	2%
Don't Know	62%

- ◆ Overall, 33% named Metro as the area's regional government. A higher percentage, (44%), was recorded among those who support regional government. Put another way, a majority of those who say they support regional government, could not name Metro as that body. In fact, awareness of Metro was higher, (59%), among those who oppose regional government.

- ◆ Awareness of Metro is higher among those who have lived here for 20 years or more (40%). It is also higher among men (43%), than it is among women (24%). It is as high as 45% among respondents from inner southwest and as low as 25% among those from the outer west areas of the region - Beaverton, Hillsboro, Forest Grove etc.

Observations:

For an organization that has been in existence for about fifteen years, one might expect a higher level of identification of Metro as the regional government. Even though Metro figured prominently in last November's General Election with the Charter and Green spaces issues, it would seem that the regional government is yet to etch its mark in the perception of the general public.

It is also apparent that a majority of the public, or at least a majority of the respondents to this survey, do not yet make the connection between regional government and Metro. The agency has not been aggressive in marketing itself and what it does. This has allowed its critics to largely define the public consciousness about Metro.

Given its role in protecting and enhancing those things that people in the region find enjoyable, and its mandate to perform under the new charter, the agency should consider placing additional emphasis on building community awareness about the positive contributions regional government makes for the benefit of citizens of the region.

Question 4: The regional government for the Portland metropolitan area is called Metro. Before this call, had you heard of Metro or, to use its full name, the Metropolitan Service District?

This question was put to the two-thirds of the respondents who did not identify Metro in the previous question. When told that Metro was the area's regional government, 8 out of 10 of these respondents said they had previously heard of Metro.

Table 4.1 Name Awareness of Metro

Table 4.1	
Response	%
Yes	80%
No	20%

- ◆ Prompted awareness was higher among the Metro area respondents from Multnomah County (90%), than it was for those from Washington (76%) and Clackamas (64%)

Observations:

On an overall basis then, 87% of the respondents in this survey were aware of Metro prior to this telephone call.

One-third could identify Metro as the regional government. Following a prompt, a further 53% said they had heard of Metro, even though they were unable to name it as being the regional government.

Question 5: Can you tell me some of the things Metro does?

This was an open-ended question, meaning that people responding in their own words, had an opportunity to identify up to three services, programs or activities Metro provides. The question was asked of both those who in Question 3 identified Metro as the regional government and those in Question 4 who said they had heard of Metro.

Out of 385 respondents, 144, or 37%, were unable to identify what Metro does. A further 35% identified services, programs and activities Metro is not directly involved in. (For example, 14% of those who know of Metro believe it already runs the transit system. Among those who actually associated Metro with a function, 23% said it was involved in running transit.) 6% said Metro was involved in coordinating, facilitating and helping other governments in the area. With regard to specific activities, 17% identify Metro as the solid waste disposal agency, 11% associate it with recycling and 10% are aware of its role in transportation and the zoo.

Table 5.1 Perception of Metro Activities & Functions

Table 5.1		
Response	#	%
Solid Waste Disposal	66	17%
Public Transit	55	15%
Recycling	43	11%
Transportation	39	10%
Zoo	36	10%
Growth Planning	16	4%
Regional Facilities	11	3%
Green spaces	4	1%
Convention Center	1	0%
Other	104	27%
Don't Know	224	37%

- ◆ Among those who are supportive of having a regional government, there is a higher awareness of Metro's role in recycling, the zoo, growth planning and regional facilities. Over half of those who say they oppose regional government either can't identify anything it does, or ascribe to it activities and functions that it does not perform.
- ◆ On a county by county basis, there is higher awareness among Metro area respondents from Multnomah County respondents of its role in solid waste and recycling and a higher level of confusion about its

role in public transit.

- ◆ Perceptions differ by gender. Men make up higher percentages of those who mention Metro's functions as regional facilities, solid waste disposal and the zoo, while women are more prominent among those who say its functions are transportation, transit and growth planning.
- ◆ In the "Other" category, 6% describe Metro's role as helping, coordinating, and assisting the activities of other agencies in the area. There are also specific services people believe are associated with Metro including water and sewer, street maintenance, environmental protection and parks (the latter more so among Multnomah County respondents). Finally there are those who cast what Metro does in generally negative and nonspecific terms, e.g. wastes money, spends too much, etc.

Observations:

Consistent with its low identification as the regional government, there is also a relatively low awareness of the functions and activities Metro actually performs and a relatively high level of association with services and functions it does not perform.

For our entire sample, less than one-quarter were able to correctly identify one or more functions Metro actually performs.

As responses to the next three questions suggest, the rationale for supporting or opposing a regional government like Metro is not always based on the correct assumptions.

Perspectives on Regional Government

Question 6: Generally, do you support or oppose the idea of having a regional government like Metro?

Supporters outnumber opponents by more than a 2:1 margin (38% to 15%). However, a very high 47% say they didn't know how they feel about the idea of having a regional government like Metro.

Table 6.1 Position on Regional Government

Response	%
Support	38%
Oppose	15%
Don't Know	47%

- ◆ As Table 6.2 shows, perspective differ on a **county by county** basis. Support is higher among Metro area respondents from Multnomah County, while opposition is highest in the Metro area within Clackamas County.

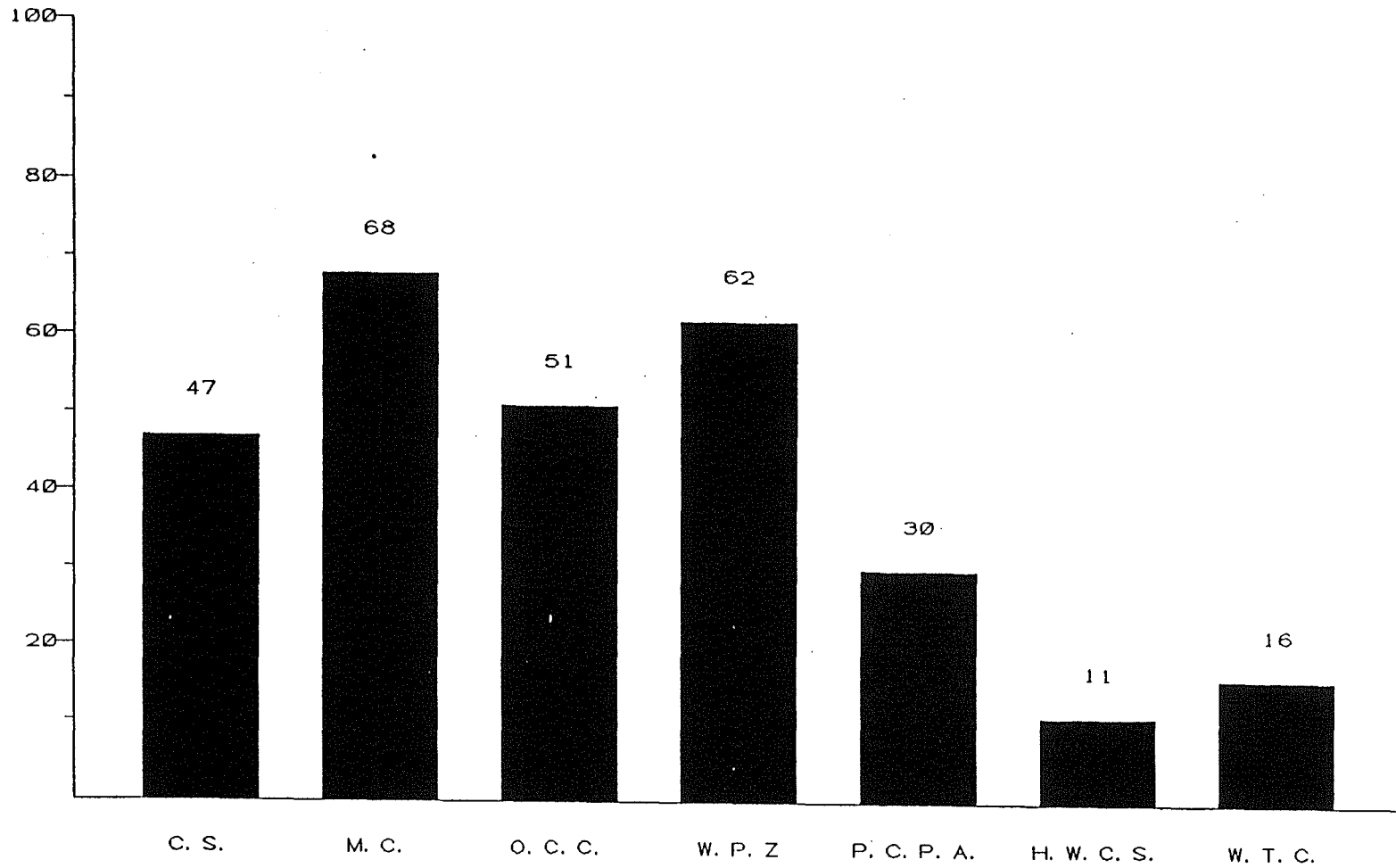
Table 6.2 Position on Regional Government (By Metro area within each county)

County	Support	Oppose	Don't Know
Multnomah	46%	13%	41%
Clackamas	24%	23%	53%
Washington	30%	16%	54%

- ◆ On the basis of **age**, there is greater support for regional government among those under 44, while opposition is higher among the over 55 year olds.
- ◆ **Gender** is also a basis for differing views. Males are more inclined to be more supportive than females who are not necessarily more opposed but more likely to be in the "don't know" category.

METRO CITI-SPEAK COMMUNITY ATTITUDE SURVEY, APRIL 1993

CHART 9: IN THE PAST YEAR OR SO, HAVE YOU, OR A MEMBER OF YOUR FAMILY, VISITED



Compiled by Western Attitudes, April 1993

Observations:

Support for regional government is strongest among respondents from the Metro area within Multnomah County and those under 55 years of age. Opposition is higher among Metro area residents within Clackamas County and those over 55.

The "don't know" category contains higher than average numbers of those who have moved here in the past five years; residents in the Metro area of Washington County; those under the age of 35 and females.

Question 6A: If you support the idea of regional government, why is that?

Respondents who said they support regional government were offered an opportunity to expound on the reasons for their support. A verbatim listing of reasons given is included below. (The bracketed sentence following some of the reasons indicates what that person thinks Metro does). Efficiency, coordination and consolidation are the general themes. However, the list is also illustrative of both lukewarm support and in many cases, support based on erroneous assumptions about what Metro does.

I think we need someone to oversee and govern
We need them to keep things going
I support them but not in addition to city and county governments
We need to do these things (garbage & recycling)
They have a better way of handling issues that come up
We need an organization to watch over everything
Only if it makes the governing parties smaller
Seems to make sense to have a local group watch over things
They take an interest in our community and surrounding areas
Do a better job than another form of government (thinks Metro makes rules for the counties to follow)
We need someone to keep things in order (thinks Metro gets everyone to work together)
They provide the link to the different agencies
Could be cost savings and not duplicate costs of service (thinks Metro has the power to do anything it wants)
They serve their purpose (thinks Metro runs some businesses)
Eliminate the duplication of effort
Closer to the people on what's happening the better
I think its necessary
If they expand and earn their money (thinks Metro runs Tri-Met)
Hopefully can increase the cosmopolitan issues
If costs can be cut and things get straightened out (thinks Metro helps City Council make decisions)
We need help in these areas (transportation & recycling)
If Tri-Met needs help O.K., otherwise it may be a waste of money (thinks Metro oversees Tri-Met)
Help keep this a good place to live (thinks Metro helps with parks and entertainment)
Looking out for the area we live in
Helps facilities stay functional
They have a lot of ideas
Can take a look at the big picture instead of counties doing it

One administration is better than a lot of little ones (thinks Metro helps with various programs of other governments)
Keep from duplicating services
If they do a good job
So things are taken care of faster
Things are coordinated better (thinks Metro is a coordinator for a lot of things)
If they can keep costs down
Believe in consolidation
Individual counties don't see the big picture
Need to get a hold of our problems now
Its needed (thinks Metro merges governments together)
Someone needs to oversee the big picture
They do a good job (thinks Metro is in charge of transportation)
If we need help its better to have local government (thinks Metro helps City Council make decisions)
We need someone looking over this area
If it doesn't cost more taxes
We need to support our city (thinks Metro helps govern the city)
We need to get ourselves together
Things should be easier to understand (thinks Metro coordinates a lot of issues)
May help to avoid duplication which can save us money (thinks Metro has overriding power)
Its necessary (thinks Metro is the commission that wants to move the freeway)
Traffic for one thing needs help (thinks Metro helps with Tri-Met)
They are doing a lot of good things
I just know we need the services (thinks Metro does recycling)
Control the area in which we live
What it does for the common good
Needs to dictate what our area needs (thinks Metro runs sewers, lighting and regional water quality standards)
Good for governing but feel they only do 50% of what needs to be done
More contact directly with the people
Big company and deserve some power (thinks Metro runs light rail)
More efficient
Make policies that are carried out (thinks Metro is responsible for water quality, sewage and the Port of Portland)
Has to be some place for small towns to report (thinks Metro runs bus services)
Good to have regional government
Reduce duplication of services and costs (thinks Metro does street upkeep and provides police services)
Can't really say
Keep city clean (thinks Metro runs DEQ)
Good idea and save money if they eliminate city government (thinks Metro runs bus lines and MAX and roadways)
Need smaller government for people so they can do it (thinks Metro is a resource and referral service for child care)
Consolidation hopefully can save costs (thinks Metro ties the region together)
Good to have standard organization and people
Planning of Portland and the region is well done
Doing a good job (thinks Metro runs transit system, road maintenance & parks)
Doesn't know why (thinks Metro provides for public buildings and highways)
No particular reason
Think its great. Metro does a fine job (didn't identify anything Metro does)
Likes Tri-Met & light rail. Metro is doing O.K.

If costs are O.K. I support it
Doing a good job (thinks Metro is involved in Tri-Met)
Draws together the work of several agencies
Consolidation saves money (thinks Metro is involved in Tri-Met and light rail)
Reduces bickering between various governments and agencies
Coordination between counties a good thing
No particular reason
If run right - need open forums (thinks Metro runs Tri-Met, local freeways and environmental programs)
If powers definitely defined (thinks Metro runs parks)
Works well, doing a good job Z(thinks Metro runs buses)
Not real sure - seems to be doing a good job (thinks Metro runs Tri-Met)
Don't know why
Should be one body over whole area (thinks Metro runs transit and environmental programs)
Reduce duplication of services
Area is getting to large
Its already there - keep costs down (thinks Metro runs MAX)
MAX has been great (thinks Metro runs MAX)
Eliminates duplication and provides information
Better than several agencies duplicating (thinks Metro runs bus system)
Great if it works effectively and there is no fighting between governments
Needed to coordinate between agencies
If it eliminates other agencies/costs
Consolidation and planning in one agency
Need to consolidate between counties
Know better what is going on locally
Local control
Like centralized, hands on approach
Coordination of tri-county governments
Encompasses community based services
Needs some help but usually does an O.K. job
Better services
I support regional government but not Metro's way of doing it
Like the encompassing government (thinks Metro runs the transit system)
They do a good job on waste control now
Avoid duplication of services
Covers all the real needs of the metropolitan region
Because it controls growth
Think its a good idea
I support recycling
Just works good this way
Just does a better job
It seems to work O.K.
They care more
All we need is one regional government and a super county
Because we are all in one area
Government should have an encompassing power over the whole area
Its pro-environment
There are inefficiencies in the overlapping county and city governments
Local people have input on what happens (thinks Metro runs light rail, will move the freeway and brought us Portlandia)
Portland needs a government body to control all the activities of the region
So Portland doesn't grow out of control like Seattle did

Because of the start-up of waste control
Good efforts with controlling garbage flows
Because we have a good mass transit system here (thinks Metro heads up Tri-Met bus services)
Parks are good and clean (thinks Metro takes care of parks)
Its important to have Metro (thinks Metro cares for parks)
They do a good job
We need them
They're doing a good job (thinks Metro runs Tri-Met and provides 'green people' downtown)
Do some good in controlling everything
Someone has to do it
Good idea to have someone to look over everything
Cost effective
Good for people who don't have transportation
Someone has to be in charge
We need planning for the area
Overall efficiencies can be obtained
Smaller the better
Pro-recycling

Question 6B: If you are opposed to the idea of regional government, why is that?

Comments expressed in Question 6A also apply to this question. The following is a verbatim list of reasons offered for opposing the idea of having a regional government. The general themes are too much government and a concern about the amount of power the regional agency has.

I think we've added one layer too many
Can get to be too powerful
We don't believe in people relying on government, we think they should do things for themselves (thinks Metro pushes socialism)
They take care of certain things but not all. They need to take care of everything or break into smaller groups
Too much government and politics
Because it was illegally developed in the first place
Tired of things being factionalized
Too much power in one place
Opposed to more government (thinks Metro regulates a lot of laws)
Tri-Met doesn't need help (thinks Metro manages Tri-Met)
Tri-Met should be able to handle the situation (thinks Metro helps with Tri-Met)
I don't see much change so far
The officials get too big and make too much money
Spend too much money. Some of the things they do people can't keep track of how they are performing their tasks
The less government the better
Some areas get more attention than others
Overlaps too much
Its mainly for Portland and the smaller towns pay for it
The more government, the less individual attention you get
Expanding themselves too far where citizens don't have a say
Don't need anymore government
Don't need them to have the authority to tax me without a vote

If this will cost more taxes I'm against it
They are biased, have their own interests in mind
The people should have a voice in what happens
They create more jobs for overpaid officials
City Council should do more. Metro is involved in stuff the city should be doing
Because I don't know enough about them. Need more information
They have too much control in certain areas
Don't need more government
The more government we have, the more money we owe
Building too fast (thinks Metro helps with Tri-Met)
No more government
No more money spent if its not necessary
No more government
Don't like decisions made (thinks Metro controls zoning)
Spending money and people having nothing to say about it
Should combine city and Metro together and consolidate government
More citizen involvement and people participation (thinks Metro controls city transit)
Too much power (thinks Metro runs light rail)
Trying to do something unnecessary - too much power (thinks Metro coordinates other city and local areas and runs sewers)
Aren't responsible to voters. taxation without representation
Need to cut back government financially. Pushing to far. Need to consolidate and have less government
Too much power
Takes away from local government
Metro puts its nose where its not needed (thinks Metro is responsible for building codes and parks)
Facilities not up to par (thinks Metro provides parks)
Don't agree with power in one area like they have
Too much power without a vote
Interference with private property rights
Too much government now
Shouldn't have taxing privileges. Too many layers of government now
Can't vote on the issues (thinks Metro runs hospitals, transit authority and parking)
Metro too powerful
Too big. They've grown into being ineffective (thinks Metro runs light rail and regulates facilities in city)
Waste of tax money. Duplicate government
Waste of time and money .
Spend too many dollars for not enough results
We have too much government. Put the money into schools
Another unneeded layer of government
Less government is best - too many complex levels
Waste of money when we already have city, county and state government
Port of Portland can do it themselves (thinks Metro provides water)
City Commissioners should do what Metro does
Powers too broad
They all get paid too much to do so little

Observations:

Just as Metro has an obligation to listen to the voices of citizens in the region, it also has an obligation to assist those citizens understand its real role and mission.

The comments in response to Questions 6a and 6b should be especially interesting to Metro's Committee for Citizen Involvement as the members of that group begin to focus their efforts on improving two-way communication between Metro and citizens in the region.

Regional Facilities

Question 7: One of the things Metro does is to operate facilities that serve people from throughout the metropolitan region. In the past year or so have you, or a member of your household visited or used any of the following regional facilities?

Visits to the Memorial Coliseum top the list, followed by attendance at the Zoo and the Convention Center.

Table 7.1 Attendance at Regional Facilities

Table 7.1		
Facility	Yes	No
Memorial Coliseum	68%	32%
Washington Park Zoo	62%	38%
Oregon Convention Center	51%	49%
Civic Stadium	47%	54%
PCPA	30%	70%
Waste Transfer Centers	16%	84%
Hazardous Waste Collection	11%	89%

- ◆ Visitors to the regional entertainment facilities are more likely to be able to **name** Metro as the regional government. While only 33% of the general sample could name Metro as the regional government, a majority of users of both the hazardous waste collection center and waste transfer centers are able to do so.
- ◆ Visitors and users of regional facilities are much more inclined to **support** the idea of having a regional government. In fact, the difference in the level of support among those who have visited or used a facility, and those who have not, is about 20%.

- ◆ When viewed on the basis of Metro area residents on a county by county basis, the data reveals some interesting patterns in visitor and user activity.

In the overall sample, 47% had attended Civic Stadium, 67% had been to Memorial Coliseum, 50% to the Convention Center, 62% to the Zoo, 30% had attended the Portland Center for the Performing Arts, 11% had been to a Hazardous Waste Collection Site and 16% had used a Waste Transfer Center. Table 7.2 breaks the overall sample down into Metro areas of residency within each county.

Table 7.2.: % of Respondents in the Metro Areas of Each County Who Have Attended Regional Facilities in the Past Year

Facility	Multnomah	Clackamas	Washington
Civic Stadium	46%	39%	53%
Memorial Coliseum	67%	61%	75%
Convention Center	47%	46%	61%
Zoo	58%	65%	69%
PCPA	35%	31%	19%
Hazardous Waste Collection Site	17%	10%	0%
Waste Transfer Center	20%	16%	7%

56% of the total households in Metro's boundaries are within Multnomah County, 26% are in Washington County and 18% are located in Clackamas County. Table 7.3 looks at the percentage of attendees at each facility, by county, to see the degree to which residents of the Metro areas in each county support each of these regional facilities.

Table 7.3: % of Respondents Attending each Regional Facility, by Metro Area in Each County

Facility	Multnomah	Clackamas	Washington
Civic Stadium	56%	16%	28%
Memorial Coliseum	56%	17%	27%
Convention Center	53%	17%	29%
Zoo	53%	20%	27%
PCPA	65%	19%	15%
Hazardous Waste Collection Site	83%	17%	0%
Waste Transfer Center	71%	19%	11%

- ◆ Both tables suggest that higher percentages of Metro area residents of **Washington County** take advantage of regional entertainment facilities, with the notable exception of the Portland Center for the Performing Arts. They also record very low usage of waste transfer centers.
- ◆ Within **Clackamas County** Metro area residents had average or higher than average attendance at the Zoo, PCPA and the Waste Transfer Center, while Metro area residents within **Multnomah County** respondents attended PCPA, Hazardous Waste Collection Sites and Waste Transfer Centers in larger than average numbers.

Question 8: Do you believe Metro does a very satisfactory, satisfactory or not very satisfactory job of operating these facilities.

Overall, Metro gets good grades for operating facilities. 16% perceive operations are "very satisfactory"; 60% say they are "satisfactory"; for an overall approval rating of 76%. 6% say they are "not very satisfactory". These ratings include the perceptions of both users and non-users of these facilities.

Examining responses from users only reveals even higher levels of satisfaction.

Table 8.1 Visitor/User Satisfaction With Operation of Regional Facilities

Table 8.1				
Facility	Very Satisfactory	Satisfactory	Not at all Satisfactory	Don't Know
Civic Stadium	24%	65%	4%	7%
Memorial Coliseum	19%	68%	4%	8%
Convention Center	17%	66%	5%	12%
Zoo	21%	65%	5%	10%
PCPA	21%	66%	6%	7%
Hazardous Waste Site	28%	59%	8%	5%
Waste Transfer Center	25%	56%	13%	7%

Other Metro Programs

Question 9: Have you heard of the following Metro sponsored programs?

Except for the Region 2040 Plan, awareness of other programs is fairly high.

Table 9.1 Awareness of Certain Metro Programs

Table 9.1		
Program	Yes	No
Region 2040 Plan	5%	95%
Green spaces	66%	34%
North/South Light Rail Corridor Study	69%	31%
Earthquake Planning Program	67%	33%

General Government

Question 10: How much do you think each of the following governments cares about how people like you feel?

A 1-5 rating scale was used for this question. One represents "Cares a lot", while five represents "Does Not Care At All". Not all respondents are familiar with each of the governments so a "Don't know" option was included as 6.

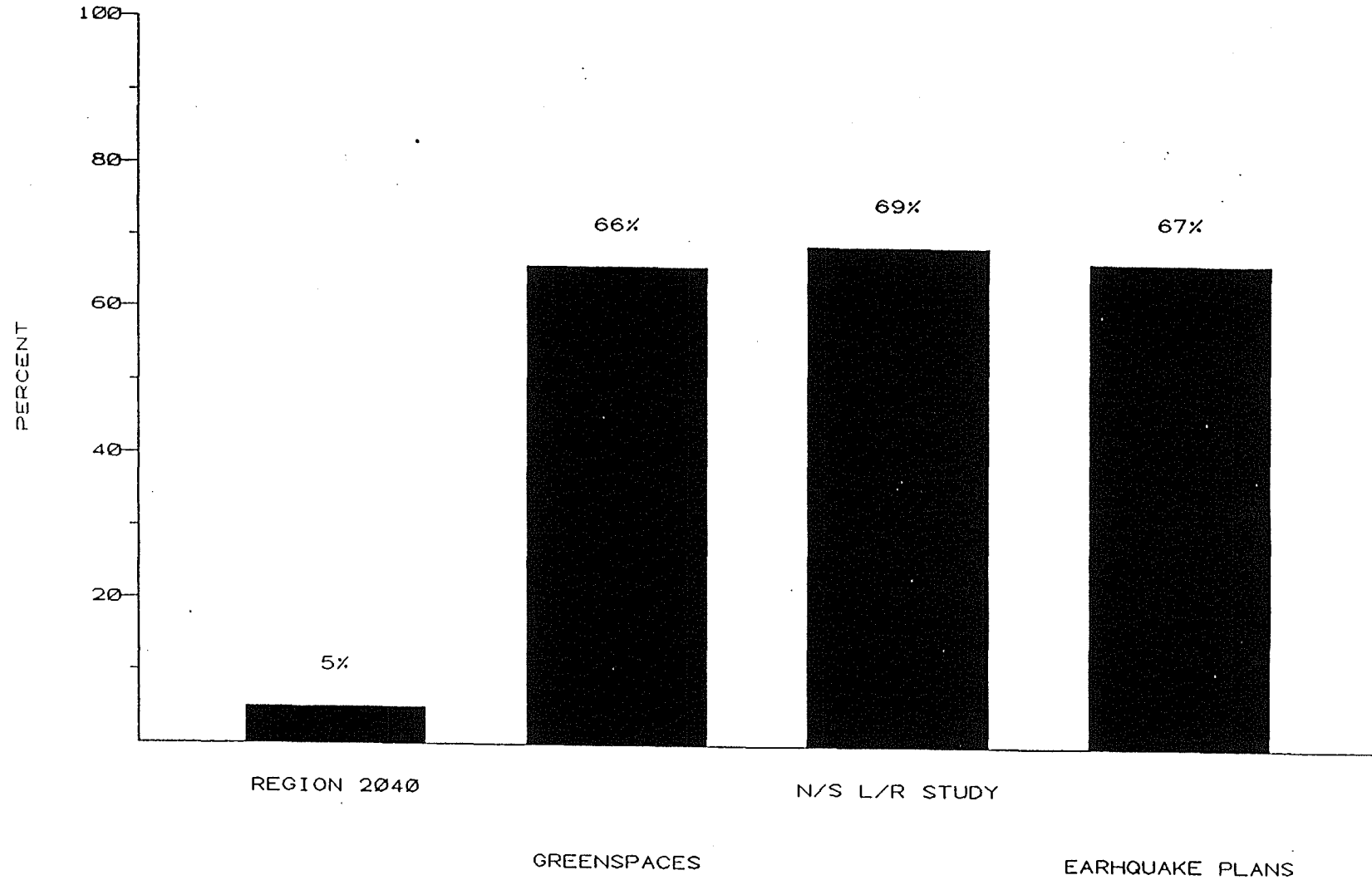
Table 10.1 shows ratings expressed as a weighted average of all the responses. A response of 1 was assigned a value of 100; 2 = 80; 3 = 60; 4 = 40; 5 = 20 and 6 = 0. A higher number signifies a higher overall perception of caring by that government.

Table 10.1 Perception of How Much Different Levels of Government Care About Ordinary People

Table10.1	
Government	Rating
City	65
County	61
Regional Govt.	61
State	54

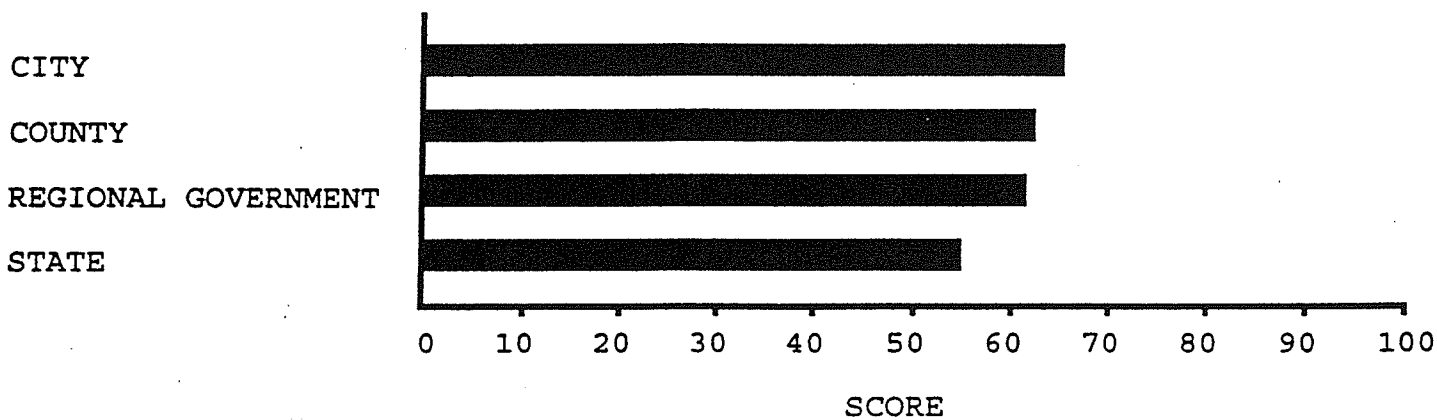
METRO CITI-SPEAK COMMUNITY ATTITUDE SURVEY, APRIL 1993

HAVE YOU HEARD OF THE FOLLOWING METRO SPONSORED PROGRAMS?



Compiled by Western Attitudes, April 1993

CHART 13: HOW MUCH DO YOU THINK EACH OF THE FOLLOWING GOVERNMENTS CARES ABOUT HOW PEOPLE LIKE YOU FEEL ON ISSUES?



Compiled by Western Attitudes, April 1993

- ◆ While overall, Metro scores are tied with those for counties, Metro does better than the counties among those who support regional government; more recent arrivals; Multnomah County residents; those under 35 & those in the 45-54 age bracket; males and people from inner northeast and outer east zip code areas.

Question 11A: Can you name any of your elected City officials?

- ◆ 61% of the respondents gave names of one or more of their elected city officials. Among Metro area respondents in Multnomah County, 71% provided a name. That percentage dropped off to 55% among respondents from the Metro area of Clackamas County, and 37% among those from the Metro areas within Washington County.
- ◆ Mayor Vera Katz of Portland is the most widely known city official, identified by 78% of those who responded to this question. The question asked respondents to name one of "your elected city officials". Katz's name familiarity extends beyond the boundaries of the City of Portland because she is named not only by 91% of the respondents from the metro areas of Multnomah County, but also by 56% of Washington County Metro area respondents and 49% of those from the Metro area within Clackamas County.

Question 11B: Can you name your County Commissioners?

- ◆ 23% provided names. Over a quarter gave names of persons who do not serve as County Commissioners.

Question 11C: Can you name your elected officials at Metro?

- ◆ 18% offered a name. 11% of these gave names of people who are not associated with Metro. 84% mentioned Rena Cusma. Former Councilor Larry Bauer was mentioned by two respondents, and Ruth McFarlane and Terry Moore were both identified by one person each. No other Metro Councilor was identified.

Question 11D: Can you name your State Representative?

- ◆ 22% offered a name, but over two-thirds of these names are politicians who are no longer in office, or who hold positions other than State Representative.

Question 11E: Can you name your State Senator?

- ◆ 49% offered names in response to this question. Of these, 69% said Bob Packwood, 14% Mark Hatfield and 7% gave names of people other than Senators in the State Legislature.

Observations:

While the electorate at large may express concerns at the workings of government, there is apparently very little personal connection between people and their elected officials at all levels of public office. Out of our total sample:

60% named a current elected city official. (4 out of every 5 named Vera Katz. 11% identified other city officials.)

17% named a current County Commissioner. (Two-thirds named Gladys McCoy -the survey was taken prior to her death - and 6% named other Commissioners.)

16% identified a current elected official at Metro.

7% were able to identify a current State Representative.

5% named a current State Senator.

Question 12: What are your two best sources of information about public issues in the region?

Respondents were read a list of information sources and asked to name two reference sources. Television and The Oregonian are most frequently mentioned.

Table 12.1: Best Information Sources About Public Issues

Information Source	%
Television	80%
The Oregonian	68%
Radio	23%
Local Newspapers	15%
Friends & neighbors	9%
Newsletters	1%
Other	3%

- ◆ **Television** was mentioned more often by recent arrivals, people from Washington county, those under 35, and people from the outer west zip code areas.
- ◆ **The Oregonian** was more popular among regional government supporters, Washington county respondents, those over 55 and respondents from inner southwest, outer west and outer east locations.

- ◆ **Radio** drew higher than average responses from Clackamas County residents, those in the 35-55 age group and people from the inner northwest and inner northeast areas.
- ◆ **Local newspapers** fared better among respondents from Multnomah and Clackamas Counties, those over 55 and people from the inner northwest, inner northeast and outer south areas.

Demographics

Question 13: How long have you lived in the Portland metropolitan region?

Table 13.1 Length of Time in Portland Metropolitan Region

Table 13.1	
Length of Residence	%
5 Years or Less	16%
6-10 Years	12%
11-15 Years	14%
16-20 Years	13%
Over 20 Years	45%

- ◆ Just under half of the respondents have lived here more than 20 years. People who know Metro is the regional government (54%); those who oppose regional government (69%); Metro area respondents from Washington County (50%); those in the 55-64 age group (64%) and the over 65 age group (90%) have lived here longer than the average.
- ◆ Readers should bear in mind that the target population for this sample was registered voters in the region. Therefore, the average length of residence in the community as reflected in this sample will be higher than that for the population at large.

Question 14: In which of the following age groups are you?

The mean average age of the sample group is 47 years.

Table 14.1 Respondents by Age Group

Table 14.1	
Age	%
Under 35	21%
35-44	25%
45-54	20%
55-64	13%
65 & Over	21%

likely to be higher than the average age for the population at large, given the tendency for younger people not to register.

- ◆ The average age for those who know Metro is the regional government, or who have heard of Metro is higher than those who have no such knowledge or awareness. The average age of those who support regional government is much younger (45.4) than those who oppose it (59.1). The average age of those who say they "don't know" how they feel about regional government (44.8) is much closer to those who support than those who oppose.
- ◆ Again, readers should be mindful that the average age in this sample of registered voters is

Question 15: County of Residence?

The percentages in the sample approximate the population breakdown reflected in U.S. Census Bureau data for that portion of the three counties within the boundaries of Metro.

Table 15.1 % Of Respondents By County Area Within Metro Boundary

Table 15.1	
County	%
Multnomah County	57%
Clackamas County	19%
Washington County	24%

◆ Relationships between Metro and the County governments in the region, particularly those of Clackamas and Washington, are oft times strained. Metro is perceived in the suburban areas as being too dominated by the interests of the Multnomah County area. Table 15.1 shows that almost 6 out of every 10 households in Metro's boundaries lie within Multnomah County. On this basis, it seems reasonable to assume that the three counties will have unequal impact and influence in the operations of the regional government. However Table 15.2 offers an additional insight.

Table 15.2 % Of Households In Each County That Lie Within Metro Boundaries

Table 15.2	
County	%
Multnomah County	99%
Washington County	89%
Clackamas County	70%

◆ While Clackamas County households make up about 18%, or less than one-fifth of the total households within Metro's boundaries, they account for 70% of all the households in Clackamas County. Likewise, while Washington County households make up less than one-quarter of those within Metro's boundaries, they include 9 out of every 10 households in the county. Consequently, officials in each of the suburban counties sometimes question whether the interests of the vast majority of their constituents are properly heard in a forum like Metro, where their representation, as county residents, is distinctly in the minority.

Observations:

Both Metro and local government officials need to be sensitive to issues of place and belonging as they continue to refine a process for building effective intergovernmental relations in the region through M-PAC and other forums.

Until the regional government is perceived and accepted as an authentic government form in its own right, with a separate and definable set of solutions it is uniquely qualified to contribute for the betterment of life in the region, local/regional squabbles are likely to dot the landscape. If the experience of counties and cities is any indication, discord may continue even beyond that point!

In the post Ballot Measure 5 era in Oregon, our polling experience suggests that people place as much or more value on the product i.e. cost-effective services and programs, as they do on the delivery mechanism. Metro officials and local government officials in the region, can choose to ignore these trends and protect their historical "turf". Or, in the alternative, they can choose to cooperatively examine the role of government, incorporating the economic concept of "competitive advantage" to reach an accord, in concert with their constituents, that will deliver cost effective government in the most cost efficient manner to the citizens of the region.

Question 16: What is the postal zip code for the area where you live?

Postal zip code numbers were aggregated in seven areas shown on the accompanying map.

Table 16.1 Respondents by Postal Zip Code Grouping

Table 16.1	
Area: 97---	%
Inner Northwest 203, 209, 210, 229, 231	4%
Inner Northeast 211, 212, 213, 217, 218, 220, 227, 230, 232	18%
Inner Southwest 201, 204, 205, 219, 221, 223, 224, 225	20%
Inner Southeast 202, 206, 214, 215, 216, 222, 233, 236, 266, 267	24%
Outer West 005, 006, 007, 075, 106, 109, 113, 116, 117, 119, 123, 124, 125, 133, 144	14%
Outer South 004, 013, 015, 017, 022/23, 027, 034/35/36, 038, 042, 045, 062, 068, 070, 140	14%
Outer East 009, 010, 011, 019, 024, 028, 030, 049, 055, 060, 067, 080	6%

Question 17: Precinct:

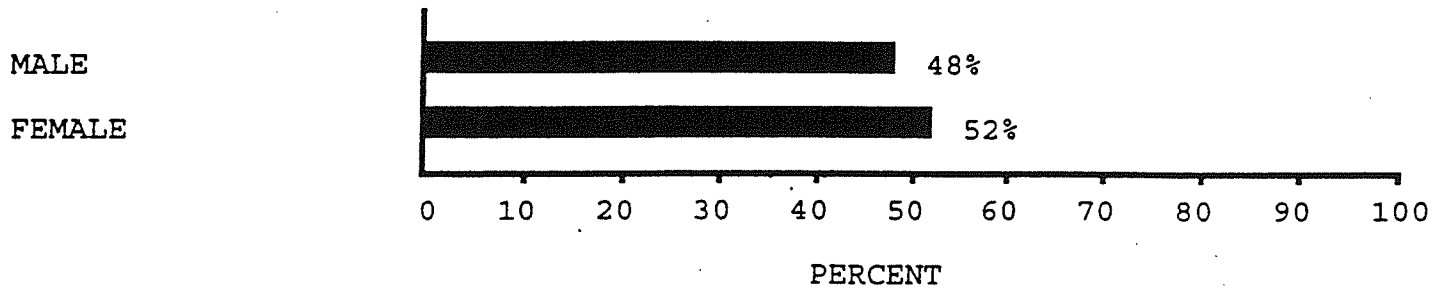
Question response forms indicate precinct number. However no analysis has been done on the basis of precinct location.

Question 18: Gender

♦ 52% of the sample are female while 48% are male. This is a good representation of the gender mix in the region.

METRO CITI-SPEAK COMMUNITY ATTITUDE SURVEY, APRIL 1993

GENDER.



Compiled by Western Attitudes, April 1993

APPENDIX

Metro Citi-Speak Panel

Questionnaire

Metro "Citi-Speak" Panel

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Metro Area Telephone Survey - April 5-9, 1993
(400 completed calls from respondents who live within Metro boundaries)

"Hello, I'm _____ calling from Western Attitudes, a local public opinion research firm. If you have about five minutes I'd like to get your opinion on some issues affecting the future of the Portland metropolitan region." (If "No", ask if there is another adult available, or if there is a better time to call.)
(Circle number by given response or write answer if space provided)

Question 1: For purposes of this survey, think of the Portland metropolitan region as the more densely developed areas of Washington, Multnomah and Clackamas Counties, including the City of Portland. My first question is "If you could name only one thing that you particularly enjoy about living in the Portland metropolitan region, what would that be?"

Question 2: What is the one thing you'd most like to change about this metropolitan area, that would make living in the region more enjoyable?

Question 3: Can you tell me the name of the regional government that has jurisdiction in the metropolitan area in and around Portland?

1. Metro, or Metropolitan Service District (Skip to Q5) 3. Other _____
2. Tri-Met 4. Don't know

Question 4: The regional government for the Portland metropolitan area is called Metro. Before this call, had you heard of Metro or, to use its full name, the Metropolitan Service District?

1. Yes 2. No (Skip to Q6)

Question 5: Can you tell me some of the things Metro does?

Question 6: Generally, do you support or oppose the idea of having a regional government like Metro?

1. Support 2. Oppose (Skip to Q6B) 3. Don't know (Skip to Q7)

Question 6A: (If Support in Q6.) Why is that? (Answer, then skip to Q7)

Question 6B: (If Oppose in Q6.) Why is that?

Question 7: One of the things Metro does is to operate facilities that serve people from throughout the metropolitan region. In the past year or so have you, or a member of your family, visited or used any of the following regional facilities?

(Write in a 1 if visited or used; 2 if not visited or used, and 3 if don't know)

- | | | |
|-------------------------|--------------------------------|--|
| _____ Civic Stadium | _____ Oregon Convention Center | _____ Portland Center for the Performing Arts |
| _____ Memorial Coliseum | _____ Washington Park Zoo | _____ A Hazardous Waste Collection Site |
| | | _____ One of the area's solid waste transfer centers |

Question 8: Do you believe that Metro generally does a very satisfactory, satisfactory or not very satisfactory job of operating these regional facilities? (If not very satisfactory rating given, ask why?)

- 1. Very satisfactory
- 2. Satisfactory
- 3. Not very satisfactory
- 4. Don't know

(If 3, Why? _____)

Question 9: Have you heard of any of the following Metro sponsored programs?
(Write in 1 if Yes; 2 if No; 3 if Don't know)

- _____ Region 2040 Planning
- _____ Greenspaces
- _____ North/South Light Rail Corridor Study
- _____ Earthquake Preparedness Planning

Question 10: I'm going to read a list of government agencies and ask you to rate each one on a scale of 1-5, where 1 means they care a lot about how people like you feel, and 5 means they don't care at all. (Circle 6 if don't know) How much do you think your city government cares about how you feel on issues? Repeat question for "your county", "your regional government" "the state".

Government	Cares a Lot				Don't Care at all	Don't Know
City	1	2	3	4	5	6
County	1	2	3	4	5	6
Reg. Govt.	1	2	3	4	5	6
State	1	2	3	4	5	6

Question 11: I'd like to know if you can recall the names of any of your elected officials? (a) Can you name any of your City officials?. (If not in a city, write "outside"). (b) Can you name your County Commissioners? (c) Your elected officials at Metro? (d) Your State Representative or State Senator?

Government	Names
City	_____
County	_____
Metro	_____
State	Rep: _____ Sen: _____

Question 12: What are your 2 best sources of information about public issues in the region? READ

- 1. Local newspapers
- 2. The Oregonian
- 3. Television
- 4. Radio
- 5. Newsletters from govts.
- 6. Friends & neighbors
- 7. Other _____

Question 13: How long have you lived in the Portland metropolitan region?

- 1. Five years or less
- 2. 6-10 years
- 3. 11-15 years
- 4. 16-20 years
- 5. Over 20 years

Question 14: In which of the following age groups are you?

- 1. Under 35
- 2. 35-44
- 3. 45-54
- 4. 55-64
- 5. Over 65

Thank you for sharing your opinion with us this evening.

Question 15: In which county does respondent live? Note from calling sheet.)

- 1. Multnomah
- 2. Clackamas
- 3. Washington

Question 16: What is the postal zip code for the area? (from calling sheet) 97 _____

Question 17: Precinct #. (from calling sheet) # _____

Question 18: Gender. (Do not ask. Note from caller's voice.) 1. Male 2. Female