

MINUTES FROM WASHINGTON COUNTY
PUBLIC HEARING
July 9, 1991

Eric Carlson representing Mayor Larry Cole from the city of Beaverton testified first.

Eric's general statement was that the City of Beaverton is suggesting limited authority as the "mayor wants to make sure that we don't have an additional layer of general government...". In regards to a specific model of charter, the City of Beaverton believes that an old fashioned charter that lists out all the areas that a city or county could take on is acceptable.

Question from Committee: Are you aware of any like this in existence?

Eric Carlson: No, not that he was aware of.

Question from Committee: Has Larry expressed an opinion as to whether the Executive Officer should be elected or appointed?

Eric Carlson: "...this is not any issue he (the mayor) is go to die over...the issue for him is to have somebody elected to represent the region as a whole..."

Question from Committee: Did Larry express any concern about the size of the council?

Eric Carlson: No, the only concern he has is that a council that is any smaller than the current council which is representing huge numbers of people and particularly if you decide to continue with implementation of a volunteer council, that it would be very difficult for those folks to have the time to interact with their constituents.

Question from Committee: Has Larry expressed an opinion as to whether the council should be part time or full time?

Eric Carlson: No, he has not.

Mayor Shirley Huffman representing Hillsboro was introduced to give the next testimony.

Mayor Huffman's general statement included the fact that the City of Hillsboro supports the election of one Councilor at large and believes that councilor should be the Presiding Officer over the Council. In addition, Hillsboro supports the position that the Executive Officer should be appointed rather than elected. "Having a politician rather than a manager in that position will increase

the risk that this person will attempt to slate his or her own agenda rather than carrying out the policies set by Council". It was also stated that the cities of Cornelius, Durham, Tualatin and Wilsonville along with Washington County join the City of Hillsboro in emphasizing the importance of this particular issue.

Question from Committee: What positive criteria or limits test should be used to say 'that service or function is therefore a good candidate for regional observation?'

Mayor Huffman: The charter should be written with authority given to Metro that it currently has. Once Metro has proven the ability to handle these issues, and there are issues we all agree are regional in nature and we can take that to the voters to amend the charter at that time. Mayor Huffman did stress the fact that it is important that everybody agree on what is regional in nature and that people not be told what is regional.

Question from Committee: What is your degree of confidence that an at-large elected chairperson of this council residing in Oregon City, Tigard, or Hillsboro would have as much opportunity to successfully capture the position as a resident of Portland?

Mayor Huffman: Discussion was entertained as to the fact that between Washington County and Clackamas County, the population is currently larger than that of Multnomah and the growth rate is expected to continue. "It's not that someone from Portland shouldn't be the Presiding Officer, it should simply be the best candidate".

Question from Committee: If you were to have a person elected at large, I would guess that that person would more likely than not, have a constituency within the region. If that were the case, would you really truly have a regional constituency with that person? Does that make sense?

Mayor Huffman: Validated the question and agreed. Stated that this was not an issue she believed that Hillsboro would go to the mat over. Reiterated that Hillsboro very, very strongly believes that it should be an appointed professional management position and not an elected position.

Question from Committee: How many elected officials serve part time?

Mayor Huffman: All are part time.

Mayor Gerald Edwards representing the City of Tigard was the last to give testimony.

Mayor Edwards general statement was that the City of Tigard believes that there are regional issues to be addressed in a

regional context. He wants the Charter Committee to recognize that there are also local issues that need to be addressed in local context and that it is important to understand that there will be impacts on local governments whatever you do; intended or not intended. He also stated that it is critical to solicit citizen input.

Question from Committee: Mayor Edwards was asked to be more specific regarding local and regional controls.

Mayor Edwards: Examples of regional controls were transportation issues, and land development. The City of Tigard also believes that certain phases of law enforcement can be regionalized; uniformed officers not being one of them.

Question from Committee: If we were to continue on the path on which we now are, the three counties and all the cities that do work together and work through for instance JPACT and some pretty thorny issues, and work very committedly towards a consensus and economies of scale, if that were to be the model of the future, would you see a need for a regional government?

Mayor Edwards: "Probably not". "I'm a realist and I don't know that the future society is going to allow us to do that when faced by conflicts..."

Question from Committee: Do you think the voters would more likely approve a charter that delegated specific and limited powers along the lines of those who testify like Mayor Cole, or a charter that delegated general home rule regional powers to the regional government?

Mayor Edwards: Unable to answer. There are too many factors to tell what the voters will and will not do.

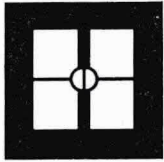
Question from Committee: Do you see a role for Metro in dealing with regional water services?

Mayor Edwards: Was not sure he really wanted to comment on this. Unable to make out what was said as to why.

Meeting adjourned.

Materials following this page represent
Public Testimony

CITY OF HILLSBORO



MR. CHAIRMAN AND MEMBERS OF THE CHARTER COMMITTEE:

I AM SHIRLEY HUFFMAN, MAYOR OF THE CITY OF HILLSBORO. THANK YOU FOR THE OPPORTUNITY TO OFFER COMMENTS FOR YOUR CONSIDERATION AS YOU BEGIN DRAFTING A PROPOSED CHARTER FOR METRO. IT IS ESPECIALLY GRATIFYING THAT YOU HAVE CHOSEN TO RECEIVE COMMENTS FROM LOCAL ELECTED OFFICIALS EARLY IN THE PROCESS, SINCE I BELIEVE OUR COMMENTS ARE VERY IMPORTANT AND CAN BE OF GREAT ASSISTANCE TO YOUR TASK.

YOU HAVE RECEIVED WRITTEN TESTIMONY TONIGHT FROM THE CITY OF BEAVERTON. IN ORDER TO AVOID BEING REPETITIVE AND IN THE INTEREST OF YOUR TIME HERE TONIGHT, I WILL REFER TO THAT WRITTEN TESTIMONY IN THESE REMARKS. THE CITY OF HILLSBORO AGREES WITH ITEMS 1, 2, 3, 5, 6 AND 7 OF BEAVERTON'S PREPARED STATEMENT. REFERRING TO ITEM 4, THE CITY OF HILLSBORO SUPPORTS THE ELECTION OF ONE COUNCILOR AT LARGE AND BELIEVES THAT COUNCILOR SHOULD BE THE PRESIDING OFFICER OF THE COUNCIL. THIS IS SIMILAR TO THE GOVERNMENT OF WASHINGTON COUNTY WHERE THE CHAIR OF THE COMMISSION IS ELECTED FROM THE COUNTY AT LARGE AND COMMISSIONERS ARE ELECTED FROM SPECIFIC REGIONS; ALSO, TO THE CITY OF HILLSBORO WHERE THE MAYOR IS ELECTED FROM THE CITY AT LARGE AND COUNCILORS ARE ELECTED FROM SPECIFIC WARDS.

ADDITIONALLY, THE CITY OF HILLSBORO TAKES THE POSITION THAT THE METRO EXECUTIVE OFFICER SHOULD BE APPOINTED, NOT ELECTED. HAVING A CHIEF ADMINISTRATIVE OFFICER WHO IS AN EXPERIENCED PROFESSIONAL MANAGER IS ESSENTIAL FOR AN ORGANIZATION WHICH MUST

HANDLE REGIONAL ISSUES. HAVING A CHIEF ADMINISTRATIVE OFFICER WHO IS ELECTED LEAVES OPEN THE POSSIBILITY OR EVEN PROBABILITY THAT A GOOD POLITICAL CAMPAIGNER WHO IS NOT AN EXPERIENCED PROFESSIONAL MANAGER CAN BE ELECTED TO THIS POSITION. HAVING A POLITICIAN RATHER THAN A MANAGER IN THIS POSITION WILL INCREASE THE RISK THAT THIS PERSON WILL ATTEMPT TO SET HIS/HER OWN "AGENDA", RATHER THAN CARRYING OUT THE POLICIES OF THE COUNCIL. THE COUNCIL-MANAGER (ELECTED POLICY BOARD WITH A PROFESSIONAL CHIEF ADMINISTRATIVE OFFICER) FORM IS BY FAR THE MOST COMMON FORM OF LOCAL GOVERNMENT THROUGHOUT THE UNITED STATES, AND HAS PROVEN TO BE EXTREMELY EFFECTIVE.

THE CITIES OF CORNELIUS, DURHAM AND TUALATIN JOIN WITH THE CITY OF HILLSBORO IN EMPHASIZING THE IMPORTANCE OF THIS PARTICULAR ISSUE.

THE CITY OF HILLSBORO LOOKS FORWARD TO WORKING WITH YOU THROUGHOUT THE CHARTER DRAFTING PROCESS. THE VARIOUS ELECTED OFFICIALS AND ADMINISTRATORS IN THE REGION REPRESENT COUNTLESS YEARS OF EXPERIENCE AND I URGE YOU TO DRAW FROM THAT EXPERIENCE AS YOU GO FORWARD WITH YOUR TASK.

*Testimony of
Donna Key*

The Metropolitan Service District is a special service district. Metro is lauded for success when having performed or delivered a specific service. Metro has not been successful when it has been promoted as a regional government ... a layer of government ... or a government without partners. They say that form should follow function. I do not believe that Metro's form follows or best serves the current or potential functions of Metro.

The current form of Metro's governmental structure is patterned after our federal model, to some extent. Separation of powers is critical to our national structure when the very existence of our nation, our lives, and our rights are at stake. But every unit of separation or checks and balance comes at the expense of efficiency. For example, is it efficient to have an executive branch Office of Management and Budget and a Congressional Budget Office? We have experts countering experts. The separation of powers may also be vital to state government. The question remains: is separation vital to a regional service district, when that separation may actually be a burden to the efficiency of the service delivery?

I think that the answer is 'no', and would promote a Council-Manager form as most appropriate to Metro. With the Council directing a professional staff, I believe that we would see not only a more efficient and less costly structure, we might also see a Metro relieved of some of its internal strife, and with more energy to devote to developing consensus among other governments. We might find a pro-active partner.

The other point that I would raise tonight is on conflicting roles. If Metro is to fully flourish as an effective regional service district, I believe it is key that we recognize that we have already designed a serious conflict in its mission. We expect Metro to be a facilitator, a planner, a coordinator of services; essentially the function of a COG, or Council of Governments. And, we expect Metro to perform as a service district, a direct provider of services. We can point to historic examples where conflict has retarded the development of Metro, but let's talk about some real future possibilities of conflict. How well will the JPACT model of cooperation work if Metro assumes Tri-Met responsibilities? The staff from Metro will be asked to assist in the designation of transit priorities. Perhaps a regional planning authority for water resources would be desirable. Who is going to develop a water resource strategy for the region? Who will construct and administer new facilities? It occurs to me that two separate functions are required and must be clearly distinguished from one another. Perhaps we need Metro as a service provider, and a COG to determine what services that Metro should provide. I have not had an opportunity to seek out jurisdictions where this might be the solution, but I do believe this fundamental issue will have to be addressed if we are to create a region that will flourish, with governments that are successful.

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Regional cooperation seen as best solution

By DOUG BROWNING
Of the Argus

You don't necessarily need a regional government to deliver governmental services throughout the region, says Washington County Board Chairman Bonnie Hays.

In a recent interview, she said the county considers it "desirable" that local governments look at ways they might get together to deliver certain services more efficiently.

She said the county and other local governments throughout the region have been discussing this issue through an informal network known as FOCUS (Forum On Cooperative Urban Services).

"We're getting a lot of pressure to consolidate services, get rid of special service districts and so forth," she said. "Instead of having that imposed on us, we have an opportunity to resolve it ourselves.

"There is a desire to create processes we can use to all come together to make decisions. Nobody is being parochial. Everyone is saying, 'Yes, let's move on this thing.'"

But, Hays acknowledged, she is leery of some service-delivery proposals, such as giving new powers to the Metropolitan Service District or merging all local governments into a new regional entity.

"It's always been assumed that you'd have to have one big government to do this, but there are other opportunities to share, through in-



BONNIE HAYS

tergovernmental agreements, contracts, mergers or whatever.

"If we focus on services, let's look at how best to provide them. If a change in government is how you get that product, fine.

"It may or may not be true that we have to have fewer governments. You can get too big. Bigger is not always better. Decentralization (of governments) may be better.

"Let's find out what works for us. You've got to take a lot of differences into account—different political philosophies, different ways

of generating revenues and so on.

"You can't just ignore these things when you're looking at the best ways to deliver services."

Hays said it needs to be recognized that some services lend themselves to a cooperative effort and some don't.

"I can see where a regional water authority would be very, very good," she said. "There'd be an opportunity to share resources. Water shouldn't cost any more in one part of the region than another.

"On the other hand, I guess I wouldn't want someone 15 miles away making decisions that affect my neighborhood, so regional land use planning probably wouldn't work.

"Yes, we have statewide land use planning, but (it's based on) local plans created by local governments.

"And yes, we agreed there are limits to what we're allowed to do with our land, but it's not too many steps beyond that to the point where we have no rights to make land use decisions.

"It's imperative that we keep as many decisions as possible locally based to balance public policy and private ownership."

Hays said some of these issues likely will come up as a citizens committee works on drafting a charter for Metro.

That committee holds a public hearing at 7 tonight in the Portland General Electric building at Old Scholls Ferry Road and Murray Boulevard in Beaverton.

Larry Cole, Mayor, Beaverton
Bonnie Hays, Chairman,
Washington County Commission

9 July 1991

COMMENTS TO THE METRO CHARTER COMMITTEE

We appreciate the openness of your process to date and your willingness to begin early in your deliberations to listen to local government officials and to citizens generally.

We have the following suggestions as you begin to focus your thoughts on the substance of alternative charter provisions.

1. Clarity. The charter should be as clear as possible. If you decide that Metro should have the power to act on a particular issue, say so. No one will benefit if the charter needs constant interpretation by the courts. And the campaign for the charter will suffer if the document is unnecessarily complex and confusing.

Particularly important in this regard is that you make a clear delineation between the authority of the council and that of the executive.

2. Specific authority. Give Metro specific authority in particular issue areas, not general authority. Metro needs to grow one issue at a time, taking on a task, doing it well, and showing the community that it can handle the work it is given. As Metro succeeds with the responsibilities it is given in the initial charter, it can go back to the voters for authority in additional areas, if necessary.

3. Limited authority. Metro should only be given duties which require action on a regional basis. Determining exactly what these duties are will not be easy. But this is a necessary task if people in the region are to have any confidence that Metro will not just duplicate the responsibilities of cities and counties. As Metro gains the confidence of residents, they may develop a consensus that there are some additional responsibilities which Metro should take on even though they do not require regional action.

In essence, Metro should work with citizens and local governments on a cooperative basis to deal with the region's problems.

For example, library services are struggling to keep up with demand at this time. That does not, however, mean that Metro should automatically step in. If citizens, cities and counties agree that Metro should operate libraries as a regional service, that would be acceptable. But you should not give Metro the authority to take over libraries in the region by the council's own action.

4. Accountability to entire region. The charter should contain some mechanism for electing some of Metro's officials from the region as a whole. This might take the form of election of some councilors at-large, election of the council chairperson at-large, or election of the chief executive.

The point of this suggestion is to have at least one Metro official who is accountable to the entire Metro electorate. Such officials are more likely to pay attention to the needs of the whole region. They are also more likely to pay attention to elected officials from cities and counties, and these are the folks who will end up implementing many of Metro's programs.

5. Appropriate financing. Do not rely on the property tax to finance Metro's general government activities. In the Measure 5 era, that will only serve to depress property tax revenues for cities and counties, and reduce their ability to pay for police, fire, parks, library and other services.

6. Fiscal accountability. Make sure that the system used to finance Metro's general government activities allows citizens to easily hold Metro councilors accountable for their financial decisions. Metro's current financing "system", including "dues" assessed to local governments, taxes on Metro charges and a variety of interfund transfers, is confusing even to people who are familiar with local government financing.

7. Local government representation. Consider some mechanism for having local government officials as voting members on the council, as well as members who are directly elected. These are people who are familiar with citizens and their problems. They know that governments need to respond to specific concerns rather than to abstract problem statements.

As an example of the ability of local governments to work together, we would cite JPACT. The authority which governs transit activities in the San Diego area is another example; local government officials are formal members of the boards and sub-boards which have developed that transit system.

In summary, try to set up Metro's charter so that it both allows and encourages local governments in the region, including Metro, to work together to solve problems. Do not set it up so that it encourages the council to centralize responsibilities with Metro. When local governments work together, a solution usually "bubbles up". This may take longer than top-down direction from the center, but the solutions usually work better, because they are more acceptable to citizens.

We know you have a difficult task. We would note that local elected officials have much experience dealing directly with citizens on difficult problems. Some of that experience may be useful to you, and we would urge you to call on us as you proceed.

**Comments of Peter C. Harvey
To the METRO Charter Committee
Monday July 8, 1991
At the Milwaukie Senior Center**

Good evening, I am Peter Harvey, City Manager of Lake Oswego, speaking for myself as a professional administrator for the City Council of Lake Oswego.

There is a need and a regional role for METRO.

The council should be structured so that one-half of the council is directly elected from districts, with the other half composed of elected officials from cities and counties selected by the cities and counties. This would provide a mix of the traditional council of governments approach and the METRO experiment. It would create a balance on the council. The committee may want to enlarge the total number of council members based on this mix of directly elected and city and county representatives.

The present executive should be an appointed administrator. The individual would be appointed by the council and serve at the pleasure of the council. Nothing in the charter should preclude the council developing a contract with the administrator and providing for severance pay should that become necessary. The administrator should be selected based upon his/her professional experience and knowledge. Also, no person who has served on the METRO council during the previous 2 years would be eligible to be appointed as administrator.

The charter should avoid the current confusion between the council and the executive. The charter should do away with the separation of powers and duties between the council and executive, placing those powers with the council. The administrator should have responsibility for personnel, purchasing, organizational structure, and serve as budget officer.

The charter should spell out the services and functions that METRO should provide. They should be regional in nature and should be specific. The charter should NOT be a general grant of power, but a specific grant of power. The charter should provide that in the provision of services or coordination of services performed by a local government, METRO shall get involved only after an ORS190 type agreement has been developed which spells out the roles and relationships between the local government and METRO.

In the area of annexation, the boundaries of METRO should stay the same as they are now. I assume METRO would be subject to the state annexation law. Because METRO appoints the Boundary Commission, I think the charter should require the consent of the city and/or county involved in any future annexations.

In responding to questions, I indicated that the RUGGO's (Regional Urban Growth Goals and Objectives) should be held in abeyance until after the charter is developed to avoid potential conflicts between the two documents. In response to another question, I indicated that the chair of the council should be selected by the council rather than elected as chair.

CITY OF LAKE OSWEGO

CITY MANAGER'S OFFICE

July 15, 1991

Hardy Myers, Chair
METRO Charter Committee
PO Box 9236
Portland Oregon 97207

Dear Mr. Myers:

I apologize for not having my comments in writing for the hearing you held Monday, July 8, 1991 at the Milwaukie Senior Center. I had just returned from a short vacation and, unfortunately, did not have time to put my thoughts in written form. As a result, I have taken the liberty of placing my notes in written form if it will be helpful to you and the committee. A copy of my notes is attached.

Thank you for the opportunity to present my thoughts and comments to the committee. You do, indeed, have a substantial task ahead of you in formulating a charter for METRO.

Very truly yours,



Peter C. Harvey
City Manager

PCH/sms
Enclosure

Portland Office
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ATTORNEYS AT LAW

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STANDARD INSURANCE CENTER
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Betsy Bergstein
METRO
2000 SW First
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City of Milwaukie testimony

July 8, 1991

Chere Sandusky

THE MILWAUKIE CITY COUNCIL HAS SPENT SOME TIME UNDERSTANDING AND DEFINING ITS ROLE AS A MEMBER CITY IN THE METROPOLITAN PORTLAND REGION. OUT OF OUR DISCUSSIONS, WE HAVE ADOPTED TWO GOALS THAT MAY BE OF INTEREST TO THIS COMMITTEE. THE FIRST IS A VISION STATEMENT, AS FOLLOWS:

"MAINTAIN MILWAUKIE AS A GOOD PLACE TO LIVE WHICH IS:
CLEAN, SAFE, RESPONSIVE AND PROVIDES QUALITY SERVICES."

THIS VISION INCLUDES A COMMITMENT TO ACHIEVING AND MAINTAINING THESE CHARACTERISTICS:

--"THE SENSE OF PLACE, HISTORY AND FUTURE THAT DEFINES
MILWAUKIE AND DISTINGUISHES IT FROM OTHER AREAS;
--A LIVEABLE, SAFE ENVIRONMENT INCLUDING PRESERVATION AND
ENHANCEMENT OF BOTH BUILT AND PHYSICAL ENVIRONMENTS; AND
--A PRIVATE AND PUBLIC PARTNERSHIP WHICH PROVIDES FOR THE
MAXIMIZATION OF BUSINESS AND INDIVIDUAL OPPORTUNITIES."

WITH THIS STATEMENT AS THE BACKGROUND, THE POINT I WOULD MAKE IS THAT IT IS
IMPORTANT FOR THE COMMITTEE TO CONSIDER A FRAMEWORK THAT HONORS AND
ACKNOWLEDGES THE DIVERSITY OF COMMUNITY IN THE REGION.

THE SECOND CITY GOAL THAT I WOULD LIKE TO BRING TO THE COMMITTEE'S ATTENTION IS MILWAUKIE'S ADOPTED "REGIONALIZATION POLICY," WHICH IS:

"WORK WITH THE COUNTY COMMISSIONERS AND SPECIAL DISTRICTS TO IDENTIFY
ROLES FOR SERVICE DELIVERY IN NORTH CLACKAMAS COUNTY. WORK TOWARD
COMPLETIONS OF INTERGOVERNMENTAL AGREEMENTS FOR: NORTH CLACKAMAS
REGIONAL PARKS AND RECREATION DISTRICT, DELIVERY OF WATER, SEWER,
STORM DRAINAGE, AND FIRE SERVICES."

LIKE OTHER CITIES WITHIN THE METROPOLITAN SERVICE DISTRICT, WE ACKNOWLEDGE THE NEED TO RESPOND TO REGIONAL QUESTIONS, AND LIKE OTHER CITIES, WE MAKE SOME DISTINCTIONS BETWEEN OUR IMMEDIATE AREAS OF MUTUUAL CONCERN AND MORE GENERAL AREAS OF REGIONAL NEEDS.

THEREFORE, OUR SECOND GENERAL POINT FOR THE COMMITTEE'S CONSIDERATION IS TO CONSIDER THE EFFORTS ALREADY UNDERWAY TO DEFINE LEGITIMATE AREAS OF REGIONAL COOPERATION AND NEED AND TO ACKNOWLEDGE THEM IN CONSTRUCTION OF CHARTER REVIEW AND PROPOSED AMENDMENTS.

THANK YOU FOR THIS OPPORTUNITY TO COMMENT. THE CITY OF MILWAUKIE LOOKS FORWARD TO PARTICIPATING IN A CONSTRUCTIVE WAY IN YOUR COMMITTEE'S DELIBERATION AND CONCLUSIONS.

Metro Charter Committee
Public Hearing
July 8, 1991

Darlene Stoley
Add this
Commission
is

The Clackamas County Board of Commissioners ^{is} ~~are~~ pleased to have the opportunity to address the issues before the Charter Committee in drafting a charter for the Metropolitan Service District. We would like you to consider the following general points:

1. The structure of the governance needs to foster public participation and accessibility.
2. The powers and functions of Metro should be defined so that the public has a clear expectation of Metro's scope of authority.
3. The role of Metro as a coordinator of services should be recognized. The role of local government as providers of service should be maintained.
4. The funding mechanism for Metro should reflect the public constraints under which other local governments operate. Metro's practice of funding overhead through fees and transfers needs to be more accountable to the public.

5. *Metro's executive should be an appointed position.*

Clackamas County recognizes that Metro currently provides appropriate service to the region, and we support the continuation of a regional government to coordinate activities in the area of solid waste management, facilities operations, and transportation.

We also recognize that Metro has powers given through statute that far surpass what is currently exercised. Local governments, however, feel that the Metro requirements through the adoption of functional plans gives that level of government an unseen, unaccountable, unresponsive power that undermines the abilities of local government to provide service that is responsive to the needs of our local citizens. We hope that the Metro charter is developed with respect for the integrity of local government, and that comprehensive planning and functional plans in particular should be developed only with the consent and cooperation of the affected local governments.

Our participation on regional committees headed by Metro leads us to comment on the sequence of events. Logically the Charter would be developed, then the Regional Urban Growth Goals and Objectives would be developed consistent with the powers and functions outlined in the Charter. Then, if appropriate, the functional planning process through the Regional Policy Advisory Committee would occur. Instead, Metro is in the process of developing functional plans, such as the one on Greenspaces, prior to the appointment of the body that is supposed to be involved in the functional planning process that comes from the implementation of the ^{Regional Urban} REG Growth Goals and Objectives. It seems reasonable to hold this process in abeyance while the Charter process is being completed so that powers and functions can be determined and followed in a logical manner.

We wish you well in your work and would be happy to be of assistance to you.

BILL KENNEMER
Clackamas County
District 12

REPLY TO ADDRESS INDICATED:

- ☐ Senate Chambers
Salem, Oregon 97310-1347
(503) 378-8076
- ☐ 18808 S.E. Mildred Way
Milwaukie, Oregon 97267
(503) 653-3071



OREGON STATE SENATE

July 8, 1991

Metro Charter Committee
% Milwaukie Senior Center
5440 Kellogg Creek
Milwaukie, OR 97267

Mister Chair and Members of the Committee:

I am State Senator Bill Kennemer representing District 12, a district exclusively in Clackamas County on the east side of the Willamette River. Thank you for the opportunity to make this presentation and share the concerns of my constituents with you regarding the development of a charter for Metro (or its replacement).

From my perspective and that of a substantial number of Clackamas County residents, Metro has historically been both a blessing and a curse. Please note that Clackamas County did not vote in favor of Ballot Measure 1 in the November, 1990 election. While we recognize that the metropolitan area, through the policy of infill and growth, is changing dramatically, we are concerned that in the enthusiasm to create a metropolitan-wide government that consideration for equity and the complexities and differences of the many constituencies may be lost.

I was the one who placed the only argument in opposition to Ballot Measure 1 in the Voters' Pamphlet this past election. Frankly, I thought the Ballot Measure title was misleading. Of course, everyone supports local control. However, Metro's history in dealing with the "step-counties" of Clackamas and Washington has been checkered at best. Metro already has extensive powers, and I wonder what additional powers might be warranted at this time. I and many of my constituents are concerned that Metro will continue its overlaying approach, simply adding onto governance structure and function.

I bring up these shortcomings of the past, not to bash Metro or the elective process. It is time to move forward. This background is to provide perspective why so many of us in the suburbs are cautious and concerned. Your job of crafting a self-governance charter is both difficult and vital. I am hopeful that you will chart a course of moderation so that change will not be unduly dramatic, disruptive, nor controversial.

1) While it is a difficult concept to write, I would urge that the process be one that moves Metro (or its new counterpart) forward in incremental steps as good faith and success are demonstrated.

2) Metro should serve in a coordinating position while leaving the role of provider to local government whenever possible.

3) The model developed should be based on a consensus oriented model, one that Metro has pioneered very successfully in the creation and workings of JPACT. This consensus oriented model has provided Clackamas County with a sense of inclusion, involvement, and trust.

4) Citizen participation by all the people of the Metro area should be strengthened and encouraged through equitable representation on various boards, sub-committees and task forces.

5) I also am hopeful that as Metro phases in that there will be the process for eliminating duplicative governance.

6) I would also urge that the District Electors be elected rather than appointed so that the voters will have direct access and control.

7) The Executive Officer should be an appointed position serving at the pleasure of the elected Board.

8) Efficiency and cost-effectiveness should be considered in every decision, especially those instituting new programs.

9) Finally, there must also be a way to counterbalance downtown dominance that will provide coequality, equity, and diversity to the entire region.

I thank you, again, for the opportunity to make these concerns known. I wish you well on this important and difficult mission to develop a charter for self-governance. I hope that as we move further toward metropolitan government that we do it gradually and with growth merited by successes.