

**METRO  
CHARTER  
COMMITTEE**

P.O. Box 9236 • Portland • Oregon 97207  
Phone 503-273-5570 • Fax 503-273-5554

**AGENDA**

**DATE:** August 29, 1991  
**MEETING:** Full Committee  
**DAY:** Thursday  
**TIME:** 5:30 p.m.  
**PLACE:** Metro, Room 440, 2000 SW 1st Avenue, Portland

5:30 Call meeting to order.

Correct and adopt minutes from previous meetings.

5:45 Testimony from area interest groups. The following have been invited to appear:

Columbia Corridor Association  
Sunnyside 205 Corridor Association  
Sunset Corridor Association  
Tualatin Valley Economic Development Corporation  
Association for Portland Progress  
Area Chambers of Commerce  
Beaverton  
Forest Grove  
Gresham  
Lake Oswego  
North Clackamas County  
Tigard  
Tualatin  
Wilsonville

8:30 Adjourn meeting.

POTENTIAL CHARTER COMMITTEE TESTIMONY:  
Before September 14 Retreat

For August 29, September 5 & possibly September 12

Portland Development Commission  
Oregon Economic Development Department

Port of Portland  
Tri-Met

Special Districts Association

League of Oregon Cities, council of governments planning

Sunnyside 205 Corridor Assn.  
Sunset Corridor Assn.  
Tualatin Valley Economic Development Corp.  
Columbia Corridor Assn.

Portland Metropolitan Chamber of Commerce, Metro Charter  
Committee Task Force

Home Builders Assn. of Metropolitan Portland--Sept. 5  
Metro Planning & Development, Regional Urban Growth Goals &  
Objectives (RUGGO's)--Sept. 5

MINUTES OF THE CHARTER COMMITTEE  
OF THE METROPOLITAN SERVICE DISTRICT

August 29, 1991

Metro Center, Room 440

Committee Members Present:

Hardy Myers (Chair), Judy  
Carnahan, Larry Derr, Jon  
Egge, Charlie Hales, Matt  
Hennessee, Ned Look, Wes  
Myllenbeck, Ray Phelps, Jr.,  
Mary Tobias

Committee Members Absent:

Ron Cease, Frank Josselson,  
John Meek, Isaac Regenstreif,  
Bob Shoemaker, Mimi Urbigkeit

Chair Myers called the regular meeting to order at 5:40 p.m.

1. Testimony from area interest groups.

Rick Williams, Vice-President of Association for Portland Progress, distributed the organization's Strategic Plan and Outlook 2000 information. Association for Portland Progress is a private, non-profit association representing 70 of the largest business owners in the central business district. The five year strategic plan was put together in June of 1990 to focus on office space, transportation, infrastructure, and parking in the downtown area. Business representatives, state agencies, and local agencies in the city were asked to project what the downtown would look like in the year 2000 if the status quo remained the same. The three top priorities for the downtown are access, quality of life, and retail development. Access and quality of life are truly regional issues. Issues of transportation planning and developing a new downtown parking policy show the need for a regional air quality plan, the need to increase transit access, and the need to find funding sources to make that happen. Association for Portland Progress will support other organizations to insure the issues of crime, downtown as a destination, regional growth, social issues, and office development are addressed. These issues were broken down into the three categories of policy development, advocacy, and program management for the five year action plan. Association for Portland Progress feels that Metro should take the lead role with transportation planning to insure that the downtown will remain the hub of the region. Association for Portland Progress would also like to see Metro take the lead role in growth management and, along with DEQ, air quality. For the first time in

Association for Portland Progress history, the downtown needs to play an active role in regional issues. The overall goal of Association for Portland Progress is that the delivery of services needs to be streamlined.

Ray Phelps asked if Association for Portland Progress worked parallel or apart from Portland Future Focus.

Rick Williams stated that the strategic plan work of Association Portland Progress began in June 1990.

Ray Phelps inquired if the similarities are coincidental and not by design.

Rick Williams answered the similarities are coincidental.

Chair Myers stated that Association for Portland Progress made a financial contribution to Portland Future Focus. To the extent that there are similarities, it is inadvertent.

Ned Look asked what the distribution of the Association for Portland Progress information has been.

Rick Williams stated that the members of Portland Future Focus, all city bureaus, and most of the lead agencies mentioned in the material have received copies of the information or have been spoken to.

Wes Myllenbeck inquired if there were any other regional issues or services identified by the group.

Rick Williams explained that, during the last six to twelve months, the group has been working on transportation and land use planning and parking policy for the future for a broader, more regional transportation management policy. Association for Portland Progress has been working with LCDC, city departments, Tri-Met, Metro, and DEQ on the issues. Association for Portland Progress has recently formed a task force on housing and social concerns.

Bob Alexander, the Executive Director of the Forest Grove Chamber of Commerce and Forest Grove/Cornelius Economic Development Council, spoke from the local business perspective. The Committee should begin by looking at the zero based government assumption for regional government, then look at the elements that the cities and counties cannot do or do inefficiently. A few of those may include transportation, greenspaces, and large planning issues that cross jurisdictional boundaries. Metro should have the responsibility to be of service to the jurisdictions for clearly defined and limited tasks. Regional government should be a service to other jurisdictions. This results from the underlying feeling that governments closest to

the people are the most responsive to the people. Another layer of government could lead to inefficiencies and should not be duplicative. The Forest Grove community is concerned that it not be overwhelmed by the rest of the region and the people do not want to be homogenized into the whole picture. The regional government would be best served by a council/manager form with an elected board of five to seven councilors who would elect their own chair. The council would hire their own manager.

Bob Alexander mentioned that one issue Forest Grove has dealt with in the last three to four years is the Urban Growth Boundary. In the process of getting 38 acres expanded into the Urban Growth Boundary, it has been approved by Metro twice, sent to the Boundary Commission which approved it, appealed to LUBA, remanded back to Metro where it remains.

Mary Tobias asked that if the Committee entertains discussion about shrinking the Metro boundaries to the more intensely urbanized area, rather than going the other direction, would the Forest Grove community object to no longer being part of Metro.

Bob Alexander suggested that Forest Grove would not object to having its own boundary and would feel comfortable working with LCDC directly. There is a duplication of services between Metro and the Boundary Commission and both may not be needed.

Jon Egge asked what would make the Urban Growth Boundary expansion process easier.

Bob Alexander stated that part of the problem was the lack of recognition of sub-regional need. RUGGO's and other discussions regarding lands which may, in the future, become part of Urban Growth Boundaries have been helpful.

Ray Phelps asked if the problem was with Metro or with state law in regards to secondary lands, exceptional lands, and marginal lands.

Bob Alexander stated the overall residing factor is state law. As Metro takes on the responsibility of urban planning, Metro becomes more of an issue than just another level of government.

Marilyn Wall, representing the North Clackamas Chamber of Commerce, described the organization as a forty-year-old organization with 500 members. Regional coordination is needed for transportation, solid waste, and, to a certain extent, taxation. The Chamber of Commerce asks the Committee to consider the accountability that Metro should have to local governments and operators and coordination of benefits which should accrue from this arrangement. One of Metro's ORS objectives was to create increased accountability and responsibility for regional government to the electorate. The perception of the Chamber is

that this goal has been lost somewhat. The solution would be to restructure the executive and council relations. The flow down arrangement from the executive to the council and back is not an efficient use of money or time. A more standard procedure where the council is in control and the executive works for the council is more appropriate. There also needs to be accountability for finishing projects. For example, Metro has been saying every year that St. Johns landfill will be closed. Coordination in equal partnership with local entities should occur. There is a need to define what is a regional concept. The North Clackamas Chamber of Commerce believes that the definition should not be to salvage the City of Portland. It is not a benefit to the region to become a bedroom to Portland. Transportation problems are exacerbated by locating industrial land, development, and major tax base effective factors in Portland. There needs to be a process of more fair distribution of economic benefits. Metro can do this by having an equal partnership with other agencies. Metro should not subsume them, overrule them, or become another layer of government but should work with them. Metro's powers have been expansive, so far, including land use. Metro is moving ahead with the Urban Growth Boundaries revisions but Metro should wait until the Committee determines what Metro should be doing and how it should be doing it. Regional government is good in some areas if done in a cooperative effort with existing governments. Accountability to the electorate should be worked into the charter.

Ned Look asked if the executive director should be elected or appointed.

Marilyn Wall stated that the structure should remain the same with the executive director being elected but the relationship between the Executive Director and council should change.

Ray Phelps asked for the area covered by the North Clackamas Chamber of Commerce.

Marilyn Wall explained the area as Milwaukie, Gladstone, out to Damascus, Sunnyside Corridor, and to the river.

Betty Atteberry, representing the Sunset Corridor Association, explained that the association began in 1982 for the purposes of attracting businesses, focusing on the growth issues in the area, and monitoring the landscaping and streetscaping in accordance with the design standards that are set in the area.

Chair Myers asked what encompasses the Sunset Corridor Association.

Betty Atteberry explained that the jurisdiction is in North, Central Washington County. The eastern boundary is Murray Road, the western boundary is the Hillsboro Airport, the northern

boundary is the Urban Growth Boundary, and the southern boundary is Baseline Road.

Betty Atteberry went on to express the thoughts of the association to be that duplication of services is not wanted. If new authority is given to Metro, the Committee should guarantee that the old service provider completely drops the service to prevent duplication. Transfer of authority should only be made at a reduction of cost. The government closest to the people is the most responsive. There is need for an ongoing dialogue between business and government. A close linkage between local government and regional government is needed. Metro has been fortunate to have executive directors who have the skills needed. There could come a day when the person elected does not have the necessary skills.

Hardy Myers asked if there is any existing duplication of services that Betty Atteberry has seen.

Betty Atteberry stated that at the time of the RUGGO's study, LCDC did a similar study. The local governments felt like they were not a part of what was going on. The concern is more that it might happen than it is happening.

Charlie Hales asked how the Sunset Corridor Association would respond to the argument that Tualatin Valley Highway between Hillsboro and Beaverton is an urban disaster area and is an indication that local governments left to their own devices will exchange increased tax bases for downtown commercial viability and produce sprawl. Therefore, the investment made by your members is compromised. Charlie Hales asked if there is any solution besides strong regional plans to the local government selling out.

Betty Atteberry stated there is a need for regional government and regional planning. Regional planning of transportation has been valuable. There is a higher awareness of need and there has been more cooperation among local governments for regional transportation plans.

Charlie Hales asked if coordination and cooperation could be enough in the future.

Betty Atteberry responded that there is a need for regional authority in certain areas. Coordination and cooperation is not enough.

Wes Myllenbeck asked what the certain areas would be.

Betty Atteberry explained that there is a need for a transportation plan that flows through the entire region.

Wes Mylllenbeck asked if Metro should play a stronger transportation role.

Betty Atteberry stated that she could not really answer the question. If it is required to get a regional transportation system in place, then Metro should play a stronger role.

Earl Culbertson, Sunnyside 205 Corridor Association Executive Director, described the jurisdiction as being the unincorporated portion of North Clackamas County inside the Urban Growth Boundary and Milwaukie and Gladstone. An historical problem the Sunnyside 205 Corridor Association has with Metro is the lack of equitable treatment in dealings with other parts of the Metropolitan area. Examples include light rail and Metro Council votes where Councilor George Van Bergen gets outvoted 11 to 1. The entire Metropolitan area needs to be created as an entity where Metro could be the overall planner. The function of Metro should be planning for the region. Metro should work with the provider of services to develop regional strategies but Metro should not deliver the services.

Judy Carnahan asked if the association has any suggestions regarding the structure of Metro. What does the association think about having five to seven Metro Councilors?

Earl Culbertson stated that the association currently does not have a position on Metro's structure. The success of Metro depends on the personality of the Councilors. People need to understand that Portland is seen by many as the region not including the little cities. To be healthy, the entire area must grow.

Charlie Hales asked about the emerging transportation problems in Clackamas County. Charlie Hales asked Earl Culbertson if he sees Metro playing more of a police role in the enforcement of a regional transportation plan even with a local government that is reluctant.

Earl Culbertson stated that someone has to bring everyone together.

Frank Redford, Wilsonville Chamber of Commerce, spoke on Wilsonville's growth. Wilsonville has been the fastest growing city in the state for the last two years. By the year 2000, population should reach between 15,000 and 30,000. Currently, the population is 7,000. Membership of the Wilsonville Chamber of Commerce is currently 255 members. Everything depends on the voters' faith in the election process. Voters need to be heard to enact the changes. As the Committee goes through the process, prudence needs to be practiced and the Committee should do what is best for the region, irrespective of opinions and emotions.

Jon Egge asked if the growth in Wilsonville is occurring too fast.

Frank Redford answered that the overall approach of the community is that as long as the growth is responsible, nothing can be done about it. If the community is enhanced by the growth, there should not be any problem.

Jon Egge asked if the city government is equipped to make the plans for future growth.

Frank Redford responded yes.

Wes Myllenbeck asked if being in two counties creates difficulty.

Frank Redford stated that there have not been any problems being involved with both counties.

Wes Myllenbeck asked if any problems have arisen out of being dependent upon others for water.

Frank Redford stated that the city is planning to include Bull Run into the system. The state will not allow any additional wells to be tapped. Frank Redford stated that he cannot answer the question in great detail and it would be better to ask the question of the city engineer.

Wes Myllenbeck asked if there was a concern in the community regarding the water.

Frank Redford responded that the concern is that if the growth continues, changes will have to occur. However, the city is already working on the changes.

Matt Hennessee asked if the Wilsonville Chamber of Commerce had made a stand regarding the charter.

Frank Redford stated that the Chamber has not made a stand.

Anne Nickel, Columbia Corridor Association, explained that the boundaries for the service area are where the Columbia and Willamette Rivers merge, down to where the Sandy and Columbia Rivers merge. The area covers 16 miles in length and 1.5 miles in width and includes the Port of Portland and the Portland Development Commission. Anne Nickel would like the Committee to maintain the healthy balance between residential, commercial, and industry in the cities to enable a proper tax base. A formula needs to be drawn up to create a revenue source where the region would get a part of the tax which would create a balance between residential, commercial, and industrial land and allow a better distribution of revenue. Until the formula is drawn up, there needs to be the opportunity for each area to have the balance

between industry, residential, and commercial. Anne Nickel gave the ratios between money spent for services and taxes coming in for residential, commercial, and industrial land for the City of Milwaukie.

Ray Phelps asked her to repeat those ratios.

Anne Nickel explained that the ratios are only for the city of Milwaukie. For every dollar of services, the city gets 86¢ in taxes back from residential, \$1.00 back from commercial, and \$2.86 for industry.

Charlie Hales commented that he would like to hear feedback as to what extent Metro should get involved with Clark County.

Anne Nickel stated that the Columbia Corridor Association will discuss the issue.

Ray Phelps asked if the figures for services were aggregate.

Anne Nickel stated that the numbers were aggregate and to use them with caution since they only represent Milwaukie and may not be the same for other areas.

Jerri Doctor, representing the Beaverton Chamber of Commerce, explained that there are 950 businesses in the Chamber. The City of Beaverton has doubled in growth from 30,000 in 1980 to 55,000 currently. Growth manifests itself through the school system. So far, Beaverton has been able to manage this growth. Growth can also be noticed in parks and greenspaces. The Tualatin Hills Parks and Recreation Department has an elected board and is supported by patrons. The goal of the department is to have a park or facility within one half mile of every resident in Beaverton. Other special districts, such as the Tualatin Valley Water District, the United Sewage Agency, and Washington County Fire Department, provide additional services. The City of Beaverton requires buildings to pass a building and site review by the Board of Design. Regional issues that Beaverton participates in include transportation planning, solid waste and garbage, clean air, promoting regional facilities such as the zoo and convention center.

Wes Myllenbeck stated that the agreements between Beaverton and the fire and water districts are contractual agreements with much controversy. He asked if the Chamber had any comments on the arrangement or if Metro needed to step in.

Jerri Doctor stated that there is no need for change since the agreements work from the user point of view and the residents are being served.

Chair Myers asked if the Beaverton Chamber of Commerce had taken

a formal position as to Metro's role in the region.

Jerri Doctor replied that there has been no formal position yet but the Chamber is working on it.

Jon Egge stated that Beaverton has reached a maturity in its form of development. He asked Jerri Doctor to explain the "no growth" sentiment in the area.

Jerri Doctor stated that there is still developmental land available. People are concerned with managed growth but are in favor of continued growth.

Jon Egge asked if the government structure in Beaverton is capable and suitable to manage the growth.

Jerri Doctor stated that it depends on the service. The city can manage the maintenance of roads in Beaverton. For issues such as light rail, all players need to be involved, and special districts or Metro will be needed.

Ned Look inquired about annexation and where the lines have been or will be drawn.

Jerri Doctor explained that the line between Tigard and Beaverton has been drawn at Scholls Ferry Road to the South. To the West, the line between Hillsboro and Beaverton has not yet been drawn since there are many unincorporated areas such as Aloha. To the North, 185th serves as the boundary between Hillsboro and Beaverton. The line at the Washington County and Multnomah County boundary could be the East boundary. An undeveloped piece of land at Barnes Road and Sunset is a piece of contention.

Ned Look asked if the Chamber of Commerce could visualize the unincorporated areas being annexed to a city.

Jerri Doctor stated that it depends on the area. Washington County has the most unincorporated urban areas of any county in the state. Eventually, they will be incorporated but it should be done thoughtfully as to prevent problems to the government and residents.

Ray Phelps asked if the Urban Growth Boundary should change with growth or remain the same.

Jerri Doctor stated that the boundaries should change with growth. If all the unincorporated areas in the three counties were added together, they would make an extremely large city and with them would come a lot of history regarding the service to each area.

Mary Tobias, President and CEO of Tualatin Valley Economic

Development Corporation, explained that the corporation represents 135 businesses. It is involved with public policy and maintaining and disseminating information about the greater Tualatin Valley. The mission of the corporation is to be committed to a strong economy in Washington County and parts of Clackamas County. The corporation believes in solutions not being in competition with Chambers of Commerce or other business associations. The role of the corporation is facilitation, coordination, and consensus building. The issues followed by the Tualatin Valley Economic Development Corporation include: urban growth management, transportation, planning, education and transportation funding, construction of the western bypass and the no growth movement. The corporation is concerned with the dialogue between government and business. They believe that society must get beyond government talking to government in order to resolve the issues facing the region. If that is not accomplished, competitiveness in the marketplace will cause suffering.

Jon Egge inquired about the feeling of the limited growth citizenry.

Mary Tobias stated that they are a vocal minority which is organized and out in the community. Some are very determined to get where they are going.

Jon Egge asked what the corporation has done in regards to the no growth citizenry.

Mary Tobias stated that everyone has an obligation to rebut the myths but very few people do. The corporation tries to be sure the members have knowledge and information to rebut what is not true.

Charlie Hales asked if Metro should receive superseding authority for all transportation authority.

Mary Tobias replied no. Metro should not receive full superseding authority but it could do superseding on a project by project basis. Mary Tobias feels that superseding undermines the land use law and is not in the best interest of the state.

Ned Look inquired about the role that annexation of unincorporated areas should play.

Mary Tobias stated that annexation depends on the ability to deliver services.

Ned Look asked if the unincorporated areas have depended upon special districts for too long and have gotten a free ride.

Mary Tobias stated that the state agency council is taking an

interest in the issue of unincorporated areas. In Washington County, there is great sensitivity as to what it costs to deliver services to unincorporated areas and the unincorporated areas pay the price for the services. The government closest to the people do serve the people the best. The Tualatin Valley Economic Development Corporation has not taken a stand on the charter.

Chuck Harrison, Clackamas Water District, explained that the Clackamas Water District provides water for 75,000 people from the Multnomah County boarder down to the Clackamas River, East to Damascus, and West to the Willamette River. The terms cities, counties, and special districts should all be used equally when used by the Committee since they are equal to Metro and the delivery of services. In addition to elected officials, professional management is needed. The structure of Metro should be an elected council with a chair elected by the council and a professional administrator to serve at the pleasure of the council. Infrastructure services are more economically, topographically, and logically provided by special districts or other types of organizations specifically on a sub-regional basis. Examples are the water authorities, sanitary authorities, and a combination of the two which are now possible under ORS 450. The Committee should become familiar with ORS 450 and realize the advantages and disadvantages of the type of authorities it outlines. ORS 450 allows the service of cross-jurisdictional boundaries without disruption. It does not become bogged down with annexation. Water, sewer, and drainage need to be planned, administered, and operated on a sub-basin leading into a basin basis. The Committee may want to review the action and recommendations that arose from the Clackamas County governments meeting at Timothy Lake. Jon Egge would have a copy. It addresses the question of who should deliver what services and Metro's role as seen by cities, counties, and special districts. Metro's role is more with coordination and funding, particularly with the larger region wide issues. An example would be regional funding of water storage. The Clackamas Water District supports urban reserve areas including the greenlands and wetlands because they coincides with a 20 and 50 year perspective, possibly even 100 years, that infrastructure will also need. Metro is a facilitator, planner, and coordinator. Metro should provide some regional services such as solid waste management, a zoo, and possibly a library. Metro should be a main player with the coordination of transportation and, along with DEQ, air quality. The Committee should keep in mind an ORS 450 type of government which is developed to solve some of the current problems.

Chair Myers asked who on the Committee had also attended the Clackamas County governments meeting at Timothy Lake.

Chuck Harrison replied that both Frank Josselson and Jon Egge went to Timothy Lake.

Chair Myers asked if Chuck Harrison had a copy of the resolution with him.

Chuck Harrison stated that he did not have a copy with him.

Chair Myers stated that the Committee members will get a copy as soon as possible.

Chair Myers asked if a position was taken in regards to regional lands and land use planning at Timothy Lake.

Jon Egge stated that there was a great deal of discussion in regards to regional lands and that it is in the document.

Ray Phelps asked if there was an elected Metro official at Timothy Lake.

Chuck Harrison responded that Tom DeJardin was an invited guest and gave a presentation from which a healthy discussion arose. The development in jurisdiction was discussed at Timothy Lake. For example, every jurisdiction has different water regulations and it would be nice to coordinate all the different regulations. Under ORS 450, all the regulations could be the same.

Ray Phelps asked where the Clackamas Water District buys or obtains their water.

Chuck Harrison stated that the Clackamas Water District has water rights in the Clackamas River.

Charlie Hales inquired about Chuck Harrison's system of basin wide planning where there would be three or four water authorities in the area and Metro's role would be planning for an overall water system and financial acquisition of water storage facilities.

Chuck Harrison stated that he pictures four or five sub-regional water authorities: one for Portland, two on the west side, and one in Clackamas County. Eventually, these would merge into three water authorities.

Charlie Hales asked why not one authority.

Chuck Harrison stated that would be too big a task for any organization to take on at this time. Getting down to two or three authorities in the Clackamas area is a difficult task which takes a long time. The benefits with financing and engineering are pretty obvious. Metro would be involved in the funding only at the level of the big picture with water storage, and perhaps with transmission lines from Bull Run or the Columbia River. Otherwise, the funding would remain at the sub-regional level. Metro can afford it and it would be better that they did do the

funding because it is closer to the government which is closer to the pocketbook.

Chair Myers asked what was the problem with making progress.

Chuck Harrison stated that it is mainly "turf" and job security which has been identified as an identity problem. Once the authorities are formed, the problems tend to disappear.

Jon Egge asked for an explanation of over prescription of particular basins and what the water authority will do to solve the problem.

Chuck Harrison stated there is a potential of over prescription. On paper, it is over prescribed but not everyone is using the water rights. Currently, there is enough water. It is possible we will see the marketing of water rights. The water authority is the only organization that can pool the water rights. There would then be an umbrella organization to serve the whole region.

Chair Myers asked if he understood correctly that Metro would not have a role in the rationalization of water delivery structure, but that would go forward by a different process and dynamics.

Chuck Harrison agreed and said it would continue and would be based on topography. The provisions of ORS 450 must be realized so that jurisdictional lines can be crossed and the process simplified. With the big picture, storage will be the answer and that is where Metro will have to get involved.

Chair Myers asked what water shed management embraces.

Chuck Harrison stated that water shed management controls the use of the source of the water and the allocation of the water which is becoming more of a problem. It manages the protection of the water shed. It involves the control of hazardous materials in the water shed and the coordination of many agencies such as the federal and state forest, fish and wildlife, irrigation, and municipal users.

Jon Egge asked how many people the Clackamas water shed serves.

Chuck Harrison stated that it currently serves approximately 120,000 people. It is projected to serve 340,000 by the year 2025.

Jon Egge requested a copy of ORS 450.

## 2. Approval of minutes from August 13 and 22.

The approval of the minutes from August 13 and August 22 were

postponed until the next meeting.

3. Additional comments

Ray Phelps drew attention to the Oregonian article on RUGGO's entitled "Metro's regional urban growth plan called toothless".

Ray Phelps encouraged Committee members to read other newspapers. Similar issues are topics of discussion in other cities and it is important to realize the problems are not as unique as they seem.

Chair Myers adjourned the meeting at 8:10 p.m.

Respectfully submitted,



Kimi Iboshi

Reviewed by,

  
Janet Whitfield

*approved 9/26/91*

Materials following this page represent  
Public Testimony

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August 28, 1991

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Chairman and Members  
Metro Charter Committee  
PO Box 9236  
Portland OR 97207

Re: Suggested Charter provisions

Dear Chairman and Members:

The undersigned original supporter of Metro suggests that the Metro Charter contain the substance of the following suggestions:

- 1) Metro councilors shall not receive salaries or any compensation of any kind other than reimbursement for actual expenses on official business, and shall not accept anything of value from any person, organization or entity doing business with Metro or from Metro, e.g., free tickets
- 2) All Metro ordinances and resolutions shall be subject to referendum, with petitioners allowed 60 or more days to file signatures in support of a referendum
- 3) An initiative or referendum shall not require more than five (5) percent of Metro registered voters
- 4) An ordinance or resolution imposing a property tax, or an assessment, or a fee, shall not take effect until 60 days after passage
- 5) Any measure to create a property tax base requires voter approval
- 6) Any measure to impose a property, income, business or payroll tax, or fee or assessment which exceeds the cost of regulation of the activity that is subject to the fee or assessment, requires voter approval
- 7) Metro shall not issue "Certificates of Participation," however denominated, or any other evidence of debt, without prior voter approval
- 8) Metro shall not borrow or receive funds pursuant to a Metro resolution or ordinance stating in substance that Metro is not required to repay the borrowed money

Metro Charter Committee  
August 28, 1991  
Page Two

- 9) Metro shall not take over, assume, or duplicate, any function or activity a local government performs without first obtaining the affected local government's approval, and in appropriate instances, compensating the local government for lost income and investment
- 10) Metro shall not interfere with a function or activity of any local government without the local government's prior authorization
- 11) Metro is limited to the functions and activities specified in the Charter
- 12) Any additional function or activity must be authorized by an amendment to the Metro Charter, accompanied by estimated income and cost
- 13) Metro shall not conduct any activity or function outside its boundaries.

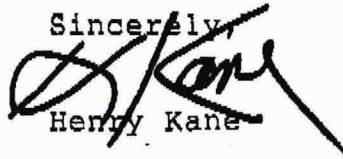
The substance of the above suggestions are proper. If adopted in some form the suggestions would reduce opposition to "one more layer of government" and would raise likelihood of voter approval of your proposed Metro Charter.

Metro voters, it is submitted, are likely to reject an "open-ended" with insufficient restrictions. And they might like a provision saying Metro councilors cannot get "freebies" from anyone, including free game tickets from Metro.

The anti-certificate of participation provisions are vital.

As you know, Multnomah County borrowed millions of dollars without voter approval through COP financing. Now the county has a problem because of Ballot Measure 5 because it must make payments on COP debt despite Ballot Measure 5 limits, or lose its credit rating.

Sincerely,



Henry Kane

cc: Oregonian, Times, Argus