

Gates good choice for Metro council

When Clackamas County voters go to the polls Tuesday, they should elect Mike Gates to Position 5 on the Metropolitan Service District board.

Gates, who is in the midst of a four-year term on the West Linn City Council, has the broad-based governmental background that will allow him to quickly begin making effective, informed decisions regarding the issues that face Metro.

His opponent, Lake Oswego resident Bill Atherton, a historic building renovator with a long background in resource management and planning, simply lacks the working knowledge of local government to be effective in a regional setting.

Atherton has said the main focus of Metro is regional planning — an area in which he has had considerable experience. Certainly that is a priority, but Metro goes far beyond that. Atherton's experience and background does not equal that of Gates' beyond the regional planning issues.

Gates has already gone a long way to begin serving his future constituents. He has led the way in developing a videocassette titled "What is Metro?" to explain the agency's functions to a large group of citizens who know little about its role.

He has also had experience with Metro on various issues that have faced the West Linn City Council.

Gates' broad-based background features years of public service including service on the council, West Linn Budget Committee, West Linn Recycling Committee, West Linn Citizens' Comprehensive Plan Review Committee and the West Linn Cable Advisory Board.

Gates has outlined a five-point set of priorities that he will pursue as a Metro councilor. They are: to establish two-way communication between the public and himself; to pursue development and completion of the end of the Oregon Trail project; to pursue the extension of light rail into Clackamas County; to facilitate the broadcast of all Metro meetings on cable access channels throughout the region; and to establish Metro as a clearinghouse for databases of information for the use of all cities and towns.

Mike Gates has the experience to serve our community well. Vote Gates for Metro Position 5.

LO Review 10/29/92

Kvistad in 1-man Metro race

Jon Kvistad may be unopposed in his race to represent District 2 on the Metro Council, but he's going about it as if it were a real contest.

For one thing, said the Tigard resident, Metro positions are of increasing importance and almost unknown to voters ("It's kind of a Stealth agency — operating beneath the radar").

"I think Metro is where the future of this community is going to be decided, and we need some community-based people on it to make sure we get good decisions," he said.

"Actually, I've still been walking doors and putting up lawn signs," said Kvistad.

District 2, largely made up of Beaverton residents, includes most of the city's western portion, plus a section of Tigard between Southwest Schoells Ferry Road and Walnut Street. In fact, it's in that "no-man's land" (in the city of Tigard but also in the Beaverton School District) where Kvistad lives — and where he grew up.

Kvistad is unopposed because incumbent Larry Bauer, who came in second in a three-way Primary Election vote in May, later dropped out.

Kvistad, active in the Republican Party and involved with the Tigard Area Chamber of Commerce as well as the Tigard Water District, operates a couple of local businesses, including AKA Political Services and Kvistad and Associates.

The big issue on the Metro agenda right now is the Metro charter proposal on the Nov. 3 ballot. It would take the authority over Metro away from the Legislature, establish seven representative districts, and define salaries and responsibilities for councilors and an executive officer.

"Believe it or not, I've been waffling on it," said Kvistad.

Home Rule Charter, Measure 26-3, gives OK to levy millions in taxes

To the Editor: The ballot on the Metro Home Rule Charter measure leads one to believe that the powers of Metro are limited and set by its passage. What it doesn't say clearly is that the measure actually sets up the powers of Metro and authorizes it to pass and raise taxes by ordinance without a vote of the people.

This is what home rule means, and Metro would be limited to \$12.5 million in taxes and fees, levied on you, in the first year alone.

Sales, income and property taxes fall outside the scope of the Home Rule Charter, but absolutely nothing else is exempt.

The charter calls for a "tax-study committee" to be formed. Based upon its recommendations, tax increases and new taxes would be studied and then enacted by ordinance.

Who selects the committee? What recourse do we have or what rebuttal on

any of its recommendations? Zero. A n appointed body has no accountability to the electorate, and the tax-study committee is exactly that. How does this give us power?

As we residents of the tri-county area go to the polls, we must realize the magnitude of this Home Rule Charter. We would give Metro taxing authority without a vote of the people to the tune of \$12.5 million a year.

Vote "no" on Measure 26-3, the Home Rule Charter for Metro.

OS 10-25-92 STEPHEN H. GENTNER
Southwest Portland

Times 10/29/92

Metro charter lacking, but it may work for now

Measure 26-3 should be called the "What does it really mean?" measure.

26-3 will change the look of Metro, force it to make planning its top priority and make a number of other alterations. Some say it slows the regional government's power surge and others say it could provide an avenue to make them more of a menace than opponents think they are now.

So who knows?

What the measure will do in part is reduce the number of councilors from 14 to 7 and pay them. There would also be an oversight committee established to keep an eye on the councilors and the plans they come up with. Supporters of the measure also say that the voters (that's us) will have more say in what the agency is doing.

The people that we spoke with on the measure say it is basically a compromise. Give a little here, get a little there. Less power here, more leverage here.

The one thing that does stick out in this measure is giving Metro the ability to increase the hotel motel taxes in the region whenever they felt like it. Of course, the seven councilors would have to approve it and the oversight committee would watch over them. And of course the voters would have more say in the matter, according to the measure's language.

It's a goofy measure, but probably the best that can be expected. We urge a yes vote, because if we don't then we turn the power of decision-making back to the state. This way, at least we can have some say when Metro decides to make its next move.

* BALLOT MEASURE 26-1

Voters in Clackamas, Multnomah, and Washington counties will be asked if the Metropolitan Service District (Metro) can issue \$200 million of general obligation bonds to buy and develop an open space, natural area and trails system. The bonds will mature in 30 years. At least 75% of bond funds will be for Metro-owned open spaces, trails and parks; the balance will go to local governments to buy and improve parks and open spaces. For more information, call 22-GREEN.

10/19/92 Gladstone Newsletter

Metro charter needs change

Do not be misled by the radio ads urging a vote against Measure 26-3 and the Metro charter.

Metro will not be forced to immediately raise taxes. And there is very little difference between the per diem payments received by the present Metro council for attending any meeting, anywhere, anytime, and the partial salaries to be paid under the charter.

A vote against the charter means the state Legislature remains in control of our regional destiny — including the services provided by Metro and its taxing authority. Downstate legislators do not care as much about our community as we do. We should have the right to vote on the functions of our regional government.

A yes vote for Measure 26-3 is a vote for local control, clarification of responsibilities, fiscal accountability and for the first time, guaranteed citizen involvement and cooperative relationships between Metro and local governments. Ignore the rhetoric. Vote yes on 26-3

Mayor Gussie McRobert
Gresham

GO 10/28/92

Oregon 10-29-92

Metropolitan Service District
Council Dist. 5: Mike Gates
Council Dist. 11: Ed Washington
Council Dist. 13: Terry Moore

Metro Measures

No. 26-1: Authorizes \$200 million in general-obligation bonds to buy natural areas and improve local parks — Vote yes.

No. 26-3: Establishes home-rule charter — Vote yes.

Area groups give voice to opinions on ballot items

Just about everyone has an opinion on the Oregon State Constitutional Amendment proposed in Ballot Measure 9 — the anti-homosexual measure — to be decided upon Nov. 3. And that includes opinions from several local government and business organizations.

School District 15, the Forest Grove City Council and the Forest Grove Chamber of Commerce recently have all taken stands firmly against the controversial measure.

School District 15, at its Oct. 13 meeting, voted to oppose Measure 9 by adopting the wording of a Portland School District resolution opposing the measure.

The district's proposed resolution states Measure 9 could, among other things, "require the school district to amend its curriculum in a manner prescribed by one narrow point of view."

The Forest Grove City Council, at Monday night's meeting, approved a resolution which states Measure 9, among other things, "promotes the censorship of library materials by individuals and groups who perceive information as 'encouraging or promoting homosexuality'..."

"Libraries are responsible for allowing intellectual freedom by providing information that presents all points of view and is responsive to the interests of all the people in the community."

The Forest Grove Chamber of Commerce, in an Oct. 15 statement from its board of directors, states its opposition to Measure 9 because it would, among other things, "damage the state's economy, specifically the tourism and film industries, and would create a image of Oregon as being the national capitol of discrimination and bigotry."

While School District 15 took an official stand only on Measure 9, both the Forest Grove City Council and Chamber of Commerce also took stands on other ballot measures.

Metro charter puts voters in control

Ballot Measure 26-3 asks voters to approve a home-rule charter for the Metropolitan Service District that would shift control of Metro from the Legislature to local voters. Though we do not support every provision of the measure, it would be an improvement over the existing arrangement. We urge a "yes" vote on Measure 26-3.

The charter was drafted by a 16-member volunteer citizens committee, and it has earned the support of almost all local government officials, including Mayor Bob Liddell of West Linn and Lake Oswego Mayor Alice Schlenker.

The measure's two best selling points are that it gives local voters control of Metro and that it forces Metro to make growth management a top priority.

Legislators in Salem have been in control of Metro and the local voice has been minimal — advisory at best. Measure 26-3 would put local voters in charge and would require Metro to work with local government to ensure efficiency.

Other bright points of the measure are that it would create a Citizens Involvement Committee to advise Metro; it would provide an auditor to serve as watchdog on Metro spending; it would restrict Metro's growth and rely heavily on voter approval before growth could occur; and it would require voter approval for Metro to levy any property, income or sales tax.

Perhaps the biggest fault of the measure is that it calls for a reduction in councilors from 13 to seven. That will essentially double the size of districts and make effective representation even more difficult than it is today.

But the positives of the proposed measure far outnumber the negatives, and therefore we urge approval of the Metro charter measure on Nov. 3.

Board urges no votes

TIGARD — The Board of Directors of the Tualatin Valley Economic Development Corp. is urging a no vote on five measures on the Nov. 3 ballot.

The board cited negative impacts on Oregon's economy when adopting the resolutions that urge no votes on Ballot Measures 4, 5, 6, 7 and 9.

The board also passed a resolution supporting the adoption of the proposed home-rule charter for the Metropolitan Service District.

The City Council voted to oppose Measure 7, the split roll property tax measure; voted to oppose Measure 26-1, the Metro Greenspaces bond funding measure; and voted to support Measure 26-3, the Metro Charter proposal.

The Chamber of Commerce's board of directors, on the other hand, voted to oppose Measure 26-3, the Metro Charter proposal. The group also opposed Measure 2, which would cause some gas tax monies to be used for state parks; opposed Measure 8, which would restrict lower Columbia River fish harvests; but supported Measure 1, which would allow for the issuance of \$250 million in state bonds to fund state park and recreation facilities.

There's not much disagreement between candidates for Metro

By MIKEL KELLY
Of the Times

10/24/92

The two non-partisan candidates for the Metropolitan Service District's new District 13 seat disagree on almost nothing.

Where Wes Myllenbeck and Terry Moore differ is how they state their views.

Moore, a 42-year-old community activist from Garden Home, talks in terms of how Metro decisions will affect neighborhoods and individuals.

She entered the race, she said, "to bring more of a neighborhood focus to Metro."

A longtime volunteer with neighborhood and citizen planning organizations, as well as a member of several regional and state advisory groups on transportation and planning issues, Moore works half-time for the Portland Planning Commission.

For three years she chaired the Raleigh Hills-Garden Home CPO, and at the top of her agenda is making sure that governmental decisions translate into more livable communities and neighborhoods. Some of the ways to do that, she says, include ongoing provision for open spaces, easy access to transportation, pedestrian and bike paths, and safe, secure neighborhoods.

Myllenbeck, 65, comes to the race with a number of years in local government, so he chooses to talk about how the issues facing Metro will impact the cities and counties in the metropolitan area.

A veteran of volunteer and paid local government positions, the Cedar Hills resident said, "I believe very strongly in local government."

Myllenbeck was Washington County's first planning director, and later served as chairman of the board of

commissioners. Educated as a regional planner, he's been city manager in King City, has taught at Portland State University and now operates Columbian Research Institute, a consulting firm that advises city, county, regional and state governments on management, planning and finance matters.

"I happen to believe that metropolitan government is the way of the future," said Myllenbeck. "We just can't go on with all of these fragmented city and county governments."

But it is clear, he added, that strong-arm tactics by regional agencies won't work. Truly regional issues have to be passed on to regional government because it's the right, natural thing to do, he said, citing the future of the metro area's water supply problems as a prime example.

Both candidates oppose the Metro charter proposal that appears on the November ballot. It provides too much for council member salaries (about \$30,000, counting benefits, for half-time positions) and limits the area to too few representative districts (seven, instead of the current 13), meaning councilors would not adequately represent their districts.

Both candidates also believe in maintaining the urban growth boundary as it exists.

Although both candidates acknowledge that Metro has been a largely unseen and misunderstood agency, they agree there is a need for a regional body to oversee such regional issues as entertainment, the zoo, solid waste, transportation and land-use planning.

"Metro should provide the framework in which each jurisdiction creates the kind of environment it wants," said Moore.

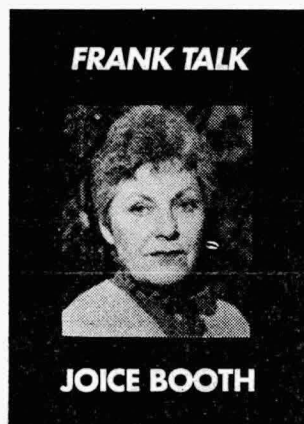
"I'd like to see Metro with the same powers that the cities and counties have," said Myllenbeck.

Ballot measures, candidates and boycotts

The views which follow are mine. They do not necessarily represent those of *This Week* magazine's management, staff or advertisers.

Ballot measures

1) Metro and State Park measures. I urge a no vote on both. They are simply too expensive. They call for \$450 million in new bonding authority — \$200 million for Metro (Measure 26-1) and \$250 million for the state (Measure 1). They are also frivolous, given the budgetary shortfall's expected negative impacts on schools, police, prisons and



social services.

2) Funding state parks through gasoline taxes, Meas-

ure 2. Fie on this one! Leave gas taxes alone.

3) Metro charter. This one, Measure 26-3, is a real dog. It not only puts Metro in the land-use planning business — with the authority to override local land-use decisions — it also gives Metro more taxing authority than it currently has. I say deep-six it.

4) Immediate closure of Trojan, Measures 5 and 6. Both are no-nos. They are too drastic. Closing Trojan before alternative energy sources and plans have been developed would be foolhardy to say the least.