

Planning

Cities receive grants for greenspaces

Gresham and Troutdale will get grants to restore natural areas in their communities as a result of a Metropolitan Greenspaces program.

The grants for model restoration projects are intended to restore wetlands and native natural areas that once existed in the metropolitan area.

Gresham will use its \$17,500 award for continued work on the Binford Lake/Butler Creek greenway. In cooperation with the Southwest Neighborhood Association and with workers from the Oregon Youth Conservation Corps, the greenway will be planted with native and wetland plants and Butler Creek will be cleaned. The site is also being used as an outdoor classroom by students from Centennial and Gresham high schools. Those classes will join in the project.

In Troutdale a \$13,500 grant will be used to return to a natural area a grass and concrete flood detention basin and a small creek in the Sandy Palisades subdivision. The 1.5-acre site will be developed with a bog and be replanted in native shrubs and trees.

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Tri-Met names panel

At \$900 million plus, the Westside Light Rail line will be the largest public works project ever in Oregon, and Tri-Met has named a special committee to help local contractors compete for contracts.

Simultaneous with the light-rail project, the Oregon Department of Transportation is spending millions more to rebuild portions of the Sunset Highway and Highway 217.

The Oregon Opportunity Advisory Committee, a 13-member panel, will advise ODOT and Tri-Met.

Among other things, they are to suggest ways the two agencies can facilitate participation by local businesses and how to develop job training and job placement procedures that will help local residents compete for construction-industry jobs.

Washington County people on the committee include Maria Rubio,

community education specialist at the sheriff's office; Larry Sanchez of Hispanics in Unity; and Mike Schwenk, acting as contact for the Beaverton Chamber of Commerce until a permanent representative is named.

11/5/92 Argo

^{Orig.} 11-5-92 Growth is region's challenge

Hiring enough police to fully implement community policing should be the No. 1 priority of Portland's new mayor, Vera Katz, and council member, Charlie Hales.

They also will be challenged, along with new Multnomah County commissioner Dan Saltzman, to build essential bridges between the central city and its suburban partners as the region faces up to mutual pressures of population growth. That growth is projected to be half a million more people between 1990 and 2010.

The re-election of Clackamas County Commissioners Darlene Hoohey and Ed Lindquist keeps forward-looking, regionally oriented leaders there. Washington County residents will want to see newly elected Kathy Christy carry out her campaign slogan by showing herself to be "a com-

missioner for livability."

Voters' overwhelming approval of a home-rule charter for Metro is an important step in raising the profile of regional government. The charter calls on Metro to be an aggressive "traffic cop" on regional planning and growth management. It gives Metro new taxing authority and puts control of the regional government squarely in the hands of the region's voters.

With Metro now more clearly defined in voters' minds, a second attempt at a regional open-spaces and parks bond measure makes sense. Tuesday's failure of the \$200 million Greenspaces measure is a disappointment, but the need to conserve open spaces and natural areas as this region grows is pressing enough for Metro to put a bond measure before voters again.

11/5/92

Arger

Voters in county reject all but two measures

Measure 9 drew the most total votes, but the measures that drew the most "no" votes in Washington County Tuesday were the ideas of raising property taxes for businesses and dipping into state gas tax receipts to pay for state parks.

County voters rejected seven of the nine statewide measures, approving Number 1, the idea of selling bonds for state parks, and Number 3, the term limitation initiative. Measure 3 passed statewide, but Measure 1 was soundly defeated.

Measure 7, which would have taxed businesses differently than homes, pulled 102,410 negative votes here. Measure 2, which would have allowed future fuel tax increases to be used for parks, attracted 92,365 no votes.

Not surprisingly, the measure that got the most publicity and left the fewest people neutral also drew the most votes. The tally on Measure 9, with absentees still to be counted, was 138,585 with 90,346 voting no and 48,149 voting yes.

Although 9 attracted the most attention, more people seemed neutral (voted neither yes nor no) on it 9 than on Measure 4, the proposed ban on triple trailer trucks.

There were 1,763 who had no opinion on Measure 4, but 1,813 didn't vote on Measure 9.

But Measure 4 must have been confusing in some way. A total of 280 people voted both yes and no, compared to 114 who did that with 9. (If you're wondering, a double vote doesn't get counted in either column).

Washington County residents also spoke loud and clear on Measure 3, the idea of limiting the amount of time elected officials can serve. They passed it 95,257 to 40,662. But nearly 5,000 voters had no opinion on the issue.

County voters surprised observers who thought there was no way they would pass the proposed Metropolitan Service District charter because it was such an obscure issue.

However, it passed by nearly 21,000 votes. One Metro Council member said he thought voters saw

only the first two words in the ballot title ("limits Metro"), liked that concept and jumped on it.

Opponents claimed the ballot title was misleading and that the measure actually would expand Metro's authority. But they were disputed by most suburban local government officials, including Hillsboro Mayor Shirley Huffman and Washington County Board Chairman Bonnie Hays.

Metro's proposed "Greenspaces" program, which asked for authority to sell \$200 million in bonds to purchase and preserve natural areas, failed by more than 11,000 votes in Washington County. It also failed in Multnomah and Clackamas counties.

Among the statewide measures, local voters displayed the least interest in Measure 8, which sought to ban gillnetting on the Columbia River system. More than 5 percent had no opinion.

But they had even less interest in the two Metro issues. More than 12 percent didn't vote on the proposed charter, and more than 8 percent were neutral on the open spaces proposal.