

October 25, 1978

FOR IMMEDIATE RELEASE

Vern Rifer, Chairman of the Oregon League of Environmental Voters, today announced his organization's support of Donna Stuhr for Metropolitan Service District Councilor Position #1.

Donna Stuhr is serving as a Director of the Tualatin Hills Park and Recreation District. She is also Chairman of the Washington County Parks Advisory Board. Mrs. Stuhr decided to seek these positions because of her concern for the preservation of park and open space in rapidly urbanizing Washinton County. In addition to these elective and appointive positions, she is actively working with the Friends of St. Mary's Woods, a volunteer citizen committee that is promoting the establishment of a state park in the heart of Washinton County's population. This effort attempts to coordinate and combine voluntary, park district, county, state and federal resources for acquisition of the land.

Mrs. Stuhr's intense interest in the Washington County growth issues began when she joined her Community Planning Organization during its formation a few years ago. She continues to be an active member of that group. Adding to this experience, Mrs. Stuhr has been a long time member of the League of Women Voters and chaired the land use growth management study committee two years ago.

The Oregon League of Environmental Voters is a statewide nonpartisan organization representing environmental views during elections.

For further information  
contact:

Jane Sterrett  
283-5289

**Mrs. Stuhr endorsed**

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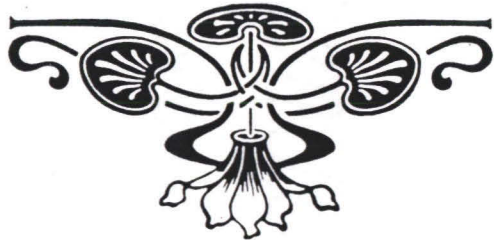


OREGON LEAGUE OF ENVIRONMENTAL VOTERS

Raymond A. Jacobs, Treasurer



# Metropolitan Service District



## Metropolitan Service District

Swearing-in Ceremony  
January 1, 1979  
Western Forestry Center  
3:00 p.m.

Welcome ..... Commissioner  
Robert Schumacher,  
former MSD  
Board Chairman

Swearing-in Ceremony ..... The Honorable  
Arno H. Denecke,  
Chief Justice, Oregon  
Supreme Court

Tribute to Tri-County  
Local Government Commission. . . Rick Gustafson

Reception

### MSD Council

Donna Stuhr .....	District 1
Charles Williamson .....	District 2
Craig Berkman .....	District 3
Corky Kirkpatrick .....	District 4
Jack Deines .....	District 5
Jane Rhodes .....	District 6
Betty Schedeen .....	District 7
Caroline Miller .....	District 8
Cindy Banzer .....	District 9
Gene Peterson .....	District 10
Marjorie Kafoury .....	District 11
Mike Burton .....	District 12

### MSD Executive Officer

Rick Gustafson



We're glad you could share in this occasion today...you are seeing a unique concept in government officially getting under way. The nation's first voter-approved regional government with directly elected councilors and executive officer will now take on for this metropolitan area solid waste disposal management, land use and transportation planning, operation of the Washington Park Zoo, and drainage and flood control studies, with possible authority for several other metropolitan functions in the future.

The regional government concept was approved in May but had its beginnings years ago, aided by the formation of such groups as the Metropolitan Study Commission in 1963, looking at situations crossing local government boundaries and resulting in the formation of the Columbia Region Association of Governments, reviewing local applications for federal grants and later involved in regional planning; the Boundary Commission, assuring orderly and logical extension of local government boundaries; and the Metropolitan Service District, providing regional solid waste disposal, studies in drainage control, and operation of the zoo.

Then, in 1975, the Tri-County Local Government Commission was formed to study new ways to deliver and finance public services in the urban area. Their recommendations to the Legislature resulted in the passage of House Bill 2070, establishing the new Metropolitan Service District.

The new MSD begins its work today with the belief that many aspects of the metropolitan area can be handled more efficiently at a regional level. We are hopeful for its success in solving problems that are truly regional in concern, and believe the hard work necessary to achieve this will be well worth the effort in proving the value of the Metropolitan Service District for the people of this area.





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# Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

## Memorandum

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Date: January 4, 1980  
To: Metro Councilors  
From: Donna Stuhr *Donna*  
Subject: Gift for Cindy Banzer

In honor of Cindy's new baby, Betty Schedeen, Carrie Miller and I have decided we would like to buy a gift for her.

If you would like to contribute toward the purchase of a gift, please turn in \$3.00 to me at the January 10 meeting.

Thank you.

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# Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

## Memorandum

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*Date:* April 2, 1980  
*To:* Metro Council  
*From:* Donna Stuhr  
*Subject:* Agenda Topics for Regional Planning Committee

Attached is a schedule of agenda topics that staff intends to bring before the Planning Committee through the month of July. New items will no doubt be added as topics surface.

I have asked to have this schedule so the Planning Committee can anticipate issues and add our own items for discussion in an orderly manner.

If any of you have topics that you wish to have introduced for scheduling, please jot them down and get them to me or Denton. At this time, my additions are listed on another attachment. If there is objection or no interest in particular items, do let me know.

We will need to plan on committee meetings that last a few hours. Please prepare your schedule to make time available to stay until the conclusion of the meeting. Dinners can be arranged.

DS:pd



SUGGESTED AGENDA ITEMS FOR PLANNING COMMITTEE CONSIDERATION

From: Councilor Stuhr

Budget priorities and options

Portland Metro area park coordination - budget item

Citizen participation process, Regional Transportation Plan and Land Use Issues

Possible guidelines for withholding transportation funds from local jurisdictions (eg. non compliance with regional policies)

Funding allocation for bikeways

Briefings: Regional Transportation Plan Updates  
Public Facilities Planning (water resources, sewerage, etc)  
Air Quality Planning

METRO relationship with: Tri Met  
LCDC  
DEQ, EQC

SCHEDULE OF ACTION ITEMS FOR  
UPCOMING REGIONAL PLANNING COMMITTEE MEETINGS

April 7, 1980

METROPOLITAN DEVELOPMENT

1. Public Hearing on Clackamas County Petition
2. Release Conversion Guideline Ordinance for hearing in Washington County

TRANSPORTATION

1. Funding authorization for NW Front and NW Portland Transportation Study
2. Funding Authorization for Going Street Noise Mitigation Project
3. Funding Authorization for Portland Overlay Program

April 21, 1980 (Special Meeting)

METROPOLITAN DEVELOPMENT

1. Host Conversion guideline public hearing in Washington County
2. Recommendation to Council re Clackamas County petition

May 5, 1980

METROPOLITAN DEVELOPMENT

1. First reading, Conversion guideline ordinance
2. Release draft ordinance and explanation of UGB Amendment Process for public review
3. Presentation of Goals and policies (Received from Housing PAC)



#### TRANSPORTATION

1. Approval of FY 1981 Unified Work Program

June 9, 1980

#### METROPOLITAN DEVELOPMENT

1. Make recommendation regarding Conversion guidelines
2. Release UGB Amendment Process ordinance for public hearing and first reading
3. Discuss Housing Goals and Objectives policies and send resolution to Council

#### TRANSPORTATION

1. Endorsement of population/employment projections for planning purposes
2. Endorsement of the "504" bus accessibility transition plan
3. Recommendations concerning purchase of Portland Traction Company right of way
4. Funding authorization for McLoughlin Corridor projects in and south of Milwaukie
5. Recommendations concerning feasibility study of River Transit
6. Establishment of Policy Guidelines for Transportation Goals and Objectives

July 7, 1980

#### METROPOLITAN DEVELOPMENT

Recommendation to Council re UGB Amendment Process



**METROPOLITAN SERVICE DISTRICT**

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

**M E M O R A N D U M**

Date: May 20, 1980  
To: Regional Planning Committee  
From: Donna Stuhr  
Regarding: Planning Committee Meetings

As you know, with seven members on the Planning Committee, it takes four members to make a quorum. The lack, thereof, has delayed the start of every Planning Committee meeting held since reorganization.

The purpose of this memo is to ask if Committee members would prefer a later meeting time to avoid recurrence of this dilemma. There are a couple of other options: one member can resign from the Committee so that only three members are needed for a quorum, or an eighth member can be appointed who is always able to arrive on time. I do want to start meetings promptly at the stated time and am asking for your assistance in resolving the problem.

Also, we have had some very lengthy meetings, so until we are finished with plan reviews, I believe it advisable to schedule two meetings per month. For the month of June, a special joint HPAC Planning Committee is set for Tuesday, June 17 to receive testimony on the housing goals, policies and possible implementation measures.



## MSD endorsements

The new Metropolitan Service District Board is little understood by the voting public at this time. An average of 10 candidates per position have filed for each of the 12 nonpartisan district councillor seats. The candidates will have no space in the Voters' Pamphlet. As a result, we expect voting to be highly uninformed. This is especially unfortunate, for these officials will be crucial in determining the new regional entity's role in the areas over which it will have jurisdiction.

The new board will have land-use and transportation planning responsibilities that are now those of the Columbia Regional Associations of Governments (CRAG). It will channel federal funds to local governments, overseeing their proper use. It will have responsibility for solid waste and the zoo. It will have the power to absorb Tri-Met whenever it wants. It will oversee other areas if the board so decides.

In our interviews with these candidates, we were looking for those with records of public service, with accomplishments inside or outside their chosen professions, and with a demonstrable understanding of the issues this new government will face.

The candidates we endorse support a policy of containing urban growth and preserving prime farmland. They have an inclination toward the absorption of Tri-Met as soon as the new body gets on its feet and is doing its assigned tasks well. They are advocates for recycling and source separation of solid waste. They believe uniformly that the new MSD must not become an unresponsive, low-profile bureaucracy.

We were also looking for candidates who show that they will be responsive to community and neighborhood concerns by waging campaigns with a real attempt to communicate directly with voters—usually on their doorsteps.

### District 1—

#### Donna Stuhr

*The principal chunk of Western Washington County, including Forest Grove, Hillsboro, Cornelius and a portion of Northwest Multnomah County, but not much of Beaverton.*

In this race there is a clear first choice. She is Donna Stuhr. She is well informed on the issues facing this new body, is progressive in land-use planning, and is well grounded from many years of neighborhood activity. She will represent Washington County's interests well, but maintain a responsible regional outlook. She has the additional advantage of having served on the Tri-County Commission that drafted the legislation for the new MSD.

James Larkins, Cornelius City Council member, would represent the interests of farmers and other rural residents quite well, but we wonder about his regional outlook. Norman Rose, Portland State University chemistry professor and a member of the Beaverton School Board, has a sound problem-solving approach but is not close to being as well informed as Stuhr.

#### METRO SERVICE DISTRICT COUNCILOR 1st DIST.

Donald L. Clark	5,025
Richard W. Courter	2,114
Donald Leslie Lamb	2,136
James L. Larkins	3,155
Howard B. Mellors	591
Norman Rose	3,192
Donna Stuhr	8,165

## Washington County election results, Tuesday, Nov. 7

# opinion

## Here are The Journal MSD council endorsements

Special talents are to be sought in the first elected council for the Metropolitan Service District, which the voters expanded and turned into the nation's only elected regional government in a multi-county metropolitan area.



The council will be the legislative branch of the MSD. As such, it will have to establish its independence and at the same time fashion a solid working rela-

tionship with the elected executive officer.

The Journal has strongly recommended Rick Gustafson as the executive.

In proposing a council to work with him, we have several criteria in mind. After all, the first council and executive are likely to determine whether this worthy experiment in metropolitan government succeeds or fails, and we want it to succeed.

First of all, councilors should believe strongly in the concept. Foot-draggers or those who wish to abolish it do not offer the commitment to be sought.

A record of community involvement, especially dealing with regional issues that will face the MSD, is desirable. Councilors ought not to factionalize into little geographic delegations, but should understand that each represents a constituency to deal with metropolitan matters that exceed the jurisdictions of cities and counties.

With these factors in mind, The

Journal recommends a council that offers a good blend of philosophy, experience, fresh ideas, and dedication to the MSD's purpose. We endorse:

Subdistrict 1: Donna Stuhr, Aloha community activist, member of the Tualatin Hills Park and Recreation District, and valuable member of the Tri-County Commission that fashioned the MSD proposal.



# 13-month-old Metro

By MICHAEL ALESKO  
of The Oregonian staff

After 13 months of operation, the expanded Metropolitan Service District is operating under a new logo, a new nickname — Metro — and enough challenges to last it for years.

Rick Gustafson, the regional government's executive director, expects the service district to be around for a long time and its responsibilities to grow.

He is not deterred by the Legislature, which referred to voters the ballot measure that created the new service district, neglecting to provide its child with a guaranteed funding source beyond mid-1981.

"Our process is a five-to-10-year one, for regional government to be effective," Gustafson said.

With voter approval of a financial base, the service district has power to operate metropolitan aspects of libraries, human services, parks and recreation, cultural facilities, correctional facilities and correctional programs. It has the outright authority to handle regional planning for land use, transportation, air and water quality, water supply, drainage and flood control.

Does this mean Metro will take on all these functions and become an instant supergovernment over the next few years?

"No. It won't be until there is a crisis that those services will accrue to the service district — whether it is open warfare over water allocation, moratoriums because of sewer unavailability, or the PI," Gustafson said.

His reference to the PI — or Pacific International Livestock Exposition — is a case in point. Multnomah County, which owns the exposition site, has been unable to find a new home for the show since it ordered the show's decrepit barns razed.

County Commissioner Earl Blume-nauer has proposed that the service district find the PI a new home.

tions it can assume with a voter-approved financial base.

It already has projects left over from last year that need be brought to fruition this year.

Among the major jobs Gustafson listed for completion are: negotiations with Publishers Paper Co. for a \$100 million garbage-to-steam-power recycling plant promising to ease the Portland area's garbage-disposal woes; detailed analyses of alternative light-rail routes or busways linking the downtown Portland and suburban Washington County; and formation of a local improvement district to control flooding and drainage problems in the Johnson Creek basin.

MSD analysts list at least a dozen more priorities for the young government this year, enough to provide for many more of the hours-long Metro council meetings.

Among them: identifying potential landfill sites outside the MSD boundaries (having failed to overcome citizen opposition and other constraints to a new dump inside the MSD); allocating \$20 million of federal money for Portland-area highway improvements; finishing a regional transportation plan; completing new facilities at the Washington Park Zoo; developing a plan for control of storm water runoff; and developing a long-range operational plan — something few governments ever attempt.

While these are basically long-term issues, others present themselves for immediate attention. The district might take action this week to file a lawsuit aimed at stopping the building of a new Veterans Administration Hospital on Marquam Hill. In its capacity of federal grant reviewer for the Portland area, the district council has expressed views that an insufficient environmental impact statement was filed on the project. Because of this technical question, the considerable community sentiment against the site has focused on MSD.

# Service District tackling challenges

income tax, tax base, serial levy or other measure in the November election to provide a permanent funding base for general Metro operations. A tax base of \$5.7 million would finance basic annual zoo and non-zoo district functions at 1982 levels, district financial reports indicate.

While the zoo levy is given a good chance of passage if it is floated separately, the chance for voter approval of general Metro funding is anything but sure, according to recent surveys of area residents.

That's where the district's idea to create an operational plan comes in. The theory is that the district needs to overcome a lack of visibility it experienced last year if it is to win voter support. At least 500 Portland-area residents, primarily those active in civic affairs, will be surveyed by the district in the next few months for their opinions on what the long-range work plan should include.

Marge Kafoury, the district council's 1980 presiding officer, said she wants to see the operational plan completed by June. "Naturally it will be a prelude to going to the voters in November," she said in a recent interview.

If the district still finds itself without permanent funding after November, then the Legislature would be approached in 1981, Gustafson said. He said he would favor asking the lawmakers for some form of revenue dedication for the district from monies now going to Metro jurisdictions from state funds such as liquor or cigarette taxes.

But a request for funding directly to the voters this year by the district is necessary first, Gustafson emphasized. "We would face a lot of grief before the Legislature without first trying for a vote."



Staff photo by DONALD WILSON

**SHOULDERING BURDENS** — Metropolitan Service District Council members must find guaranteed source of funding for regional projects. They are (from left) Donna Stuhler, Mike Burton, Marge Kafoury and Jack Deines.

Sen. Mike Ragsdale, R-Beaverton, who was deeply involved in enabling legislation for the service as a House member in 1977. "The downstaters, unless massive amounts of money are involved, are going to listen to the tri-county people. I've never polled the tri-county delegation, but it is my perception they are in a wait-and-see period."

A serial levy for operation of the zoo by the service district expires in 1981. So does the power that the Legislature gave the district to assess Portland-area cities and counties a sort of head tax, which this year is providing the district \$438,000 for non-zoo operations. The district has no other guaranteed financing source.

The current plan is to go to the voters for help, tentatively with a zoo levy request in the May primary for a total of \$15 million over three years; and an

ists, but a large number of us are holding and waiting and seeing how the work plans work out and what the council's work plan is," Ragsdale said. Overshadowing any project priorities for the district is the question of money.

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County Commissioner Earl Blume-nauer has proposed that the service district find the PI a new home.

But Metro has shown no great interest in taking on this new burden so soon in its young life — nor those other func-

tions it can assume with a voter-approved financial base.

It already has projects left over from last year that need be brought to fruition this year.

Among the major jobs Gustafson listed for completion are: negotiations with Publishers Paper Co. for a \$100 million garbage-to-steam-power recycling plant promising to ease the Portland area's garbage-disposal woes; detailed analyses of alternative light-rail routes or busways linking the downtown Portland and suburban Washington County; and formation of a local improvement district to control flooding and drainage problems in the Johnson Creek basin.

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Also this week, district officials will sit down with the Portland City Council to discuss the district's likely takeover of the St. Johns Landfill from the city. The move would allow the district to control more closely the disposal of garbage in a metropolitan area nearly out of dumping space. It would also give the district more control over assuring a flow of garbage to the planned resource recovery center.

The district must already start looking at a 1981 legislative package. A good deal of it is expected to involve bills to increase district authority in waste reduction programs.

Gustafson said the district is likely to ask for authority to see that local comprehensive plans are followed and for legislation that ensures funding and planning for public facilities in the district, so issues like sewer planning can be addressed regionally.

"We also have a tremendous shortage of multifamily housing, and we want a recognition that a regional housing authority is necessary and that we would probably be the ones to form that type of corporation to promote the supply of housing," Gustafson said.

Will the Legislature accept these and a handful of other Metro requests, when support for the regional government is not unanimous in that body?

"The key for Metro is acceptance by the tri-county delegation," said State



SHOULDERING BURDENS — Metropolitan Service District Council members must find guaranteed source of

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ists, but a large number are waiting and waiting. The council's work plan is being overshadowed by the district money.

A serial levy for the zoo by the service in 1981. So does the p

## Apartment fire damage at \$34,000

Occupants of four, two-story adjoining units in the Camelia Town House apartment complex at 13149 S.E. Division St. were awakened and evacuated unharmed after a fire erupted in one of the units early Sunday morning.

The fire destroyed a unit rented by Sarah E. Billings, 27. Damage to the unit was estimated at \$25,000 and damage to the contents was \$3,500. Another apartment occupied by the Barry Koster family sustained \$5,500 damage.

A spokesman for Multnomah County Fire District 10 said the fire was believed to have been caused by a cigarette in a chair in the living room of Ms. Billings' apartment.

He said Ms. Billings, whose 5-year-old child was staying with a baby sitter for the night, lost everything in the apartment.





**BALLOONS FOR BUS(T)ING** — Donna Stuhr, representative of Metropolitan Service District 1, celebrates announcement of Tri-Met's "Tri-It" Week by releasing coupon-filled balloons into the air. The City of Beaverton has proclaimed the week to encourage residents to take a ride on Tri-Met's new timed-transfer system.

## *Recommendations*

To the Editor: Last May at the close of my unsuccessful campaign for the Democratic nomination for State House District 4, I promised my defeat would not silence me or my supporters. In that spirit I would like to make the following recommendations to the voters of district 4 in the Forest Grove Hillsboro area.

I urge you to vote for incumbent Rept. Mark Gardner (D-Hillsboro) for the State House race. I also urge you to vote for Donna Stuhr to be our District 1 (Forest Grove, Hillsboro, Beaverton, Northwest Portland) councilor to the new MSD.

While Mark Gardner and I have differences of opinion on the issues confronting our state, our differences are not as significant when compared to his Republican challenger. This is especially so on the issues of property tax reform, welfare reform and land-use planning.

Besides, Mark Gardner has demonstrated a willingness to listen to the divergent opinions of his constituents on the issues prior to voting as a legislator in Salem. This is crucial to my endorsement.

We are fortunate to have Donna Stuhr running for MSD. Donna is very active in civic affairs in the county and within the Democratic Party of Washington County. In particular, Donna served on the Executive Board of the Tri-County Local Government Commission that originated the idea of an MSD.

In other races I urge you to vote for Congressman Les AuCoin, Gov. Bob Straub, Mary (Wendy) Roberts, Labor Commissioner, Ruth McFarland, superintendant of public instruction, Rick Gustafson, executive director of MSD, AND State Sen. Blaine Whipple.

I urge you to vote "yes" on measures 1, 3, 4, 5 and 9, and to vote "no" on 2, 6, 7, 8, 10, 11, 12, plus "no" on county measure 13.

Hugh Reynolds — 1625 Avon Wy, Forest Grove

Russ Dondero — 1506 Limpus Ln,  
Forest Grove

In these days when public opinion polls become more and more refined we can't help but wonder what their potential is. Just how much does name familiarity help a candidate for office. Will we ever be able to find out? One current interesting situation revolves around the name Stuhr. One Elsie Stuhr of West Slope actually was main organizer of Tualatin Hills Park and Recreation District and served on its board.

Along came Donna Stuhr of Aloha, also very much a recreation minded individual, to be elected to a post on the THPRD board of directors some years after the founder left the board. How many votes did Donna get because people thought she was Elsie? We wouldn't even try to guess and we wonder if anyone will ever devise a poll or survey to answer such a question.

Donna is a candidate for MSD Councilor District 1 and one can only wonder how much the name familiarity will help in that race. Incidentally, Donna also serves by appointment on the Washington County Park and Recreation Commission and is, indeed, a long-time supporter of recreation.



# Aloha woman candidate for MSD Council post

Donna Stuhr of Aloha, currently a director of the Tualatin Hills Park and Recreation District, Monday announced her candidacy for Metropolitan Service District Councilor from District 1.

Mrs. Stuhr is vice-chairman of the Washington County Democratic Central Committee, has been involved with CPO 6 and is a 10-year member of the League of Women Voters.

She served on the Tri-county Local Government Commission and its executive board, the body charged with studying urban government problems



DONNA STUHR

in the Portland Metropolitan area. The reorganized Metropolitan Service District is an outgrowth of that study.

"Having served on the Commission, I feel I understand the intent of the recently-approved measure and some necessary steps to be taken to launch the new governmental body properly," she said.

"A process for citizen and local elected officials' involvement must be a priority so that a good relationship can be established immediately.

"Communication is the essential ingredient for making the new MSD work — to be visible and accessible, for the purpose of public scrutiny and comment" the candidate said.

Existing problems must be aired and alternative solutions proposed so that citizens can be informed and influence decisions, she noted, adding, "That's what having directly elected representation is all about.

"My experience with local governments in several capacities over the past years indicates the diligent manner in which I will provide this representation for Washington County residents," she concluded.

Mrs. Stuhr is employed part-time as bookkeeper for North's Plumbing. She and her husband, Ron, are the parents of three teenage children.

Mrs. Stuhr's campaign treasurer will be Mark Knudsen of Cedar Mill, an accountant. No other campaign organization has been established at this time, she said.

READ  
**Don  
Roberts**



Column in the . . .

**Aloha Breeze**

# Heil, 'supercounty'

What opponents of "super-MSD" long have feared — that the reconstituted Metropolitan Service District would evolve into an all-encompassing "supercounty" — already has been proposed, and before the new MSD even has come into being.

Denton Kent, director of Columbia Region Assn. of Governments (CRAG), already is investigating the possibility of MSD's becoming a "general purpose government," eligible for federal revenue sharing grants and capable of taking onto itself all the powers of a city or a county.

Kent, who quietly sent out feelers to the feds regarding this possibility, was sharply reprimanded by several CRAG Board members last Thursday for taking this action without CRAG authorization.

But at the same time, CRAG said that decision would be made by MSD next year, after it has assumed CRAG's functions and has convened with its own popularly elected board of councilors and its own elected executive officer.

By legal definition, a general purpose government is a body, such as a city or a county, that has the power to make and enforce laws, levy taxes and do other things considered essential for the welfare of those under its jurisdiction.

Under provisions of the "super-MSD" measure approved at the May primary election, MSD does have authority after Jan. 1, 1979, to become a general purpose government.

The bill authorizes MSD takeover of the Metropolitan Boundary Commission and the Tri-County Metropolitan Transit District (Tri-Met), should voters in the newly constituted district favor these moves. But that is only the start.

Authorization also was given for "super-MSD" to take over water supplies, corrections, parks and recreation, libraries, cultural and sports complexes and other human services, also at the option of MSD district voters. And taking over of these various agencies and districts also means assuming their taxing powers.

Kent's action points up thinking of the bureaucrats in CRAG and MSD. His mistake, in their eyes, was in tipping MSD's hand not only before that agency was ready to make its move but even before "super-MSD" had come into existence.

It will be remembered the majority of Washington County voters living within the present MSD boundaries voted in favor of Ballot Measure 6 last May. They, and we who opposed the measure, now have been alerted to what likely will transpire.

The possibility "super-MSD" will decide not to

exercise its total — and legally guaranteed — power options is too slight to merit consideration.

And when MSD becomes the reigning supercounty in the Portland metro area, what then will be left to presently constituted city and county governments in the three counties?



# 1,000 protest Johnson Creek plan

An angry crowd of more than 1,000 Thursday night jeered the Metropolitan Service District and its plan for improvement of the Johnson Creek Basin.

The Metro Council held the hearing in the Memorial Coliseum's exhibition hall with chairs set up for about 5,000. The first hearing June 16 at Marshall High School had been choked off by a restive, overflowing crowd.

About 65 people testified Thursday. Only 7 backed Metro's plan to create a local improvement district to handle the Johnson Creek improvements.

A decision was scheduled for noon Friday, when the Metro Council will choose whether to go ahead with the original plan, to modify or postpone it, or to back off and try again.

The issue is a \$9.4 million proposal to tame Johnson Creek, which floods annually.

Earlier efforts to control the flooding date to 1928. All have failed.

About \$5.1 million of the flood plan cost would be paid locally, collected in taxes against almost all property in the Johnson Creek Basin, since those that are on high ground are contributors of storm runoff to the low portions.

The Army Corps of Engineers would do the work and pay \$3.8 million of the cost under its flood control and drainage charter.

Metro is involved because the creek is a regional problem; it meanders through

two counties and four cities of southeast suburban and rural Portland.

**SCRIPTURE WAS** quoted, a section of the Declaration of Independence was recited and a World War II veteran brandished his handless arm while invoking the council's patriotism in deciding the issue.

One woman testified that her husband was threatened with vigilante action during the evening after he spoke in support of Metro.

The most emotional arguments were against Metro's apparent failure to notify the owners of all 35,000 parcels of property in the basin in time for them to formally declare their opposition to the tax plan.

Many taxpayers had not received their notices by Thursday, witnesses said. And many had been lulled by the resemblance of the notices to routine property tax forms and had not noticed the deadline.

**THE DEADLINE** for comment was Monday night; if half of the owners had filed formal objections with Metro by that time, the plan would have been killed.

Less than 7,000 objections were received.

"This is hardly an emergency, after all these years," said Paul Kittleson of 9162 SE Mason Hill Drive, Milwaukie.

"Why aren't property owners allowed to vote on this issue?"

"This has been around longer than the zoo," he added, referring to the tax levy

to support Washington Park Zoo that Metro offered voters in May, and that voters approved.

"After a year to assemble this plan, why were there just 18 days to file remonstrances?"

**"WHY DO WE** have to vote against something, rather than for it? This is Nixonian democracy, not Jeffersonian, and we don't like it," Kittleson concluded to applause.

Other frequent objections were to vagueness in the second and third segments of the three-phase plan.

First phase for the proposed improvement district would be a \$1.3 million planning project.

Metro estimated that the second phase, construction, would cost about \$8.1 million but left the final figure open until after the planning.

The third phase, maintenance, would be tax-supported and cost \$550,000 a year or less, Metro said.

"Metro did not want to spend tax dollars to formulate a specific plan until it was sure an LID (local improvement district) would be in place to finance it," according to a fact sheet distributed by Metro at the meeting.

**"I DON'T BUY** groceries or automobiles without knowing the cost. Why should I buy this?" one witness asked.

Several saw the plan as a maneuver by builders to get substandard land upgraded

at public expense. Metro Executive Rick Gustafson, who had a seat at the council table and shared the heat with other council members, was accused of scheming — at "hidden lunches bought with taxpayers' money" — with Multnomah County Executive Don Clark to set up the district.

Council Presiding Officer Marge Kafoury refused to answer most questions and so did other council members and Gustafson. She said the purpose of the hearing was to air citizens' views, not those of the council.

She scrupulously limited each speaker to 3 minutes, so that everyone could be heard.

**SOME OF THE** speakers were affiliated with an activist group, Oregon Fair Share, which held a demonstration with about 30 persons, flourishing posters and crowding around a microphone.

Organized activities and dramatic challenges by the group appeared to taper off after 10 p.m. as television crews scattered for late broadcasts, but individual testimony continued till about 11:30 p.m..

One witness, Marge McDevitt of 16612 SE Taylor St., accused Metro of stacking the witnesses to have favorable testimony in time for the evening news.

Like several other speakers, she turned to the audience and called for formation of an opposition group.

"We have to band together if they pass this tomorrow and fight it," she exhorted the applauding hall.

**"YOU HAVE BEEN** hoodwinked by people who don't even know the area."

Opponents included Timothy Johnson, whose ancestor Tideman Johnson gave the creek its name in 1880.

Many witnesses said they considered their testimony pointless, since the decision probably had been made.

But Councilor Cindy Banzer from Southeast Portland said at the end:

"This is still an open matter, open for full-fledged discussion. I know of no consensus among the members about tomorrow's (Friday's) vote."

The hearing capped a full day for the council, which opened its Thursday business meeting at 2 p.m., instead of the usual 7:30 p.m., because of the hearing.

**DURING THE** afternoon, Metro:

- Adopted a temporary ordinance restricting large lot subdividing in Washington County. The ordinance will expire when the county completes a land use plan with its own restrictions.

- Completed debate and passed the \$18.2 million 1981 Metro budget.

- Gave supporters of waterborne rapid transit one more chance to convince a Metro committee that such a project might work. Metro postponed adoption of a report that the transit plan is not feasible.



CLAUDIA J. HOWELL/Oregon Journal

**DEMONSTRATORS** — Visual "testimony" from Oregon Fair Share was prominent at Thursday night's hearing on proposed local improvement district for Johnson Creek Basin.

- Gave the go-ahead for more planning in ways to improve interstate transportation, including the possibility of a third highway bridge to Vancouver, Wash.

- Released \$36,000 of federal funds for the Willamette Falls rest area on Highway I-205, which has been closed for about a year because of alleged rampant use as a homosexual meeting place. The money will be spent to improve accessibility to people with physical handicaps.

- Affirmed Tri-Met's plan for improving bus service for the handicapped, to the federal Urban Mass Transportation Administration.

- Authorized \$282,000 in federal funds to buy 11 lift-equipped vehicles to transport handicapped and infirm passengers. The vehicles include seven vans and five mobile radios for west Multnomah County and North/Northeast Portland, and two vans and two minibuses, with one mobile radio, for Washington County.



CLAUDIA J. HOWELL/Oregon Journal

**RAGE CONTROLLED** — Metro Councilor Donna Stuhr was called a liar by a witness at Thursday

night's hearing. She refused to respond.



# Women say Reagan win an economic shift

By CARLA THOMPSON  
Journal Staff Writer

Why Reagan? Why, when the Republican platform did not endorse the Equal Rights Amendment, did so many women vote for Ronald Reagan?

And what does the conservative landslide mean for women in the next four years and for the issues that concern them most?

An informal survey of some politically astute women in the Portland metropolitan area revealed that economics took precedence over most issues, which may spell doom for programs geared toward social concerns.

Some said voters seemed to be looking for a simple answer to our nation's ills, and there was a feeling that any change would spell relief.

There also is a sense of fear and concern on the part of liberals, who see the need to work much harder now to counter the conservative landslide.

"It's a mood that's sweeping the country," said Donna Stuhr, past Washington County Metropolitan Service District councilor, about the conservative movement.

"When you're losing ground, there's a tendency to change in hopes of making things better. People were saying, 'What have I got to lose?'"

Elsie Stuhr, who founded the Tualatin Hills Park and Recreation District in 1955, was not swept along in the conservative tide, although she did opt for change.

"It was the first time in my life I didn't vote Republican," she said. "I felt he (Reagan) was so shallow. Evidently other people didn't feel that way."

Betty Schedeem, Metro councilor representing East Multnomah County, said she thinks Reagan may have had an apolitical appeal for some women voters. "I think it was his charm, his general ambiance," she said.

"I think the decision for Reagan was based on economic issues," said state Rep. Joyce Cohen, D-Lake Oswego. "There were other priorities that people were grasping at. The ERA seemed less important in comparison, even though it is an economic issue for women."

Paula Bentley, former Gresham councilwoman twice defeated by conservative Gordon Shadburne in her bid for the East County commission seat, said she believes some women saw their chance to be heard by voting for Reagan.

"I think many of the women who had traditional roles felt they weren't being listened to," she said. "There is a concern that the world has become less moral — I don't share that — but I don't think changing a president is going to help."

The conservative sweep is a move to-



Ryles



Rhodes



D. Stuhr



Bentley



E. Stuhr



Burgess

ward tighter spending most of all, some women said. "Conservatism is seen as a concern for money rather than opposing liberals," said Jane Rhodes, Metro councilor who represents southeast Portland and parts of Clackamas County.

"I don't think the voters want to step

on women and slide back on human rights. They're just sending a very clear message to tighten the purse strings," she said.

"I feel that was probably why I was elected," said Joy Burgess, who defeated the more liberal Alan Manuel to become

Milwaukie's first woman mayor.

"I'm a very strong conservative," she said. "I feel that government expenses and taxes need to be kept down. That's what the people were telling me."

The move toward fiscal conservatism is worrisome for women who care about

social services, like Lee Ann Ward, a lawyer for Oregon Legal Services in Hillsboro, who has been working with disadvantaged persons who need better health care.

"Reagan's whole philosophy is to get the government off the backs of the people," she said. "He doesn't see it as a vehicle for social change or helping people that society really should help."

Some women also voiced concern that a Reagan presidency spells trouble for women's rights and human rights in general, while others take a wait-and-see stance. A few are optimistic.

"There's enough pressure among women around the country that it (women's rights) can't go anywhere but up," said Elsie Stuhr. "Of course, most women are going to put their families first, but no one can stop their progress now."

(Continued on page 7) ★



## ENVIRONMENTAL AND TECHNICAL SERVICES

METRO is responsible for the regional aspects of drainage and flood control, air and water quality, and public facilities planning.

• **Johnson Creek** — In June, 1980, the METRO Council approved formation of a Local Improvement District (LID) to solve the long-standing flooding and pollution problems of Johnson Creek. METRO worked with the citizens in the basin to develop the plan and secured federal funds through the US Army Corps of Engineers to pay for nearly half of the improvement costs.

• **Air Quality** — METRO is responsible for planning transportation functions to achieve federal clean air standards for the region by 1987.

• **Sewer Extensions** — METRO is working with local governments to plan for the most efficient use of limited federal money for sewer projects in the region. Currently, much of the land available for new housing cannot be developed because local governments cannot afford to provide the necessary sewer facilities.

## ASSISTANCE TO LOCAL GOVERNMENTS

METRO's major responsibility to local governments is to keep the 24 cities and 3 counties within the region fully informed of its activities and to gain the involvement and support of those local governments in all METRO programs. In addition, METRO provides a number of direct services to local governments, such as assistance in the preparation of land use plans to comply with state law, information on grants programs, data gathering, and review of federal grant applications. Each year, METRO publishes a regional directory of elected officials and key staff for all jurisdictions in the region.

If you would like to learn more about METRO's role in your community or get more information about any of METRO's programs, call METRO at 221-1646.

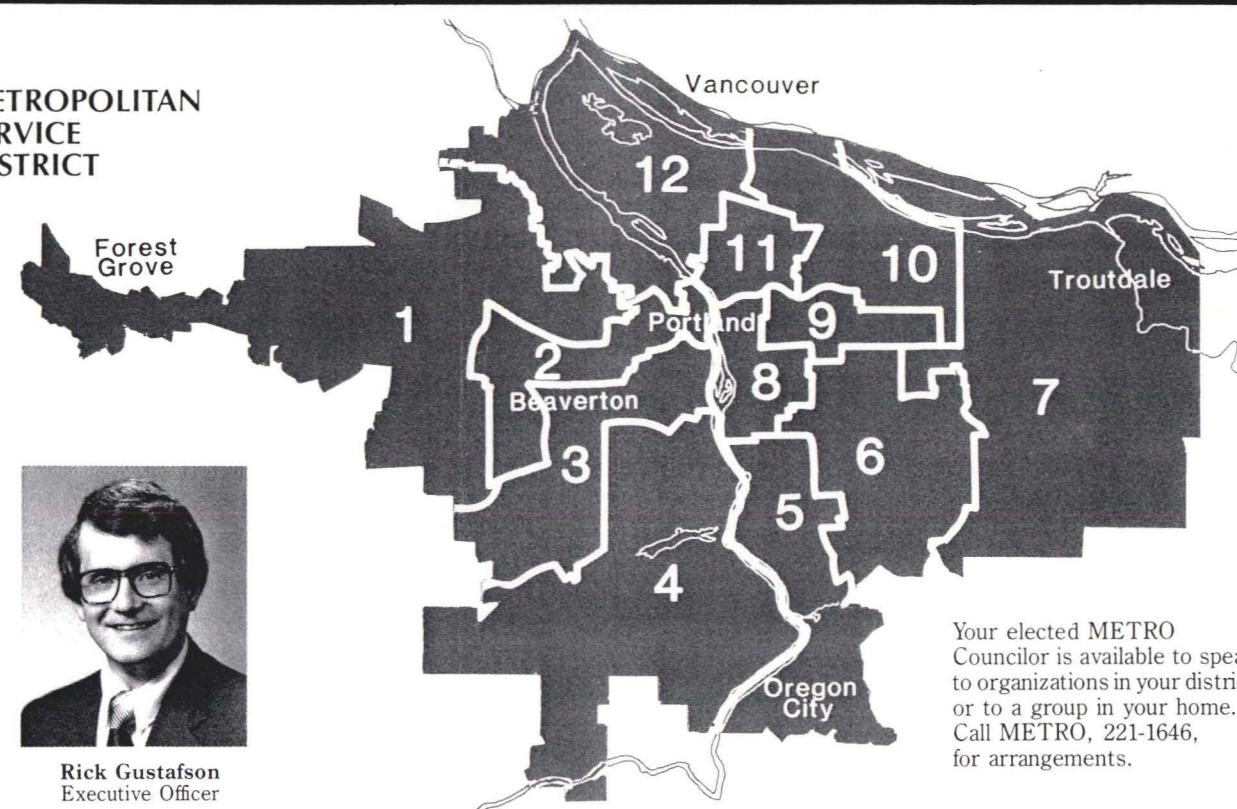


**METROPOLITAN SERVICE DISTRICT**  
527 S.W. Hall Portland, Oregon 97201

## METROPOLITAN SERVICE DISTRICT



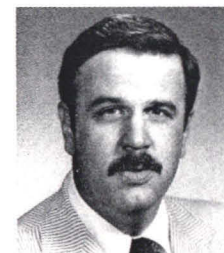
**Rick Gustafson**  
Executive Officer



Your elected METRO Councilor is available to speak to organizations in your district or to a group in your home. Call METRO, 221-1646, for arrangements.



**DISTRICT 1**  
Donna Stuhr



**DISTRICT 2**  
Charlie Williamson



**DISTRICT 3**  
Craig Berkman



**DISTRICT 4**  
Corky Kirkpatrick



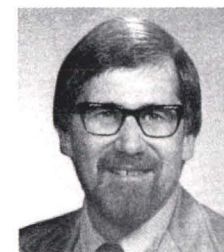
**DISTRICT 5**  
Jack Deines



**DISTRICT 6**  
Jane Rhodes



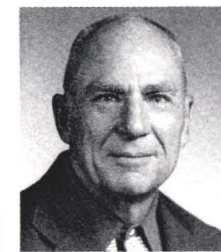
**DISTRICT 7**  
Betty Schedeen



**DISTRICT 8**  
Ernie Bonner



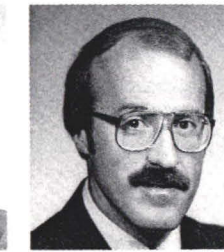
**DISTRICT 9**  
Cindy Banzer



**DISTRICT 10**  
Gene Peterson



**DISTRICT 11**  
Marge Kafoury



**DISTRICT 12**  
Michael Burton

# METRO

## Your Regional Government In Action



## "Problems extend beyond traditional government boundaries"

METRO was created to address problems of **regional significance**.

METRO — the Metropolitan Service District — was established by the voters in the Portland-Metro region in May, 1978. The District has 900,000 residents and includes the urbanized portions of Clackamas, Washington and Multnomah Counties. There are 24 cities within the METRO boundary.

A growing urban area presents a number of problems that extend beyond traditional local government boundaries.

Cities and counties provide most of the basic services we need — police and fire protection, street repairs, water service, schools and libraries.

But there are problems . . . like planning a balanced transportation system to serve the needs of mass transit **and** the private auto. And providing enough land to handle the growth and development we expect over the next 20 years, while still protecting the surrounding farm lands.

Or developing alternatives to landfilling the 850,000 tons of garbage we generate each year. And solving the flooding and pollution problems of a creek that flows through six separate jurisdictions.

METRO is another Oregon "first" — it is the first directly elected regional government in the United States. That means the citizens of this region have elected representatives — 12 Councilors elected from districts and an Executive Officer elected regionwide — who are elected solely to handle regional issues.

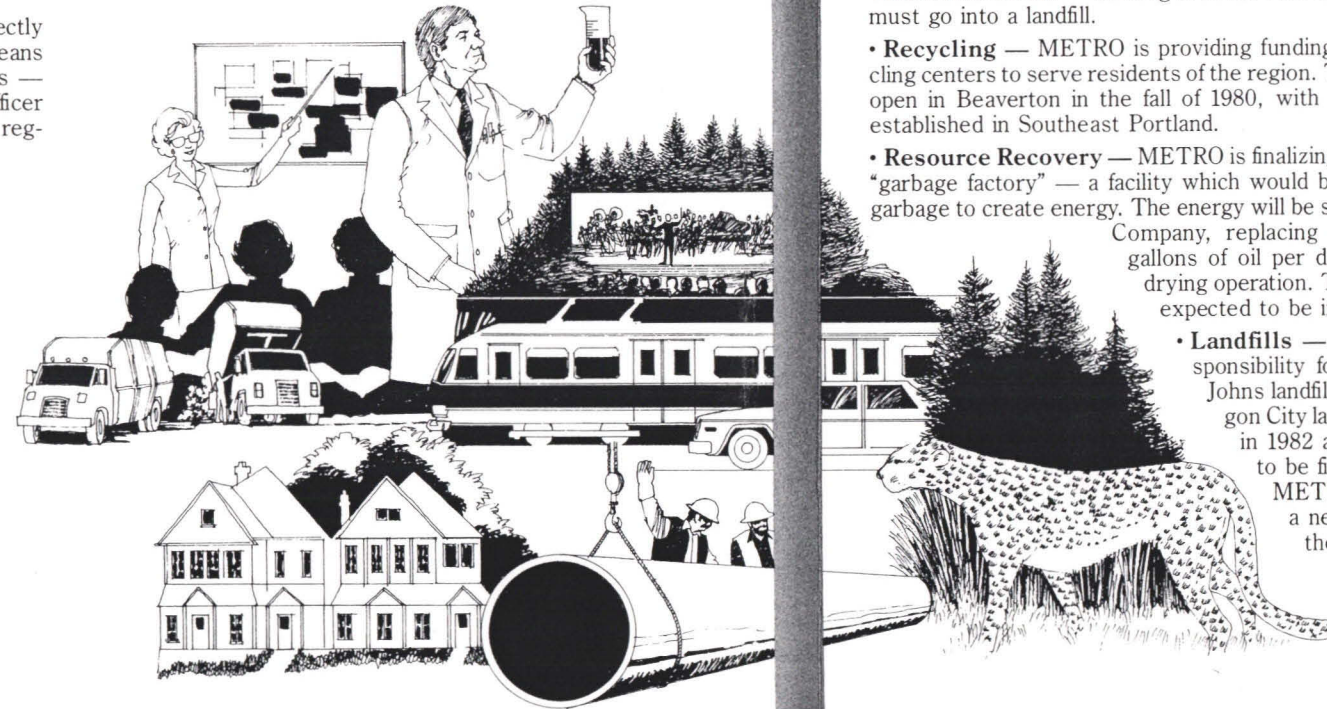
The first METRO Council and Executive Officer took office in January, 1979 with authority in five major areas of responsibility: transportation, land use, solid waste, environmental and technical services, and management of the Washington Park Zoo.

In the short time since its creation, METRO has made significant contributions in each of its areas of responsibility.

### TRANSPORTATION

The METRO Council allocates federal funds for transportation projects throughout this region. METRO is responsible for developing and funding a balanced transportation system for this region — projects that balance the growing demand for mass transit with the ongoing needs of the private auto.

• **Westside Corridor** — METRO's Westside Corridor Project Team is studying five alternatives to solve the increasing traffic congestion between Beaverton and Downtown Portland. Possible solutions include a second light rail line and a separated busway. A final recommendation will be made to the METRO Council in late 1981.



## "METRO was created to address problems of regional significance"

• **McLoughlin Boulevard** — METRO worked with the local governments and neighborhood groups along McLoughlin Boulevard to develop a solution for that area's serious traffic congestion. The proposed project will add two traffic lanes between the Ross Island Bridge and Milwaukie and will also improve bus service. Other improvements south to Oregon City will be added later. Plans will be completed by late 1981.

• **Regional Transportation Plan** — METRO is working to adopt a transportation plan for the region to meet travel needs to the year 2000, particularly in the face of higher cost energy. Key elements of the plan include programs to reduce vehicle travel, development of carpool and vanpool programs, implementation of land use policies to decrease the need for travel and support transit, and protecting options for future light rail routes. Metro Council will adopt the plan in late 1981.

### SOLID WASTE

METRO is responsible for disposal of this region's garbage — about 850,000 tons a year, or enough to fill the Memorial Coliseum each month. The major emphasis of METRO's solid waste program is **waste reduction** — working to reduce the amount of garbage which must go into a landfill.

• **Recycling** — METRO is providing funding for new full-line recycling centers to serve residents of the region. The first is scheduled to open in Beaverton in the fall of 1980, with a second center to be established in Southeast Portland.

• **Resource Recovery** — METRO is finalizing negotiations to build a "garbage factory" — a facility which would burn about one-half our garbage to create energy. The energy will be sold to Publishers Paper Company, replacing approximately 24,000 gallons of oil per day used in their paper drying operation. The "garbage factory" is expected to be in service by 1984.

• **Landfills** — METRO assumed responsibility for operation of the St. Johns landfill in June. With the Oregon City landfill scheduled to close in 1982 and St. Johns expected to be filled by the mid-1980's, METRO is also searching for a new landfill site to serve the region.

### LAND USE

METRO has numerous responsibilities for guiding the future growth and development of this region — in land use planning, housing and economic development.

• **Urban Growth Boundary** — In December, 1979, METRO gained state approval for an Urban Growth Boundary — the first of its kind to be approved in the United States. The boundary is intended to define areas for urban growth and development to the year 2000 and to preserve rural and farm lands.

METRO staff offers support to local governments as it reviews comprehensive plans of the 24 cities and three counties within the region to assure compliance with state land use laws.

• **Housing** — METRO is developing housing policies intended to assure an adequate supply of all types of housing throughout the region.

• **Economic Development** — METRO is working to ensure that appropriate development occurs around the 27 transit stations along the Banfield Light Rail Line. This program will assist private developers and local governments in determining what type of housing, office and commercial development can be supported around the stations.

### WASHINGTON PARK ZOO

METRO owns and operates the Washington Park Zoo. Under the first year of METRO's operation, the Zoo had the highest paid attendance since 1964 — over 527,000 visitors.

• **New Features** — Numerous new and improved exhibits have been completed this past year at your Zoo — the exciting and innovative Night Country, an enlarged elephant facility, an updated entrance plaza and food service, and more attractive tiger and leopard enclosures. The new primate house is expected to be completed by May, 1981.

• **Private Fund-Raising** — To help offset the cost to taxpayers for future Zoo improvements, the METRO Council created a private development program. The first effort of the program is the very successful "Zoo Parents" project which is expected to raise over \$90,000 in its first year to help defray the cost of feeding the Zoo's 554 animals.

• **Summer Concerts** — A new feature since 1979 is the nine-week summer concert series sponsored by Meier & Frank Company featuring jazz and classical music performed by local musicians. The first concert series attracted 12,000 visitors to the concerts, which are free with regular Zoo admission.



Testomony given to the Ways and Means Subcommittee on  
Transportation and Parks

Presented by Donna Stuhr re: St. Mary's Woods State  
Park Proposal

As you know, the Metropolitan Service District is the regional planning agency for the Portland Metropolitan area. MSD assumed the planning functions of the former Columbia Region Association of Governments when it came into existence on January 1 this year. One of MSD's responsibilities is for developing a regional plan for parks and recreation. This planning function has not been undertaken, since the agency was created only this past January.

In 1971, CRAG did prepare a regional park and recreation plan, The Urban Outdoors. This was never adopted as an official document because local jurisdictions were not yet at that planning stage. The plan did contain an inventory of park lands and it noted the deficiency of major parks in the Portland metropolitan urban area, especially in the Tualatin Valley.

Recently the MSD Council considered a resolution for endorsement of the St. Mary's Woods as a state park. I believe you received a copy. The Council adopted the resolution based on: a demonstrated need, the excellent location, the merits of the site, and its significance to the entire region.



TALK DELIVERED TO SAN FRANCISCO BAY AREA LEAGUE OF WOMEN VOTERS  
BY DONNA STUHR, METRO COUNCILOR, DISTRICT 1

I'VE BEEN A "COUNCILOR" WITH THE METROPOLITAN SERVICE DISTRICT FOR ONE YEAR AND 14 DAYS. "COUNCILOR," SPELLED C O U N C I L O R IS A UNISEX TITLE WE'VE COINED, A LESS AWKWARD WORD THAN COUNCIL-WOMAN, COUNCILPERSON, OR COUNCILMEMBER.

WE ARE UNIQUE, AND TO TELL THE TRUTH, WE'RE PROUD OF THAT FACT. FIRST OF ALL, THE METRO COUNCIL IS UNIQUE IN THAT WE ARE THE FIRST DIRECTLY ELECTED REGIONAL POLICY MAKERS FOR A MULTI-PURPOSE GOVERNMENTAL ENTITY. SOMETHING ELSE THAT MAKES OUR COUNCIL RATHER UNIQUE IS THAT OUT OF THESE 13 INDIVIDUALS - OF WHICH 12 ARE PART-TIME, UNSALARIED COUNCILORS ELECTED FROM DISTRICTS AND ONE IS A PAID FULL-TIME CHIEF EXECUTIVE OFFICER ELECTED AT LARGE - SEVEN ARE WOMEN, PUTTING US IN THE MAJORITY. IT WAS A DISAPPOINTMENT TO A FEW FEMALE COUNCILORS THAT A MALE WAS CHOSEN AS THE COUNCIL'S FIRST PRESIDING OFFICER, BUT THAT WAS CORRECTED THIS YEAR. (BY THE WAY, THREE OF US WOMEN HAVE BEEN LEAGUE MEMBERS.)

THE METRO SERVICE DISTRICT, CALLED METRO THE LAST FEW MONTHS AFTER HAVING STARTED OUT AS MSD - WHICH EVERYONE AGREED SOUNDED LIKE A DISEASE - BASICALLY COMPRISES THE CURRENT AND FUTURE URBANIZABLE AREAS OF THE PORTLAND METROPOLITAN REGION, WHICH TAKES IN PORTIONS OF THREE COUNTIES IN OREGON. A FOURTH COUNTY IN WASHINGTON STATE IS EXCLUDED DUE TO LEGISLATIVE DIFFERENCES BETWEEN THE TWO STATES THAT WERE INSURMOUNTABLE AT THE TIME METRO LEGISLATION WAS DRAFTED.



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TALK DELIVERED TO SAN FRANCISCO BAY AREA LEAGUE OF WOMEN VOTERS  
BY DONNA STUHR

OFFICIALS ARE STILL TRYING TO FIND A WAY TO WORK OUT A SOLUTION.  
THAT'S A STORY IN ITSELF.

ANOTHER UNIQUE FEATURE OF METRO, AS COMPARED TO OTHER REGIONAL BODIES, IS THAT WE SERVE NOT ONLY AS THE METROPOLITAN PLANNING ORGANIZATION (MPO BEING A FEDERAL DESIGNATION WHICH CONFERS CERTAIN PLANNING RESPONSIBILITIES TO COUNCILS OF GOVERNMENTS OR COGS) BUT WE ALSO PROVIDE SOME DIRECT SERVICES TO THE PUBLIC. AT THE MOMENT THIS IS LIMITED TO OPERATION OF THE ZOO AND MANAGING A SOLID WASTE DISPOSAL PROGRAM. OUR POWERS INCLUDE THE AUTHORITY TO TAKE OVER THE MASS TRANSIT SYSTEM, WHICH IS AN UNDERTAKING THE COUNCIL HAS SCARCELY DISCUSSED. BELIEVE ME, WE'VE HAD OUR HANDS FULL UNDERSTANDING AND DEALING WITH WHAT JOBS WE HAVE NOW.

METRO HAS AUTHORITY TO PROVIDE OTHER REGIONAL SERVICES SUCH AS PARKS, LIBRARY SERVICES, CULTURAL FACILITIES, WATER SUPPLY, CORRECTIONAL FACILITIES, AND OTHERS - BUT WITH ONE LITTLE CATCH: WE MUST HAVE A TAX BASE. WE CAN LEVY OUR OWN TAXES, PROVIDED THEY ARE VOTER APPROVED, AND THAT IS EXACTLY WHAT WE'RE IN THE MIDST OF PLANNING. THE LEGISLATION THAT CREATED METRO PROVIDED INTERIM FINANCING, WHICH COMES FROM A MAXIMUM ASSESSMENT OF 51¢ PER CAPITA ON THE CITIES AND COUNTIES. THIS MONEY IS USED TO MATCH FEDERAL DOLLARS, WHICH ACTUALLY FINANCE THE GREATER SHARE OF OUR PLANNING PROGRAM. OTHER REVENUE COMES FROM LANDFILL "TIPPING" FEES AND ZOO ADMISSIONS, CONCESSIONS AND A PROPERTY TAX SERIAL LEVY WHICH IS DUE TO EXPIRE NEXT YEAR.



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TALK DELIVERED TO SAN FRANCISCO BAY AREA LEAGUE OF WOMEN VOTERS  
BY DONNA STUHR

WE ALSO HAVE A STATE LOAN FOR A RESOURCE RECOVERY PROJECT.

FINANCING IS UPPERMOST IN THE MINDS OF METRO BECAUSE THAT WILL DETERMINE OUR FUTURE COURSE. IF WE DON'T SUCCEED AT THE POLLS, AND MANY THINK WE WON'T, IT'S BACK TO THE LEGISLATURE FOR A BAIL-OUT, PROBABLY IN THE FORM OF CONTINUED DUES ASSESSMENT ON THE LOCAL JURISDICTIONS. SOME DETRACTORS WILL SEE THE FINANCING ISSUE AS A WAY TO ABOLISH WHAT THEY TERM AS AN UNNECESSARY LAYER OF GOVERNMENT.

SPEAKING OF LAYERS OF GOVERNMENT, LET ME INTERJECT A LITTLE HISTORY OF HOW METRO WAS CREATED. PRIOR TO ITS APPROVAL BY THE VOTERS IN MAY, 1978, THERE WERE SIX REGIONAL GOVERNMENTS IN THE PORTLAND METROPOLITAN AREA. THERE WAS THE MALIGNED, MISUNDERSTOOD COLUMBIA REGION ASSOCIATION OF GOVERNMENTS, THE FEDERAL MPO, WHICH HAD BECOME INFAMOUS BECAUSE OF ITS ACTIONS IN LAND USE PLANNING. THE LEGISLATURE HAD AT AN EARLIER POINT GIVEN CRAG AUTHORITY FOR COORDINATION AND TO ADOPT A REGIONAL COMPREHENSIVE LAND USE PLAN AND URBAN GROWTH CONTAINMENT BOUNDARY. THE CLASHES WITH LOCAL JURISDICTIONS WERE LEGION. THE CITIES AND COUNTIES ARE ALSO UNDER MANDATE TO ADOPT COMPREHENSIVE LAND USE PLANS. ALL OF THE AFOREMENTIONED PLANS MUST ADHERE TO STATE GOALS SET IN 1975. WHO DECIDES WHAT WAS AND STILL IS THE QUESTION. THERE IS A LOT OF ROOM FOR DIFFERENT APPROACHES WITHIN THESE GUIDELINES.



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TALK DELIVERED TO SAN FRANCISCO BAY AREA LEAGUE OF WOMEN VOTERS  
BY DONNA STUHR

ANOTHER REGIONAL GOVERNMENT WAS THE OLD METROPOLITAN SERVICE DISTRICT, WHICH HAD THE AUTHORITY TO PROVIDE DIRECT SERVICES, BUT HAD SPENT MOST OF ITS EXISTENCE TRYING TO SECURE FINANCING SO MSD COULD DO SOMETHING. THE VOTERS CREATED THE DISTRICT, BUT AUTHORIZED NO FUNDING. MSD DID FINALLY MANAGE TO OBTAIN THE STATE LOAN FOR A RESOURCE RECOVERY PLANT, INSTITUTED THE LANDFILL TIPPING FEE, AND GOT THE ZOO SERIAL LEVY PASSED BY THE VOTERS. THE POLICY FOR THESE TWO AGENCIES WAS SET BY ELECTED OFFICIALS APPOINTED AS REPRESENTATIVES FROM THE CITIES, COUNTIES AND OTHER REGIONAL BODIES.

THE OTHER REGIONAL ENTITIES, STILL EXISTING, ARE THE TRANSIT AGENCY, THE PORT, THE BOUNDARY COMMISSION, AND THE HEALTH SYSTEMS PLANNING ORGANIZATION. THE GOVERNOR APPOINTS THEIR POLICY MAKERS.

THE IMPETUS FOR MERGING THE TWO REGIONAL GOVERNMENTS, CRAG AND MSD, AND CREATING THE DIRECTLY ELECTED COUNCIL CAME FROM THE TRI-COUNTY LOCAL GOVERNMENT COMMISSION, A 65 MEMBER STUDY GROUP THAT WAS FINANCED BY A GRANT FROM THE NATIONAL ACADEMY OF PUBLIC ADMINISTRATION. THE CHARGE TO THIS COMMISSION, OF WHICH I WAS A MEMBER REPRESENTING THE CITIZEN COMMUNITY PLANNING ORGANIZATIONS FROM MY COUNTY, WAS TO STUDY THE PROSPECTS FOR TWO-TIER GOVERNMENT. THE COMMISSION MET OVER THE COURSE OF 18 MONTHS AND SUBMITTED ITS RECOMMENDATIONS TO THE LEGISLATURE.



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TALK DELIVERED TO SAN FRANCISCO BAY AREA LEAGUE OF WOMEN VOTERS  
BY DONNA STUHR

AFTER HAVING SPENT ALL THIS TIME UNDERSTANDING HOW OUR GOVERNMENT STRUCTURE LOOKS AND FUNCTIONS, PLUS IDENTIFYING THE PROBLEMS, THE CONCLUSION BY THE COMMISSION WAS THAT THE ONLY VIABLE STEP FOR REORGANIZATION THAT COULD BE TAKEN - AND BE SUCCESSFUL - WAS TO CREATE A VISIBLE, EFFECTIVE UPPER TIER ENTITY. THIS SHOULD BE DONE, NOT BY INVENTING SOMETHING NEW, BUT MERGING WHAT ALREADY EXISTED. IT WAS ENVISIONED THAT THIS BODY, WITH A DIRECTLY ELECTED COUNCIL, WOULD FOCUS ATTENTION ON REGIONAL ISSUES AND HELP THE PUBLIC UNDERSTAND THE ADVANTAGE OF DEALING WITH PROBLEMS AND SOLUTIONS AT THAT LEVEL. IT WAS DETERMINED THAT WE NEEDED TO BUILD AN INFORMED REGIONAL CONSTITUENCY FROM WHICH SUPPORT COULD BE DRAWN. THROUGH THIS NEWLY DEVELOPED UNDERSTANDING, SUPPOSEDLY, RESPONSIBILITIES WOULD GRAVITATE TO THE MOST LOGICAL SERVICE PROVIDER. THAT INCLUDES DOWNWARD TO CITIES AND NEIGHBORHOODS AS WELL AS UPWARD TO THE REGIONAL LEVEL. IN THIS SCHEME, COUNTIES BECOME THE UNNEEDED LAYER OF GOVERNMENT. THAT POINT OF VIEW HAS NOT GONE UNNOTICED. MOST OF THE OPPOSITION, DURING THE ELECTION FOR APPROVAL OF LEGISLATION CREATING METRO AND EVEN NOW, COMES FROM COUNTY OFFICIALS.

THE LEGISLATURE DID MAKE SOME CHANGES TO THE TRI-COUNTY COMMISSION'S RECOMMENDATIONS, THE MAJOR ONE BEING A CUTBACK IN THE BOUNDARY FROM THE ENTIRE THREE COUNTIES TO AN AREA MUCH SMALLER. TYPICALLY, MANY FOLKS ON THE FRINGES OF A METROPOLITAN REGION ARE LOATH TO ADMIT ANY DEPENDENCE OR AFFILIATION WITH THE CENTRAL CITY.



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TALK DELIVERED TO SAN FRANCISCO BAY AREA LEAGUE OF WOMEN VOTERS  
BY DONNA STUHR

BECAUSE THE LEGISLATURE REDUCED THE BOUNDARY, YET GAVE VOTERS THROUGHOUT THE THREE COUNTIES THE RIGHT TO VOTE ON THE BALLOT MEASURE, THIS GAVE THOSE EXCLUDED RURAL AND SMALL TOWN RESIDENTS AN INCENTIVE TO VOTE FOR THE PROPOSAL. MANY SUCH RESIDENTS, THOUGH, WERE NOT EXCLUDED AND STILL DON'T RECOGNIZE THE NECESSITY FOR REGIONAL GOVERNMENT. I HAVE A LOT OF THEM IN MY DISTRICT.

ANOTHER CHANGE BY THE LEGISLATURE REMOVED THE EXECUTIVE OFFICER'S VETO POWER. MANY FEARED THIS, FEELING THEY WERE APPROVING A MINI GOVERNOR FOR THE STATE. IT WAS BAD ENOUGH HAVING TO CONTEND WITH THE CONSIDERABLE INFLUENCE OF PORTLAND'S MAYOR.

THERE IS STILL AN OCCASIONAL REMARK ABOUT METRO BEING CREATED BECAUSE OF A FALSE AND MISLEADING BALLOT TITLE, WHICH READ: ABOLISH CRAG. WE DON'T HEAR MUCH COMPLAINT ANYMORE, BECAUSE I THINK IT WOULD BE HARD TO FIND ANYONE, EXCEPT THOSE FEW COUNTY OFFICIALS, WHO WANT TO GO BACK TO WHAT WE HAD BEFORE. AND I THINK THAT SPEAKS WELL FOR METRO.

WE HAVE BENT OVER BACKWARDS, IN MY OPINION, TO KEEP THE LOCAL OFFICIALS HAPPY, BUT THEY HAVE NOT ALWAYS BEEN WILLING TO RECIPROCATATE. AS ONE COMMISSIONER FROM MY COUNTY PUT IT, "IT'S METRO WHO IS STICKING ITS NOSE INTO OUR BUSINESS, SO THEY SHOULD BE THE ONES TO EXTEND THEMSELVES."



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FOR THE MOST PART, THE PUBLIC HAS NOT TAKEN MUCH NOTE OF WHAT METRO IS DOING, IN SPITE OF THE CONSIDERABLE COVERAGE THE MEDIA HAS GIVEN OUR ACTIVITIES, AND METRO'S CONCERTED EFFORTS AT PUBLIC INFORMATION. THERE HAS BEEN SIGNIFICANT DISCUSSION ABOUT OUR SOLID WASTE PROBLEM, AND IF THERE IS AN ISSUE THAT HAS CAUGHT THE PUBLIC'S ATTENTION, IT IS OUR ATTEMPT TO LOCATE A NEW LAND-FILL. WE'RE STILL TRYING. METRO IS BECOMING A FOREMOST EXPERT IN GARBAGE HANDLING BUT TO THIS DATE WE DON'T HAVE A SITE PINNED DOWN AND HAVEN'T MADE A 100% COMMITMENT TO THE RESOURCE RECOVERY PROJECT. THE PERFECT SOLUTION IS ELUSIVE.

WE ALSO HAVE BEEN IMMERSED IN LAND USE PLANNING ISSUES - STILL- AND AFTER SEVERAL YEARS OF TRYING TO SET AN URBAN GROWTH BOUNDARY AROUND THE PORTLAND METROPOLITAN REGION, IT WAS FINALLY ACCEPTED BY OUR STATE LAND USE PLANNING COMMISSION ONLY THIS PAST MONTH. BUT THE BOUNDARY WILL NO DOUBT BE CHALLENGED IN COURT FOR BEING UNJUSTIFIABLY TOO LARGE. IN ADDITION, METRO IS PARTY TO A FEW LAWSUITS AGAINST ONE OF THE COUNTIES FOR NON COMPLIANCE WITH ADOPTED PLANNING GOALS AND OBJECTIVES. THIS DOESN'T EXACTLY CREATE FRIENDS.

ON A MORE POSITIVE NOTE, METRO IS ADDRESSING A LONG-STANDING FLOODING PROBLEM IN A DRAINAGE BASIN THAT AFFECTS TWO COUNTIES AND FOUR CITIES, AND IS ON THE VERGE OF IMPLEMENTING A LOCAL IMPROVEMENT DISTRICT TO RAISE FUNDS FOR A SOLUTION. AN LID PROVIDES AN EXCEPTION FOR COLLECTING TAXES ONLY AFTER VOTER APPROVAL.



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WE CALL THIS AN "ASSESSMENT," BUT IT HAS LIMITED APPLICATION - LIMITED, BUT VERY IMPORTANT.

OUR MOST WELL RECEIVED DECISION WAS TO APPROVE A SUBSIDY OF TWO RECYCLING CENTERS ON AN EXPERIMENTAL BASIS. BUT, NOW I READ IN THE PAPERS THE RECYCLING FOLKS ARE FACING OPPOSITION TO ONE OF THE CENTER'S PROPOSED LOCATIONS. NOTHING IS EASY.

IN TRANSPORTATION, METRO IS TAKING THE LEAD ON A LARGE SCALE PLANNING EFFORT FOR A TRANSITWAY FROM PORTLAND TOWARD THE WEST, AND SO FAR ALL IS GOING EXCEPTIONALLY WELL. A LIGHTRAIL TRANSITWAY TO THE EAST IS BEING DESIGNED BY THE TRANSIT AGENCY, READYING FOR CONSTRUCTION IN THE NEAR FUTURE, AND IT APPEARS TO BE A FOREGONE CONCLUSION THAT LIGHTRAIL WILL BE THE TRANSIT MODE SELECTED FOR THE WESTSIDE CORRIDOR. THE ROUTE IS A VERY MUCH UNDECIDED QUESTION, NOT TO MENTION FINANCING. METRO HAS \$20 MILLION IN INTERSTATE TRANSFER MONIES TO ALLOCATE, A POT CREATED FROM A WITHDRAWN FREEWAY PROJECT, PART OF WHICH IS BEING USED TO PARTIALLY FINANCE THE TRANSITWAYS. APPLICATIONS FOR THE \$20 MILLION RESERVE TOTALLED ABOUT \$70 MILLION, WHICH HAS SINCE BEEN PARED DOWN TO \$26 MILLION. THE CHALLENGE IS TO APPROVE PROJECTS WITHOUT OFFENDING THE SPONSORS OF THOSE THAT ARE ELIMINATED. ALL THE SPONSORING JURISDICTIONS HAVE A DIFFERENT NOTION OF WORTHY PROJECTS AND EXPECT THEIR FAIR SHARE. WE HAVEN'T YET DECIDED THAT FAIR SHARE IS A CRITERION.



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SINCE METRO'S INCEPTION, THERE HAS BEEN A GREAT DEAL OF EFFORT, ON THE PART OF STAFF AND COUNCIL, ORGANIZING AND REORGANIZING. WHERE THERE ARE NO PRECEDENTS, IT TAKES A WHILE TO DISCOVER THE STRUCTURE AND DECISION MAKING PROCESS THAT WORKS TO THE SATISFACTION OF EVERYONE, OR MOST EVERYONE. TOTAL UNANIMITY IS IMPOSSIBLE, I'VE CONCLUDED. WE'RE STILL MAKING CHANGES. THE COUNCIL IS TRYING TO COME TO A COMFORTABLE WORKING RELATIONSHIP WITH THE EXECUTIVE OFFICER AND STAFF. THERE MAY BE NO "BEST" SYSTEM, BUT WE HAVEN'T GIVEN UP LOOKING FOR SOMETHING WE DON'T FEEL WE'VE FOUND.

WE'RE STILL LOOKING FOR THE BEST WAY TO DEAL WITH LOCAL GOVERNMENTS. SOME FOLKS SAY WE'RE BEING TOO TIMID, TOO COMPROMISING. OTHERS INTERPRET ANY WORD OF PROVIDING A NEW FUNCTION AS A GRAB FOR MORE POWER, A FULFILLMENT OF THEIR PROPHECY THAT THIS NEW REGIONAL GOVERNMENT WAS A SCHEME TO DESTROY LOCAL CONTROL AND CREATE A SUPER GOVERNMENT.

REGARDLESS OF THAT ATTITUDE, METRO IS BEING APPROACHED MORE AND MORE TO PROVIDE SOLUTIONS TO MULTI-JURISDICTIONAL PROBLEMS. INTERGOVERNMENTAL AGREEMENTS TAKE A GREAT DEAL OF TIME, EFFORT AND EXPENSE AND OFTEN NO LOCAL ENTITY THINKS IT'S THEIR RESPONSIBILITY TO TAKE THE INITIATIVE, OR DOESN'T CARE TO. METRO'S ASSISTANCE WILL BE LIMITED, THOUGH, IF NO DISCRETIONARY FUNDS BECOME AVAILABLE.



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THERE ARE MANY CREATIVE POSSIBILITIES FOR REGIONAL GOVERNMENT.  
COME WHAT MAY IN REGARD TO FINANCING, I AM OPTIMISTIC. METRO  
HAS MADE SIGNIFICANT PROGRESS AND ACTUALLY WE'RE JUST NOW GETTING  
GEARED UP. WE HAVE A COMMITTED COUNCIL, A VERY CAPABLE EXECUTIVE  
OFFICER AND EXCELLENT STAFF.

PORTLAND'S METRO IS MAKING HISTORY AND I'M GLAD TO BE TAKING PART.