



**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: 10 January 1983  
To: Councilor Sharron Kelley  
From: Cindy Banzer, Presiding Officer  
Regarding: Committee Assignments

Until the Council reaches consensus on reorganization, I am assigning new members to Committees on an interim basis in order that we may expedite the organization's business in an orderly manner.

I would ask you to sit on the Development Committee and the recycling task force.

Thank you for your attention to this request and your assistance.

cc: Ernie Bonner, Chair  
Development Committee  
Recycling Task Force

CB:tj



**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

13 January 1983

Rick Gustafson  
EXECUTIVE OFFICER

**Metro Council**

Cindy Banzer  
PRESIDING OFFICER  
DISTRICT 9

Bob Oleson  
DEPUTY PRESIDING  
OFFICER  
DISTRICT 1

Charlie Williamson  
DISTRICT 2

Craig Berkman  
DISTRICT 3

Corky Kirkpatrick  
DISTRICT 4

Jack Deines  
DISTRICT 5

Jane Rhodes  
DISTRICT 6

Betty Schedeen  
DISTRICT 7

Ernie Bonner  
DISTRICT 8

Bruce Etlinger  
DISTRICT 10

Marge Kafoury  
DISTRICT 11

Mike Burton  
DISTRICT 12

Sharron Kelley  
Councilor  
District 7  
2236 S.E. 182nd  
Portland, OR 97233

Dear Sharron,

Congratulations on the passage of your first  
successful Council resolution!

Only one week on the Council and you are  
already having an impact on regional policy.

Looking forward to a good year.

Sincerely,

*Cindy Banzer*  
Cindy Banzer  
Presiding Officer

CB:tj

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 83-385
CITIZEN COMMITTEES TO ASSIST	)	
IN APPOINTMENTS TO COUNCIL	)	Introduced by
VACANCIES	)	Councilor Kelley

WHEREAS, the Council is charged with filling vacancies on the Council by appointment; and

WHEREAS, the Council believes that citizens from each district in which a vacancy exists should assist in the appointment process, now, therefore,

BE IT RESOLVED,

That, upon the existence of a vacancy on the Council, the Presiding Officer shall appoint, with the Council's confirmation, a committee of eight citizens who reside in the district in which the vacancy exists, which committee will be asked to review and evaluate candidates for appointment and advise the Council on the relative qualifications of each candidate.

ADOPTED by the Council of the Metropolitan Service District this 12th day of January, 1983.

  
\_\_\_\_\_  
Presiding Officer



**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: 17 January 1983  
To: Coordinating Committee  
From: Councilor Sharron Kelley  
Regarding: Implementation of Resolution 83-385

Attached are my suggested standardized questions to be asked of the candidates for the Metro Council District 2 vacancy.

These questions should be mailed with each candidate's confirmation of their interview.

Also included is an evaluation form for use by the citizen advisory committee.

Any comments or suggestions would be appreciated.

Otherwise, I will forward these suggested questions and evaluation forms to the Presiding Officer for implementation.





**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

17 January 1983

METRO COUNCIL DISTRICT 2 VACANCY

Questions for Candidates:

1. What services if any, should Metro provide?
2. How should Metro relate with other governments in the region?
3. Metro Councilors are responsible for setting regional policy and, for fiscal and personnel oversight of the government.

Explain how your background would enhance the Council's ability to perform these tasks.

4. By assuming this position, you will be appointed, rather than elected, to represent a district of approximately 92,000 people.

Please share with us your knowledge of the needs and concerns of your district.

What experience do you have in working with community organizations, as well as individuals in your district?

How would you balance the needs of your district with the needs of the region?

5. Why would you like to be a Metro Councilor?

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

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\_\_\_\_\_  
Presiding Officer

METRO COUNCIL  
DISTRICT 2 VACANCY

## EVALUATION FORM

### 1) Knowledge of Metropolitan Issues

A. Metro: understands the major program and responsibilities of Metro and upcoming issues.

1)very strong    2)somewhat strong    3)average    4) somewhat weak    5) very weak

Comments:

B. Regional Intergovernmental Relations: Understands relationships with other governments in region,

1) very strong    2) somewhat strong    3) average    4) somewhat weak    5) very weak

Comments:

2) Duties of Metro Councilor: Understand/has experience in policy setting, budget and personnel oversight matters.

A. Public Policy Skills: Background and experience in public policy setting.

1)very strong    2)somewhat strong    3)average    4)somewhat weak    5)very weak

Comments:

EVALUATION FORM: CONTINUED, PAGE 2

B. Budget Skills: Background and experience in using budget as policy setting tool

1)very strong      2)somewhat strong      3)average      4)somewhat weak      5)very weak

Comments:

C. Personnel Skills: Experience or understanding of establishment and periodic revision of personnel rules.

1)very strong      2)somewhat strong      3)average      4)somewhat weak      5)very weak

Comments:

3) A. Constituent Relations: ~~e~~xperience in working with broad based community concerns: particularly within Metro Council District 2.

1)very strong      2)somewhat strong      3)average      4)somewhat weak      5)very weak

Comments:

4) A Personal Goals: Why does this candidate wish to be a Metro Councilor?

EVALUATION FORM: PAGE 2

B. Budget Skills: Background and experience in using budget

EVALUATION FORM CONTINUED, PAGE 3

OBSERVATIONS

A. Communication Skills: ability to clearly share thoughts with constituents and fellow councilors; ability to listen and understand other people's opinions.

1)very strong      2) somewhat strong      3)average      4)somewhat weak      5)very weak

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Comments:

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B. Strengths/Weaknesses of candidate based on application and any additional information provided.

C. General Comments



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

## MEMORANDUM

Date: January 28, 1983  
To: Metro Council  
From: Councilor Sharron Kelley  
Regarding: Citizens' Committee Rating of Candidates for District 2

The following candidate rankings and scores were obtained from the evaluation forms completed by the eight-member Citizens' Committee on January 24, 1983.

The information is arrayed in several formats.

### Stated Preferences by Priority Order

<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
Waker	Herman	McBride	Tenner
Waker	McBride	Tenner	Herman
Waker	Herman	Tenner	Bishop
McBride	Waker	Bishop	Tenner
Waker	Herman	Tenner	
Walker 8/10	Tenner 7/10	McBride 7/10	Herman 7/10

### Numerical Ranking from Evaluation Form

<u>Citizen</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
A	Herman	McBride	Tenner	Waker
B	McBride	Tenner	Bishop	Kane
C	Bishop	Tenner	(Waker, Kane, Herman, McBride)	
D	Waker/McBride		Tenner/Herman	
E	Herman	Tenner	Waker	Bishop
F	McBride	Waker	Tenner	Bishop
G	Waker	McBride	Herman	Tenner
H	Herman	Waker	Tenner	Bishop

Numerical Summaries from Evaluation Form\*

Candidates  
in order of  
interview

	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>
Charles Benard	31.5	23.0	22.0	20.0	28.0	24.5	27.0	19.3
Paul Herman	11.7	18.0	21.0	17.0	12.6	19.0	12.0	15.0
David Bishop	26.0	15.0	12.8	24.0	18.7	13.0	16.5	19.0
Henry Kane	--	17.0	21.0	23.0	28.0	28.0	20.5	22.0
Gary Blackburn	25.0	30.0	27.0	28.0	32.2	29.2	28.5	25.0
Robert Tenner	16.0	13.0	20.0	17.0	15.4	12.6	12.5	18.0
Richard Waker	18.0	21.0	21.0	16.0	17.5	8.75	10.0	16.5
David McBride	12.8	12.0	21.0	16.0	19.8	7.0	10.5	24.0

NOTES

1. With the evaluation form used, the lower the score, the higher the ranking. The form contains numerical ratings for seven different categories. The lowest possible total score is 7 and the highest is 35.
2. Some evaluators circled more than one number when rating a candidate in a given category. Where this occurred the average of the two numbers was used to compute the total score.
3. In some instances the evaluator did not circle any number for one or more of the seven categories. Where this occurred those areas that were numerically rated were averaged and then that number was assigned to area or areas not previously rated. This was done to avoid improving a candidate's total score by leaving a category blank, i.e., a blank category equates to a zero, and the lower the score the higher the ranking. The evaluator may have left the category blank because the candidate did not address that particular item.
4. Only seven evaluation forms were submitted for Harry Kane.

\*These are not statisically accurate nor reliable.



CHARLES BENARD

1. KNOWLEDGE OF METROPOLITAN ISSUES

A. Metro

- Statutory authority--little awareness;  
Problems--efficiently;
- Too general.

B. Regional Intergovernmental Relations

- Attend meetings--can't do it--is for own district;
- Too general;
- Didn't show good understanding of working relationships with government agencies.

2. DUTIES OF METRO COUNCILOR

A. Public Policy Skills

- Based on budget ability;
- Strong budgeting background.

B. Budget Skills

- Audit--budget-maker, comptroller work 31 years, retired now;
- Best attribute;
- Strong past background experience;
- Work experience in budgets--both preparing and reviewing budgets.

C. Personnel Skills

- --corporate ladder;
- Didn't comment on this area;
- Very personable.

3. CONSTITUENT RELATIONS

- Be aware of constituent requirements.

4. PERSONAL GOALS

- Has the time;
- Retired and says he has the time and desire to serve.

5. OBSERVATIONS

A. Communication Skills

- Not flamboyant but clear and effective, sincere.

B. Strengths/Weaknesses

- Strength in accounting and budget management;
- Good intentions;
- Application is of limited use;
- Budgeting;
- Could give more time to the job being retired;
- Weak overall;
- He could probably spend more than part-time for the Council;
- Weakness in public service experience and knowledge of issues in area.

C. General Comments

- Don't know the candidate personally;
- Budget experience very helpful;
- A bit too casual in preparation;
- General lack of experience and knowledge in pertinent areas make him one of the weakest candidates at this time.

HERMAN

1. KNOWLEDGE OF METROPOLITAN ISSUES

A. Metro

B. Regional Intergovernmental Relations

2. DUTIES OF METRO COUNCILOR

A. Public Policy Skills

- Based on written response and answer to question;
- Past board experience--strong here.

B. Budget Skills

- Can't tell--not vital;
- Opinion;
- He really didn't address this;
- Addressed little if at all.

C. Personnel Skills

- Opinion;
- Background should help here;

3. CONSTITUENT RELATIONS

- Strong professional background with community.

4. PERSONAL GOALS

- OK;
- Positive objectives;
- Practical response--got to be a little crazy.

5. OBSERVATIONS

A. Communication Skills

- Excellent speaker (may tend to be wordy--but it sounds good).
- Smooth; articulate, but not my choice.

B. Strengths/Weaknesses

- Excellent and informative application;
- Intelligence although might tend to talk down to people;
- Conflict of interest with his employment--how others might perceive his voting;
- Strong community involvement;

- Articulate;
- Thoughtful, insightful understanding of issues and role of Metro--with uncertainties and strong communication skills. Perhaps somewhat theoretical and idealistic and conservative on environmental issues;
- Smooth and effective speaker.

C. General Comments

- Might talk you to death--but good head for issue exploration;
- I don't know this candidate personally. I'm afraid he would relate too much to Portland, living on that side of the District and being employed by the City of Portland. A lot of people in similar situation do;
- He could help explain and expand Metro's awareness in the region;
- On a scale of 1 to 10 I would rate a 7;
- Appeared well prepared.

## BISHOP

### 1. KNOWLEDGE OF METROPOLITAN ISSUES

#### A. Metro

- Zoo--garbage and transportation;
- Narrow background.

#### B. Regional Intergovernmental Relations

- Cooperative relations among communities.

### 2. DUTIES OF METRO COUNCILOR

#### A. Public Policy Skills

- Potential need to reset priorities. Feels Metro slights criminal justice concerns;
- Based on position in Beaverton would be a great help in criminal justice policy/planning.

#### B. Budget Skills

- Responsible for \$1.7 million as administrator;
- Based on Beaverton position;
- Does work and has worked with major budgets.

#### C. Personnel Skills

- Based on Beaverton position;
- Lots of personnel management in his background;
- David's background.

### 3. CONSTITUENT RELATIONS

- Too narrow;
- Expertise and background is naturally focused narrowly on law enforcement.

### 4. PERSONAL GOALS

- Can't tell;
- Apparently wants to get into politics, he also ran for State Representative;
- Wants to be a politician (ran for Legislature).

### 5. OBSERVATIONS

#### A. Communication Skills

- Very natural--not overly prepared
- Presents an authoritative figure when speaking--can be intimidating;
- Somewhat ridged in presentation.

B. Strengths/Weaknesses

- He could add much background information to Metro's search for \_\_\_\_\_ solutions. Does he really have enough time for Metro?
- Application doesn't say much;
- Criminal Justice weakness in exposure to other areas;
- Objective fact finding and understanding of a wider than usual population;
- Background is narrow, but important \_\_\_\_\_;
- Strong community involvement background. Good administrative skills;
- Time commitments might be a problem--may be somewhat unapproachable by constituents with liberal points of view, though he is committed to objectivity.

C. General Comments

- Criminal justice--bring groups together;
- I know this candidate, he has been a very good detective captain for the City of Beaverton and has been well respected in his work;
- He has been on sick leave for sometime (he may be back now but it would be "just back" if so, ulcer problems, I believe) surprised he didn't mention that if he is still on sick leave;
- I am acquainted with Dave;
- Scale of 1 to 10 (10 high) rating 4; probably good police officer; experience too narrow for Councilor;
- Have worked with him in the past--does a good job but a bit too narrow;
- I think his appointment would stack the Council with too much public servants/employees.

## HENRY KANE

### 1. KNOWLEDGE OF METROPOLITAN ISSUES

#### A. Metro

- Very knowledgeable, but opinionated perhaps;
- Familiar with Metro.

#### B. Regional Intergovernmental Relations

### 2. DUTIES OF METRO COUNCILOR

#### A. Public Policy Skills

- May be hard to work with, but I believe he means well.

#### B. Budget Skills

- Doesn't appear to have a strong background in budgeting.

#### C. Personnel Skills

- Nothing to indicate this in resume or presentation;
- His experience as a small business and consumer advocate as an attorney in sole practice indicate little experience in personnel (management matters).

### 3. CONSTITUENT RELATIONS

- Very narrow minded and opinionated views;
- His experience is broad, however, skill in constituent relations is negatively perceived in the District.

### 4. PERSONAL GOALS

- Is very interested in being involved with a political body.

### 5. OBSERVATIONS

#### A. Communication Skills

- Abrasive and very opinionated. He comes on too strong.

#### B. Strengths/Weaknesses

- Library and law issues; wants to be involved; says what he thinks;
- Have seen Mr. Kane in many different public settings and have not been favorably impressed;

- Dedicated public servant with necessary time to give and a good knowledge of community affairs;
- Difficult to work with for any length of time.

C. General Comments

- I know this candidate. He is a strong personality, controversial, tends to act on his own, has strong opinions on things. He seems to be intelligent and can get things done, BUT:
- On a scale of 1 to 10 (10 high) rating 6;
- Not terrific presentation;
- Self-employed and claims to be willing to devote as much time as necessary to the job;
- NO,NO,NO! Please--I don't want to see him represent District 2;
- My observations are that he alienates people;
- I have known him as a flamboyant activist for a variety of causes, can he work well with a group? Is he serious about aiding Metro or just up for some notoriety?



GARY BLACKBURN

1. KNOWLEDGE OF METROPOLITAN ISSUES

A. Metro

- No particular awareness of issues;
- Experience has been negligible and understanding is shallow.

B. Regional Intergovernmental Relations

- No;
- "Only when needed???"
- Didn't see the "need" to deal with other governments and/or agencies;
- Seems to have a lack of experience.

2. DUTIES OF METRO COUNCILOR

A. Public Policy Skills

- Simple person with good heart, far outclassed by field of candidates.

B. Budget Skills

- Has basic understanding of accounting but not experienced in budgeting process.

C. Personnel Skills

- No experience to indicate strength.

3. CONSTITUENT RELATIONS

4. PERSONAL GOALS

- Maintain livable environment;
- OK, even though he may not be pro-Metro, the Council would not be hurt by this as long as he is not as firm anti-Metro;
- New to political scene--anxious to serve;
- Maintain the liveability of our enviroment.

5. OBSERVATIONS

A. Communication Skills

- Does not have background in dealing with constituents;
- Perhaps heightened by nervousness, communication skills halting and awkward.

B. Strengths/Weaknesses

- Not useful applicant;
- Not too much background in government, would represent the environmentalist which would not hurt if you do not now have such a person, a conservative environmentalist;
- WEAK;
- Did not seem to have a good understanding of how Metro functions;
- Strengths--interested and dedicated to community good;
- Weakness--lack of experience and applicable background;
- He has empathy with common problems facing most people--do we want to provide a learning (on-the-job) experience for Mr. Blackburn? He needs a better background.

C. General Comments

-I don't know the candidate--would represent the typical taxpayer with minimum knowledge.

ROBERT TENNER

1. KNOWLEDGE OF METROPOLITAN ISSUES

A. Metro

- Statement gave broad view with enough specifics to show his concern;
- Very strong except for solid waste and corrections;
- Admits unfamiliarity with solid waste and criminal justice issues.

B. Regional Intergovernmental Relations

- Regional cooperation and tolerance.

2. DUTIES OF METRO COUNCILOR

A. Public Policy Skills

- Planning Commission in Beaverton;
- Experience with City government (CCI, Planning Commission).

B. Budget Skills

- Sounds OK;
- Opinion;
- Strong background in accounting and finance;
- Based on skills listed in resume (somewhat strong).

C. Personnel Skills

- (Average) Based on lack of direct comment on this subject.

3. CONSTITUENT RELATIONS

- Experience in working with neighborhood groups during Westside Corridor Study process;
- Planning Commission, Westside Transit Advisory Committee, etc., have been excellent preparation for Metro issues and their perception by community citizens.

4. PERSONAL GOALS

- Encourage economic development;
- Is sincerely interested in being a part of citizen government;
- I am not sure how anyone can take on the Beaverton Planning Commission plus the Metro Council;
- Local representation of District 2 and strengthening of Metro viz successful problem-solving.

## 5. OBSERVATIONS

### A. Communication Skills

- Good listener--mediates well in a group discussion;
- Communications well, a little rambling.

### B. Strengths/Weaknesses

- Bad application, excellent statement to Council;
- Very good background for a Metro Councilor, may tend to take on more than he should, but I believe he would prioritize so Metro involvement would receive his first priority and should not suffer for it. Intelligent and honest.
- Very knowledgeable;
- Strengths: Experience;
- He seems broadbased in his knowledge and able to grasp a wide variety of issues. Is he to localize, provincial?

### C. General Comments

- Funding source for Metro--Zoo? Tax base. Regional finance for transportation? Banfield will lead way to finance for region if successful. UGB support/enforce, not sure!
- I know the candidate, he is a valuable member of Beaverton Planning Commission. He would be a good Councilor;
- Scale 1 to 10 - rating 7 (10 high);
- Well prepared text;
- Good candidate, maybe in the future I would recommend him for the job;
- Top 1/2.

RICHARD WAKER

1. KNOWLEDGE OF METROPOLITAN ISSUES

A. Metro

- Urban growth, land use, transportation and experience there; drainage; sewers; roads;
- Areas of responsibility: floodplain "resurrection," sewers, roads, transit, solid waste.

B. Regional Intergovernmental Relations

- Feels responsible to deal with them;
- Believes Metro has opportunity and responsibility to exercise leadership. He is well-acquainted with principals (elected officials) and issues in the area of District 2.

2. DUTIES OF METRO COUNCILOR

A. Public Policy Skills

- Experience in Transportation, infrastructure problems;
- He has mostly been an applicant on the other side of the dias;
- Though experience in public policy setting is limited, he thoroughly understands the process, has strong personal integrity and would add candid, objective and knowledgeable input to the Council.

B. Budget Skills

- Don't know--President makes his responsible;
- Work experience;
- Based on managerial experience as well as involvement with many projects funded by public sources.

C. Personnel Skills

- Mr. Waker runs a highly respected agency and as President of his business is experienced in budget and personnel skills;
- Based on managerial success in his business.

3. CONSTITUENT RELATIONS

- Very familiar with development community and the local government, staff and elected officials. Not certain how broad-based his experience is;
- Has been active in the local and state government committees of the Beaverton Chamber.

#### 4. PERSONAL GOALS

- Has specific areas of need;
- He is "willing" to be one instead of "wants" to be one--this would indicate to me that he will participate as his interest dictates;
- He didn't fill out this portion of application;
- Desire to share experience and knowledge of infrastructure problems as contributor to find solutions to regionwide problems.

#### 5. OBSERVATIONS

##### A. Communication Skills

- Articulate--specifics are there;
- Articulate--experienced in presenting information to governments and agencies, very professional;
- He is incisive and direct, but also readily seeks and incorporates input from a broad spectrum of sources;
- He gets his ideas across with conviction.

##### B. Strengths/Weaknesses

- May be too aware of trees over the forest;
- Application useless except as vita;
- Engineering subjects: I feel he only has particular interests, not in Metro as a whole. He would represent "the other side" that is: Private developers vs. public -- notice has hinted problem with public involvement;
- There may be a conflict of interest with his clients being large landholders;
- Familiar with land use planning and UGB--Experience in City Councils and County community hearings, knows how to get things done;
- Strengths: his experience is public sector planning and development community would bring a positive addition to the Metro decision-making process;
- His private enterprise, engineering background would provide much experience and a different perspective than other candidates--garbage, drainage and roads are three areas benefiting from a technical background.

##### C. General Comments

- Brings different and experienced relevant background. Work on problems we can handle;
- I know the candidate. Never impressed with someone who does not fill out entire application, especially what his qualifications (other than professional) and reasons for applying are. I feel he could very well be too special interest oriented;

- Have worked with him in the past, great dark horse, broad knowledge of District 2, although not visible, better man than the presentation;
- Expertise: land use, drainage and sewers;
- Dick Waker is an active and valuable member of a former client, the Sunset Corridor Association. I have also done some marketing consulting for his firm. He is extremely committed to strong, well planned and executed regional growth plan to maximize economic development and liveability in the region. His energy and time commitment would be unceasing.

DAVID McBRIDE

1. KNOWLEDGE OF METROPOLITAN ISSUES

A. Metro

- Based on experience.

B. Regional Intergovernmental Relations

- Cooperative among area governments;
- Emphasized cooperations;
- Based on experience.

2. DUTIES OF METRO COUNCILOR

A. Public Policy Skills

B. Budget Skills

- Understands relation of goals to dollars;
- Experience with city budget process and on a personal basis--running his own business.

C. Personnel Skills

- Admittedly weak, properly so given Metro Bd. normal responsibilities.

3. CONSTITUENT RELATIONS

- Experience listed.

4. PERSONAL GOALS

- Believes in Metro government;
- Genuine interest in government, redraw district;
- Fake;
- Redrawing of boundaries, new county government.

5. OBSERVATIONS

A. Communication Skills

- Excellent communicator, good listener, good speaker, understanding, compassionate and fair.

B. Strengths/Weaknesses

- Experienced in government;
- Background with CRAG. Knowledge of government in Metro area;



- Greatest weakness would be the average Beaverton resident's ability to identify with and stay in contact with him;
- David has a strong background in local government and in regional government (CRAG). He is articulate intelligent, understanding and has a delightful sense of humor and understanding;
- Background of experience and understanding; weakness: energy/commitment may not be as high as in the past.

C. General Comments

- Awareness of past development should produce a good team player;
- A know this candidate. In my opinion he is clearly one of the two best candidates. His brother is Ted McBride on Beaverton City Council. His good friend and college chum is Bill Young, DEQ;
- Scale 1 to 10 (10 high) rating 7;
- Obvious political background which is drawback to this observer;
- Excellent candidate. My choice for the job;
- David makes a strong commitment to his job. I think David has the broad experience and perception necessary to do a good job on the Council. I am very familiar with David's work and think he would be an excellent choice for the Council;
- He has a warm, gentle, philosophical approach to government, can he get job done? I wonder if he has enough background to bring to the Council?

7650B/D5



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

February 2, 1983

Sharron Kelley  
COUNCILOR  
DISTRICT 7

7684B/D1 - Merge List for 7683B/D1  
7683B/D1 - Merge Letter

Dear :

I am enclosing the data on the energy recovery facility in response to some of the questions raised at the city of Troutdale hearings. I am concerned, however, that this means of communicating may be a bit one-way and perhaps insufficient. So upon your request and at your convenience, I will arrange an informal meeting with Maria Zannes from Wheelabrator-Frye, Inc. so that all concerned can get answers to any additional questions.

Please let me know your preference in this matter.

Sincerely,

Sharron Kelley

SK/srb

Enclosure

Ms. Frances Hyson  
16507 S.E. Mill Street  
Portland, Oregon 97233  
Ms. Hyson

Mr. Herb Wilton  
7800 S.E. Luther Road  
Portland, Oregon 97206  
Mr. Wilton

Ms. Debra H. Haussler  
430 S.E. Penguin Place  
Troutdale, Oregon 97060  
Ms. Haussler

Ms. Barbara Ferguson  
235 S.E. 5th  
Troutdale, Oregon 97060  
Ms. Ferguson

Ms. Sherry Young  
2026 S.E. 89th  
Portland, Oregon 97216  
Ms. Young

Ms. Betty Tarpley  
29926 Woodard  
Troutdale, Oregon 97060  
Ms. Tarpley

Mr. Marty Gallet  
2941 S.E. Lewellyn Avenue  
Troutdale, Oregon 97060  
Mr. Gallet

Ms. Jolene Geates-Johnson  
2735 S.E. Lewellyn Avenue  
Troutdale, Oregon 97060  
Ms. Geates-Johnson


7684B/D1 - Merge List for 7683B/D1  
7683B/D1 - Merge Letter



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

METRO

## MEMORANDUM

Date: February 17, 1983  
To: Don Carlson, Deputy Executive Officer  
From: Dan LaGrande,  Public Affairs Director  
Regarding: Future of Local Governments Group

The Future of Local Governments Group plans to purchase a newspaper ad to encourage citizen participation in its review of options for providing services in Multnomah County.

Multnomah County and the cities of Portland and Gresham intend to pay for the ad, and would like Metro to pay a portion of the cost. Councilors Cindy Banzer, Bob Oleson and Sharron Kelley, and Executive Officer Rick Gustafson are members of the Future of Local Government Group.

Because of economies achieved by the Public Affairs Department in providing legal notification of Metro Council meetings, I anticipate at least a \$400 surplus in Account Number 7150.

I recommend that Metro agree to pay for one-fourth of the cost of the ad for the Future of Local Governments Group, with the understanding that our share not exceed \$350.

cc: Rick Gustafson  
Cindy Banzer  
Sharron Kelley  
Bob Oleson  
Ray Barker



## METROPOLITAN SERVICE DISTRICT

Providing Zoo, Transportation, Solid Waste and  
other Regional Services

March 14, 1983

Rick Gustafson  
Executive Officer

### Metro Council

Cindy Banzer  
Presiding Officer  
District 9

Bob Oleson  
Deputy Presiding  
Officer  
District 1

Richard Waker  
District 2

Charlie Williamson  
District 3

Corky Kirkpatrick  
District 4

Jack Deines  
District 5

George Van Bergen  
District 6

Sharron Kelley  
District 7

Ernie Bonner  
District 8

Bruce Etlinger  
District 10

Marge Kafoury  
District 11

Gary Hansen  
District 12

527 SW Hall St.  
Portland, OR  
97201  
503/221-1646

The Honorable Frank Ivancie  
Mayor of the City of Portland  
1220 S.W. 5th Avenue  
Portland, Oregon 97204

Dear Mayor Ivancie:

Citizens for Better Transit recently made a presentation to Metro's Regional Development Committee on a proposal for a Transportation Center in the vicinity of the Coliseum. Such a center would consolidate Amtrak, Greyhound, Trailways, DART, and Tri-Met bus and LRT service and provide an opportunity for joint use with expanded convention facilities and private development.

We were very interested in the proposal. However, we also recognize that such a proposal would be a very large scale facility, having a significant impact on Portland, and may not coincide with (the City of Portland) proposals for a new convention center and a relocated Greyhound terminal. Please advise us on your views of the merits of such a facility and whether or not further examination of its feasibility and potential funding is appropriate.

Sincerely,

  
Marge Kafoury

  
Sharron Kelley

  
Bruce Etlinger

  
George Van Bergen

MK:ef



**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

March 15, 1983

**Sharron Kelley**  
COUNCILOR  
DISTRICT 7

Dear :

Mr. Richardson was kind enough to share some information and slides relating to your energy recovery facility during his recent trip to Portland. He also gave me your name as a possible resource.

I am enclosing a report that you may find informative. This report evaluates the proposed ERF in this region which has met with serious resistance. Consequently, I am very interested in every aspect of your project and would like very much to learn more. Would you please send me any pertinent data.

Sincerely yours,

Sharron Kelley

/gl  
Enclosures

Dr. Warren Sorenson, President  
Lassen Community College  
P.O. Box 3000  
Susanville, California 96130

Mr. Philip A. Edwardes  
Lahontan, Inc.  
1718 Third Street  
Sacramento, California 95803

Mr. A.H. Koepf  
Koepf and Lange  
Consulting Engineers  
971 Dewing Avenue  
Lafayette, California 94549

FROM THE DESK OF

Toby Janus

COUNCIL SECRETARY

10 May '83

12:05 pm

to: Dan Durig / Doug Drexner  
Director of Solid Waste

Councilor Sharron Kelley called  
to asked if you could speak to  
Tom Dennehy at 252-5952 to discuss  
the Solid Waste Budget. He is under  
the impression that it has doubled  
since last year.

Should you want to write to him, his  
address is 16421 N.E. Holladay  
Portland, OR 97230



**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL STREET, PORTLAND, OREGON 97201 503/221-1646

*Called 5/11/83  
Dennehy 3:00 pm  
① - Explained that garbage  
handled by Metro will double  
when Rossmore's closes.  
② - We are not soliciting more  
on reporting to pay for  
Clarkson's  
Dug 5/11/83*



**METROPOLITAN SERVICE DISTRICT**

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

**MEMORANDUM**

Date: July 13, 1983  
To: Sylvia Smith, Accounting Clerk  
From: Toby Janus, Council Secretary  
Regarding: Internal Funds Transfer

Councilor Sharron Kelley wishes to pay for a  
Metro Regional Directory to be mailed to:

Ms. Sally Rogers  
Woodland Park Hospital  
10300 N.E. Hancock  
Portland, OR 97220

The \$3 cost is to come out of the Councilor's  
expense account #10-10-00-7050-07000 (June '83)  
and transferred to Mel Huie's account #10-00-00-  
5130-00000.

Thank you.



# technical Study

## phase I

fiscal considerations

Bonds

taking authority

legal & technical issues

structural considerations

comparison - METRO-TRIMET

Metro Internal

Metro External

Intergovernmental relations

Recommendations for legislative changes

structural / taking authority etc.

OR enabling legislation \*

evaluation &

Council for final recommendations - upon adoption proceed to phase II

Internal Study of TRIMET

Identify Issues & needs

Broad study of other transit systems for comparison purposes

Regional study for inventory of resources relating to mass transit i.e.

ESTABLISH GOALS & OBJECTIVES - public review

\* Break the marriage clause

Pose alternative courses of action - public review

Adopt preferred plan

Implementation - "order of transfer"

needs:

{ Time lines - guideline  
budget requirements  
expansion of study (more detailed)  
delegation of program of work  
i.e. outside consultant, Metro Lit. League  
committees etc.

resolving these issues could be a  
committee responsibility



**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: August 2, 1983

To: Metro Council, Rick Gustafson, Executive  
Officer, and Andy Jordan, General Counsel

From: Councilor Sharron Kelley

Regarding: Sponsorship of Metro Legislation

Recently, a resolution was introduced to the Council by a majority (7) of the Council members, and their names were included on the resolution as sponsors. It was apparent from the face of the resolution that it was already supported by a majority of the Council.

I have been advised by our General Counsel that this practice is in no way illegal, but I am concerned that the practice may create a public perception that the issue, whatever it is, has already been decided. This perception could arise as a result of the appearance that a Council majority has, by sponsoring the legislation, already determined the issue even before hearing and discussion on the issue.

Therefore, I propose that the Council review its current sponsorship practices and alter those practices to prevent legislation from being sponsored by a majority of the Council. Such alteration could be by amendment to Council procedural rules or, perhaps, by some less formal means. In any event, I believe the practice should cease and that the Council should consider means to assure that it not recur.

SK/AJ/gl  
9155B/D5



**METROPOLITAN SERVICE DISTRICT**

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

**MEMORANDUM**

Date: August 2, 1983  
To: Councilor Charlie Williamson  
From: Councilor Sharron Kelley  
Regarding: RTP/117th to 181st I-84

The interchange on I-84 at 181st is currently being altered to provide an eastbound off-ramp. This will vastly improve the safety factor as well as the flow of traffic in our area.

You may remember, however, that a full interchange was planned for this section of I-84. In light of that, I am requesting that you consider the conversion of the current off-ramp to a eastbound on-ramp when you review the RTP. I would be pleased to provide either in letter form or in person testimony for support of this project.

SK/gl  
9177B/D1

cc: Bob Bothman



**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201. 503-221-1646

22 March 1984

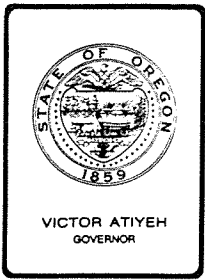
**Sharron Kelley**  
COUNCILOR  
DISTRICT 7

to: Sylvia Smith, Accounting Clerk  
from: Toby Janus, Council Secretary

Please transfer \$44 from Sharron Kelley's Expense Account #10-10-00-7050-07000 to Mel Huie's Directory Account #10-0000-5020-03000 to pay for the 11 directories @ \$4 each for:

1. Hollywood Boosters
2. 82nd St. Merchants Assoc.
3. Rockwood       "               "
4. Greater Gateway Boosters
5. Parkrose Chamber of Commerce
6. The Northeast Boosters Assoc.
7. The Eastside Professional Alliance
8. Mt. Hood Community College
9. Mt. Hood Mental Health Community Center
10. Gresham Chamber of Commerce
11. Elsie Swan, League of Women's Voters

cc: Mel Huie



## *Commission for the Blind*

535 S.E. 12th AVENUE, PORTLAND, OREGON 97214 PHONE 238-8375

December 28, 1984

Ms. Sharron Kelley  
Metropolitan Service District  
527 SW Hall  
Portland, Oregon 97201

Dear Ms. Kelley:

We spoke on the phone a few months ago, but at that time I was wearing a different hat. I was a correspondent for the Oregonian, and I interviewed you for a story on Bill Kielty and the Multnomah County Parks Commission.

Now I am writing to congratulate you on your recent election as chairperson of Tri-Met's Citizens Advisory Committee on Special Needs Transportation and to let you know of my longstanding interest in this issue. As you can see, I am now with the Oregon Commission for the Blind, where I will be concerned with community relations issues such as special transportation. And in the past I have worked on a public information campaign on special needs transportation for Lane Transit District in Eugene.

From what I gather, Lane Transit has been much more successful than Tri-Met in working with this population. I had a chance to consult with many individuals who had served on Lane Transit's advisory committee on this issue who felt that their needs and concerns had been taken into consideration as important decisions were being made. Not surprisingly, Lane Transit's policies on special transportation are quite different from those of Tri-Met.

If you are interested, I would be happy to talk with you about Lane Transit's experiences, and to refer you to staff people and committee members who were involved. Please let me know if this would be of interest.

Sincerely,

Judy Irwin  
Executive Assistant to the Administrator

JII/dcb



# A snowball of commitment

## Sharron Kelley frequently jumps in to help

by KATE SCRIVENER  
of The Outlook staff

2-27-85

Her days often begin at 5 a.m. and end at 11 p.m. In between, Sharron Kelley has a family to attend to, a family business to promote, meetings to attend for the 12 community groups of which she is a member and related reading and information gathering to do.

"I really believe in what I'm doing and I have a need to know more, always more than I already know," Kelley said. "These are the two empowerers for me."

Beyond that, I can only say that I am committed to solving problems. I know that sounds corny, but it's true."

Kelley is chairwoman of the Rockwood Community Group, the Multnomah County Parks Commission and the Eastside Business Alliance.

She serves on the board of directors for the Gresham Area Chamber of Commerce, the Multnomah-Washington and Portland Private Industry Councils (PICs), Project YESS, the Mt. Hood Community Mental Health Center, the Multnomah County Department of Health Services Advisory Board and the Rockwood Merchant's Association.

"I have served on other boards, but I leave when I feel like I've completed a project," Kelley said. "You get involved in a partisan issue, then you join one or two other committees that give you background in that issue — and you are committed."

"It's like you start one thing and it snowballs until you are entrenched."

Kelley's springboard for her com-

munication there, Kelley is staying in the trenches to help usher in a new day for the mid-county neighborhood.

Annexation of the area by Gresham, Portland or Columbia Ridge; the loss of the Multnomah County Sheriff's Department; a change of fire departments; and rebuilding area sewer lines are just a few of the facts of life Rockwood must deal with by 1986.

Kelley and her cohorts in the Rockwood Community Group can expect to attend a lot of meetings from now on.

"Light rail was — and still is — a painful thing for this area. Some citizens' homes were displaced, some business were run out of the area because of the changes. In the community there was frustration, anger and distrust," Kelley said.

"And it isn't over. There is now redevelopment work to do. We are engaged in the process of teaching area residents and merchants to make light rail work FOR them."

This something-from-nothing approach seems to be the underlying thread of Kelley's activism. From the chaos, fear and distrust sparked by light-rail construction will come a stronger, rejuvenated area. The Rockwood Community group is hoping to snare Multnomah County Community Block Grant funds to hire a community developer who will lure businesses to the economically depressed area.

"This part of Multnomah County has a 12 percent unemployment rate. We have not recovered from the recession along with the rest of the state," Kelley said.

"We need to generate jobs for the people here and that means attracting not just light industry but of-

fices. Regardless of the hopes for



local business representatives required by the Job Training Partnership Act (JTPA), the federal program which replaced the Comprehensive Training and Employment Act (CETA.) Though this bureaucratic change confounded many who had come to understand and participate in CETA, Kelley used JTPA to revamp Project YESS, a local program designed to help high school drop-outs take charge of their lives.

"The program had more or less died out by the time CETA was reorganized," Kelley said. "We picked up the pieces and plugged them into the PIC efforts and now Project YESS is one of the heaviest, strongest programs in the area. We have forged good links with all the area schools and also the business associations."

Kelley said that about 30 percent of mid-county residents do not follow the 12-year course of public education all the way to graduation.

"Our society is becoming increasingly sophisticated," she said. "Unless we can find a way for this 30 percent, how can they participate."

"With Project YESS, we have a structure they can use that goes all the way through Mt. Hood Community College, along with heavy business involvement that provides the dollars they need to survive," Kelley said.

For Kelley, her efforts on behalf of economic development, mental health and continuing education seem to be part of a puzzle she is piecing together. While she envisions what can be, she is seeking the means to achieve it from the raw material at hand.

"Solving problems is not easy."



# Transportation needs of disabled aired

By LYNDA LESOWSKI  
Correspondent, The Oregonian

3-21-85  
Special transportation needs of handicapped persons in the metropolitan area are being studied by a citizens' advisory committee formed last January.

Chairwoman Sharron Kelley said she had her first clue of public interest in the committee's work when "150 frustrated and angry people asked to be mailed an agenda. Since then the numbers have increased."

The committee is working to formulate recommendations it will make to Tri-Met's board of directors on policies relating to transportation for disabled and elderly riders.

Kelley, a resident of unincorporated East Multnomah County, became involved because of her interest in the Rockwood Barrier-Free Park, situated near the light-rail corridor in East Multnomah County. The park is being specially designed for both handicapped and non-handicapped users.

Kelley said Tri-Met's 1985-86 budget has earmarked 3 percent, or about \$2.2 million, for special needs transportation, including wheelchair lift improvements on articulated buses and

making Tri-Met service more accessible to deaf riders.

"The budget was adopted with the caveat that we be allowed to revise it on an ongoing basis throughout the fiscal year," Kelley said. Revisions could mean shifting money from one area to another to better serve the handicapped population, she said.

She said the committee has one task force taking a close look at the wheelchair lifts on Tri-Met buses, which "don't operate as efficiently as they should. Passengers get impatient, the handicapped people understand this and feel humiliated, and the drivers get frustrated and just give up."

The committee is studying whether the bulk of the special needs money should go toward a "user side subsidy" plan for door-to-door service for the elderly and disabled. Under that plan, Tri-Met would sell scrip to elderly and disabled people who would use it at their discretion to buy rides from participating local taxi companies.

No recommendations have been forthcoming yet, but Kelley said Tri-Met's door-to-door service program will be expanded in 1985-86.



SHARRON KELLEY

The committee also is studying how to correct the problems with existing wheelchair lifts on Tri-Met buses.

Problems with the lifts are numerous, Kelley said, and when they do operate, they are unstable. "They scare

people. They're making these people really uncomfortable," she said.

At least one handicapped member of the committee has had difficulty getting to meetings because of problems with bus transportation, Kelley said.

Committee member Robin Stephens, in a letter to Kelley, has suggested the committee recommend hiring a "troubleshooter" who would ride the buses and train drivers to operate the lifts; implement better lift maintenance; and improve telephone communications for those who must call for rides.

Kelley said the Special Needs Transportation Advisory Committee meets the third Wednesday of each month at 10:30 a.m. in Room C of the Portland Building, 1120 S.W. Fifth Ave., and every meeting is open to the public.

"We wanted to make sure everyone in the handicapped population has an opportunity to state their concerns," she said. "There's clearly a lot of interest."

"Tri-Met has tried very hard, with limited funding" to provide service to the disabled and elderly, Kelley said. "They're giving it their best shot."





**METROPOLITAN SERVICE DISTRICT**  
Providing Zoo, Solid Waste and Local Government Services

May 7, 1985

527 S.W. Hall St.  
Portland, Oregon  
97201-5287  
(503) 221-1646

Rick Gustafson  
Executive Officer

**Metro Council**

Ernie Bonner  
Presiding Officer  
District 8

Richard Waker  
Deputy Presiding  
Officer  
District 2

Bob Oleson  
District 1

Jim Gardner  
District 3

Corky Kirkpatrick  
District 4

Tom DeJardin  
District 5

George Van Bergen  
District 6

Sharon Kelley  
District 7

Hardy Myers  
District 9

Larry Cooper  
District 10

Marge Kafoury  
District 11

Gary Hansen  
District 12

Tualatin Hills Park and Recreation District  
Board of Directors  
15707 S. W. Walker Road  
Beaverton, Oregon 97006

Dear Board Members:

The Metropolitan Service District has been asked to coordinate a study of regional parks in the Portland metropolitan area. A proposal for such a study has been outlined by the Technical Assistance Group comprised of park professionals representing the three counties in the region, the City of Portland, and Tualatin Hills Park and Recreation District (THPRD). A copy of the outline is attached.

There appears to be good support for the parks study as it has been outlined. Multnomah County has budgeted \$7,500 for the study, and the State Parks and Recreation Division will probably give \$10,000. Clackamas County, Washington County and the City of Portland support the concept of the study, but have not committed any financial assistance at this time. They are attempting to identify a source of funds during their budget process.

It is likely that Metro will contribute an appropriate amount of funds to the study if there is sufficient financial support on the part of the other units of government.

We would like to request that THPRD send a letter to Metro at this time indicating your support for the parks study as outlined by the Technical Assistance Group. At a later date we will contact you regarding possible financial assistance.

THPRD  
May 7, 1985  
Page 2

Your consideration of this request will be greatly appreciated.

Sincerely,

A handwritten signature in black ink that reads "Ray Barker". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Ray Barker, Council Assistant

gl  
3513C/D2-1

Attachment

cc: Councilor Sharron Kelley  
Donald E. Carlson

## East Metro editorial

# Bootstrap help for midcounty businesses

Oregonian 8/11/85 East Metro ED.

Willingness of small-business owners in Multnomah County to enter a joint venture with the Oregon Downtown Development Association promises long-range profit and a preservation of regional market identities.

Development is certain to come with the advent of sewerage and light-rail transit. Thus, it is particularly important for area businesses to create an atmosphere and image that entices not only the residential neighbors of their commercial centers, but also shoppers living elsewhere in the metropolitan area to shop midcounty.

Specifically: Shop Parkrose, Rockwood and Gateway.

However, that attractiveness, like money, does not grow on trees. It must be earned.

**Sharron Kelley**, representing the Eastside Business Alliance, said her organization hopes to advance the three commercial areas as a single unit for assistance by the Oregon Downtown Development Association. Frankly, that is because the local share of funds to design and implement a small-business development program will not be easy to come by from even three areas in midcounty. All are hard-hit by underdevelopment of their service areas and by

the recession generally.

Business owners are required to share in the cost of the development program, not just for the dollars, but for the commitment that comes with participation. The Oregon Main Street Program of the Downtown Development Association learned early that business owners' interest follows their dollars. Without that personal interest and commitment, no redevelopment program can succeed.

The focus on commercial centers within a large urban area such as midcounty and the city of Portland is new for the development association. Its successes to date have been measured in revitalization of small towns and cities.

Spelled out, in the last 21 months the Oregon Main Street Program is credited with responsibility for 1,232 new permanent full-time jobs, 292 new businesses, 37 business expansions, \$14.4 million in rehabilitation and construction and, effectively, a 15-to-1 return on investment. Still-skeptical business people can visit any of 18 communities in the state to view the association's showcases.

In Portland, the city has committed itself to helping with the local share for a couple of neighborhood centers. The county has been

asked to be a partner in the Parkrose-Rockwood-Gateway opportunity. Local government, however, is no substitute — and won't be viewed as one — for the commitment of local business people.

They are the ones who will profit most directly from the success of new image, marketing and managing efforts; they are the ones who must come up with a good share of the money to initiate and then do the job.

How well a coalition of three commercial centers will work is questionable. Main Street so far has benefited from its intense concentration on a single target. The idea of one revitalization and development manager being shared half-time by Parkrose and quarter-time each by Rockwood and Gateway is unique to the program. And certainly, it is a proposal the state association well might reject.

Whether the midcounty boosters can sell their need and potential to Oregon Main Street will depend on the willingness of business owners in those centers to commit to the program. Many already have. Others who have not ought to contact Kelley and other Eastside Business Alliance leaders to learn what they have to gain — and to lose, if the area grows without them.



**METROPOLITAN SERVICE DISTRICT**  
Providing Zoo, Solid Waste and Local Government Services

11 September 1985

527 S.W. Hall St.  
Portland, Oregon  
97201-5287  
(503) 221-1646

Rick Gustafson  
Executive Officer

**Metro Council**

Ernie Bonner  
Presiding Officer  
District 8

Richard Waker  
Deputy Presiding  
Officer  
District 2

Bob Oleson  
District 1

Jim Gardner  
District 3

Corky Kirkpatrick  
District 4

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District 5

George Van Bergen  
District 6

Sharron Kelley  
District 7

Hardy Myers  
District 9

Larry Cooper  
District 10

Marge Kafoury  
District 11

Gary Hansen  
District 12

Kathleen Hemker  
Director of Administration &  
Services  
Cleveland Metro Parks System  
4101 Fulton Parkway  
Cleveland, Ohio 44144

Dear Kathleen:

Thank you for your willingness to serve as our host, along with Michael Vitantonio, during our visit to the Cleveland Metroparks System and the Metroparks Zoo. We look forward to seeing your facilities and learning about your organization.

There will be three of us going to Cleveland: Sharron Kelley, elected Councilor of Metro; Nancy Chase, Planner with Multnomah County Parks Department; and myself.


We are scheduled to arrive at the Hopkins Airport on Monday, September 23 at 3:25 p.m., on Continental Flight #248. If possible we would like to start touring the parks as soon as we arrive. Perhaps we could start with the park closest to the Airport.

On Tuesday, we would like to see more parks and the Zoo and then visit your administrative offices to learn more about the details of your operations: How you are organized, your problems, successes, needs, funding sources, future plans, etc. We are very flexible regarding the sequence of events.

We will be staying at the Airport Holiday Inn while we are there. We depart Cleveland Wednesday morning, September 25 at 6:50 a.m. on Flight 462.

Please thank Elaine Gaugham for her assistance to date. I look forward to seeing you on the 23rd.

Sincerely,

  
Ray Barker  
Council Assistant

cc: Sharron Kelley  
Nancy Chase



## METROPOLITAN SERVICE DISTRICT

Providing Zoo, Solid Waste and Local Government Services

527 S.W. Hall St.  
Portland, Oregon  
97201-5287  
(503) 221-1646

October 21, 1985

Rick Gustafson  
*Executive Officer*

### **Metro Council**

Ernie Bonner  
*Presiding Officer*  
District 8

Richard Waker  
*Deputy Presiding Officer*  
District 2

Bob Oleson  
District 1

Jim Gardner  
District 3

Corky Kirkpatrick  
District 4

Tom DeJardin  
District 5

George Van Bergen  
District 6

Sharron Kelley  
District 7

Hardy Myers  
District 9

Larry Cooper  
District 10

Marge Kafoury  
District 11

Gary Hansen  
District 12

SK/gl  
4512C/D2-1  
10/18/85

Dear

I appreciate your concern over the possibility of a transfer station in your community. In my opinion, however, your concerns could be alleviated through informational discussions so I hope you will follow the process through the negotiation period and share your views with the Council at the upcoming meetings.

In the meantime, if you and your neighbors would like to discuss the issues in less formal surroundings, I would be happy to arrange this for you.

Sincerely,

Sharron Kelley

gl  
4511C/D2-1

Ms. Marelyn Ballenger  
18815 S. W. Alexander  
Aloha, OR 97006  
Ms. Ballenger\_

Ms. Irene Bennett  
16160 S. W. Westwind  
Aloha, OR 97007  
Ms. Bennett\_

Ms. Mary Bishop  
4560 S. W. 160-H  
Beaverton, OR 97007  
Ms. Bishop\_

Ms. Beverly Blanton  
1885 S. W. Glenview  
Portland, OR 97225  
Ms. Blanton\_

Resident  
16205 S. W. Vincent  
Aloha, OR 97007  
Resident\_

Ms. Terry Jo Bradshaw  
16205 S. W. Vincent  
Beaverton, OR 97007  
Ms. Bradshaw\_

Mr. Donald Cram  
1745 S. W. Wellington  
Portland, OR  
Mr. Cram\_

Ms. Maurine Conzatti  
16160 Ludwig St. SW  
Beaverton, OR 97007  
Ms. Conzatti\_

Mr. Bill Cooper  
16380 S. W. Vincent  
Aloha, OR 97007  
Mr. Cooper\_

Ms. Janet Vaillancourt  
St. Mary's Boys Home  
16535 S. W. TV Highway  
Beaverton, OR 97006  
Ms. Vaillancourt\_

Ms. Doris Clements  
4185 S. W. 205  
Beaverton, OR 97007  
Ms. Clements\_

Novella Erickson  
16290 S. W. Shaw #43  
Beaverton, OR 97007  
Novella\_

Resident  
16115 S. W. Westwind  
Aloha, OR 97007  
Resident\_

Ms. Ronda Farber  
16115 S. W. Westwind  
Aloha, OR 97007  
Ms. Farber\_

Mr. Robert Fritz, Vice Pres.  
Cross Creek Homeowner Assoc.  
20410 S. W. Avon  
Aloha, OR 97007  
Mr. Fritz\_

Chuck and Nancy Harding  
Route 5, Box 553  
Hillsboro, OR 97123  
Chuck and Nancy\_

Mr. Jeff Johnson  
4564 S. W. 160th  
Aloha, OR 97007  
Mr. Johnson\_

Mr. Jim McGowan  
17515 S. W. Rigert Road  
Beaverton, OR 97007  
Mr. McGowan\_

Mr. A. J. Muller  
4250 S. W. 164th Avenue  
Aloha, OR 97007  
Mr. Muller\_

Ms. Michelle Paxton  
13500 S. W. Fircrest Court  
Beaverton, OR 97005  
Ms. Paxton\_

Mr. Doug Rowe  
16380 S. W. Rosa Road  
Aloha, OR 97007  
Mr. Rowe\_

Lavern Schrage  
16080 S. W. Westwind Drive  
Beaverton, OR 97007  
Lavern\_

Ms. Teresa Talmich  
4440 S. W. Westwind Court  
Beaverton, OR 97007  
Ms. Talmich\_

Judith and Steve Tidrick  
16120 S. W. Westwind Drive  
Aloha, OR 97007  
Judith and Steve\_

Ms. Flora Jane Vandemore  
16100 S. W. Westwind  
Aloha, OR 97007  
Ms. Vandemore\_

Mr. Robert Schurman  
16140 S. W. Shaw Court  
Beaverton, OR 97007  
Mr. Schurman\_

Ms. Agnes Van Domelen  
4440 S. W. 148th  
Beaverton, OR 97007  
Ms. Van Domelen\_

Resident  
16100 S. W. Westwind Drive  
Aloha, OR 97007  
Resident\_

Resident  
4410 S. W. Westwind Court  
Aloha, OR 97007  
Resident\_

SK/gl  
4512C/D2-1  
10/18/85





**METROPOLITAN SERVICE DISTRICT**  
Providing Zoo, Solid Waste and Local Government Services

527 S.W. Hall St.  
Portland, Oregon  
97201-5287  
(503) 221-1646

November 13, 1985

Rick Gustafson  
Executive Officer

**Metro Council**

Ernie Bonner  
Presiding Officer  
District 8

Richard Waker  
Deputy Presiding  
Officer  
District 2

Bob Oleson  
District 1

Jim Gardner  
District 3

Corky Kirkpatrick  
District 4

Tom DeJardin  
District 5

George Van Bergen  
District 6

Sharron Kelley  
District 7

Hardy Myers  
District 9

Larry Cooper  
District 10

Marge Kafoury  
District 11

Gary Hansen  
District 12

4688C/D3 - Merge List for 4687C/D3  
11/12/85

Dear :

As you know, the Metropolitan Service District recently held a number of meetings throughout the region to obtain advice from interested persons regarding a possible tax measure on the May 1986 Primary election ballot. Your participation in one of those meetings was greatly appreciated.

Enclosed are some general conclusions that have been drawn from the recent meetings.

The Metro Council will now begin its formal consideration of this matter on Tuesday, November 26, 1985, at 6:00 p.m., Metro Council Chamber, 527 S. W. Hall Street, Portland.

I would like to invite you to attend the above meeting and share your personal thoughts concerning a possible tax measure. Your input will assist the Council in making some important financial decisions that will affect the region in the coming months.

Sincerely,

SRS  
4687C/D3

Enclosure

Mr. Dick Armstrong  
Portland Chamber of Commerce  
221 N.W. 2nd Avenue  
Portland, OR 97209  
Dick Marge Kafoury District No. 11\_

Jackie Bloom, I.G.R.  
City of Portland  
1220 S.W. 5th Avenue, Room 400  
Portland, OR 97204  
Jackie Marge Kafoury District No. 11\_

Mr. Donald S. McClave  
First Interstate Bank  
P. O. Box 3131  
Portland, OR 97208  
Don Marge Kafoury District No. 11\_

Ron and Jane Cease  
2625 N.E. Hancock  
Portland, OR 97212  
Ron and Jane Marge Kafoury District No. 11\_

Mr. Bud Kramer  
Schnitzer Group  
3200 N.W. Yeon  
Portland, OR 97210  
Bud Marge Kafoury District No. 11\_

Ms. Blanche Schroder  
Portland Chamber of Commerce  
221 N.W. 2nd Avenue  
Portland, OR 97209  
Blanche Marge Kafoury District No. 11\_

Mr. Bob Scanlan  
Coldwell Banker  
1300 S.W. 5th Avenue, Suite 2600  
Portland, OR 97201  
Bob Marge Kafoury District No. 11\_

Ms. Beth Blunt  
45210 S.E. Coalman  
Sandy, OR 97055  
Beth Sharron Kelley District No. 7\_

Ms. Lila Leathers  
Leathers Oil Company  
22300 S.E. Stark  
Gresham, OR 97030  
Lila Sharron Kelley District No. 7\_

The Honorable Paul Thalhofer  
Councilor, City of Troutdale  
104 S.E. Kibling  
Troutdale, OR 97060  
Paul Sharron Kelley District No. 7\_

Ms. Peggy Fowler  
PGE  
P. O. Box 609  
Gresham, OR 97030  
Peggy Sharron Kelley District No. 7\_

Ms. Joanne Connall  
7233 Hogan Road  
Gresham, OR 97030  
Joanne Sharron Kelley District No. 7\_

Mr. Don Stamm, Sr.  
Stamm Stuart Bybee Ins.  
16455 S.E. Division  
Portland, OR 97236  
Don Sharron Kelley District No. 7\_

Ms. Marilyn Johnson  
Fisrt Interstate Bank  
P. O. Box 13305  
Portland, OR 97213  
Marilyn Sharron Kelley District No. 7\_

Mr. Ted Marx  
Electromatic, Inc.  
6110 N.E. Union  
Portland, OR 97211  
Ted Sharron Kelley District No. 7\_

Glenyce Densem  
Parkrose Pharmacy  
10518 N.E. Sandy Boulevard  
Portland, OR 97220  
Glenyce Sharron Kelley District No. 7\_

Mr. Paul Clark  
Township Properties  
4126 N.E. Broadway  
Portland, OR 97232  
Paul Sharron Kelley District No. 7\_

Dr. Floyd Geller  
Mall 205 Optical  
9978 S.E. Washington  
Portland, OR 97216  
Floyd Sharron Kelley District No. 7\_



# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201-5287 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: November 19, 1985

To: ~~Toby Janus~~ to: Marilyn

From: Marilyn Matteson-<sup>mm</sup> from: Toby

Regarding: Council Profile for Employee Express

I spoke to Sharron and she made some corrections, she'll talk to you about this Friday because she may want to make even more changes.

Please show the following story to Sharron Kelley. It is to appear as the Council Profile in the December issue of Employee Express, along with her photo. Please return to me with corrections, additions by November 22.

Sharron Kelley, District 7 Council Member representing Gresham, Fairview, Troutdale and Orient in Southeast Multnomah County.

or both a corporate officer & Council<sup>1</sup> Kelley is office manager and salesperson for Larry Kelley's Appliances. She attended Mississippi University and-is-studying at-Mt.-Hood-Community-College. At Metro, Kelley serves on the Tri-Met Special Needs Committee, the Criminal Justice Task Force, the Regional Parks Task Force, and the Metro Budget Committee. Her many community activities include Gresham Chamber of Commerce, chrp.--Eastside Business Alliance, the Rockwood Community Group and the chrp.--Multnomah County Parks Commission. She is chairperson of the board of the Mt. Hood Community Mental Health Center, and serves on the advisory board of the East County Youth Services Center, and on the Private Industry Council.

She is on the board of Mult.Wash.Private Industry Council (PIC)  
" " " " " " " " " " " "

& board member of the League of Women Voters




# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201-5287 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: February 17, 1986

To: Metro Council

From: Jim Gardner 

Regarding: Waste Reduction Program Approval Process

On February 7 the Environmental Quality Commission reviewed the Solid Waste Reduction Program submitted by Metro. The EQC unanimously (4-0, 1 absent) adopted the recommendation of the Department of Environmental Quality that the Program be returned to Metro for suggested modifications. All Councilors should have received a copy of the DEQ recommendation, which listed 22 specific changes that DEQ feels would make the Program more specific, more aggressive, more "doable." Metro now has 90 days to modify the program to, in each instance, either, 1) adopt the DEQ recommendation; 2) achieve the desired result through some other method; or 3) demonstrate how the suggested change is not technically or economically feasible (p. 27 of DEQ Report).

The general tone of the EQC hearing on February 7 was non-confrontational. Some individual Commissioners seemed quite interested in gaining an understanding of the diverse solid waste collection and disposal system in the metropolitan area. The basic Metro position, explained by Dick Waker, Rick Gustafson, and myself, was that our Program achieves the maximum feasible reduction in waste. This is accomplished through managing (rather than regulating) an essentially voluntary, market-driven system. Also, some specific decisions, such as the exact type of alternative technology we'll use, cannot be prudently made until we have more definite information on cost, risk, etc. The DEQ position at the hearing exactly echoed their written report.

The EQC briefly discussed an option I suggested to them, that of granting "conditional approval" of the program, or at least a statement that Metro had substantially met the requirements of SB662. Fred Hansen strenuously argued against this action, and ultimately the DEQ report was adopted without any EQC changes.

Metro's Solid Waste staff is currently analyzing in detail the 22 minor points, involving only slight changes in wording or interpretation. Many others deal with timing, generally urging earlier

Memorandum  
February 17, 1986  
Page 2

implementation dates for parts of the Program. The Council soon will have an assessment from Solid Waste staff explaining which changes in the Program can be made easily, which ones require Metro Council decisions, and, perhaps, which ones shouldn't be made. The Council then will have until May 8 to reach agreement on revisions to the Program.

JG/rrb

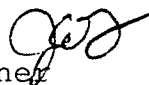


# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201-5287 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: 6 March 1986

To: Metro Councilors

From: Jim Gardner 

Regarding: Public Education Consultant Contract for Solid Waste Reduction Plan

In your agenda packets for next Thursday, you will see that Council is being asked to approve a contract for public education related to the Waste Reduction Program.

I know there was some confusion about the alternative technologies contract that was brought to us last week, and therefore I wanted to explain a few points about this one.

The contract is needed to carry out the Waste Reduction Program Council endorsed last December. We are committed to accomplishing a major reduction in the amount of waste going into landfills in this region. Inasmuch as the public is a key factor in reducing waste, public education and promotion is necessary to get more people to recycle and take other steps to reduce waste.

This public education effort cannot be a one-time thing. We need continuous, comprehensive effort over a period of several years to hit people enough times with the message that it finally sinks in and more people begin to do something about it. The contract is needed to accomplish this.

There is also a scheduling issue I wanted you to understand. The contract is being brought in now in order to give the contractor and staff enough time to develop a detailed, well-justified plan for incorporation into the revised Waste Reduction Program due to the Environmental Quality Commission by May 8. If we don't approve the contract now, we won't be able to meet this deadline.

Another point: although the amount of the contract for this extensive program is substantial over its three-year period, Council is being asked to approve spending only for the first phase of the contract (\$12,256). We'll get to review the detailed plan and public education strategy before being asked to approve the bulk of the spending under this contract.

Considering all these points, I hope you will feel comfortable following my recommendation to approve the contract.

# Kelley mulls tough issues facing Metro council

By STEVE MAYES

Correspondent, The Oregonian

E. Metro  
5/8/86

GRESHAM — Sharron Kelley is looking past her re-election to the Metropolitan Service District and thinking about the issues she will face in her second term.

Kelley is unopposed on the May 20 primary election ballot as she seeks another four-year term on the regional government as representative from District 7, which takes in all Multnomah County east of 162nd Avenue. She said she had put 25,000 miles on her car traveling to meetings around the tri-county area.

Kelley, 6920 S.E. Hogan Road, said garbage disposal, improving the Washington Park Zoo, and planning for regional services loomed as the main problems to be addressed by Metro.

Mainly, the council will have to forge a garbage reduction plan for the tri-county area, she said. The region is under a state Department of Environmental Quality order to devise a way to cut back on the volume of garbage going into the St. Johns landfill.

Metro must deliver a waste reduction plan that answers financial and technical questions to the DEQ by June 13 or relinquish supervision of garbage dumping to the state agency.

Kelley said the garbage issue was a thorny one for Metro council members, who now have 10 alternatives under study.

Recycling and waste burning programs, the main tools for cutting back

on landfill material, may cost too much to operate, compared with the benefits they would provide, she said. However, continued reliance on the landfill as the sole method of disposal is unacceptable to the DEQ.

In addition, any regional recycling effort will require licensing or franchising of garbage haulers in Portland and unincorporated Multnomah County, Kelley said. But franchising means higher rates because of related administrative costs and licensing fees, she said.

Kelley said she backed further capital improvements to the zoo and sees the upgrading as a way to increase attendance, which in turn offsets operating revenues.

She also said Metro should examine the possibility of administering regional park, library and human services programs.

"A lot of people don't realize government services are a monopoly. It might be healthy for voters to take a look at it," she said.

However, the agency's credibility and difficulties in getting local jurisdictions to band together could be stumbling blocks in expanding Metro's role, she said.

Kelley said Metro had "failed miserably" in involving citizens in its decision making process. "What we have failed to do is get people involved in these regional decisions."

She suggested holding informational meetings in her district to update the



SHARRON KELLEY

25,000 miles a year in her car

community on what Metro is doing. fellow council members are skeptical of the value of the sessions and are keeping tabs on the experiment.





**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

Date: June 3, 1986

To: Councilor Sharron Kelley

From: Norm Wietting, Operations Manager, Solid Waste Department *NWJ*

Regarding: Solid Waste Fund Balance

In our meeting on Tuesday, April 29, you requested a summary of how we determine the budgeted fund balance and why the fund balance is at the level we have budgeted. In order to project the fund balance for the upcoming FY86-87 budget (beginning July 1, 1986), we prepare an updated financial analysis for the current budget year (in this case FY85-86), using the 6 month accounting reports to determine the amount of the fund balance on January 1, 1986. The changes to the fund balance during the remaining 6 months (Jan - June 1986) are projected by each program manager. This review also allows us to take advantage of any rate adjustments that may have taken place in January and to update the information that was forecasted one year earlier.

The fund balance that is estimated for July 1, 1986 is estimated in the FY86-87 budget to be \$2,667,000 for the Solid Waste Operating fund. As you know, we have three separate cost centers in the Operating fund : Disposal (Base rate), Transfer (Regional Transfer Charge and Convenience Fee) and Waste Reduction/Administration (User Fees).

The fund balance for the Disposal programs is estimated to be \$1,599,000 on July 1, 1986. The FY84-85 audited fund balance which is the official year end statement as of July 1, 1985 was \$1,554,702. During the first 6 months the fund balance at St. Johns increased significantly for two reasons: First, we were receiving unanticipated revenue from waste coming out of the Metro planning area; Secondly, we had significantly lower costs for our operations contract after October 1, 1986.

When we reviewed the rates in the fall, the base disposal fee decreased from \$9.80 per ton to \$7.86 per ton with the intent that we would decrease our fund balance by approximately 20% during the calendar year 1986. This disposal fee decrease was largely offset by the new fees mandated by SB662. These new combined fees increased our rates at St. Johns \$1.50 per ton. The FY86-87 budget reflects an anticipated decrease

in the Disposal programs from a beginning fund balance of \$1,599,000 to an ending fund balance (if no contingency is used during the year) of \$1,261,672.

The Transfer Station cost center includes both CTRC and WTRC. The CTRC FY86-87 budget reflects a beginning fund balance on July 1, 1986 of \$301,000 compared to the audited July 1, 1985 fund balance of \$713,717. This significant decrease in fund balance was the result of several of our rate policies and increased waste flows at CTRC.

Under our current rate policy, approximately 80% of the revenue for our transfer stations comes from the Regional Transfer Charge (RTC) paid by users of St. Johns, directly or through the transfer stations. If there is a shift of waste flow from St. Johns to CTRC, or in the future to WTRC, the cost of the transfer system goes up without an increase in revenue (except for the 20% that would be paid through the convenience charge). It should also be noted that while the RTC was increased from \$2.00 per ton to \$2.98 per ton at St. Johns and CTRC that the \$2.00 per ton RTC was eliminated from KFD, Grabhorn Landfill and Hillsboro Landfill. If the Forest Grove and Newberg Transfer Stations open to all haulers, the RTC will also be eliminated at those facilities.

The Regional Transfer Charge was set in January 1986 for calendar year 1986 to include approximately \$727,000 of expenses for WTRC. This amount includes the resources necessary to complete the permit process, acquire the site, design the facility and start the construction of the Transfer Station.

The FY86-87 budget also anticipates an increase in the RTC in January 1987 to pay for the operation during the last 8 months of calendar year 1987.

The final cost center in our budget includes the Waste Reduction/Administration Programs which are funded by the User Fees. This cost center includes all of our waste reduction efforts such as the Recycling Information Center, Promotion and Education, Rate Incentives, Alternative Technologies, Technical Assistance, Certification, Markets Assistance, System Measurement, Residential Recycling and Yard Debris as well as the general administration of the Solid Waste Department and landfill siting. The beginning fund balance for July 1, 1986 is expected to be \$667,000 compared to an audited fund-balance on July 1, 1985 of \$686,454.

In anticipation of the increased activities during implementation of the Waste Reduction Plan, the User Fees were increased from \$1.68/ton to \$2.04/ton on January 1, 1986. Many of the expenses we anticipated in the January 1986 rate increase will not occur until after July 1986. The major Promotion and Education program will start in the Spring of 1986 but will continue in full force through the summer for the SB405 implementation and then the fall yard debris campaign. The major effort of the Alternative Technology process is expected to take place during the summer and fall of 1986. Under a schedule where rates are changed in January and the major impacts on our programs occur after July, the Fund Balance tends to increase since we are raising revenue in the first half of the year to fund expenses later in the year.

As you can tell from the anticipated decrease from \$667,000 July 1, 1986 to \$298,283 fund balance in July 1, 1987, if no contingency money is spent in FY86-87, that we are expecting to spend down the carryover in the user fee programs. One of the important considerations we address in each budget and rate review process is the adequacy of our fund balance. Each of our program areas has several factors that influence the appropriate level of fund balance.

In the Disposal program, specifically St. Johns Landfill, we have to recognize that we operate without the protection of insurance for environmental impairment. This applies to offsite effects of the landfill as well as any onsite remedial actions that may be needed or required. Unlike Oregon law which limits some of local governments liabilities under the Tort limits, most environmental claims are made under the Federal Resource Conservation and Recovery Act (RCRA) under which no tort limits exist. Even if no environmental damage exists, the cost of conducting an investigation can be high and St. Johns has been subjected to two such investigations in the past two years. Fortunately, Metro has not had to pay for either investigation and neither has required remedial actions.

In operating St. Johns we must recognize that we are the only general purpose landfill accessible to the Portland Metropolitan region. If an emergency occurs, we must have adequate resources to respond. These emergencies can include such things as bridge repairs, flooding, fires, labor strikes or contractor default among other things. One way to budget for these concerns is to establish a budget line item that would be identified as an operating reserve. We have asked our accounting department to make recommendations on how this can be done. The Management Services division is also currently reviewing the insurance needs of the agency and will be recommending appropriate reserve levels to cover our liabilities.

The fund balance (contingency) for CTRC is intended to assure that adequate resources are available to pay for waste volumes higher than budgeted, unknown expenses that may occur through the budget year and potentially covering the cost of transporting waste to other non-Metro facilities if it becomes necessary to meet our contract commitments with the City of Portland at St. Johns Landfill. It should be noted that the projected July 1, 1986 fund balance is approximately 10% of the expenses for that operation.

The FY85-86 budget anticipated going through the design and construction phases of WTRC. The January 1986 rate adjustments reflected an updated schedule of expenses for WTRC. The RTC was not increased to \$4.00 at all facilities as was anticipated in the FY85-86 budget. The FY86-87 budget projects a fund balance on July 1, 1986 of \$100,000 and a contingency of \$334,702 which would be the anticipated fund balance on July 1, 1987 if no contingency money were used. In addition to being the revenue source for unknown or unexpected expenses during FY86-87 this contingency reflects a rate adjustment schedule in January 1987 for an expected start of operations in the spring of 1987. The rate that is set in January must be adequate to cover the entire calendar year.

The reasons for the fund balance of \$667,000 in the User Fee Programs

were discussed above; but to summarize, it results partially from a rate increase in January 1986 to fund programs whose major financial impacts are expected after July 1, 1986 and it reflects a level of uncertainty in the actual cost of several of the potential programs proposed in the Waste Reduction Plan adopted in December 1985.

I hope this information helps to explain why we have recommended the fund balances that are in the FY86-87 budget and how they will be effected throughout the year. If you have any questions please call.



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

July 2, 1986

## Metro Council

Richard Waker  
Presiding Officer  
District 2

Jim Gardner  
Deputy Presiding  
Officer  
District 3

Bob Oleson  
District 1

Corky Kirkpatrick  
District 4

Tom DeJardin  
District 5

George Van Bergen  
District 6

Sharron Kelley  
District 7

John Frewing  
District 8

Hardy Myers  
District 9

Larry Cooper  
District 10

Marge Kafoury  
District 11

Gary Hansen  
District 12

Executive Officer  
Rick Gustafson

Japanese Consulate General  
First Interstate Tower  
1300 S.W. 5th Avenue, Suite 2400  
Portland, Oregon 97201

Attention: Mr. Herb Fyfield

Dear Sir:

I plan to visit Japan in August and request your assistance in arranging a meeting between myself and the appropriate officials of the Environment Agency in Tokyo.

Currently I am an elected Councilor of the Metropolitan Service District which is responsible for solid waste disposal for the Portland region. The District will be considering proposals for constructing energy recovery facilities (garbage burners) in the near future.

I am interested in meeting with officials of the environmental agency in Tokyo to learn about their pollution control devices and the impact of their energy recovery facilities on the Japanese environment. In addition, I would like to visit several of their energy recovery facilities and would like the environmental agency to make these arrangements for me if possible. I am interested in seeing a variety of facilities that produce by-products and generate electricity and those that just burn garbage.

I will be in Tokyo from August 12 to 26 and will be available to meet with the environmental agency officials and tour the energy recovery facilities at the times most convenient to those involved.

I would also like to request some written materials regarding the Japanese mass transit systems (bus and rail).

Your assistance in these requests will be greatly appreciated.

Sincerely,

*Sharron Kelley*

Sharron Kelley  
Councilor, District 7

SK/gl  
5903C/D5



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

July 15, 1986

**Sharron Kelley**  
Councilor, District 7  
661-5694 (home)  
256-3573 (work)

I am having a brown bag luncheon on Wednesday, July 30th. I am providing the lunch; I need you to provide the input. I want to know what you think about recycling, the convention center, the zoo levy, an energy recovery facility, a transfer station and Metro's role in regional parks. The luncheon will be held at Troutdale City Park from 11:30 a.m. to 1:30 p.m. *(by the Troutdale Bridge)*

I want this event to be useful and fun, so please try to come!

Sincerely,

*Sharron Kelley*  
Sharron Kelley

RSVP: Toby Janus -- 221-1646

Attending Callbacks

Beth Blunt  
Franklin Jenkins

Gleyce Densem  
Andy Myers (maybe) 666-9156  
Jim Worthington 255-0332

Greg Wilder

Sharron

Ray  
Toby



# Price of garbage goes up

OREGONIAN 9/10/86  
If you are not concerned about Metro and the state Environmental Quality Commission quickly solving the Portland area's solid waste disposal problems, you ought to be: Today, the cost of disposing of garbage is \$14.78 a ton, but by 1990 it is expected to be \$43.02.

In homeowners' terms, the increase translates to an average of \$8 to \$10 more a month. Ouch.

Just six years ago, Metro was talking in terms of a transfer-station system that would cost \$32 a ton by the year 2000. At that time, it might be noted, Metro described the need as "immediate" for a station in Washington County to transfer garbage to a landfill or burner. Construction has yet to begin.

Of course, Metro also pointed to a shutdown date for the landfill in St. Johns in 1987. That, too, has proved flawed.

A survey of area residents last summer for Metro indicated Portland-area homeowners were willing to pay from \$1 to \$5 a month more for efficient, safe disposal of garbage. That range already is history, if current projections are accurate, and they likely are, for disposal costs in other West Coast cities are running \$35 to \$50 a ton already.

Inflation, fueled by Metro indecision and inaction and, certainly, citizen opposition to Metro's proposals, is driving up costs of disposal. For environmental and conservation reasons, every citizen ought to be concerned about where the state sites a new landfill for this area, and about any new or existing technology Metro finally settles on to reduce the amount of waste to go into that landfill.

Now, they can add soaring costs to their support for action.



FROM:  
**Toby Janus**  
*Council Secretary*

Dan,

9/22/86

Sharron Kelley received this "Sohka plant" tape in the mail today, she asks that you look at it with your staff and perhaps talk to her about the tape (your opinion) when she comes in for the Council meeting this Thursday.

When you're through with the tape, please put it in her tray in the Council Office.

Thank you.

**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646



**HEAD OFFICE**

3-23, Dojima Hama 1-chome,  
Kita-ku, Osaka,  
JAPAN.

**TELEPHONE:** (06) 346-5161

**TELEX:** 0523-3672 TAKUMA J

**TELEFAX:** 06-341-5734



**TAKUMA CO., LTD.**

**TOKYO OFFICE**

Eitaro Bldg.,  
2-5, Nihonbashi 1-chome,  
Chuo-ku, Tokyo,  
JAPAN.

**TELEPHONE:** (03) 276-7266

**TELEX:** 0222-2878 TAKUMA J

**TELEFAX:** 03-272-1098

OUR REF.

OSAKA/~~TOKYO~~

DATE September 16, 1986

MRS. SHARRON KELLEY  
2000 S.W. First Avenue  
Portland, OR 97201-5398

Dear Mrs. S. Kelley

Enclosed is a Video tape of "Sohka plant" which was required for your activity.

I was very pleased to attend your plant visit and talk about MSW problems. Also, I was sorry to be unable to invite you dinner of Kansai taste. We hope you could proceed the project. Successfully, and get fruitfull results.

If you have any question, please let me know.

Sincerely,

K. Nakazato  
Project manager  
Takuma Co., Ltd

cc. Y. Wakamura  
M. Matsuoka

# Real change for Metro

THE OREGONIAN 12-9-86

The public expectation of change at the Metropolitan Service District, the regional government for metropolitan Portland, should be clear to everyone in that organization following the Nov. 4 election. But to make changes, Executive-elect Rena Cusma needs to have some loosening of the reins by the bureaucracy and the elected Metro Council.

That adjustment is overdue, if only to give Metro a chance to function the way its citizen drafters intended. In other words, the part-time, 12-member council should confine itself to setting policy, and the independently elected executive should implement that policy. Voters never intended to have 13 executives running one regional government.

Cusma's postelection analysis of the regional operation is that it is bureaucracy-driven. To some extent that is because the executive and council lack a clear definition of their roles, each dabbling on the other's side of the fence.

At the start, Cusma would have the council repeal or revise a person-

nel ordinance it passed that severely restricts her ability to build her own management team. The ordinance allows removal of an employee, including all Metro department heads, the lobbyist, attorney and even the executive's executive assistant, only for cause and, in some cases, only with council permission.

That effectively secures retention of Rick Gustafson's managers despite Cusma's election to replace him.

Cusma points out that the council properly can set standards for professional positions and has the right of confirmation of new hires. However, a new executive ought to have some freedom to build her own management team, particularly when change so clearly has been called for by the voting public.

The November election provided opportunity for a rebirth of Metro, a new credibility with the public, with a new leader and a new, economy-stimulating challenge, the convention center. There also should be the staff changes necessary to deliver the new promise.



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

July 7, 1989

Mike Ragsdale, Presiding Officer  
Metropolitan Service District  
2000 S.W. First Avenue  
Portland, OR 97201-5398

Sharron Kelley  
Councilor  
District 7  
256-3573 (work)

Dear Mike,

The time has come for me to provide you with a letter of resignation and it is with no small amount of regret that I do so. Although the issues before us have frequently been difficult, I will miss both the regional arena in which those decisions were made but more importantly the people who shared in the responsibilities of making those decisions.

I will be standing by both as a County Commissioner as well as a Constituent to support all of you in your future efforts.

Sincerely,

A handwritten signature in cursive script that reads "Sharron Kelley".

Sharron Kelley

bj

LES AuCOIN  
1ST DISTRICT, OREGON



CONGRESS OF THE UNITED STATES  
HOUSE OF REPRESENTATIVES  
WASHINGTON, DC 20515

January 27, 1987

Metro Council  
2000 S.W. First Avenue  
Portland, Oregon 97201-5398

Dear Friends:

I'm sure you'll be happy to learn that the House of Representatives last week passed H.R. 2, the highway and mass transit reauthorization bill.

As an original cosponsor of this bill, I know of its importance and urgency for highway construction and repair, for mass transit, and for highway safety initiatives. I believe the House has shown its commitment to early action on this legislation, and hope the Senate will do the same in the very near future.

Count on my continued support for prompt, needed action in this area.

With warm regards,

Sincerely,

A handwritten signature in black ink, appearing to read "Les".

LES AuCOIN  
Member of Congress

LA/kal

# Burton urges delay in Metro landfill site selection

By MICHAEL ROLLINS  
of The Oregonian staff

Plans to reduce the volume of trash should precede proposals to bury it, and current state efforts to build a new Portland-area dump should be halted until the Metropolitan Service District signs contracts in December for the garbage-to-energy projects.

Those are the sentiments of state Rep. Mike Burton, who said last week that he will introduce a bill in the Legislature calling for a halt to efforts by the state Department of Environmental Quality to pick a site for a Portland-area dump.

The North Portland Democrat said the process being used by the DEQ to select a site by July is backward in the absence of final Metro plans for development of garbage burners or composting.

Neighbors of three dump sites picked as semifinalists by the DEQ echoed Burton's comments while Metro and DEQ officials vehemently disagreed.

"It's just delaying the inevitable," said DEQ spokeswoman Carolyn Young. "There's going to be a new landfill . . . nothing about alternative technologies is going to change that."

The DEQ has selected three semifinal sites — at Ramsey Lake in industrial North Portland, along Bacon Road in northern Washington County and at Wildwood in rural Northwest Portland. The proposed sites range in size from 340 to 730 acres and are intended to receive about 500,000 tons of garbage per year and to last a minimum of 15 years before full.

Burton said the DEQ is trying to locate a dump that could handle a significant amount of the region's garbage, while pending plans by Metro could dramatically reduce the volume of garbage headed for dumps.

"You don't need a 300- or 400- or 500-acre one," Burton said of the size of dump envisioned by the DEQ.

Burton introduced a bill in 1985 that gave

the DEQ the job of finding a new site for a dump. A previous effort by Metro to build a dump at the Wildwood site was abandoned after an acrimonious six-year battle.

The same 1985 law ordered Metro to develop plans, to be approved by the DEQ, to significantly reduce the volume of garbage headed for dumps. The state agency approved a Metro waste-reduction plan last April that calls for ambitious recycling efforts coupled with the advent of garbage-to-energy technologies.

Metro analyst Debbie Gorham Allmeyer said contracts for garbage-to-energy projects should be signed by December. Bids are due at the end of this month, with vendors to be chosen by July and full operation to start by mid-1990 or mid-1991.

The St. Johns Landfill is scheduled to close in mid-1991.

Neighbors of the three proposed sites voiced support for Burton's concept, as did the Port of Portland, which owns the Ram-

sey Lake site.

"That's the only way this thing makes sense," said Linda Peters of the Helvetia-Mountindale Preservation Coalition, the group opposing the Washington County site.

She said the landfill siting process had proceeded "in an informational vacuum" because of the pending Metro plans. She said the DEQ is driven by a legislatively imposed time line, not by the reality of proposed garbage solutions.

Carole Winner of West Hills and Island Neighbors Inc., the Wildwood group, said the DEQ and Metro are not interested in creative solutions to the handling of trash. She said that "they just want a landfill."

"We think it makes a great deal of common sense," said Port spokesman Darrell Buttice of Burton's idea. "It suggests the community consider the whole solid waste issue as a unit, instead of two separate processes."

Prudent public works planning calls for

creation of a dump to handle maximum levels of garbage, said Dan Durig, Metro solid waste director.

There are many variables that could change, including changes in recycling markets or a temporary failure of a garbage-to-energy technology, Durig said. Specific technologies will not greatly affect the overall tonnage headed for dumps over an extended period of time, he said.

Vendors negotiating with Metro also have shown their desire for a new dump to be in place, he said.

Even after Metro signs the contract in December, Young said, the regional government still faces a series of legal hurdles in trying to site and build its chosen projects with price tags ranging from \$60 million to \$150 million.

"There's no guarantee the process can be completed in a timely manner," she said. "Any delay will put additional pressure on the St. Johns Landfill."



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

20 March 1987

**Sharron Kelley**  
Councilor, District 7  
256-3573 (work)

I would like to invite you to attend two meetings that I think you will find very informative. These meetings are being held in order to respond to some of the questions you've asked regarding solid waste disposal.

The first meeting will be on April 2, from 6-9 p.m. at the Great Hall of the Westminster Presbyterian Church, 1624 NE Hancock in Portland. This meeting will be an open house with the vendors proposing projects in the metropolitan area. You can ask "first hand" the questions you wish about the technology they are proposing.

The second meeting is on April 6, from 6-9 p.m. at Parkrose High School's cafetorium, 11717 NE Shaver. At this meeting Dr. Floyd Hasselriis and Mr. Ted Goldfarb, two experts on solid waste incineration, will present the environmental pros and cons of solid waste incinerators. Representatives from the Department of Environmental Quality and from Marion County (which currently operates an incinerator) will also give brief presentations.

Please try to attend both if you can, Metro has some major decisions to make and we need informed citizens who can help us make these critical choices.

Sincerely,

*Sharron Kelley*  
Sharron Kelley  
Councilor - District 7

# Panel passes bill to allow Tri-Met to tax workers

By JEFF MAPES  
of The Oregonian staff

5/27/87

SALEM — A House panel approved a bill Tuesday that would allow Tri-Met to levy a direct tax on workers but only after amending the measure to limit the transit agency's ability to raise the tax in the future.

Senate Bill 773 was passed by the House Intergovernmental Affairs Committee on a 6-1 vote.

Under current law, employers in Tri-Met's service district pay all the 0.6 percent payroll tax. Under the bill, workers would pay 0.3 percent of their gross pay — about \$90 a year on a \$30,000 salary — while employers would pay 0.3 percent.

Before sending the Senate-passed bill to the House Revenue Committee, the intergovernmental affairs panel voted 5-2 against an attempt

by Rep. William Dwyer, D-Springfield, to prevent the Lane Transit District from also placing a direct tax on workers.

Phyllis Loobey, general manager of the Lane district, said her agency did not plan to change its 0.49 percent payroll tax this year but that the district wanted to preserve the option to split the tax in future years.

Tri-Met has pushed for the direct tax on workers as a way of broadening its tax base and of increasing its revenue by being able to tap the wages of public employees and workers in non-profit agencies.

The agency said the new taxing method would add about \$2.8 million a year to the \$48 million now raised annually.

However, to get the bill through

the Intergovernmental Affairs Committee, Tri-Met was forced to give up the potential to increase easily its rate of taxation — for the time being.

The Senate version of the bill would allow Tri-Met to raise its tax on both workers and employers to as much as 0.5 percent each if it could get the approval of the Metropolitan Service District and of the metropolitan area's transportation planning commission.

But the House committee unanimously adopted an amendment that would require Tri-Met to get legislative approval.

Rep. Al Young, D-Hillsboro, and chairman of the committee, has said he sought legislative control over the tax rate because it would other-

wise be too easy for Tri-Met to increase taxes gradually.

Tri-Met lobbyist Richard Feeney said the agency would accept the tighter limit on tax increases, although he said some senators wanted the higher limit on taxes because they did not want the transit agency to be coming back to the Legislature for tax increases.

Most of the discussion in committee centered around Dwyer's attempt to exclude the Lane Transit District, which recently lowered its business payroll tax from 0.5 percent to 0.49 percent, from being able to levy a direct tax on workers.

Dwyer said there would be strong opposition in Lane County to such a move, and at one point he unsuc-

cessfully proposed that neither Tri-Met nor Lane Transit District be allowed to levy a tax on workers without getting approval from voters.

Rep. Gene Sayler, R-Portland, countered that broadening the tax beyond private businesses was bound to be unpopular and urged the committee to "forget this hocus-pocus about referring everything to the voters."

Loobey said she thought that the board of the Lane Transit District would "feel compelled to look at a broader base of funding for the transit district" if SB773 became law.

Dwyer cast the only vote against sending the bill to the revenue committee.



THE OREGONIAN, WEDNESDAY, AUGUST 5, 1987

# Metro committee told to build garbage 'consensus'

By HARRY BODINE  
The Oregonian Staff

Metro may sound like an action committee that doles out money to politicians, but it actually stands for the Metropolitan Service District's latest hope for solving a monumental problem: obtaining sites for landfills, resource recovery plants and transfer stations in the Portland area.

Metro officials hope the 14-member garbage policy advisory committee will be a vehicle for building consensus and support for regional solid waste management programs and siting decisions. The new group includes 11 members appointed by other Metro council voted at a meeting in June to use a system that has proven

successful in transportation planning in recent years. Known as "functional planning," the process involves local officials in setting priorities for allocation of federal and state funds for projects throughout the metropolitan area.

In effect, Metro is asking local officials to help write a new solid waste management plan, said Jim Gartner, chairman of the agency's existing solid waste committee. "In exchange, we're asking them to provide us sites," he said.

As the council deliberated July 23, it received encouragement and advice from one of its sharpest critics, Steve Larrance, who is the leader of a Reedville group that is battling Metro's efforts to locate a major garbage transfer station in their community.

Larrance, who became a Washington County commissioner in January, said he and leaders of Washington County's 13 cities were prepared to support the new approach to solid waste planning.

"We don't want a (single) garbage capital in Washington County," he said. "Nor does the group simply want to 'rehash' the old plan," he said.

The group hopes the solid waste plan and its siting components can be completed in 12 to 14 months, not the 24 contemplated by Metro's staff, he added.

The program creates two new broad-based committees to deal with policy and technical aspects of solid waste planning. Metro will choose three of the 14 advisory committee members, and Gardner will serve as chairman of the new group.

The remaining members will include three each from Washington and Clackamas counties, one each from the Oregon Department of Environmental Quality, Multnomah County, the Port of Portland, city of Portland and other cities in Multnomah County.

The other committee, a 22-member technical "task force," will be structured similarly, its members appointed by Metro Executive Officer Rena Cusma. The task force also will have six representatives of the solid waste collection industry and three at-large positions.

Cusma said the new consensus-based system reflects her 1986 campaign pledge to work more closely with local city and county officials in solving regional problems.

"People understand it. It's a good way for local officials and the community to get involved in the planning process," she said.

In a related action July 23, Cusma recommended that Metro not appeal a recent Washington County hearing officer's decision that blocked an application to build the proposed Reedville transfer station. Her position was sustained by a 5-5 tie vote.

Two related legal challenges to the opinion remain unresolved with decisions expected from both the Oregon Land Use Board of Appeals and the Washington County Circuit Court. Lawrence M. Derr, attorney for Aloha-Reedville Citizens Association, noted.

# Metro council members to consider recovery project

HARRY BODINE

Oregonian staff

9-22-87

**"If we're going to burn garbage, we ought to burn it right. (Refuse-derived fuel) may be better. We don't know."**

— Sharron Kelley,  
member of solid waste committee

Environmental Technology Inc.

The former wants to build a plant in St. Helens converting 350,000 tons of waste per year into a "fluff" compound that would be burned to generate electricity. The latter advocates construction and operation of a plant in Northeast Portland to produce compost from another 160,000 tons of garbage per year.

As Metro progresses toward a final decision on its resource recovery program, opposition to a burner has increased.

The Sierra Club and a new Columbia County group, the Alternatives to Burning Committee, have fought it on environmental grounds.

They say the burner would pose a threat to human health by injecting poisonous materials including dioxin into the atmosphere and that ash residue containing hazardous compounds poses a long-term threat to the public once it is buried in a landfill.

Based on comments offered by the five Metro councilors at the anti-burner forum Wednesday, the council

appears not to have reached a consensus.

Tom DeJardin, a West Linn resident and a member of the Metro Council Solid Waste Committee, is ready to support a burner just as he supported a garbage incinerator Metro tried to build in Oregon City five years ago.

DeJardin said he has toured several garbage-burning plants around the United States. "They are safe," he said. Having worked on the issue of garbage for years, DeJardin added that he wants action on the metropolitan area's waste-disposal problem and he wants it to be cost-effective.

At the other end of the spectrum, Councilor Mike Bonner of Southeast Portland said he was "viscerally opposed" to a burner. Adding that "I'm at the mercy of the staff and executive" at Metro, Bonner said he has not seen a burner proposal he likes, a comment that generated applause from those present at the Fair Share meeting.

The other councilors, like

Knowles, are still seeking information that will help them reach decisions.

Sharron Kelley, another member of the Metro Council solid waste committee, who has studied the issue at length, said she is troubled by the lack of information Metro's staff and consultants have provided on the risks of the refuse-derived fuel technology.

A lot of information is available on an alternative garbage-burning method, mass incineration, because such plants have operated for many years, but there is no comparable record for refuse-derived fuel technology, Kelley said.

This prompted her to ask the Metro staff and consultants for detailed information on risks, which she has not received, she said.

The council's solid waste committee Sept. 15 decided it wanted more information, too. Endorsing Cus-

ma's recommendation for further negotiations with Combustion Engineering, the panel asked for a new independent study focusing specifically on environmental issues related to burning garbage.

Jim Gardner, chairman of the committee, said the panel wants an Oregon-based group of scientists along with the Oregon Department of Environmental Quality to conduct the study.

Alone among the committee members, Kelley favors Metro's continuing to negotiate with the Schnitzer/Martin Ogden group, which proposes to build a mass incinerator that would burn all garbage, not just refuse-derived fuel.

Extensive experience shows environmental risks associated with the type of burner Martin Ogden built north of Salem can be reduced or eliminated if sufficient controls are installed and maintained. "The issue is how much are you willing to spend," Kelley said.

The difference between the lower tipping fee quoted by Combustion Engineering and Schnitzer/Martin Ogden is about \$2 per ton of garbage, a sum that approximately reflects the cost of added pollution controls on a mass burner plant, she said.

"If we're going to burn garbage, we ought to burn it right. (Refuse-derived fuel) may be better. We don't know," Kelley said.

## Metro Council

**What:** Metropolitan Service District Council

**Where:** 2000 S.W. First Ave.

**When:** 5:30 p.m. Tuesday

**Why:** Votes on recommendation concerning negotiations intended to lead to construction eventually of a garbage burner and a composting plant.

# The Oregonian

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THURSDAY, OCTOBER 8, 1987

## Start with E-R model

The success of the convention center, so critical to the future of the region around Portland, may very well ride on the action of the Metropolitan Service District council Thursday night.

At issue is the governing authority of the commission to be created to operate the convention center. The model of Portland's Exposition-Recreation Commission has been advocated, but a proposed ordinance on which the council is to act would not provide the new commission with comparable independence.

The ordinance proposes to limit the commission's authority over personnel, bidding, contracting and other business matters, suggesting that a five-year plan might lead to the kind of autonomy that the E-R Commission has. The council ought to reverse the process. Give the new commission its authority and flexibility to do business at the outset. If problems should arise, then take appropriate action later.

This approach ought to maintain the balance struck with Metro's partners in the convention center, including the central city, the metropolitan counties and private civic

leaders who led the successful campaign to sell the worth of the convention center to the voters of the region.

It is vital that the balance be kept and built upon. Otherwise, the emerging regional cooperation could deteriorate into jurisdictional jealousies. The benefits of pulling together all facilities and services serving the entire metropolitan area would be lost.

It is also important to follow the model of the E-R Commission in this new body, to be named the Metropolitan Exposition-Recreation Commission under the ordinance. There is not much point to having an operating commission rather than a Metro department if it is not granted the authority to carry out its function. It ought to be entrusted with the flexibility that most of the backers of the convention center believe it needs.

So many of the previous points of disagreement have been satisfactorily resolved that it would be a shame for the convention center to begin its life in angry division over the remaining issue. If they are to err, the councilors ought to err on the side of giving the model the community has fashioned a chance to work.



**METRO**

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Memorandum

Date: October 9, 1987

To: Rena Cusma, Executive Officer

From: Councilor Sharron Kelley *sk*

Regarding: MOTION TO RECONSIDER ORDINANCE NO. 87-225

This is to let you know the purpose for my notice of reconsideration of Ordinance No. 87-225. I gave notice so you could explore with the City and County possible compromise language on the issue of autonomy for the Commission.

I want you to know that I think the Ordinance as adopted is good public policy; but I am open to changes that meet the City and County's objectives as long as the changes also are acceptable to most of us voting for the Task Force Recommendation. In short, I think there is a little more room for compromise. If the City and County are unwilling to seek a compromise, it will be my intent not to move for reconsideration.

pa

cc: Metro Council

# Oregon City insists on curtailing trash

Metro, city officials make little headway over tonnage limit

11-24-87

By LINDA MCCARTHY

Correspondent, The Oregonian

OREGON CITY — The Metropolitan Service District is working with the city in an attempt to iron out differences over the tonnage limit at the Clackamas Transfer and Recycling Center.

Oregon City has been battling Metro for more than a year over the amount of garbage that is brought in each day to the indoor trash depot from throughout the metropolitan area.

A four-member Metro task force during the past month has been working with City Manager Thomas Fender III, Mayor Kenneth M. Mitchell and City Commissioner Carol A. Powell in an attempt to come up with a solution to the tonnage issue.

The Metro Council on Tuesday may consider a resolution that would instruct Metro Executive Officer Rena Cusma to take whatever steps are necessary to comply with the city-imposed tonnage limit.

Dan Cooper, Metro attorney, said the same resolution has been on the Metro Council agenda for the past two meetings, but the issue has been held over as Metro continues to talk with city officials.

Cooper said he did not think the council would act on the resolution when it meets at 5:30 p.m. in council chambers, 2000 S.W. First Ave., Portland.

"It was introduced a month ago and they've been carrying it over pending discussions with Oregon City. The discussions are still going on," Cooper said.

The Oregon City Planning Commission in July 1986 revised the conditional use permit for operation of the center by lowering the daily average tonnage figure from 800 tons to 700 tons.

Metro has never met the 700-ton

a-day limit and the city has been unable to do anything to force compliance. The city in May filed a complaint in Clackamas County Circuit Court asking the court to order Metro to comply with the city-imposed dumping limits.

City Attorney John Anicker said the suit was scheduled to be heard on Jan. 15 unless the city and Metro reach an agreement.

Cooper said he would not elaborate on the private discussions that have been going on between the two jurisdictions.

"We haven't concluded a settlement and we haven't concluded that there is no possibility of a settlement," he said. "They all have to agree in the end (in a public meeting)."

Fender said the city has not ruled out the possibility of revoking the conditional use permit given to Metro for operation of the transfer station. He said Metro now appears ready to work with the city.

"The discussions have been constructive. We don't want any more acrimony into this process than already exists," Fender said.

Metro has been considering a number of steps that could be taken to lower the amount of garbage that is hauled each day to the indoor trash depot at 16101 S.E. 82nd Drive.

The options under consideration include closing the center when the maximum daily total is reached or banning dry drop boxes, except for those with high-grade corrugated or paper loads. Metro also is thinking about establishing geographical boundaries from which garbage would be accepted.

Jim Shoemaker, facilities manager for Metro, said the preferred solution would be to set up a geographical boundary that would limit the amount of waste brought to the transfer station to approximately 900 tons a day during the week and 200 tons a day on the weekend.

"This method is the most defensible position politically and the least harmful to those in the hauling industry. It also has the least impact on the public customer," Shoemaker wrote in a report.

# Metro panel receives single bid for landfill

By HARRY BODINE

*of The Oregonian staff*

An Oregon subsidiary of one of the nation's largest solid-waste disposal companies submitted the only bid Monday to build and operate an Eastern Oregon landfill for Portland-area garbage.

The bid, if accepted by the Metropolitan Service District Council early next year, could bring Oregon Waste Systems more than \$36 million over a 20-year period, not counting annual adjustments for inflation.

Oregon Waste Systems is a newly created subsidiary of Waste Management of North America of Oak Brook, Ill., which operates more than 100 sanitary landfills in the United States. Another subsidiary, Waste Management of Oregon, is a Portland garbage collection company.

The Metro council is scheduled in January to begin comparing the cost of developing and operating the Eastern Oregon landfill at the same time it examines two other alternatives — burning wastes or converting garbage into compost — to replace the St. Johns Landfill. That North Portland landfill, owned by the city of Portland, is nearing capacity and is scheduled to close by 1991.

## February deadline

Metro's timetable calls for a decision in February on contracts for burying, burning or composting the metropolitan area's garbage.

Waste Systems of Oregon told

Metro it could bury garbage for \$19.50 per ton at a new landfill 10 miles south of Arlington. The bid was offered on condition that Metro ship all of its landfill-destined waste to one location, said Bob Applegate, an assistant to Rena Cusman, Metro executive officer.

Predicated on an average of 644,000 tons per year over a 20-year period, the contract would be worth \$36,059,000, Applegate added. Waste Systems said its offer of \$19.50 per ton would have to be adjusted annually for inflation, he said.

Metro has been charging a "tipping fee" of \$16.90 per ton at the St. Johns Landfill, which receives 880,000 tons of waste a year.

## Transportation not included

The Waste Systems bid does not include the cost of transporting garbage the 150 miles to Arlington. Waste Systems already has the necessary land-use permits from Gilliam County to operate the landfill. The Oregon Department of Environmental Quality is studying the site — which adjoins the state's only existing hazardous waste landfill — to determine the environmental impact of developing a general purpose landfill at that location.

Richard Owings, Metro's solid-waste director, said Monday the Waste Systems bid gives the Metro council an opportunity to compare the cost of shipping waste to Eastern Oregon to developing and operating a landfill on Bacon Road in northwestern Washington County, 30 miles west of Portland.



Gladys McCoy  
Multnomah County Commissioner  
District Two  
County Courthouse, Room 605  
Portland, Oregon 97204 (503) 248-5219

M E M O R A N D U M

TO: Subcommittee on Process

FM: Commissioner Gladys McCoy

RE: Meeting on Tuesday, September 28, 1982 in Conference Room  
"B" of the Portland Building, From 5:00 p.m. To 7:00 p.m.

Enclosed is a draft proposal for both a time line and process.

Please come prepared to accept or amend these proposals.

GMc:cew

Enclosures

*DRAFT for  
SHARON KELLEY*

Dear :

*THANK you for writing to express your*  
~~I would like to respond to your concerns regarding the~~  
proposed Washington Transfer & Recycling Center (WTRC).

On September 12, 1985, at a public hearing the Council of the Metropolitan Service District (Metro) passed a Resolution approving the Advisory Group's recommendation:

- 56 - T.V. Highway and Millikan Way, Beaverton
- 59 - Highway 26 and Cornelius Pass Road,  
Washington County

Site N, Allen and Western, Beaverton, was dropped from further consideration since the Council was advised that the business intends to operate at that location.

During the next few weeks Metro staff will continue negotiations on the recommended sites. In addition, new sites will be explored. The Metro Council decision is expected in early November.

Only 600 additional trips per day will be generated by WTRC (300 in/300 out) -- of these, 185 will be sanitation trucks, 30 transfer trucks and 80 public vehicles. A six-acre office complex would generate 1,440 trips; more than double that of WTRC.

Transfer centers built in Beverly Hills, California,



Site N, Allen and Western, Beaverton, was dropped from further consideration since the Council was advised that the business intends to operate at that location.

During the next few weeks Metro staff will continue negotiations on the recommended sites. In addition, new sites will be explored. The Metro Council decision is expected in early November.

Only 600 additional trips per day will be generated by WTRC (300 in/300 out) -- of these, 185 will be sanitation trucks, 30 transfer trucks and 80 public vehicles. A six-acre office complex would generate 1,440 trips; more than double that of WTRC.

Transfer centers built in Beverly Hills, California, Seattle, Washington, and other communities are completely compatible with their surroundings. There is no evidence of lower property values at transfer centers in other regions. Metro's Clackamas Transfer & Recycling Center (CTRC) in Oregon City has been operating successfully since April 1983, and we invite you to visit the facility.

Metro and the Advisory Group have been working for over a year to find a suitable location for this needed public facility. The landfills in Newberg and Clackamas County have closed. The Hillsboro Landfill and the St. Johns Landfill are both nearing capacity.

Throughout the siting process, Metro and the Advisory Group has welcomed public comments at its <sup>many</sup> meetings and has used this advice in evaluating alternative sites.

I would hope that residents and businesses would understand and support the need for a transfer center to serve them in Washington County.

## PROPOSED PROCESS TO SERVE FUTURE OF LOCAL GOVERNMENTS GROUP

### Process Goals

- 1) To present to the public <sup>our efforts to foster a spirit</sup> ~~the image of~~ sincere cooperation among members of the Group. <sup>Local Jurisdictions!</sup> ~~solution specific plan for solution~~
- 2) To present to the public a Ballot Measure in May, 1983 which will <sup>which may include a a for consolidation, or comprehensive annexation strategy,</sup> be the end result of the Group's activities. <sup>or other options for service delivery modes.</sup>

### Method of Achievement

- 1) The entire Future of Local Governments Group will convene a series of three (3) public hearings. *Mondays or Fridays*
- 2) The Group will consist of:

Gladys McCoy	Cindy Banzer
Earl Blumenauer	Dennis Buchanan
Rick Gustafson	Frank Ivancie
Charles Jordan	Sharon Kelly
Mike Lindberg	Caroline Miller
Bob Oleson	Mildred Schwab
Margaret Strachan	Margaret Weil
- 3) The purpose of the hearing shall be to give the general public an opportunity to express their reasons for favoring City/County consolidation -- or -- for favoring full Portland/Gresham annexation -- or -- for favoring some other solution which would address the problems of economic development, urban subsidy, and infrastructure of Multnomah County. Only testimony which fits within the guidelines and offers positive solutions to the stated problems will be considered.

- 4) The public hearings will be held in the Blanchard Education Service Center at the times and dates stated in the proposed time line.
- 5) Groups and individuals wishing to testify shall contact Richard Ellmyer, of Commissioner McCoy's staff, in order to sign up.
- 6) Commissioner McCoy's staff shall be responsible for organizing the presentation of testimony.
- 7) The first two (2) hearings shall be limited to persons representing organizations.
- 8) The third hearing shall be limited to individuals.
- 9) The entire Future of Local Governments Group will meet at the time and date stated in the proposed time line to review public testimony and recommend a plan of action.

• Bring a list of individuals <sup>and groups</sup> you want notified of the hearings (bring to next committee meeting)  
note: Mark Gardner will be bringing a large list prepared by the City of Portland which will include most groups that should be notified

• media committee

FUTURE OF LOCAL GOVERNMENTS GROUP

PROPOSED TIME LINE

September 28, 1982      Process Subcommittee meets - develops process and  
5:00 to 7:00 p.m.      resolution.

*Monday Nov. 15*  
~~Monday~~ ~~October 27, 1982~~      Future of Local Governments Group meets - signs  
9:00 a.m.      resolution and approves process.

November 2, 1982      General Election

January 10, 1983      Public hearing by organization representatives  
1:00 to 4:00 p.m.      before full Future of Local Governments Group.

*change*      January 12, 1983      Public hearing by organization representatives      *Wed.*  
~~8:00 to 12:00 noon~~      before full Future of Local Governments Group.  
7:00 - 10:00 pm

January 13, 1983      Public hearing by individuals before full Future  
~~7:00~~  
~~6:00~~ to 10:00 p.m.      of Local Governments Group.

January 19, 1983      Future of Local Governments Group meet to discuss  
7:00 to 10:00 p.m.      testimony and recommend plan of action.

May, 1983      Recommended plan of action on Ballot.

*any problems with the above dates for Binky and Bob?*

## RESOLUTION

WHEREAS, the problems of economic development, infrastructure, and the delivery of urban services are at a level which demand attention; and,

WHEREAS, the status quo of governmental structures in Multnomah County is unacceptable; and,

WHEREAS, elected public officials of Multnomah County must take a leadership role in structural problem-solving; and,

WHEREAS, intergovernmental cooperation is required to solve these problems;

THEREFORE, BE IT RESOLVED, that the signatories below agree to cooperate with one another in an effort to solve these problems. The process of cooperation shall include three (3) public hearings held before all of the signatories, and a plan of action which will be developed by the signatories after the public hearings then submitted to the voters of Multnomah County in the May, 1983 election for their approval.

[illegible]