



METRO

February 25, 1998

Michael K. Buckley
Hazard Identification Branch
FEMA
Washington, DC 20472

Dear Mr. Buckley,

I am writing you in regard to several concerns that the Friends of Blue and Fairview Lakes, Inc., have raised to my office. These concerns are specific to the Letter of Map Revision Request (LOMR) that was submitted by this group in May 1996 and to the level of compliance with FEMA regulations demonstrated by the city of Fairview specific to the Fairview Lake area. Permits for a housing development within the AH Zone on the dam located at the west end of Fairview lake have been issued, life lines have been installed but no housing has been completed to date. As you know, a substantial amount of documentation has already been submitted to the FEMA specific to this situation.

It is out of great concern for public safety and the prudent use of public resources that I request the appropriate 100-year flood elevation for Fairview Lake be promptly established. Given the recent serious and unfortunate Capes Development situation in Oceanside, Tillamook county, Oregon, it is also of great concern that local jurisdictions demonstrate diligence in the application of all FEMA regulations. Land use decisions in flood plains and/or Special Flood Hazard Area dependent on local participation in the National Flood Insurance Program must be carefully monitored.

Please provide me with clarification on the following issues:

1. What is the timeline established for the processing of the LOMR submitted by the Friends of Blue and Fairview Lakes, Inc.?
2. How and when will the issue raised in the January 28, 1998, letter from Mr. Karl Anuta on behalf of the Friends of Blue and Fairview Lakes, Inc., be addressed?

Please examine these issues and afford them every consideration possible consistent with your established policies and procedures.

I would also greatly appreciate it if you would be kind enough to inform my office of your findings.

Sincerely,

Ruth McFarland
Metro Councilor, District 1

RMF/pe



METRO

February 25, 1998

Mark Eberlein
Mitigation Division
FEMA, Region X
130 228th Street SW
Bothell, WA 98021

Dear Mr. Eberlein,

I am writing you in regard to several concerns that the Friends of Blue and Fairview Lakes, Inc., have raised to my office. These concerns are specific to the Letter of Map Revision Request (LOMR) that was submitted by this group in May 1996 and to the level of compliance with FEMA regulations demonstrated by the city of Fairview specific to the Fairview Lake area. Permits for a housing development within the AH Zone on the dam located at the west end of Fairview lake have been issued, life lines have been installed but no housing has been completed to date. As you know, a substantial amount of documentation has already been submitted to the FEMA specific to this situation.

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Ruth McFarland
Metro Councilor, District 1

RMF/pe



METRO

February 25, 1998

Lawrence Basich
Mitigation Division
FEMA, Region X
130 228th Street, SW
Bothell, WA 98021

Dear Mr. Basich,

I am writing you in regard to several concerns that the Friends of Blue and Fairview Lakes, Inc., have raised to my office. These concerns are specific to the Letter of Map Revision Request (LOMR) that was submitted by this group in May 1996 and to the level of compliance with FEMA regulations demonstrated by the city of Fairview specific to the Fairview Lake area. Permits for a housing development within the AH Zone on the dam located at the west end of Fairview lake have been issued, life lines have been installed but no housing has been completed to date. As you know, a substantial amount of documentation has already been submitted to the FEMA specific to this situation.

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Ruth McFarland
Metro Councilor, District 1

RMF/pe



METRO

February 25, 1998

Carl Cook, Jr., Chief
Natural Hazards Branch
FEMA, Region X
130 228th Street SW
Bothell, WA 98021

Dear Mr. Cook,

I am writing you in regard to several concerns that the Friends of Blue and Fairview Lakes, Inc., have raised to my office. These concerns are specific to the Letter of Map Revision Request (LOMR) that was submitted by this group in May 1996 and to the level of compliance with FEMA regulations demonstrated by the city of Fairview specific to the Fairview Lake area. Permits for a housing development within the AH Zone on the dam located at the west end of Fairview lake have been issued, life lines have been installed but no housing has been completed to date. As you know, a substantial amount of documentation has already been submitted to the FEMA specific to this situation.

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Ruth McFarland
Metro Councilor, District 1

RMF/pe

Draft

Carl Cook, Jr., Chief
Natural Hazards Branch
FEMA, Region X
130 228th Street SW
Bothell, WA 98021

Mark Eberlein
Mitigation Division
FEMA, Region X
130 228th Street, SW
Bothell, WA 98021

Lawrence Basich
Mitigation Division
FEMA, Region X
130 228th Street, SW
Bothell, WA 98021

Michael K. Buckley
Hazard Identification Branch
FEMA
Washington, D.C. 20472

Gentlemen,

We are writing you in regard to several concerns that the Friends of Blue and Fairview Lakes, Inc. have raised to our offices. These concerns are specific to the Letter of Map Revision request that was submitted by this group in May, 1996 and the level of compliance with FEMA regulations demonstrated by the City of Fairview specific to the Fairview Lake area. Permits for a housing development within the AH Zone on the dam located at the west end of Fairview Lake have been issued, life lines have been installed but no housing has been completed to date. As you know, a substantial amount of documentation has already been submitted to the FEMA specific to this situation.

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Please examine these issues and afford them every consideration possible consistent with your established policies and procedures.

We would also greatly appreciate it if you would be kind enough to inform our local offices of your findings.

Sincerely,

Ruth McFarland,


Ron Wyden,

~~Earl Blumenauer~~

MEMORANDUM



METRO

TO: Metro Councilors
FROM: Councilor Ruth McFarland 
SUBJECT: Metro/MERC Administrative Services Agreement
DATE: March 18, 1998

After our recent discussion at the Finance Committee on the Metro/MERC administrative services agreement, I found it useful to go over my notes and recollection as to exactly what these arrangements were, and how they made their way into our Code. I thought some of this information might be useful to you.

MERC's ability to negotiate for services and obtain the best product at the best price, from whatever source, was a key part of the five year funding/reform package that we agreed to back in December 1996-February 1997, along with the City of Portland, Multnomah County, and key private sector stakeholders including supporters of the arts and supporters of the Oregon Convention Center. We unanimously passed Ordinance 97-677B (the MERC Reform Package) on February 13, 1997, which, among other changes, gave MERC the ability to negotiate for services that best benefit the regional facilities.

During our discussions of this issue, the question arose as to how much notice MERC would give prior to contracting out for its service needs (typically, Metro/MERC personal service type contracts contain at most a 30 day "termination for convenience" provision, and in some cases less). In this case, the Metro Executive requested 90 days written notice before MERC decided to choose an outside contractor instead of Metro for a service Metro had historically provided to MERC. The reason for this request was so that adequate advance notice would be given for planning purposes and dealing with any impacts on Metro. This 90 day notice requirement was agreed to by all the stakeholders, and became a key part of the MERC Reform Package.

The overall 5 year deal we agreed to includes funding commitments, such as the City of Portland's promise to take primary responsibility for the capital needs of PCPA and Civic Stadium and the City's commitment of \$3 million over 5 years for operational support for PCPA and Stadium. Perhaps most importantly, the deal also declared a 5 year "truce" in the battle that had been erupting over allotment of the Multnomah County Lodging Tax, leaving the allocations for OCC and PCPA at levels that everyone could live with.

The ability for MERC to negotiate for services was a key part of this whole 5 year plan. I believe that changing that 5 year commitment by Metro now, little more than a year after the Council unanimously agreed to this arrangement, would seriously endanger the delicate funding arrangements that all parties have agreed to, as well as cast doubt on the Council's commitment to "keeping its word" on similar obligations in the future.

I've attached some more extensive information on this history of this provision, which may be helpful.

1995-1996

A public/private consolidation committee appointed by Metro and the City of Portland met for many months to discuss the future organization, funding, and other needs of MERC and the facilities it manages. Issues on the table included ownership, public or private operation, funding, and provision of support services. Metro appointees to the Commission included Metro Executive Mike Burton, Metro Councilors McFarland and Washington, and one of Metro's appointees to the MERC Commission, Commissioner Cliff Carlsen.

1996

The consolidation committee decided that the most efficient form of operation for the facilities would be to re-form MERC as a more autonomous, independent, and entrepreneurial organization. Key factors in this recommendation involved the issues of support services, operating costs, efficiency, and flexibility. After the consolidation committee completed its work, a Transition Team was set up to recommend the exact structure and organization for management of the MERC facilities. Simultaneous with the Transition Team's work, Metro and City of Portland elected and appointed officials commenced negotiations over the terms for a re-organized management structure.

Late Summer, 1996

Negotiations between Metro and the City of Portland broke down. The City announced that it would not negotiate further, and that it intended to terminate the Consolidation Agreement providing for joint operation of the MERC facilities under the Metro umbrella.

Summer and Fall, 1996

Efforts were underway to take substantial funding away from the Oregon Convention Center in the form of the Multnomah County Lodging Tax, and transfer those funds to other uses—all based on the idea that regional operation of the MERC facilities had failed, and that the Consolidation Agreement needed to be terminated rather than fixed. As these discussions continued, many elected officials involved with these facilities, including myself and the former Metro Councilors on the County Board, Commissioners Collier, Kelley, and Hansen, began to question why we as a region were giving up on regional operation of the facilities rather than trying to fix whatever problems existed.

November and December, 1996

Following up on our belief that regional operation of the MERC facilities was still valuable and important, a group of elected officials and others interested in these facilities launched an effort to formulate a new agreement for operation of the MERC facilities that would maintain regional operation and mend some of the problems that had existed.

December, 1996

An agreement was reached in principle between Metro, the City of Portland, Multnomah County, supporters of the arts, and supporters of the Oregon Convention Center, providing for a five year funding package and operational reforms for MERC. This deal included: fair allotments of the Multnomah County hotel/motel tax, City recognition of its responsibility for the capital needs of the City-owned buildings, City financial support for the PCPA and Civic Stadium in the amount of \$3 million over the five years of the package, continued Metro support for regional funding, and greater

autonomy for MERC, including the key provision giving MERC the ability to seek and obtain services, whether from Metro or elsewhere, in a the most cost effective and entrepreneurial manner. The City and County each passed their ends of the deal in December. It is important to note that continued County hotel motel tax funding was made contingent on the City and Metro each living up to their obligations under the newly negotiated arrangement. The City ratified this agreement and made its commitments in December, also conditioning its support on Metro's agreement to grant MERC greater autonomy and flexibility to conduct its operations in an entrepreneurial manner.

February 13, 1997

The Metro Council unanimously passed Metro Ordinance No. 97-677B, the MERC Reform Package. That ordinance implemented a number of changes in MERC's organization and structure which had been discussed for many years and were an integral part of the five year deal accepted by all of the stakeholders. Key among these provisions was an amendment to Metro Code Section 6.01.040(m) which gave MERC the ability to negotiate on an arms-length basis for the best service package available (with the exception of legal services, which MERC is required to purchase from Metro's Office of General Counsel, at a negotiated price).

At the request of the Metro Executive, a clause was inserted requiring that MERC give Metro at least 90 days written notice prior to electing to obtain services elsewhere, so that Metro and MERC would each have sufficient advance time to plan for the impacts of such a move (note that most other MERC and Metro personal service type contracts have 30 day "termination for convenience" clauses or shorter--the 90 day clause in this case was requested by the Metro Executive and agreed to as a better notification requirement).

July 1, 1997

The beginning date of the multi-jurisdictional 5 year plan, which extends to July 1, 2002.



METRO

April 2, 1998

Richard Doug Harris
1 Jefferson Parkway, #119
Lake Oswego OR 97035

Dear Mr. Harris,

Thank you for your letter about renovating the Civic Stadium. As you might already know, I am a baseball fan myself. Nothing would delight me more than to be able to see major league baseball right here in Portland. However, no major league team has shown enough interest at this time. Until that happens, I cannot justify supporting such an expensive renovation.

I do support renovating the stadium in such a way that major-league baseball would not be precluded. This would mean renovating the stadium to meet the needs of our current tenants and accommodate professional soccer. We could then upgrade if and when a major league team shows enough interest to warrant it.

Thanks again for your interest.

Sincerely,

Ruth McFarland
Councilor, District 1

RMF/pe

4/1/98

TO: Ruth McFarland
Metro Commissioner
FAX # 797-1793

Dear Ms. McFarland:

This letter is to express my support to the Vosmer proposal to renovate Civic Stadium and bring major league baseball to Portland.

If we can spend 30 million to renovate Portland City Hall, then we should be able to spend 160 million to revamp Civic Stadium so families can enjoy baseball - not to mention all the economic benefits it would bring to downtown and the city. Baseball has a history in Portland, clear back to the days of Vaughan Street.

I urge you to support this plan, and work with those who want this project to become a reality.

Sincerely,
Richard Harris
concerned citizen —
697-3544

Richard Doug Harris
1 Jefferson Parkway #119
Lake Oswego OR 97035

**METRO**

April 13, 1998

Cliff Gavic
22620 So. Day Hill Rd.
Estacada, OR 97023

Dear Mr. Gavic,

Thank you for your letter about renovating the Civic Stadium to accommodate major league baseball. As you might already know, I am a baseball fan myself. Nothing would delight me more than to be able to see a major league game right here in Portland. However, no major league team has shown enough interest at this time to justify undertaking such an expensive renovation.

I do support renovating the stadium in such a way that major-league baseball would not be precluded. This would mean renovating the stadium to meet the needs of our current tenants and to accommodate soccer. The stadium would then be ready to upgrade further if and when a major league team expresses serious interest.

Thanks again for taking the time to write.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ruth McFarland", written over a large, decorative circular flourish.

Ruth McFarland
Councilor, District 1

RMF/pe

April 7, 1998

Ruth McFarland
Metro Exposition Recreation Commission
P.O. Box 2746
Portland, OR 97208

Dear Ms. McFarland:

I would like to petition you for support of Major League Baseball (MLB) in Portland, the City of Roses.

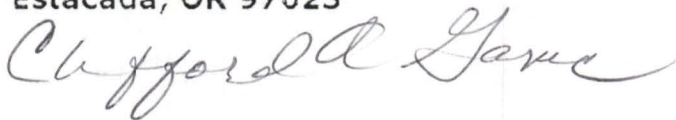
- 1. MLB would be good in bringing families together.*
- 2. It's excellent for the economy.*
- 3. We now have a sound base fan support for MLB in the metro area.*

Summary

Renovating Civic stadium for MLB is a short term goal that can be easily attained. Once renovation is done, and a new team is here, we will have a ball park for the team and for the community and major events. It's a win-win situation.

Thank you for your time.

Cliff Gavic
22620 S. Day Hill Rd.
Estacada, OR 97023



TRANSACTION REPORT

P. 01

MAY-18-98 MON 02:22 PM

DATE	START	RECEIVER	TX TIME	PAGES	TYPE	NOTE	M#	DP
MAY-18	02:21	PM 96614959	22"	1	SEND	OK	827	
			TOTAL :	22S	PAGES:	1		

FAX

Date 05/18/98

Number of pages including cover sheet

TO: Elizabeth Rogolsky

FROM: Ruth McFarland,
Councilor, District 1
Metro
600 NE Grand Ave
Portland 97232

Phone

Fax Phone 661-4959

Phone 797-1547

Fax Phone 797-1793

REMARKS: Urgent For your review Reply ASAP Please Comment

I have been trying to reach you at the number above, which appears to be your fax number. If you call back and leave your phone number, I will try again to reach you.

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METRO

May 19, 1998

R. H. "Bob" Pung Sr.
PO Box 40707
Portland OR 9724--0707

Bob
Dear Mr. Pung,

Thanks for sending the information to me about HUD tenants. The statistics, as disturbing as they are, do not surprise me. They reinforce what I already thought.

Thank you also for your continued interest and involvement. I appreciate your taking the time to contact me about issues that concern both of us.

Sincerely,

Ruth McFarland
Councilor, District 1

RMF/pe

Women and the Elderly are Primary Recipients of HUD Rental Housing Assistance



recent sample of tenant information from more than 15,700 HUD assisted rental households in Oregon, Idaho, and Southwest Washington provides a sobering profile of the demographic and economic circumstances of HUD assisted tenants.

- **Nearly 3 out of 4 HUD Assisted Households are Headed by Women (72%)**
- **More than Half of HUD Assisted Households were Elderly (51%)**
- **More than 1 in 4 Households had Children (28%)**
- **Nearly 1 in 5 Households had a disabled person (18%)**
- **In Oregon, the Median Income for a HUD-assisted family of three (3) is \$600 Per Month-- or only 21% of Oregon's published median income (\$2,900 per month).**
- **After a HUD-assisted family of three (3) pays the median tenant portion of rent, they have \$447 left over each month for other expenses.**
- **HUD Tenants represent only a Fraction of the Income Eligible Households.**
 - While the income levels, and income that remains after the HUD assisted tenant pays their share of rent, are very low, its important to keep in mind that HUD tenants are the *lucky ones*.
 - Since only about 1 in 4 income eligible households receive HUD rental assistance, there are many more households whose incomes are similar, who pay MORE for rent, and who therefore have substantially LESS income remaining than do HUD assisted tenants.

(This sample included tenants living in privately owned projects who receive project based Section 8 rental assistance. The sample does not include Public Housing tenants, including tenants receiving housing certificates or housing vouchers. Based on national data, the incomes of Public Housing and certificate and voucher holders have typically been *less* than those tenants receiving assistance in project based privately owned projects. For an additional perspective, see [Women and Housing at the National Low Income Housing Coalition site](#))



METRO

June 2, 1998

Shannon Lemly
307 NE 160th
Portland OR 97230

Dear Shannon Lemly,

Thank you for taking the time to write about what you fear will be the effects of the 2040 Framework Plan on your neighborhood. I think it is important to understand right up front that the 2040 Framework Plan is a broad policy document. Metro does not and cannot tell any city where to locate multi-family dwellings.

Metro does not and cannot require all areas across the region to have multi-family dwelling or be mixed use. Individual cities have their own plans for that. Metro does suggest that cities share the burden of growth and provide their fair share of affordable housing, but it also suggests that cities work to preserve the character of existing neighborhoods. In your case, the City of Portland has decided where apartments can or should be built, according to its own plan for accommodating growth.

If you object to a proposed development in your neighborhood, I suggest you attend the land-use hearing the City of Portland must hold prior to issuing a permit for that development. If you object to the way in which the City of Portland has elected to meet Metro's broad policy requirements, I suggest you contact Mr. David Knowles, Planning Bureau Director for the City of Portland, Portland Building, Room 1002, 823-7701 or your city commissioner. You might also want to become involved with the Northeast Coalition of Neighborhoods, 4851 NE Seventh Ave., Portland, 97211, 823-4575.

I realize that the relationships among all of these policy-makers can be awfully confusing. I hope this has been helpful to you. If you still have questions about Metro's growth management policies, call John Donovan at 797-1871.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ruth McFarland". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Ruth McFarland
Metro Councilor, District 1

Shannon Lemly
307 NE 160th
Portland OR 97230

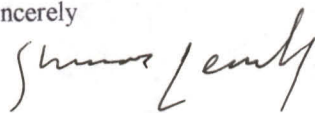
May 21, 1998

Councilor Ruth McFarland
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232-2736

Dear Madam:

I am writing to question the equity in Metro's 2040 plan. In the framework plan, it calls for all neighborhoods to have a share of high-density apartments. In keeping with that framework, I do not see that happening. I see my neighborhood as taking the unfair burden for all the high-density apartment complexes. Up and down Burnside, the surrounding, and the areas surrounding my neighborhood is being flooded with apartment complexes. While many other neighborhoods are getting single family housing. I do not see how our streets can take all the traffic that will be the direct result of all these multi-family housing projects. I think that these apartment complexes should be distributed evenly amongst all developments. The Metro plan calls for single family house, shops and high-density buildings and yet all the vacant lots are being filled with high-density buildings in my neighborhood. Where will these shops be built? Apartments more than out weigh the single-family dwellings in my neighborhood. I think that the plan for my future needs some re-evaluation.

Sincerely



Shannon Lemly



METRO

June 3, 1998

Ralph Thomas Rogers
Regional Wetland Ecologist
United States Environmental Protection Agency
1200 Sixth Avenue
Seattle, WA 98101

Dear Mr. Rogers,

I appreciate your letter supporting Title 3. The Growth Management Committee acted on this on May 28. I voted with the majority to support most of the principles you mentioned. However, the decision regarding whether maps or code language should prevail gave precedence to maps, with language added to strengthen the definition of "field verification" and to provide stronger measures for correcting map errors in a timely manner. Using code language interpretations at the permit-desk level seemed too complicated and expensive for local jurisdictions to actually put into practice.

As you might already know, this issue will come before Council for the first time on June 4 and for final action on June 18.

Thanks again for your interest.

Sincerely,

A handwritten signature in cursive script that reads "Ruth McFarland". The signature is written in black ink and is positioned above the printed name.

Ruth McFarland
Metro Councilor, District 1



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue
Seattle, Washington 98101

Reply To
Attn Of: ECO-083

May 27, 1998

Jon Kvistad, Presiding Officer
Metro Council
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Presiding Officer Kvistad and Metro Council:

I am writing concerning Title 3 of the Urban Growth Management Functional Plan (Metro's Stream and Floodplain Protection Plan). As a past member of the Water Resources Policy Advisory Committee (WRPAC) and as a loaned executive at Metro for three years (1992-95), I am intimately familiar with the importance of Title 3 as an essential element of the overall regional growth management strategy. That strategy, Region 2040, has identified areas that are suitable for development while Title 3 addresses the "unbuildable lands" which include wetlands, stream corridors, floodplains, and steep slopes. Under Title 3 those "unbuildable lands" would receive greater protection than they currently receive through local planning programs. Title 3 includes policies; a Model Ordinance to aid local governments with Title 3 implementation; and a map depicting wetlands, stream corridors, floodplains, and areas with steep slopes.

I support the adoption of Title 3 which clearly intends to ensure that natural resources are better protected in the Portland metropolitan region as development occurs. Under the authority of the Endangered Species Act, The National Marine Fisheries Service recently listed steelhead as a threatened species in the lower Columbia and Willamette Rivers. The Environmental Protection Agency considers Title 3 an important step toward comprehensive watershed management and enhancement that is essential for recovery of steelhead and other salmonid species. The protection and enhancement of natural resources in the urban landscape are essential to water quality, and the maintenance of fish and wildlife diversity which, in turn, maintains and enhances the quality of life for the human community.

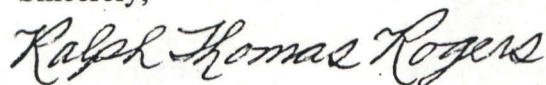
It has come to my attention that there is some discussion regarding criteria for determining which wetlands are of "metropolitan concern" or regional significance. Wetlands are routinely undervalued for their water quality functions and I urge Metro to ensure that all wetlands are reviewed and considered for addition to the Title 3 map as they are discovered. In addition, there seems to be a dispute concerning whether Title 3 code language should prevail over "field verified" Title 3 maps. Because maps are frequently in error and/or unlikely to

clearly define resource boundaries, I recommend that the code language should prevail over the maps whenever there is a dispute over the location of wetlands, floodplains, stream corridor or steep slopes. It is also important that "field verification" be defined and should include, at a minimum, final review and approval by Metro staff, done prior to or in conjunction with a full review by public landowners, neighborhood associations, local stream and watershed groups, and natural resource agencies.

Finally, it is important to point out that the 50- and 200-foot Water Quality Management Areas are for water quality purposes only and have not been formulated for fish and wildlife protection. Although I support these water quality-oriented management areas, I recognize that further work must be done to better address fish and wildlife habitat needs. It is my understanding that Metro will conduct a Goal 5 inventory as soon as Title 3 is adopted. I urge your approval and rapid implementation of Title 3 followed by a region-wide fish and wildlife habitat analysis to determine additional riparian and wetland protection standards that will be necessary in addition to the Title 3 standards.

I appreciate this opportunity to address this very important element of Metro's regional growth management strategy. If you have questions or need further clarification of these comments, please contact me at the above address or call me at (206) 553-4012.

Sincerely,



Ralph Thomas Rogers
Regional Wetland Ecologist

cc: USFWS
Portland City Council



METRO

June 3, 1998

Donna Shilts
7454 No. Huron Ave.
Portland, OR 97203

Dear Ms. Shilts,

You wrote to me on April 29 asking for help in restoring HeadStart/Title 1 PreKindergarten Programs. I understand your frustration, but school funding is not within Metro's purview. Metro provides administrative services for the zoo and regional facilities such as the Oregon Convention Center, manages the region's solid waste contracts, does long-range transportation planning, and provides policy direction for regional growth management. Our relationship with schools is almost entirely confined to decisions related to planning for land uses and transportation systems. Metro has neither influence nor power over specific school funding decisions made any local jurisdiction.

I suggest you contact the Portland School District's Public Information Office, 916-3304, as a starting point. You might also work through your school's PTA or other parent organization.

I applaud your efforts as a foster parent and wish you and your foster child all the best.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Ruth McFarland'.

Ruth McFarland
Metro Councilor, District 1

7454 N. Huron Ave.
Portland, OR 97203
(503) 286-0569

April 29, 1998

Metro Council
600 NE Grand
Portland, Oregon 97232

To *Ruth McLarland,*

I learned just today that the Portland Public Schools is planning to close the HeadStart/Title 1 PreKindergarten Programs in order to save money. Evidently, seventeen classrooms will be lost. Why is this so? Why is this wonderful program even being considered for the "chopping block?" Headstart programs are one of the few government funded programs that have proven to be effective-time and time again.

As a concerned citizen, I find this plan to cut HeadStart appalling. As the caretaker of a foster child, I find it pathetic. The HeadStart program has essentially been the only constant in the child's life. At four-and-a-half, he has been moved four times since coming into the state's care nine months ago.

The administrators of our public service systems and the many gatekeepers of public policy, are well aware of the fact that we have pressing and escalating social problems on our hands: poverty, substance abuse, unaffordable housing, low working wages, the lack of quality childcare. The foster care system in Multnomah County is the catchall for the children who fall victim to the chaos of such erosion, and it is a terribly overburdened system. Working with the various social systems, and attending to the care needs of the children - mental health, safety, physical health, nutrition, housing, clothing - is a lot. Foster parents simply cannot provide for these children the intellectual experiences and rich social encounters that the HeadStart programs do.

Children are not valued in America, but why must this be so in Oregon as well? Please do not cut the HeadStart programs.

Sincerely,

Donna Shilts
Donna Shilts



METRO

June 23, 1998

Joan McEchron
4641 NE 74th Avenue
Portland, OR 97216

Dear Ms. McEchron,

You wrote to me recently regarding the Portland Public Schools Head Start program. I understand your concern, but school funding is not within Metro's purview. Metro provides administrative services for the zoo and regional facilities such as the Oregon Convention Center, manages the region's solid waste program, does long-range transportation planning, and provides policy direction for regional growth management. Our relationship with schools is almost entirely confined to land-use issues. Metro has neither influence nor power over specific school funding decisions made by individual school districts.

I suggest you contact the Portland School District directly with your concerns. Their Public Information Office number is 916-3304.

Sincerely,

Ruth McFarland
Metro Councilor, District 1

RMF/pe

*P.S. I'm really sorry I can't help you.
Head Start is one of the best programs
we've ever funded nationally!*

Joan McEchron
4641 NE 74th Avenue
Portland OR 97218

Councilor Ruth McFarland
Metro Council
600 NE Grand Ave
Portland OR 97232

Dear Councilor McFarland,

As a former Portland Public Schools Head Start parent, I am writing to advocate strongly for the retention of this important early childhood program. This program is unique in the State for a number of reasons: the teachers are certified; the entire teaching staff is trained and kept current in early childhood development and practices; the program serves, overall, 578 families at any one time, filling classrooms from a waiting list as spaces open through the year; it offers ESL support in ten languages to culturally diverse classes. There is a very strong family services component, which offers parent support and parenting classes. English as a second language and basic computer skills are offered to parents through the Literacy Program. Medical information, appointments and follow up are arranged for children. Even rides to the doctor are provided to children to see to it their medical needs are met.

Special needs children are referred regularly through the Portland Early Intervention Program. Other children may be referred and observed by professionals, and often a diagnosis can then be made of a specific problem. This happened in our case with our son, and we were able to get a medical referral to a specialist.

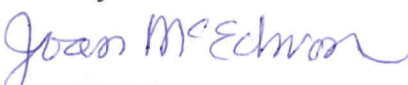
The program is not endangered because of budget concerns! It costs the District less than \$170,000 per year to qualify for over 3 million Federal dollars to run the Head Start program. That is money and resources that will be lost to the District if the Program is abandoned.

PPS Head Start provides a strong liaison between families and the elementary schools through the transition to kindergarten. Medical documentation, skills assessments and anecdotal records are forwarded to schools all over the district.

If this program is closed now, these slots for Portland's children may be lost forever, as the slots and funds will be put up for bid. They cannot simply be directly transferred to another local program.

The commitment, compassion and quality of the staff in this program is too great to be dismissed without good cause. Please do all you can to ensure Portland Public Schools Head Start will continue to serve the needs of low income and special needs children and their families.

Thank you.


Joan McEchron



METRO

June 23, 1998

Megan M. Laidlaw
5478 SW Alger #D4
Beaverton, OR 97005

Dear Ms. Laidlaw,

I appreciate your letter of support for my vote in committee on the Citistics application. I voted the way I did partly based on the volume of mail I received from citizens who oppose the location of the facility. However, by law the full Council must be the body to take final action on this issue, whether it be to approve, modify, or deny the application. Presiding Office Kvistad has tentatively scheduled consideration of the original ordinance for the Council meeting of August 6.

At that meeting one of three things could happen. One, the ordinance *approving* the application could be passed. Two, the ordinance could be amended to *deny* the application. Three, the ordinance could be amended to *modify* the application. In the first case, the matter would be decided. In the latter two cases, final action would be delayed until the next Council meeting, August 13. In either case, the issue will not be resolved until the first part of August.

Thank you again for taking the time to testify and to write. I urge you to remain involved in this and other issues that concern our region.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Ruth McFarland'.

Ruth McFarland
Metro Councilor, District 1

RMF/pe

Megan M. Laidlaw

5478 SW Alger #D4
Beaverton, OR 97005

June 17, 1998

Ruth McFarland, Metro Councilor
Ed Washington, Metro Councilor
METRO Regional Environmental Management Committee
600 Northeast Grand Avenue
Portland, OR 97232

via fax #797-1793

Re: Ordinance No. 98-745. For the Purpose of Granting a Franchise to
Citistics, Inc. for the Purpose of Operating a Combined Transfer Station and
Solid Waste Materials Recovery Facility

Dear Councilors McFarland and Washington,

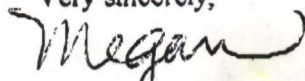
I can't begin to thank you enough for your support of the opposition re: Citistics, Inc. application. Whatever the outcome of the full Metro Council, your understanding and validation of our concerns has made all of the frustrations worthwhile (at least temporarily!).

One other shining moment occurred as I was approaching City Hall for one of the many well-attended Planning Commission and Council meetings regarding Mr. Miller's conditional use permit. It was raining heavily, the parking lot was full, and I was forced to park in a nearby business park. I had no umbrella and was hurrying to the building when an elderly couple waved me under their umbrella. They said they'd heard me speak at the previous meeting and wanted to thank me for my efforts. Their words were powerful - "don't let this happen to us, please save our neighborhood!" I'll never forget it!

I have never been a community activist and became entrenched in this issue due to my experience in the environmental industry. I am a proud first-time homeowner and will continue to oppose this facility for my benefit and the benefit of my neighbors. As such, I will be sending supporting correspondence to the Council for review over the next few weeks (I promise I will limit them to Metro-related issues!).

Again, words alone cannot express my gratitude. While I can only speak for myself, please believe that your action yesterday will be lauded by hundreds of families in our Vose neighborhood.

Very sincerely,



Megan Laidlaw



METRO

July 21, 1998

Kay Durtschi
Chair, Metro Committee for Citizen Involvement
600 NE Grand
Portland, OR 97232

Dear Ms. Durtschi,

I received a copy of the letter you wrote to Jon Kvistad regarding handicapped parking fees at the zoo. I am answering the letter as chair of the Regional Facilities Committee.

I share your concern that parking at the zoo remain affordable to our handicapped citizens, and I agree with you that some adjustment should be made to the fee structure to make sure that happens. I have talked about this with Tony Vecchio, the new director of the zoo. He is working on a solution to this problem that I believe will be acceptable to all parties, although I do not know all the details at this time. I will contact you as soon as I have the details myself.

Sincerely,

Ruth McFarland
Metro Councilor, District 1

RMF/pe



METRO

COMMITTEE FOR CITIZEN INVOLVEMENT

Mission: TO ASSIST IN DEVELOPMENT, IMPLEMENTATION AND EVALUATION OF CITIZEN INVOLVEMENT ACTIVITIES AT METRO

July 16, 1998

Jon Kvistad, Presiding Officer
Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Metro Councilors,

I am writing on behalf of MCCI to request that a change be made to the parking fees at the (soon to be) Oregon Zoo.

As a committee who has a disabled member we were made aware of free parking for persons with valid handicapped placards in the City of Portland and would like to request that the 17 handicapped spaces at the zoo be free as well.

MCCI recognizes that existence of an intergovernmental agreement between the City of Portland, the Forestry Center and Metro regarding this lot that adds complication to the process. We also recognize the desire to keep the lot from becoming a virtual park and ride for the new MAX station nearby. We do not expect handicapped persons would use this lot as a park and ride, and with the ability to check for a handicapped placard, other persons would not be allowed to park in those spaces at all.

While receiving revenue from the zoo lot is a budget goal and a means to pay for the upgrades to the lot, MCCI feels that the loss of 17 spaces worth of revenue for the sake of improving access for handicapped persons is a trade-off that makes sense and should be approved.

We respectfully request your consideration of this matter.

Sincerely,

Kay Durtschi
Chair, Metro Committee for Citizen Involvement



METRO

June 23, 1998

Keith and Linda Rumgay
PO Box 1305
Sherwood, OR 97140

Dear Mr. and Mrs. Rumgay,

I received your letter requesting that all of your property be placed as a unit inside the urban reserve. From the information you provided, it seems like a reasonable request. I will do what I can to see that it receives proper consideration.

Thank you for contacting me.

Sincerely,

A handwritten signature in black ink, appearing to read "Ruth McFarland". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Ruth McFarland
Metro Councilor, District 1

RMF/pe

Keith and Linda Rungay
PO Box 1305
Sherwood, OR 97140

June 16, 1998

Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Additional reserve for the Alternate prison site, Ordinance No. 98-744,
Amending RUGGO Ordinance No. 95-625A

Dear Metro Council:

The current request for additional property to be placed into the urban reserve for the alternate prison site was past by your council today. This will divide our business property leaving one-half of our property inside the new reserve and the other one-half outside the new reserve.

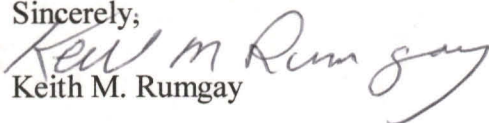
We hereby request that all of our property located at 24450 SW Grahams Ferry Road is placed within the new urban reserve. The current tax lots included for the reserve are 3S13AA 00900 and 3S13AA 01000. Tax lots 3S102B 001000 and 3S102B 001100 are also in the same ownership and used for the same business purpose. Please see attached maps for additional information.

The addition of this property to the new urban reserve conforms to the Metro urban reserve. This property is used for the same purpose and should be included in the new urban reserve modification for the properties best and uninterrupted utilization of meeting to the Metro urban reserve requirements.

Please review this request and if you have any questions please give us a call at (503) 682-1875.

Thank you for reviewing this request.

Sincerely,


Keith M. Rungay

CC: Jon Kvistad, Ruth McFarland, Don Morissette, Susan McLain,
Ed Washington, Lisa Naito and Patricia McCraig

To Add

PLAT 1819

FERRY

20 RODS

(1330)

160

20 RD.

380

PLAT 3736

GRAHMS

380

72

247.5

20 RODS

(1330)

160

20 RD.

380

380

72

21 1/3 RODS

1100
3.65 AC.

1100-AI

80 RODS 582/3R

80 RODS

1000
8.92 AC.

BONNEVILLE

S86°20'W 1320.00
80 RODS

INITIAL POINT OF
GARDEN ACRES

330

330

330

900
15.56 AC.

790
4.51 AC.

A R D E N
POWER

N86°45'E 330

682

686

800
1.93 AC.

1170

15 RD

20 RODS

120.94

20 RODS

1100.88

150 CHAINS

150

150

107
7.80 AC.

268.15

100
4.11 AC.

400

307
8.03 AC.

150

150

225

THIS MAP IS FURNISHED AS A
CONVENIENCE BY:

STEWART TITLE
312
3210721
3872
THIS MAP IS NOT A SURVEY AND DOES NOT SHOW THE LOCATION OF ANY IMPROVEMENTS. THE COMPANY ASSUMES NO LIABILITY FOR ERRORS THEREIN.
MAP #

88-13

88-14

POWER

S 44° 34' E

↑
N
363

THIS MAP IS FURNISHED AS A
CONVENIENCE BY:
STEWART TITLE
THIS MAP IS NOT A SURVEY AND DOES NOT
SHOW THE LOCATION OF ANY IMPROVEMENTS.
THE COMPANY ASSUMES NO LIABILITY FOR
ERRORS THEREIN.

400
.75 AC.

120' 0.15' E
120'

STREET

MAP # 35103AA

SE
3S

CLAY

900
4.85 AC.

1000
7.68 AC.

(VANCOUVER-EUGENE LINE)

ADMINISTRATION

GRAHAM'S
SW.

25

26

S 89° 45' W
330'

SEE MAP
3S 1 3A



METRO

July 23, 1998

Charlie Fish
16691 N.W. Norwalk Drive
Beaverton, Oregon 97006

Dear Mr. Fish,

I am replying to your letter regarding the location of the Citistics transfer station on the Miller property in Beaverton. I voted no on this ordinance when it came before committee, and it failed to pass out of committee. However, the Metro code requires that all ordinances related to solid waste transfer stations be decided by the full Council, not just a committee. Therefore, this ordinance must still be discussed by the Council. As you already know, it will be on the agenda August 6. I agree with you that facilities like this do not belong in residential areas. Unless I learn something I do not now know, I expect to vote no again, although I cannot predict what other Councilors will do.

Thank you for taking the time to write. I encourage you to remain involved in issues that affect our region.

Sincerely,

A handwritten signature in black ink, appearing to read "Ruth McFarland". The signature is written in a cursive style and is enclosed in a large, hand-drawn oval.

Ruth McFarland
Metro Councilor, District 1

RMF/pe



METRO

July 30, 1997

Kerry LeVon
1811 N.E. 205th Ave.
Fairview, OR 97024

Dear Kerry LeVon,

I read your letter about noise from the Portland Airport, and I sympathize. Although this is not a Metro issue, I have personally been talking about this issue with folks who live in Interlochen. I have told them what I will tell you--that I will do whatever I can with whatever influence I have to help. So far I have not been successful, but I will keep trying.

Metro as a government entity has no political nor legal power over the Port of Portland nor any of its decisions regarding the airport. But lack of power does not mean lack of interest. It also does not mean lack of willingness to try with whatever tools are at our disposal to address the problem.

I wish I could promise you results, but as things stand I can promise you only my best effort.

Thanks for writing and thanks for your willingness to become involved in issues that affect the livability of our area.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ruth McFarland', written over a large, light-colored circular scribble.

Ruth McFarland
Councilor, District 1

RMF/pe

Kerry LeVon ~ 1811 N.E. 205th Avenue ~ Fairview, Oregon 97024

July 12, 1998

Ruth McFarland
3027 N.E. 24th
Gresham, OR 97303

Subject: Noise from Arriving Aircraft at Portland International Airport

I know the subject of my letter is not a new one to you. My hope is that you will take the time to read through it and the attached pages of simple data I have collected.

I am writing this letter to request your attention to the growing problem of airport noise from the Portland Airport. Specifically, arriving flights from the east. The community complaints regarding the noise are valid and should not be dismissed as poor real estate choices or over sensitivity to noise.

I have lived in the Fairview area my entire 44 years. My family homesteaded in this area before an airport, let alone the dream of daily commuting by air, was even thought of. Airport noise was not a problem growing up in Fairview. And my neighbors are just like me. There may be new developments springing up with new faces buying those homes, but a lot of them are just kids who grew up in this area and want to raise **their** kids close to family and friends.

My home is one of those new homes. However, it sits in a neighborhood surrounded by homes that are older than I am, mostly filled with their original owners...parents of kids I went to school with. This is **not** a new community. My biggest fear when we purchased this home was being to close to Interstate 84 and the amount of noise it would generate. We knew there would be noise from the airport and we visited the house on different occasions before purchasing it. In 1992, this home was not a "poor real estate" choice.

In the past 4 years, the increase in commercial and military flights over our home seems to have doubled or more. "Home" life has become "no" life. Arriving flights constantly interrupt simple things like a conversation, reading a book, watching the evening news, and most recently...sleep. **(PLEASE SEE ATTACHED PERSONAL SURVEY)**. We have completely given up the hope of enjoying outdoor activities with the constant stream of aircraft overhead. Friends and family will not visit because the noise puts such a strain on the time we spend together. And we live farther away from the airport than some of the other people who have probably approached you with this problem. I can't imagine what life is like for them. Do you ever wonder where "road rage" or domestic violence comes from? Try not getting a good night sleep (ever).

Over the past 3-4 years I have been put off by the Port of Portland's noise abatement hotline with reasons ranging from:

- it's runway construction, it will go away in a couple years
- you live in the flight path, deal with it
- they (the Port) have no control over the problem
- and finally, no response to messages at all

Kerry LeVon ~ 1811 N.E. 205th Avenue ~ Fairview, Oregon 97024

Why is the Port allowed to deal with the public on this matter if they can't offer some reasonable assistance? This is not a user-friendly attitude and I am sure by now you realize the community unrest that is growing because of it.

Please respond to my request and the requests you have received from others on this subject. This is our life, help us live it as human beings (please).

Sincerely,



Kerry LeVon
503/667-8471
levon@teleport.com

**Random Survey of Disruptive Commercial and Military Flights
over 1811 N.E. 205th Avenue, Fairview, Oregon**

FRIDAY 8-May-98	Minutes Elapsed Between Passovers	SATURDAY 9-May-98	Minutes Elapsed Between Passovers	WEDNESDAY 24-Jun-98	Minutes Elapsed Between Passovers	FRIDAY 26-Jun-98	Minutes Elapsed Between Passovers
5:44 PM		2:17 AM		7:51 PM		3:38 AM	
5:48 PM	0:04	2:23 AM	0:06	7:54 PM	0:03	3:40 AM	0:02
5:50 PM	0:02	5:06 AM		7:57 PM	0:03	3:45 AM	0:05
5:52 PM	0:02	5:28 AM	0:22	7:58 PM	0:01	3:48 AM	0:03
5:54 PM	0:02	5:56 AM	0:28	8:05 PM	0:07	4:02 AM	0:14
5:56 PM	0:02	6:11 AM	0:15	8:06 PM	0:01	4:24 AM	0:22
5:58 PM	0:02	8:13 AM		8:09 PM	0:03	4:26 AM	0:02
6:02 PM	0:04	8:14 AM	0:01	8:11 PM	0:02	4:48 AM	0:22
6:04 PM	0:02	8:16 AM	0:02	8:13 PM	0:02	4:54 AM	0:06
6:05 PM	0:01	8:21 AM	0:05	8:27 PM	0:14	5:27 AM	0:33
6:07 PM	0:02	8:23 AM	0:02	8:30 PM	0:03	5:40 AM	0:13
6:09 PM	0:02	8:27 AM	0:04	8:34 PM	0:04	5:53 AM	0:13
6:12 PM	0:03	8:40 AM	0:13	8:36 PM	0:02	5:54 AM	0:01
6:16 PM	0:04	8:51 AM	0:11	8:38 PM	0:02	5:57 AM	0:03
6:19 PM	0:03	9:08 AM	0:17	8:41 PM	0:03	6:03 AM	0:06
6:20 PM	0:01	9:11 AM	0:03	8:42 PM	0:01	6:15 AM	0:12
6:22 PM	0:02	9:12 AM	0:01	8:45 PM	0:03		
6:23 PM	0:01	9:14 AM	0:02	8:47 PM	0:02		
6:29 PM	0:06	9:17 AM	0:03	8:49 PM	0:02		
6:31 PM	0:02	9:18 AM	0:01	8:52 PM	0:03		
6:32 PM	0:01	9:25 AM	0:07	8:55 PM	0:03		
6:39 PM	0:07	9:30 AM	0:05	8:58 PM	0:03		
6:40 PM	0:01	9:36 AM	0:06	9:02 PM	0:04		
6:41 PM	0:01	9:38 AM	0:02	9:05 PM	0:03		
6:43 PM	0:02	9:47 AM	0:09	9:12 PM	0:07		
6:52 PM	0:09	9:49 AM	0:02	9:15 PM	0:03		
6:54 PM	0:02	9:51 AM	0:02	9:15 PM	0:00		
6:56 PM	0:02	9:53 AM	0:02	9:18 PM	0:03		
6:58 PM	0:02	9:55 AM	0:02	9:20 PM	0:02		
7:00 PM	0:02	9:57 AM	0:02	9:23 PM	0:03		
7:02 PM	0:02	9:59 AM	0:02	9:26 PM	0:03		
7:06 PM	0:04			9:31 PM	0:05		
7:08 PM	0:02			9:34 PM	0:03		
7:12 PM	0:04			9:36 PM	0:02		
7:14 PM	0:02			9:38 PM	0:02		

Random Survey of Disruptive Commercial and Military Flights over 1811 N.E. 205th Avenue, Fairview, Oregon

7:18 PM	0:04			9:41 PM	0:03		
7:20 PM	0:02			9:43 PM	0:02		
7:23 PM	0:03			9:46 PM	0:03		
7:48 PM	0:25			9:48 PM	0:02		
8:05 PM	0:17			9:51 PM	0:03		
8:12 PM	0:07			9:57 PM	0:06		
8:25 PM	0:13			9:59 PM	0:02		
8:27 PM	0:02			10:02 PM	0:03		
8:29 PM	0:02			10:25 PM	0:23		
8:31 PM	0:02			10:31 PM	0:06		
8:34 PM	0:03			10:37 PM	0:06		
8:36 PM	0:02			10:42 PM	0:05		
8:38 PM	0:02			10:51 PM	0:09		
8:39 PM	0:01			10:58 PM	0:07		
8:41 PM	0:02			11:05 PM	0:07		
8:44 PM	0:03						
8:54 PM	0:10						
9:09 PM	0:15						
9:11 PM	0:02						
9:12 PM	0:01						
9:13 PM	0:01						
9:17 PM	0:04						
9:20 PM	0:03						
9:30 PM	0:10						
9:44 PM	0:14						
9:45 PM	0:01						
9:51 PM	0:06						
9:58 PM	0:07						
10:06 PM	0:08						
10:09 PM	0:03						
10:22 PM	0:13						
10:25 PM	0:03						

Note: The times recorded are not of every flight over my home or in the vicinity of my home. However, they do represent a typical day at my home and are flights that have disrupted simple homelife activities such as: outdoor activities, normal conversation, television programs, book reading, and most of all sleep.

**Summary of
Random Survey of Distruptive Commerical and Military Flights
over 1811 N.E. 205th Avenue, Fairview, Oregon**

Date of Survey	Time Period of Survey	No. of Airplanes	Minutes Surveyed	<u>Average Time Between Passovers</u>
26-Jun-98	3:38 AM - 6:15 AM	15	157	10.5
24-Jun-98	7:51 PM - 11:05 PM	49	194	4.0
08-May-98	5:44 PM - 10:25 PM	68	281	4.1
09-May-98	2:17 AM - 9:59 AM	32	299	9.3

Note:

The times recorded are not of every flight over my home or in the vicinity of my home. However, they do represent a typical day at my home and are flights that have disrupted simple homelife activities such as: outdoor activities, normal conversation, television programs, book reading, and most of all sleep.

Council Office 1998 Re-Organization Project

The office re-organization project I have been working on is about 99 44/100% done -- and we've all been demoted two classification steps -- halha! :) But seriously, here are some fun facts you may want to know about the new set-up:

FAX AREA -- You're all familiar with this area by now, but note the "new" electric stapler....

CURRENT AGENDA SHELVING AREA -- The old, too small, too rickety, cardboard sorter has been given a new life elsewhere. New, permanent shelving has been provided for stacking current agendas. Please do not store anything on the middle shelves except current agendas... :) The top shelf of this unit is saved for Councilor agenda binders, and the bottom shelf can be used to store copies of items frequently requested.

The desk has a "new" typewriter on it (primarily to keep it from becoming a junk collector).

Routing envelopes are stored in the white crate on the file cabinet.

OFFICE SUPPLY/COPY ROOM -- The old cardboard agenda sorter has been converted to additional supply storage. All storage bins are labeled. (Note: the smaller bins don't quite fit perfectly, so be careful when pulling them out, as they may go flying if you yank on them.)

New Stuff: We have a new paper cutter, as the old one broke, the old electric stapler was giving us problems, so it was moved to a lower traffic area, and a new one took it's place. The new heavy duty stapler now takes 3/4" and 15/16" staples, so our most hideous agenda packets can now be stapled. (Please refer to the directions posted inside the supply door when changing staples.) A new, heavy duty staple remover is now available. Also, we have a supply of large, expansion mailers for mailing/delivering large documents.

Inside the upper supply doors, a list of over-stocked items is posted. May I suggest we never again order hanging file folders???... :)

COUNCIL CHAMBER LOCKED STORAGE CABINET -- Alas, "outsiders" have clearly discovered our stash of meeting pens and pads. So a locked two-drawer file cabinet has been installed in the chamber to hold stocks of pens, paper pads, cassette tapes, wireless mics, post-its, and other items. A key will be hidden in the chamber. David will have the additional key.

NEW COUNCIL STOCK ROOM -- The electrical room at the back of the chamber is now locked storage for overstocked items, including meeting pens, legal pads, tape, staples, binder clips, phone message pads, cassette tapes, roller ball pens, binding combs, hanging file folders, rubber bands, address labels, 3-ring binders, and other items. (Note: All extra cassette tapes have been moved to this location. They are no longer in the storage area off the kitchen.)

JUNK OUTSIDE MICHAEL AND SUZANNE'S OFFICE -- These items are destined for Arlington, if I have my say... Oh, of course, all recyclable items will be recycled. Please be patient, I'm taking a couple of days off, and then will deal with this mess. I must strongly and earnestly request that those tacky, hideous, messy, junk collecting "hot files" not be used in any Council Office public area. This is (so far) my only request.... :)



METRO

July 23, 1998

Marlys A. Davis
11770 SW 12th St.
Beaverton, OR 97005

Dear Ms. Davis,

I am replying to your letter regarding the location of the Citistics transfer station on the Miller property in Beaverton. I voted no on this ordinance when it came before committee, and it failed to pass out of committee. However, the Metro code requires that all ordinances related to solid waste transfer stations be decided by the full Council, not just a committee. Therefore, this ordinance must still be discussed by the Council. As you already know, it will be on the agenda August 6. I agree with you that facilities like this do not belong in residential areas. Unless I learn something I do not now know, I expect to vote no again, although I cannot predict what other Councilors will do.

Thank you for taking the time to write. I encourage you to remain involved in issues that affect our region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ruth McFarland'. The signature is fluid and cursive, with a large loop at the end.

Ruth McFarland
Metro Councilor, District 1

RMF/pe



METRO

August 4, 1998

Rachel Gerber
6055 SW Spruce.
Beaverton, OR 97005

Dear Ms. Gerber,

I am replying to your letter regarding the location of the Citistics transfer station on the Miller property in Beaverton. I voted no on this ordinance when it came before committee, and it failed to pass out of committee. However, the Metro code requires that all ordinances related to solid waste transfer stations be decided by the full Council, not just a committee. Therefore, this ordinance will be on the Council agenda for the meeting of August 6.

I agree with you that facilities like this do not belong in residential areas. Unless I learn something I don't already know, I expect to vote no again, although I cannot predict what other Councilors will do.

Thank you for taking the time to write. I encourage you to remain involved in issues that affect the livability of our region.

Sincerely,

Ruth McFarland
Metro Councilor, District 1

RMF/pe

July 31, 1998

**Ruth McFarland
Metro Councilor
600 NE Grand Avenue
Portland, OR 97232**

Dear Ms. McFarland:

I am writing to request that you consider denying a request by Miller Garbage for additional garbage hauling on the corner of SW 5th and Alger Avenue in Beaverton.

As a long-time resident of Beaverton, I do believe that it does not enhance livability of this area. In fact, I consider it a detriment.

This is an area of small homes with working-class families who have seen their property values fall considerably after this proposal was initiated and are some of the Beaverton area residents who cannot withstand declining property values.

Thank you so much for your kind consideration.

Sincerely,

A handwritten signature in cursive script that reads "Rachel Gerber". The signature is written in dark ink and is positioned above the typed name.

**Rachel Gerber
6055 SW Spruce
Beaverton, OR 97005**

**METRO**

September 9, 1998

Olive E. and W. James Kuhl
445 So. Rosemont Road
West Linn, OR 97068-9328

Dear Olive and James Kuhl,

Thank you for taking the time to express your concerns with the Urban Reserve process. The Council discussed the code change ordinance on September 3 and will vote on September 10 and, possibly, on September 17. Public hearings will be held before any votes are taken. I encourage you to either attend the hearing or send written testimony by mail or fax to Chris Billington, Clerk of the Council. Refer to Ordinance 98-772A. Meanwhile, I will give you my understanding of the issues you raise as best I can.

1. Criteria for changing First Tier designations.

The Council made it clear during its meeting on Thursday, September 3, that it does not intend to change any designations of what is now First Tier. Those designations were and will continue to be made according to State Land Use Goals 2 and 14.

2. Governance and Urban Service Agreements.

Metro must follow SB 122 agreements, required by all local jurisdictions. SB 122 governs all urban services agreements. Metro's legal staff will be reviewing the Hillsboro amendment to be certain that all language follows both State Law and Metro's Urban Reserve Planning requirements.

3. Concept Plan Requirements.

The changes to the Metro code would allow Metro to meet state law regarding land that must be brought into the Urban Growth Boundary by the end of December, while protecting the ultimate use of that land. Many of the lands will already have urban reserve plans in place. Those that don't must have a plan in place before any ground is broken for any development.

If you still have concerns or questions about this issue, I suggest you call Councilor Susan McLain, 797-1553. She served for some time on the Growth Management Committee and has been following this issue closely. Also, Hillsboro is in her district.

Thank you again for taking the time to write.

Sincerely,

Ruth McFarland
District 1

RMF/pe



METRO

September 9, 1998

Jayne R. Cronlund
Executive Director
Three Rivers Land Conservancy
415 N. State Street, Suite 132
P.O. Box 1116
Lake Oswego, OR 97035-0202

RE: Ordinance 98-772A, Amending First Tier an Urban Reserve Planning Requirements

Dear Ms. Cronlund,

Thank you for your letter expressing your concerns about the impending vote on the code changes. I agree with you on the need to develop plans for the urban reserve areas according to Metro's overall vision of livability. However, by state law Metro must include enough land inside the urban growth boundary to meet growth projected for the next 20 years. Through good land use policy, we have tried to minimize the amount of land that must be brought in. You might remember last spring the Council voted on an expansion of less than 5,000 acres. State law also requires that half that land be brought in by the end of this year. It is unlikely that we could meet that requirement by that time under the current code.

The most reasonable solution seems to be to change the code to allow local jurisdictions the flexibility they need without sacrificing the longer-range quality of life concepts Metro supports. Therefore, although the code changes would allow land to be brought in this year, absolutely no ground could be broken before an Urban Reserve Plan is in place.

I recognize that some parties with strong feelings about particular issues or investments in special interests might object to our solution to this dilemma. However, I believe this is the most practical way to proceed. I also believe we can meet state requirements and still preserve our environment.

This ordinance will be before the Council on September 10 and again on September 17. Public hearings will precede all votes on the ordinance. I encourage you either to present testimony in person or send written testimony by mail or fax. Address written testimony to Chris Billington, Clerk of the Council, and reference the ordinance. As you know, the code ordinance determines how the urban reserve lands will be brought into the Urban Growth Boundary. Then, we must decide which lands to bring in. Public hearings on which lands to bring in are planned for later in the fall, but the times, places, and dates have not been set yet.

As you requested, I have put you on the mailing list to receive the agendas for the Growth Management Committee and Council. Because the mailings are done in bulk, you will receive agendas for all our committees. Just recycle those you do not need.

Sincerely,

Ruth McFarland
District 1

RMF/pe



METRO

December 9, 1998

Congresswoman Darlene Hooley
1419 Longworth House Office Building
Washington, DC 20515

Darlene

Dear Congresswoman Hooley:

As a long-time public policy-maker and retired science educator, I urge you to co-sponsor and support House Concurrent Resolution 267. Passage of this resolution would go far beyond increasing the public's appreciation of the ways in which we all benefit from the space program.

- It could spark youthful imaginations and stimulate more interest in math and science education.
- It could encourage the creation of new research and development firms and help support existing ones, some of which have been successfully established in non-urban parts of Oregon.
- It could encourage more investment by private firms in promising space-inspired technologies.
- It could stimulate the manufacture of spin-off technologies and products for the general market.

Oregon enjoys a reputation as an up-and-coming high-tech incubator. Companies such as Bend Research in Bend, Oregon, and Umpqua Research in Myrtle Creek have brought millions of dollars in research and development funds into the state as a result of the space program. Countless other businesses have benefited directly or indirectly from such infusions of money.

In short, I believe investing in the space program is worthwhile in and of itself, but given all the spin-offs, it's one heck of a bargain for America and for Oregon. I encourage you to support this proposed effort and thank you for all your hard work.

Sincerely,

Ruth

Ruth McFarland
Metro Councilor, District 1

RMF/pe

Hope you're having fun up there with the big dogs. From what I read, you're doing good.

R.

December 10, 1998

Members of the Senate
State Capitol
Salem, OR 97310

SUBJECT: Confirmation of Rosemary Furfey to the Oregon Water Resources Commission

Dear Members of the Senate:

I urge you to confirm the appointment of Rosemary Furfey to the Oregon Water Resources Commission. Ms. Furfey would bring to this commission a track record for success in the collaborative process, technical expertise in water issues, practical experience in developing policies that can be successfully implemented, and the personal quality of listening with an open mind.

Ms. Furfey has worked at Metro for the past seven years on a issues of both water supply and water quality. She the took the lead on developing the regional water-supply plan that was eventually adopted by the Council.

She has a proven repeatedly that she can work effectively with a broad range of people, from constituents to special interest groups, from environmentalists to recreationalists, from farmers to those representing a variety of industries. In my district, she worked with the agricultural sector on issues affecting the upper Johnson Creek Watershed. Her approach was fair, open-minded, well-informed, and guided by the practicalities of implementation.

Oregon would be fortunate to have an individual of Ms. Furfey's caliber serve on this commission. I strongly urge your support for her appointment.

Sincerely,

Ruth McFarland
Metro Council, District 1

RMF/pe

To the Editor of the Gresham Outlook

Sherlock Holmes said, "It's a capital mistake to theorize before one has data. Insensibly, one begins to twist facts to suit theories instead of theories to suit facts".

When Metro Presiding Officer Mike Ragsdale put me on the Convention, Zoo & Visitors Facilities Committee, he also announced that as of October 1 he would put me on the Solid Waste Committee. I began immediately to attend the meetings of both committees so that I might become a contributing and knowledgeable member of Metro as soon as possible. I have delayed this report to you hoping I would find some answers. However, particularly in the case of the Solid Waste Committee, all I have found are baffling and potentially expensive questions. I feel I must share these questions with the tax payers and garbage rate payers of East County.

Can garbage trucks fly?

The Executive Officer of Metro and eight of the Metro Councilors have voted to accept a preliminary investigation of a site for the Transfer Station which seems to be based on that premise.

The site for the Transfer Station that seems to have been chosen is not the low bidder. It is \$37,300,000 above the lowest bidder. The chosen site is not as large as any of the other sites. In fact, it is 10 acres with absolutely no room for expansion. The other bidders' sites are larger with considerable room for expansion and room for other possible companion industries to come in near the proposed transfer site.

The site chosen by the executive director has problems with many railroad crossings. The low bidder's site has problems with railroad crossings that are even now in the process of being cured. The contract was advertised July 6 by the State Department of Transportation, the bid was let on August 16, and the work is now in progress. It will result in three grade, PUC approved crossings, with a long queueing line and a left turn lane off of Columbia. There will be a frontage road north of the railroad which will carry the traffic to the transfer site.

The transfer site chosen by the executive officer will have to pave the full 10 acres and dump the runoff into the sanitary sewer since there is no storm drain. This will add 35 acre feet of water per year to be pumped into the city sewer system at taxpayers expense. It will contribute heavily to the amount of mixed sewage (raw sewage included) released at times into the Columbia Slough. The low bidder site will not need to pave the whole site, but there is both a large storm drain and sanitary sewer available to the site.

The chosen site is surrounded on three sides with major pollution problems. On one side is a place where thousands of old batteries have been dumped into what was a lake. It is on the list of Superfund sites ordered cleaned up in 1985. It is still there. On another side is a plant which made pesticides which have since been taken off the market because they are too dangerous to the environment. On another side is a transfer station and storage facility for Shell Oil Company. Also on the chosen site is a buried fuel tank

The unchosen low-bid site has lime on it. This is the same material that farmers put on their fields to sweeten the land and adjust the acidity to a more favorable environment for plants. It has many positive uses, and indeed could be used by Metro to help close the St. John's landfill. The low-bid site has a potential for and a commitment to a 15 acre public park, a clean-up of a part of the Columbia Slough, public access, and environmentally sound wetlands mitigation, which is rare and badly needed in urban areas such as ours that lie on an important estuary for a major river. The neighbors have written many letters against the chosen site and have testified against it. The low bidder site has no such problem. Its neighbors include 2 rendering plants and a sludge compost facility. There has been no talk and indeed no opportunity for wetlands mitigation or water improvement at the chosen site.

"But what", you say, "of the flying garbage trucks?"

When the transportation contract was let, Metro published a document with a boundary for the location of the transfer station to be called the East Side transfer station. The site recommended by the Executive Officer and approved by eight of the councilors lies outside and west of that boundary. As one councilor characterized it, "Perhaps it should be called the East Scappoose transfer station". It will make most of the garbage haulers go many more miles and it will make Jack Gray Trucking go more miles to take the garbage to Arlington.

According to Metro's own published document, we will pay more to the Jack Gray Trucking Company because this site is outside the published boundary. That is not an editorial we. That means every taxpayer and rate payer in the Metropolitan Service District will pick up the tab. The staff chose not to tell the Councilors of this little detail, since "It will save us money in the long run".

How much money are we talking about? By Metro's own PUBLISHED DOCUMENTS we have a formula which appears to compute the sum of \$16,923,000 over the 20 year life of the contract. That comes to \$890,000 per year. When I asked the staff member about this figure, he told me that my calculations were wrong. He said they have a new formula which I can't find published in any document, based on a triangulation process using straight lines (as a crow, or garbage truck, flies) that will make the cost considerably less. When I asked the staff member how much that would be by his formula, he told me that it was difficult to calculate and he did not have figures at that time.

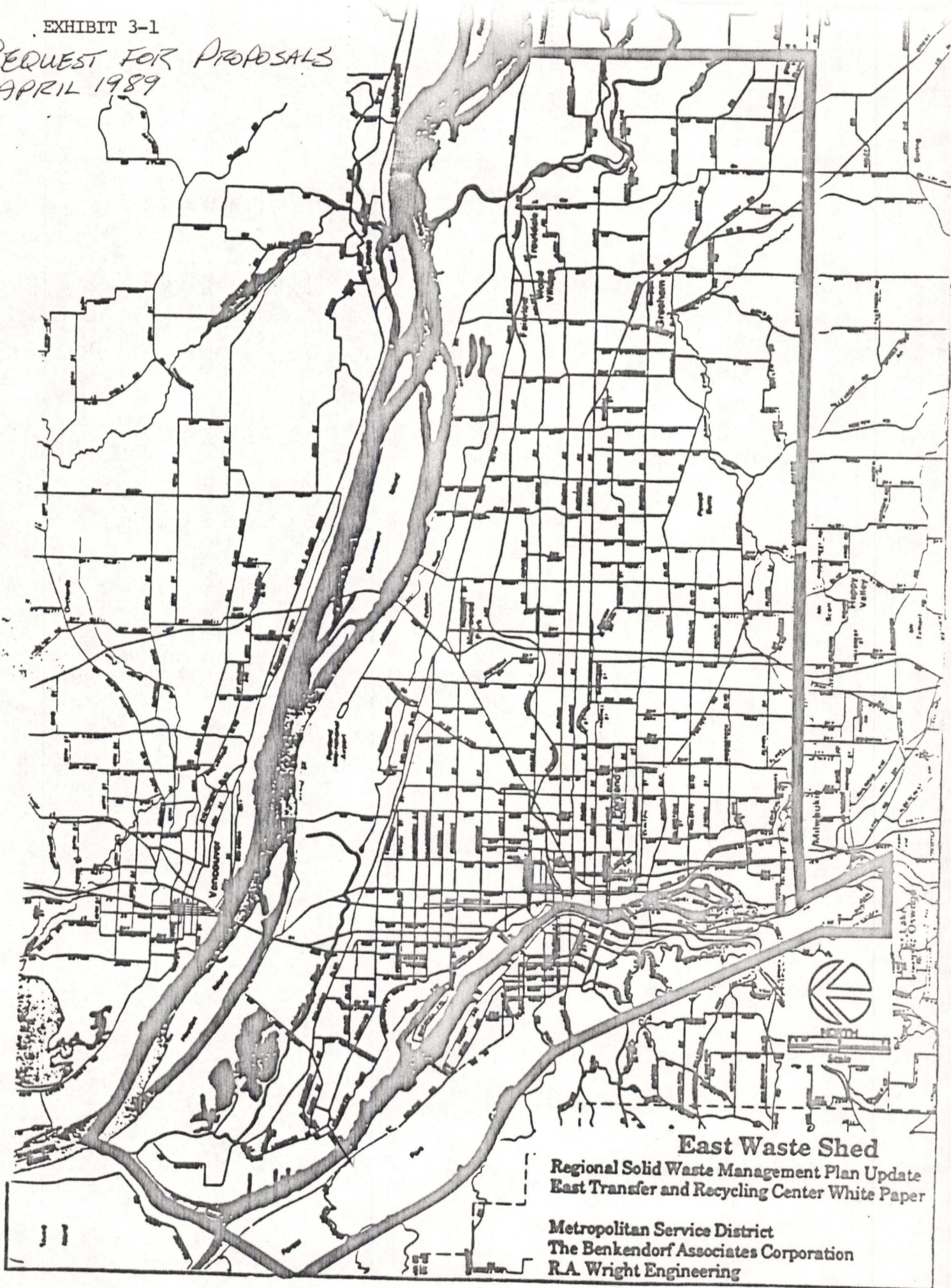
I do not believe that the trucking company will base its compensation on straight lines. I believe it will want compensation based on having to cross the river where there is a bridge, follow existing streets, and intersections with lights, and a left turn across traffic where there is no left turn lane. I believe that Jack Gray Trucking Company will want compensation based on our published formula, not a formula concocted by the staff based on flying garbage trucks.



POTENTIAL METRO EAST STATION LOCATION

Dec. 1988

REQUEST FOR PROPOSALS
APRIL 1989



East Waste Shed

Regional Solid Waste Management Plan Update
East Transfer and Recycling Center White Paper

Metropolitan Service District
The Benkendorf Associates Corporation
R.A. Wright Engineering