

National Premiere

The first of its kind, our new low-riding MAX light rail glides into town.



See Metro, page B1.

Eternal Fame

NE Portland rascal Mel Renfro gets top honors in Pro Football Hall of Fame.



See Sports, page B5.

Texan Bombshells

Armed with acclaimed musical mastery, the Dixie Chicks bring a little howdy-harmony to Oregon.



See Arts & Entertainment, page B2.

The Portland Observer

Mrs. Frances Schoen-Newspaper Room
University of Oregon Libr
Eugene, Oregon
97403

THE WEEK IN REVIEW

Clinton camp hits Dole on taxes

President Clinton's campaign this week launched an attack on Republican presidential nominee Bob Dole's record of supporting tax increases. Clinton deputy campaign manager Ann Lewis accused Dole of distorting his own and Clinton's record on taxes by referring to the president's 1993 budget as containing "the largest tax increase in history." She says that honor belongs to a 1982 tax increase authored by Dole and that during his 35-year career in Washington, Dole voted to increase 450 different taxes and fees.

Air Force probes Wyoming crash

An Air Force investigative team has started searching for clues into the cause of the crash of a presidential cargo plane. The C-130 slammed into a mountain in Wyoming just moments after taking off late Saturday from the airport in Jackson Hole, killing all nine people aboard. Air Force Col. Steve Emory told reporters this week the plane appeared to hit the mountain "at a slight grazing angle going uphill." Emory says the tail section of the plane is "very much intact" and that the flight data and voice recorders housed in the tail section appear to be in good shape.

McDougal sentencing postponed

A federal judge has ordered the sentencing of Arkansas businessman James McDougal postponed in the clearest sign yet that McDougal is cooperating with Whitewater investigators. McDougal had been scheduled to be sentenced today for his conviction on fraud and conspiracy charges in a Whitewater-related trial.

Reform Party presidential nominee Ross Perot today derided Republican nominee Bob Dole's tax cut proposal as "Washington at its worst." On ABC's Good Morning America, Perot said before cutting taxes, policymakers should know the government's financial needs. "And you won't know that completely until you redesign and re-engineer Medicare, Medicaid and Social Security," he said.

Boy saved by gorilla recovering

The three-year-old boy rescued by a protective female gorilla at a Chicago zoo is recovering and could be released from the hospital this week, his doctor says. The boy, whose name has not been released, suffered cuts and bruises after falling nearly 20 feet into the concrete gorilla enclosure at the Brookfield Zoo. The eight-year-old female African gorilla named Binti Jua gently picked him up and carried him to a service door where zoo personnel collected him.

Chechens say Russians attacked

Chechen rebels say Russian troops have stormed rebel positions in Grozny, breaking a fragile ceasefire. But Russian military officials deny that their forces had launched an attack. A rebel spokesman told the Russian Interfax news agency.

Yeltsin's health an issue

The Kremlin is trying to quell the latest reports about President Boris Yeltsin's health. Time magazine says it's obtained a government medical advisory saying Yeltsin suffered heart problems in June and needed constant monitoring. The memo reportedly said a bypass operation was under consideration.



Coronation for Miss Black Oregon U.S.A. 1997 took place last weekend where Portland's own Tiffney Martin, 25, (above) captured the title. Tiffney spoke on "advocacy for youth" for her state platform, which each contestant formulated. Among her many accomplishments, Tiffney is a professional model, has worked as a Youth Coordinator for the Urban League of Portland, and carries a Black Studies degree from Portland State University. Miss Black Oregon is a scholarship pageant worth \$3000. In addition to this, Tiffney has also won a Presidential Award (for leadership) worth \$1000, and will be provided by Stewart Realty Group. The Portland-native will go on to the national competition in Washington D.C. on February 17th-22nd next year where she will compete among other regional winners.

Photo by Timothy Collins

Charity fraud

Attorney General Theodore R. Kulongoski has filed suit against an Oregon corporation and its chief officers for promoting an illegal pyramid by using a bogus charity to lure participants into the scheme.

The lawsuit, filed Wednesday, August 7th, in Multnomah County Circuit Court, names as defendants Portland residents Franklin R. Haley, Carol Severance and their company, American Funding Resource Group, Inc.

"We have a zero tolerance for pyramid promoters, particularly those that would use a bogus charity to entice participants," Kulongoski said. "In the last year, law enforcement has noted a large increase in the number of pyramids claiming to help charities especially on the Internet. Oregonians need to understand that organizing or participating in a pyramid is illegal and linking it to a charity makes no difference."

The lawsuit alleges that Haley and Severance organized an Oregon version of a Texas pyramid called Liberty. As chief officers of the American Funding Resource Group, Inc. (AFRG), an Oregon corporation, defendants created the "Heart of Gold" fundraising program and added their own charity spin by incorporating a bogus charity, The Ross Foundation, solely for the purpose of enticing participants into the program.

Department of Justice investigators allege that AFRG "Heart of Gold" materials falsely claimed that its unique networking program would take each \$60 initial donation and turn it into \$160 in commissions to the donor and \$1,200 donation to the charity and an income tax deduction to the door. In fact, none of the approximately \$50,000 in pyramid sales went to any kind

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The Future of Portland: Central City 2000

BY JOEY MURPHY

Portland's preparing for the future in leaps and bounds.

Like a kid growing out of old clothes, the Metro region is getting too big. But instead of bursting at the seams, Metro's already sewing a new suit.

Based on Metro's 2040 growth concept, Portland's Central City 2000 Task Force finished 18 months of work with recommendations for developing Portland's job market and affordable housing in the central city.

Portland's central city districts, including the Central Eastside district, will all receive substantial infrastructure improvements as part of the plan.

"It's a very exciting vision for the future," Central City 2000 chairperson and CEO of NW Natural Gas, Robert Ridgely, said.

The 2040 growth concept is a plan for how the Metro region, encompassing 3 counties and 24 cities, will grow in the next 50 years. It aims to preserve open space and natural

areas while redeveloping urban areas and creating new development relying more on mass transit and plans for affordable housing.

Soon after Metro's growth concept was introduced, the Portland City Council established in December of 1994 Central City 2000 Task Force.

It was designed to create a strategy to foster 15,000 new housing units and 75,000

Under the plan, Portland's downtown would grow at the same rate as the rest of the region. Currently the downtown is stagnating: while Metro employment increased by 95,200 jobs between 1990 and 1994, central city employment increased by 800 jobs, the Mayor's communication manager Elisa Dozono said.

So, the city task force identified five issues which will help Portland increase its share of

"It's influenced Katz's budget, and the Portland Development Commission's five-year plan,"

—Robert Ridgely, Central City Spokesperson

new jobs by the year 2010 in order to meet Metro's 2040 plan.

"We were driven by economic strategy, to accommodate growth in the region, and to maintain the infrastructure," Portland Mayor Vera Katz said.

Ridgely agreed. "Without the plan, we'd have more sprawl, more congestion, more pollution - it wouldn't be pretty," he said.

new housing units and jobs: housing, business climate, target industries, workforce development, district infrastructure.

There are many advantages to the plan. Among them, Ridgely said, "more people of modest means will be able to buy their own homes."

Central City 2000 presented recommendations on how to tackle each issue.

Ridgely said the recommendations, though yet to be enacted, have already impacted the city.

"It's influenced Katz's budget, and the Portland Development Commission's five-year plan," he said.

The PDC is in charge of implementing the actions in the Central City 2000 Strategy.

Katz outlined the progress made on each of the recommendations. Some already have funds budgeted, others don't and some may even require a vote of the people, she said.

The most obvious changes will be the infrastructure improvements in each central city district, said Steve Siegel, executive director of the Central City 2000 Task Force.

"They've already begun construction on the Eastside Esplanade Project," he said.

The esplanade is part of the infrastructure improvements. It will step up the original idea of a couple of small trails along the eastside near OMSI, Siegel said. "It will be a

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Highway 217 Subarea Transportation Plan

The I-5 Highway 217 Subarea Transportation Plan Team is happy to report that progress is being made and at this point the project remains on schedule.

The Oregon Transportation Commission has recently approved this project and has indicated that it is one of ODOT's highest priority transportation projects in the Portland metro region.

Even so, many steps remain before construction begins.

In October 1994, ODOT, in partnership

with Metro, the Cities of Lake Oswego and Tigard, and Clackamas and Washington Counties, committed to find a workable solution to the increasing traffic congestion and safety of problems occurring at the I-5/Hwy 217 interchange and surrounding area.

Consultants were contracted to assist in the year-long project, to develop designs that would have community support while involving as many citizens as possible.

The participation of hundreds of community members during the alternative develop-

ment process led to a freeway interchange design that not only addressed the needs and values of the community but met technical needs as well.

While a new interchange will significantly address many of the current problems, it cannot solve them all.

As a result, several local (off-freeway) transportation improvements will be necessary for the interchange and the overall trans-



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