

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793

**METRO****Agenda**

MEETING: METRO COUNCIL REGULAR MEETING – revised 2/23/01
DATE: March 1, 2001
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS
2. CITIZEN COMMUNICATIONS
3. ANNUAL VOLUNTEER PROGRAM REPORT Kent
4. NATURAL RESOURCES REPORT AND NMFS UPDATE Helm
5. EXECUTIVE OFFICER COMMUNICATIONS
6. AUDITOR COMMUNICATIONS
7. MPAC COMMUNICATIONS
8. LEGISLATIVE UPDATE
9. COMMITTEE CHAIR REPORTS
10. CONSENT AGENDA
- 10.1 Consideration of Minutes for the February 22, 2001 Metro Council Regular Meeting.
11. ORDINANCES - FIRST READING
- 11.1 Ordinance No. 01-895, For the Purpose of Establishing Criteria for Metro Council District Reapportionment and Declaring an Emergency.
12. ORDINANCES - SECOND READING
- 12.1 Ordinance No. 01-889, For the Purpose of Amending the FY 2000-01 Budget And Appropriations Schedule and Transferring \$2,500 From the Council Office To the Office of the Auditor. Atherton

12.2 **Ordinance No. 01-894**, For the Purpose of Amending the Metro Code Title X, Metro Regional Parks and Greenspaces, to Increase Park Fees. Hosticka

13. **RESOLUTION**

13.1 **Resolution No. 01-3034**, For the Purpose of Approving Portland Regional Federal Transportation Priorities for FFY 2002 Appropriations. Monroe

14. **EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(1)(e).
DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE
REAL PROPERTY TRANSACTIONS.**

14.1 **Resolution No. 01-3036**, For the Purpose of Authorizing the Executive Officer to purchase the Wilsonville Tract in the Tonquin Geologic Target Area. Hosticka

15. **COUNCILOR COMMUNICATION**

ADJOURN

Cable Schedule for March 1, 2001 Metro Council Meeting

	Sunday (3/4)	Monday (3/5)	Tuesday (3/6)	Wednesday (3/7)	Thursday (3/1)	Friday (3/2)	Saturday (3/3)
CHANNEL 11 (Community Access Network) (most of Portland area)						2:00 P.M.	
CHANNEL 21 (TVCA) (Washington Co., Lake Oswego, Wilsonville)	7:00 P.M.	1:00 A.M.		7:00 P.M.	1:00 A.M.		
CHANNEL 30 (TVCA) (NE Washington Co. – people in Wash. Co. who get Portland TCI)	7:00 P.M.	1:00 A.M.		7:00 P.M.	1:00 A.M.		
CHANNEL 30 (CityNet 30) (most of Portland area)		POSSIBLE 2:00 P.M. (previous meeting)					
CHANNEL 30 (West Linn Cable Access) (West Linn, Rivergrove, Lake Oswego)	7:00 A.M. (previous meeting)	5:00 P.M. (previous meeting)	8:00 A.M. (previous meeting)		5:00 P.M. (previous meeting)	8:00 A.M. (previous meeting)	6:00 P.M. (previous meeting)
CHANNEL 33 (ATT Consumer Svcs.) (Milwaukie)	4:00 P.M. (previous meeting)					10:00 P.M. (previous meeting)	9:00 A.M. (previous meeting)

**PLEASE NOTE THAT ALL SHOWING TIMES ARE TENTATIVE BASED ON THE INDIVIDUAL CABLE COMPANIES' SCHEDULES.
PLEASE CALL THEM OR CHECK THEIR WEB SITES TO CONFIRM SHOWING TIMES.**

Portland Cable Access	www.pcatv.org	(503) 288-1515
Tualatin Valley Cable Access	www.tvca.org	(503) 629-8534
West Linn Cable Access	www.ci.west-linn.or.us/wltskcd	(503) 722-3424
Milwaukie Cable Access		(503) 654-2266

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, 797-1542. Public Hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be considered included in the decision record. Documents can be submitted by email, fax or mail or in person to the Clerk of the Council. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

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Consideration of the February 22, 2001 Regular Metro Council Meeting minutes.

**Metro Council Meeting
Thursday, March 1, 2001
Metro Council Chamber**

**Ordinance No. 01-895, For the Purpose of Establishing Criteria for Metro Council District
Reapportionment and Declaring an Emergency.**

First Reading

Metro Council Meeting
Thursday, March 1, 2001
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ESTABLISHING) ORDINANCE NO. 01-895
CRITERIA FOR METRO COUNCIL)
DISTRICT REAPPORTIONMENT AND)
DECLARING AN EMERGENCY.) Introduced by Presiding Officer David
) Bragdon

WHEREAS, at the November 7, 2000 General Election the voters of the Metro region approved Ballot Measure 26-10 and thereby amended the 1992 Metro Charter; and

WHEREAS, Section 16 of the amended Metro Charter prescribes that beginning January 6, 2003, the governing body of Metro is to be a Council consisting of seven councilors, one of whom shall be elected at large and designated president of the council together with the remaining six councilors each nominated and elected from single districts within the Metro area; and

WHEREAS, Section 32(3) of the amended Metro Charter requires that within three months after the completion of the year 2000 census, the Metro Council shall establish six council districts in a manner that accords equal protection of the law and further states that three councilors serving terms that expire January 2005 shall each be assigned to one of the six districts and that their term shall continue; and

WHEREAS, Section 32(1) of the Metro Charter establishes the minimum criteria for council districts, requiring such districts as nearly as practicable to be of equal population and to be contiguous and geographically compact; and

WHEREAS, Section 32(1) of the Metro Charter further provides that the Council may by ordinance specify additional criteria for districts that are consistent with this section; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

SECTION 1.

In addition to the criteria for council district reapportionment contained in Section 32(1) of the Metro Charter, which requires that "as nearly as practicable, all council districts shall be of equal population and shall be contiguous and geographically compact," the Council also specifies each of the following additional criteria in developing an apportionment plan:

a. The apportionment shall comply with all applicable federal and state laws pertaining to voting rights of electors.

b. No council district shall vary in population more than five percent (5.0%) from the average population of the district. "Average population" shall be that amount equal to one sixth of the total Metro area population based on the data compiled by the 2000 U.S. census. The maximum variance of five percent shall be construed to mean that no district may be more than five percent larger nor more than five percent smaller in population than the average population.

c. While observing the maximum five percent population variance based on the 2000 census data required in Section 1(2) of this Ordinance, the Council shall make every effort to create districts with population variances of zero percent (0.0%) based on the data compiled by the 2000 U.S. census.

d. In developing the reapportionment plan, the Council shall give consideration to existing precincts and, to the maximum extent possible after meeting all other applicable criteria, shall maintain communities of interest. Such communities of interest are represented in cities under 15,000 in population, regional centers, town

centers, watershed boundaries, established neighborhood associations, neighborhood planning organizations, community planning and participation organizations and other similar groups as specifically defined by the Metro Council.

SECTION 2.

a. A Metro Council Reapportionment Task Force is hereby created, consisting of the three Metro Councilors serving terms that expire in January 2005. The Metro Council Reapportionment Task Force shall develop a reapportionment plan conforming to the criteria set forth in this Ordinance and shall recommend its plan to the Metro Council as set forth herein.

b. In developing a reapportionment plan, the Reapportionment Task Force shall hold at least one public meeting within the geographic boundary of Metro not more than fourteen days following the effective date of this ordinance for the purpose of gathering information from interested parties and the general public regarding district reapportionment and the reapportionment process.

c. Thereafter, by April 23, 2001, a draft reapportionment plan shall be prepared for consideration by the Metro Council Reapportionment Task Force. Following preparation of the draft plan, the Task Force shall hold at least four public hearings that shall be held in geographically diverse locations around the Metro Region for the purpose of hearing from interested parties and the general public regarding the content of the draft plan. Such hearings shall be held on dates that allow for the committee to consider testimony received and to amend the draft plan prior to June 1, 2001.

d. No later than June 1, 2001, the Task Force shall make its recommendations on reapportionment to the Metro Council.

SECTION 3.

a. A Citizens Review Committee on Reapportionment is hereby created, consisting of 16 members who shall be appointed by the Executive Officer and the members of the Metro Council as set forth in this subsection. The Executive Officer shall appoint two review committee members, who shall be residents of the Metro Region. Additionally, each Metro Councilor shall appoint two review committee members, who shall be residents of the Metro Region. No appointee shall hold any elected office and no appointee shall be a Lobbyist or an Employer of a Lobbyist as those terms are defined in Metro Code Chapter 2.17.

b. The Citizens Review Committee on Reapportionment shall provide information, advice and assistance to the Council Reapportionment Task Force in formulation of a reapportionment plan. No later than May 11, 2001, the Citizens Review Committee on Reapportionment shall provide to the Council Reapportionment Task Force its advisory views on the draft reapportionment plan. Thereafter, the Citizens Review Committee on Reapportionment shall then be dissolved.

SECTION 4.

This ordinance being necessary for the health, safety or welfare of the Metro area, for the reason that the work of the Reapportionment Task Force should proceed without delay as stipulated in the Metro Charter, an emergency is declared to exist and this ordinance shall take effect upon passage.

ADOPTED by the Metro Council this ____ day of _____, 2001.

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

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Staff Report

IN CONSIDERATION OF ORDINANCE NO. 01-895, FOR THE PURPOSE OF ESTABLISHING CRITERIA FOR METRO COUNCIL DISTRICT REAPPORTIONMENT AND DECLARING AN EMERGENCY

February 20, 2001

Presented by: Councilor Bragdon

Purpose

Ordinance No. 01-889 would establish criteria related to the redistricting of Metro Council districts. The ordinance also would establish a Council Task Force to oversee the development of a redistricting plan for consideration by the full Council. A citizen review committee would be created to provide information, advice and assistance to the Task Force.

Background

The Metro Charter, adopted by the voters in 1992, specifies that councilor districts be reapportioned within three months following the receipt of data from the year 2000 census. Prior to the most recent redistricting in 1993, the Council adopted criteria and procedures to be used during the redistricting process. The proposed ordinance would establish such criteria for the upcoming redistricting process.

Section 1 of the proposed ordinance outlines the criteria to be used during the redistricting process. The section includes the Charter requirement that districts should "be of equal population and shall be contiguous and geographically compact." The population of each district can not vary more than five percent from the average population of a district though the Council "shall make every effort to create districts with population variances of zero percent." In addition, the Council would be required "to the maximum extent possible" maintain certain specified communities of interest. Such communities of interest would include 1) cities under 15,000 in population, regional centers, town centers, watershed boundaries and neighborhood associations and planning organizations. The Council also could specify define other communities of interest.

Section 2 would create a Council Reapportionment Task Force consisting of the three Councilors serving terms that expire in 2005. The task force would be responsible for developing a redistricting plan for consideration by the full Council. The section also requires the Task Force to hold at least five public hearings and make its final recommendations to the full Council by June 1.

Section 3 would create a citizens review committee related to the redistricting process. The committee would consist of 16 members. Each councilor would appoint two members to the committee and the Executive Officer also would appoint two members. The committee members must live within the Metro boundary. The members cannot be an elected official and cannot be a Metro lobbyist or the employee of such a lobbyist. The committee would be required to make its recommendations by May 11.

Budget Impact

Based on the cost of the most recent redistricting process completed in 1993, the Data Resource Center staff has estimated that the redistricting effort will cost the center an estimated \$21,000. Actual costs will depend on the number of plans and plan amendments that are requested and the amount of staff time needed to respond to such requests. No funds have been specifically budgeted for the redistricting project. Therefore, a budget amendment may be needed late in the fiscal year when the actual costs can be more clearly identified.

All Council costs, including staff time, will be absorbed in the existing budget.

Ordinance No. 01-889, For the Purpose of Amending the FY 2000-01 Budget and Appropriations Schedule and Transferring \$2,500 from the Council Office to the Office of the Auditor.

Second Reading

**Metro Council Meeting
Thursday, March 1, 2001
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING)	ORDINANCE NO. 01-889
THE FY 2000-01 BUDGET AND)	INTRODUCED BY COUNCILOR
APPROPRIATIONS SCHEDULE AND)	ATHERTON
TRANSFERRING \$2,500 FROM THE)	
COUNCIL OFFICE TO THE OFFICE OF)	
THE AUDITOR)	

WHEREAS, nationally recognized professional standards require the Metro Office of the Auditor to undergo a peer review every three years, and

WHEREAS, the next peer review is scheduled to be completed during FY 2000-01, and

WHEREAS, the Auditor must sign the letter of understanding to initiate the peer review process and has the authority oversee her own peer review process,

WHEREAS, the Metro Council included funding for the peer review in the Council Office budget to allow for greater Council oversight of the management of the Office of the Auditor, and

WHEREAS, the Council has expressed interest in conducting a more extensive management review of the Office of Auditor for which funding is currently not available, therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2000-01 Budget and Schedule of Appropriations are hereby amended s shown in the column titled "Revision" in Exhibits A and B to this Ordinance for the purpose of transferring \$2,500 from Contracted Professional Services in the Council Office to Contracted Professional Services in the Office of the Auditor.
2. Prior to release of the funds transferred under this ordinance, the Office of the Auditor shall submit a scope of work for the proposed peer review to the Council

Office.

3. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____ 2001.

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

Exhibit A
Ordinance No.01-889

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Resources							
<u>Resources</u>							
BEGBAL	Beginning Fund Balance		\$600,972		\$0		\$600,972
EXCISE	Excise Tax						
4050	Excise Taxes		7,599,461		0		7,599,461
INTRST	Interest Earnings						
4700	Interest on Investments		15,000		0		15,000
EQTREV	Fund Equity Transfers						
4970	Transfer of Resources						
	* from Risk Management Fund		100,000		0		100,000
	* from Support Services Fund		1,514,750		(2,500)		1,512,250
TOTAL RESOURCES			\$9,830,183		(\$2,500)		\$9,827,683

Exhibit A
Ordinance No.01-889

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Council Office Total							
Total Personal Services		20.00	\$1,129,157	0.00	\$0	20.00	\$1,129,157
<u>Materials & Services</u>							
GOODS	Goods						
5201	Office Supplies		71,929		0		71,929
5205	Operating Supplies		11,000		0		11,000
5210	Subscriptions and Dues		18,600		0		18,600
SVCS	Services						
5240	Contracted Professional Svcs		19,000		(2,500)		16,500
5251	Utility Services		7,500		0		7,500
5260	Maintenance & Repair Services		3,000		0		3,000
5265	Rentals		1,500		0		1,500
5280	Other Purchased Services		52,000		0		52,000
OTHEXP	Other Expenditures						
5450	Travel		11,500		0		11,500
5455	Staff Development		10,000		0		10,000
5470	Council Costs		17,500		0		17,500
5490	Miscellaneous Expenditures		5,765		0		5,765
Total Materials & Services			\$229,294		(\$2,500)		\$226,794
TOTAL REQUIREMENTS		20.00	\$1,358,451	0.00	(\$2,500)	20.00	\$1,355,951

Exhibit A
Ordinance No.01-889

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Support Services Fund							
Office of the Auditor							
Total Personal Services		5.00	\$444,048	0.00	\$0	5.00	\$444,048
Materials & Services							
GOODS	Goods						
5201	Office Supplies		5,500		0		5,500
5205	Operating Supplies		5,150		0		5,150
5210	Subscriptions and Dues		3,300		0		3,300
SVCS	Services						
5240	Contracted Professional Svcs		111,257		2,500		113,757
5251	Utility Services		400		0		400
5260	Maintenance & Repair Services		500		0		500
5280	Other Purchased Services		2,500		0		2,500
IGEXP	Intergov't Expenditures						
5300	Payments to Other Agencies		328		0		328
OTHEXP	Other Expenditures						
5450	Travel		15,255		0		15,255
5455	Staff Development		6,047		0		6,047
5490	Miscellaneous Expenditures		1,093		0		1,093
Total Materials & Services			\$151,330		\$2,500		\$153,830
TOTAL REQUIREMENTS		5.00	\$595,378	0.00	\$2,500	5.00	\$597,878

Exhibit A
Ordinance No.01-889

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Support Services Fund							
General Expenses							
<u>Interfund Transfers</u>							
<i>INTCHG Internal Service Transfers</i>							
5800	Transfer for Indirect Costs						
	* to Building Mgmt Fund		547,127		0		547,127
	* to Risk Mgmt-Liability		24,462		0		24,462
	* to Risk Mgmt-Worker Comp		18,443		0		18,443
<i>EQTCHG Fund Equity Transfers</i>							
5810	Transfer of Resources						
	* General Fund		1,514,750		(2,500)		1,512,250
	* Building Management Fund		40,000		0		40,000
Total Interfund Transfers			\$2,144,782		(\$2,500)		\$2,142,282
<u>Contingency and Ending Balance</u>							
<i>CONT Contingency</i>							
5999	Contingency						
	* General		285,231		0		285,231
	* Contractor's License		47,674		0		47,674
<i>UNAPP Unappropriated Fund Balance</i>							
5990	Unappropriated Fund Balance						
	* Contingency/Unrestricted		147,000		0		147,000
Total Contingency and Ending Balance			\$479,905		\$0		\$479,905
TOTAL REQUIREMENTS		81.38	\$10,530,040	0.00	\$0	81.38	\$10,530,040

Exhibit B
Ordinance No. 01-889
FY 2000-01 SCHEDULE OF APPROPRIATIONS

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Amended</u> <u>Appropriation</u>
GENERAL FUND			
Council Office			
Operating Expenses (PS & M&S)	\$1,358,451	(\$2,500)	\$1,355,951
Subtotal	1,358,451	(2,500)	1,355,951
Office of the Executive Officer			
Operating Expenses (PS & M&S)	1,310,800	0	1,310,800
Subtotal	1,310,800	0	1,310,800
Special Appropriations			
Materials & Services	340,000	0	340,000
Subtotal	340,000	0	340,000
General Expenses			
Interfund Transfers	6,265,632	0	6,265,632
Contingency	255,840	0	255,840
Subtotal	6,521,472	0	6,521,472
Unappropriated Balance	299,460	0	299,460
Total Fund Requirements	\$9,830,183	(\$2,500)	\$9,827,683
SUPPORT SERVICES FUND			
Administrative Services/Human Resources			
Operating Expenses (PS & M&S)	\$3,877,348	\$0	\$3,877,348
Capital Outlay	21,990	0	21,990
Subtotal	3,899,338	0	3,899,338
Information Technology			
Operating Expenses (PS & M&S)	1,796,126	0	1,796,126
Debt Services	111,951	0	111,951
Capital Outlay	465,691	0	465,691
Subtotal	2,373,768	0	2,373,768
Office of General Counsel			
Operating Expenses (PS & M&S)	978,955	0	978,955
Subtotal	978,955	0	978,955
Office of Citizen Involvement			
Operating Expenses (PS & M&S)	57,914	0	57,914
Subtotal	57,914	0	57,914
Office of the Auditor			
Operating Expenses (PS & M&S)	595,378	2,500	597,878
Subtotal	595,378	2,500	597,878
General Expenses			
Interfund Transfers	2,144,782	(2,500)	2,142,282
Contingency	332,905	0	332,905
Subtotal	2,477,687	(2,500)	2,475,187
Unappropriated Balance	147,000	0	147,000
Total Fund Requirements	\$10,530,040	\$0	\$10,530,040

All Other Appropriations Remain as Previously Adopted

BUDGET AND FINANCE COMMITTEE REPORT

CONSIDERATION OF **ORDINANCE NO. 01-889**, FOR THE PURPOSE OF AMENDING THE FY 2000-01 BUDGET AND APPROPRIATIONS SCHEUDLE AND TRANSFERRING \$2,500 FROM THE COUNCIL OFFICE TO THE OFFICE OF THE AUDITOR

Date: 22 February 2001

Presented by: Councilor Atherton

Committee Recommendation: At its February 14, 2001, meeting, the Budget and Finance Committee voted 5-0 to recommend Council adoption of Ordinance No. 01-889. Voting in favor: Councilors Burkholder, Bragdon, McLain, Hosticka, and Atherton. Voting against: None. Absent: Councilors Park and Monroe.

Background: John Houser, Council Analyst, presented the staff report. He explained that, during the FY 2000-01 budget approval process, \$2,500 for the Auditor's triennial peer review was placed into Council budget. Subsequently, the Office of General Counsel advised Council that various code and chapter provisions allow the Auditor's Office to manage its own peer review. The Peer Review is conducted under the auspices of the national Association of Local Government Auditors (NALGA), and is a professional evaluation of the Auditor's practices by outside parties.

Committee Issues/Discussion: There was none

Key Public Testimony: Alexis Dow, Metro Auditor, submitted a letter to Council reflecting her viewpoints on the Peer Review, and information contained in the staff report accompanying the Ordinance.

Staff Report

IN CONSIDERATION OF ORDINANCE NO. 01-889, FOR THE PURPOSE OF AMENDING THE FY 2000-01 BUDGET AND APPROPRIATIONS SCHEDULE AND TRANSFERRING \$2,500 FROM THE COUNCIL OFFICE TO THE OFFICE OF THE AUDITOR

January 26, 2001

Presented by: Councilor Atherton

Purpose

Ordinance No. 01-889 would transfer \$2,500 from the Council Office to the Office of the Auditor for the purpose of allowing the Auditor to contract for a peer review of her office.

Background

Nationally recognized standards promulgated by the National Association of Local Government Auditors recommend that each local government auditing office undergo a peer review every three years. A team of two or three public agency auditors conducts the review. The office being reviewed is responsible for paying the expenses (airfare, lodging, meals) of the review team and must agree to provide a staff person to serve on a future peer review team in another jurisdiction.

The Metro Office of Auditor would be scheduled for such a review during the current fiscal year. and, therefore, the Auditor requested \$2,500 for this purpose. During its budget review process, the Council elected to place the funding for the peer review in the Council budget with the consent of the Auditor. Since taking this action, the Council has been advised by the Auditor that the Auditor must sign the contractual papers related to the peer review. In addition, the Office of General Counsel has advised that various charter and code provisions give the Auditor the authority to manage her own peer review.

The transfer of funds proposed by this ordinance will give the Office of the Auditor sufficient funds to conduct and administer the proposed peer review. A scope of work for the proposed peer review will be provided to the Council Office prior to the release of the funds transferred by this ordinance.

As the office responsible for reviewing management and operational activities of the various Metro departments and functions, the Office of the Auditor also should be subject to a periodic review of its management and operational practices. No such review has been conducted since the establishment of the Office of the Auditor in the Metro Charter. The proposed peer review is limited in scope. The Council remains interested in broader examination of a variety of management issues related to the Office of Auditor, though funding is currently not available for such an analysis. Examples of such issues include: the scoping and cost of audits, management of contracts for outside services associated with the preparation of audits and the auditor's working and oversight relationship with the Council.

Budget Impact

The adoption of the proposed ordinance will have no fiscal impact other than transferring \$2,500 from the Council budget to the budget of the Office of the Auditor.

Agenda Item Number 12.2

Ordinance No. 01-894, For the Purpose of Amending the Metro Code Title X, Metro Regional Parks and Greenspaces, to Increase Park Fees.

Second Reading

**Metro Council Meeting
Thursday, March 1, 2001
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING)	ORDINANCE NO.01-894
METRO CODE TITLE X, METRO)	
REGIONAL PARKS AND GREENSPACES,)	Introduced by Mike Burton
TO INCREASE PARK FEES.)	Executive Officer

WHEREAS, user fee surveys on facilities in the region comparable to Metro's Regional Parks and Greenspaces facilities have recently been conducted; and

WHEREAS, it has been determined that increases in certain fees are warranted at Metro park facilities; and

WHEREAS, park fees, except the Lake House, have not increased since 1997; and

WHEREAS, user fees for Regional Parks and Greenspaces facilities are a part of Metro Code Title X and must receive Council approval; and

WHEREAS, on February 6, 2001, the Regional Parks and Greenspaces Advisory Committee approved staff's recommendation to increase park fees; now therefore

The Metro Council ordains as follows:

1. Metro Code Section 10.02.020 Park Fees is amended to read:

10.02.020 Park Fees

The following fees shall be charged and collected by Metro for and prior to the following park uses and activities:

(a) Reservation fees for shelters and reservable picnic areas at Blue Lake Park shall be set forth in Appendix "A" to chapter 10.02. However, reservation fees for weekday events (except holidays) shall be reduced by 20 percent. Off-season reservation fees (November 1 through May 14) shall be reduced by 50 percent.

(b) Fees for alcohol permits at Blue Lake Park shall be as follows:

- (1) \$ 175.00 for areas with capacity of 51 or more.
- (2) \$ 100.00 for areas with a capacity of 50 or less.

(c) Overnight camping fees at Oxbow Park shall be \$ 13.00 per site per night. Permit must be displayed. The fee for each additional vehicle shall be \$ 3.00 per night. Each vehicle must pay entry fee on initial day of entry.

(d) Entry fees at Blue Lake Park and Oxbow Park shall be \$3.00 per motorized vehicle on all days and \$6.00 per bus on all days.

(e) Boat launching and/or parking fees at the M. James Gleason Boat Ramp shall be \$3.00 and fees at the Chinook Landing Marine Park shall be \$4.00 per motorized vehicle on all days.

(f) Fees for special events shall be set by the director of the Regional Parks and Greenspaces Department.

(g) Fees for nightly use of overnight group camps at Oxbow Park by nonprofit and youth organizations shall be as follows:

- (1) \$20.00 minimum for the first 10 people for Group Camp #2 and #3 and then \$2.00 per person up to a \$70.00 maximum (this does not include the vehicle entry fee). 35 people per night maximum per site.
- (2) \$40.00 minimum for the first 20 people for Group Camp #1 and then \$2.00 per person up to a \$300.00 maximum (this does not include the vehicle entry fee). 150 people maximum per night.
- (3) A reservation fee of \$10.00 will be charged to all groups.

(h) Picnic area reservation fees at Oxbow Park shall be as follows (does not include vehicle entry fees):

Area A - \$ 255.00
Area B - \$ 155.00
Area C - \$ 195.00
Area D - \$ 135.00

However, reservation fees for weekday events (except holidays) shall be reduced by 20 percent. Off-season reservation fees (November 1 through May 14) shall be reduced by 50 percent.

(i) The fee for annual passes in lieu of daily entrance fees, launching and/or parking fees at Blue Lake Park, Oxbow Park, Chinook Landing, and M. James Gleason Boat Ramp shall be as follows:

- (1) Premium: \$50.00 per year (October 1 through September 30)
- (2) Regular: \$35.00 per year (October 1 through September 30)
- (3) Seniors: \$25.00 per year (October 1 through September 30)
- (4) Low-Income/Disabled: \$10.00 per year (October 1 through September 30).

(j) Entrance fees at Blue Lake and Oxbow Regional Parks shall be waived for any police officer or Metro employee who presents valid current identification at the park entrance. Fee waivers shall not apply to any special events or other facilities.

(k) Except for use by Metro, rental fees, along with \$100.00 refundable deposit, for "The Lake House" at Blue Lake Park shall be:

- (1) April 1 to October 31 (Friday 5:00 p.m. through Sunday):

10:00 a.m. to 4:00 p.m.	\$ 750.00
6:00 p.m. to midnight	\$ 750.00
10:00 a.m. to 10:00 p.m.	\$ 1,200.00

- (2) November 1 to March 30 (Friday 5:00 p.m. through Sunday):
10:00 a.m. to 4:00 p.m. \$ 450.00
6:00 p.m. to midnight \$ 450.00
10:00 a.m. to 10:00 p.m. \$ 750.00
- (3) Weekdays (Monday through 5:00 p.m. Friday):
\$ 40.00 per hour (10:00 a.m. – 5:00 p.m.) with a three-hour minimum charge
\$60.00 per hour (5:00 p.m. – midnight) with a three-hour minimum charge.

(Ordinance No. 96-659A, Sec. 1. Amended by Ordinance No. 98-722, Sec. 1.)

10.02.030 Suspension of Fees

Collection of any fee under section 10.02.020 may be waived or suspended by order of the director of Regional Parks and Greenspaces or his/her designee for such period of time as the order may provide. The director shall develop and implement a written policy to guide decisions related to the waiver or suspension of fees.

(Ordinance No. 96-659A, Sec. 1.)

10.02.040 Park Use Without Required Fee Prohibited

No person shall engage in a park activity for which there is a fee without first paying the required fee. Any person engaged in a park activity for which there is a fee shall be required to produce and exhibit the receipt from the director showing fee payment, which the person claims to have, upon request of any authorized person who shall desire to inspect the receipt for the purpose of enforcing compliance with this chapter or rules promulgated pursuant thereto.

(Ordinance No. 96-659A, Sec. 1.)

10.02.050 Fees for Memorials and Cemeteries

(a) For the services of Regional Parks and Greenspaces in connection with memorials, cemeteries, and related matters, the grave fees shall be as follows:

Grave Price Range	\$ 800.00
Cremain Graves	\$ 425.00
Child Graves	\$ 275.00

All service fees will be set by the director of Regional Parks and Greenspaces to reflect the average cost of services as charged by the industry in the Portland metropolitan region.

(b) The director may waive fees for grave sales and burial services in situations of extreme financial hardship. All waivers or exemptions shall be written by order setting forth the facts to justify the waiver or exemption.

(Ordinance No. 96-659A, Sec. 1.)

APPENDIX "A"
TO CHAPTER 10.02.020(a)
PARK FEES, BLUE LAKE REGIONAL PARK

<u>AREA</u>	<u>GROUP SIZE</u>	<u>FEE</u>	<u>ENTIRE AREA FEE</u>
11A	100	\$ 60.00	
11B Full Canopy	50	\$ 90.00	\$ 150.00
12A Half Canopy	100	\$ 110.00	
12B	50	\$ 45.00	
12C	50	\$ 45.00	
12D	50	\$ 45.00	\$ 245.00
13A	50	\$ 45.00	
13B	50	\$ 45.00	
13C	100	\$ 60.00	
13D	50	\$ 45.00	\$ 195.00
14A	100	\$ 60.00	
14B Full Canopy	50	\$ 90.00	
14C	50	\$ 45.00	
14D	100	\$ 60.00	
14E	50	\$ 45.00	\$ 300.00
Celilo Shelter *			
A	60	\$ 120.00	
B	60	\$ 120.00	\$ 240.00
Chinook Shelter *			
A	125	\$ 195.00	
B	125	\$ 195.00	\$ 390.00
17A	100	\$ 60.00	
17B	100	\$ 60.00	
17C	100	\$ 60.00	
17D	100	\$ 60.00	\$ 240.00
18A *	100	\$ 60.00	
18B *	100	\$ 60.00	\$ 120.00
19	100	\$ 60.00	\$ 60.00
20A Full Canopy	50	\$ 90.00	
20B Full Canopy	50	\$ 90.00	\$ 180.00
Multnomah Shelter *			
A	60	\$ 120.00	
B	60	\$ 120.00	
C	60	\$ 120.00	
D	60	\$ 120.00	\$ 480.00
Shahala Shelter *			
A	125	\$ 195.00	
B	125	\$ 195.00	\$ 390.00
<u>AREA</u>	<u>GROUP SIZE</u>	<u>FEE</u>	
Clatsop Shelter *			
A	125	\$ 195.00	
B	125	\$ 195.00	\$ 390.00
Bandstand *	200	\$ 150.00	\$ 150.00

* Alcohol allowed in these areas only; alcohol permit must be obtained from Reservation Office at the time reservation is booked (additional fee) pursuant to sections 10.01.200 and 10.02.020(b).

Please Note: The cost of a reservation does not include the entry fee.
(Ordinance No. 96-659A, Sec. 1.)

ADOPTED by the Metro Council this _____ day of _____, 2001

David Bragdon, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

REGIONAL PARKS AND GREENSPACES STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 01-894 FOR THE PURPOSE OF AMENDING METRO CODE TITLE X, METRO REGIONAL PARKS AND GREENSPACES, TO INCREASE PARK FEES.

Date: February 7, 2001

Presented by:
Charles Ciecko, Director
Dan Kromer, O & M Manager
Regional Parks and Greenspaces

Proposed Action

Ordinance No. 01-894 requests approval by Metro Council to amend Metro Code Title X, Metro Regional Parks and Greenspaces, to increase certain park fees.

Existing Legislation

Metro Code 1.01.010 allows the use of an ordinance to add on to, amend, correct or repeal all or any part or portion of the Metro Code. Metro Code 10.01.010 establishes the purpose to provide regulations governing the use of Metro owned or operated Regional Parks and Greenspaces facilities while section 10.02.010 establishes park fees pursuant 10.01.010.

Background and Analysis

User fee surveys on facilities in the region comparable to Metro's Regional Parks and Greenspaces facilities have recently been conducted. Based on this survey and facility upgrades that have been completed, it has been determined that increases in certain fees are warranted at Metro park facilities. Regional Parks and Greenspaces is proposing to raise the following fees: picnic reservation fees at Oxbow and Blue Lake, alcohol permit fees associated with picnic reservations, camping fees at Oxbow, rental fees charged at the Lake House, and cemetery grave prices. The last time fees were increased was in 1997 except Lake House rental fees, which were raised in 1998. User fees for Regional Parks and Greenspaces facilities are a part of Metro Code Title X. Any changes to these user fees are subject to Council approval.

The Regional Parks and Greenspaces Advisory Committee, at their February 6, 2000 meeting, approved staff's recommendation to increase these fees.

The purposed fee increases do not reflect a possible future increase in park fees to offset costs associated with an IGA with the City of Fairview for police services provided by the City at Blue Lake Regional Park and Chinook Landing Marine Park. Negotiations have not yet concluded between staff from the Executive Office and the City of Fairview regarding the details on this IGA.

Findings

- Changes in park fees under Metro Code 10.01.02 require Council approval.
- User fee surveys conducted on facilities from around the region comparable to Regional Parks and Greenspaces facilities justifies an increase to park fees.
- Park fees, except the Lake House, have not increased since 1997.
- Increase in park fees will help offset the current Regional Parks and Greenspaces operations deficit.

The following is a summary of proposed changes:

<u>Fee</u>	<u>Current</u>	<u>Proposed</u>
Alcohol Permit		
Area capacity 51+	\$150	\$175
Area Capacity 0-50	\$ 85	\$100
Reservation Fees		
Oxbow Area A	\$231	\$255
Oxbow Area B	\$143	\$155
Oxbow Area C	\$176	\$195
Oxbow Area D	\$121	\$135
Blue Lake	\$39 - \$176	\$45 - \$195
Overnight Camping		
Per site per night	\$10	\$13
Extra Vehicle	\$ 2	\$ 3
"Lake House" rental		
Weekdays	\$38/hr	\$40/hr
Weekend – April-Oct.	\$537.50 - \$860	\$750 - \$1,200
Weekend – Nov.-March	\$430 - \$724.50	\$450 - \$750
Cemeteries		
Grave Prices	\$600 - \$750	\$800
Cremain Graves	\$360	\$425
Child Graves	\$175	\$275

Budget Impact:

The budget impact to Regional Parks and Greenspaces from this ordinance is an increase in user fees of approximately \$50,000 excluding Excise Tax. No other budget impacts are anticipated.

Executive Officer's Recommendation:

The Executive Officer recommends adoption of Resolution No. 01- 894.

Agenda Item Number 13.1

**Resolution No. 01-3034, For the Purpose of Approving Portland Regional Federal Transportation Priorities
for FFY 2002 Appropriations.**

**Metro Council Meeting
Thursday, March 1, 2001
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING
PORTLAND REGIONAL FEDERAL
TRANSPORTATION PRIORITIES FOR
FFY 2002 APPROPRIATIONS

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RESOLUTION NO. 01-3034
Introduced by Councilor Monroe

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure, and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding, and

WHEREAS, Metro has annually developed a listing of federal transportation funding and regulatory priorities for submittal to the Oregon Congressional delegation, and

WHEREAS, JPACT has approved Exhibit A to this resolution, entitled, "Portland Regional Federal Transportation Priorities," NOW, THEREFORE,

BE IT RESOLVED,

The Metro Council approves Exhibit A of this resolution, entitled "Portland Regional Federal Transportation Priorities" and directs that it be submitted to the Oregon Congressional delegation.

ADOPTED by the Metro Council this _____ day of 2001.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

Portland Regional Federal Transportation Priorities

It is important that Metro and its partners on JPACT articulate its federal transportation priorities to the congressional delegation. These priorities should be in the context of the FFY 2002 Appropriations Bill and anticipate a new six-year Authorization Bill starting in FFY 2004. A full position paper on the new six-year Authorization Bill will follow.

The region's priorities are described below:

- I. High-Capacity Transit:** The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next 3-5 years at the same time: Interstate MAX, South Corridor Transit Improvement Program and Washington County Commuter Rail.

- A. INTERSTATE MAX:** Interstate MAX is Segment #1 of the South/North Corridor. Tri-Met recently signed a Full-Funding grant agreement with the Federal Transit Administration and construction is under way. The project is seeking an appropriation of a minimum of \$70 million in Section 5309 "New Start" funds as required in the Full-Funding Grant Agreement.

The first year appropriation for Interstate MAX was \$7.5 million for the FY 2001. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$70 million in FFY 2004 and \$41 million in FFY 2005. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region. If appropriations are dramatically short of this schedule (i.e., half or less of the annual funding need), the interest cost implication to the region would likely jeopardize other projects.

- B. SOUTH CORRIDOR TRANSIT IMPROVEMENT PROGRAM:** The South Corridor is Segment #2, of the South/North Corridor. The region will incrementally implement improvements in the South Corridor that are a part of an overall South Corridor improvement project. The South Corridor project will be the region's #1 priority for Section 5309 "New Start" authorization and funding in the next six-year Authorization Bill.

- For the FY 2002 federal transit appropriations bill, seek up to \$7.0 million of Section 5309 "Bus" funding by working with the Oregon transit community to establish a list of statewide bus appropriations requests which produces this amount of funding for South Corridor improvements. This would allow the region to complete the Milwaukie Transit Center (\$.35 million) and construct a Milwaukie Park-and-Ride (\$2.65 million) and Clackamas Town Center Transit Center (\$4.0 million).

- C. COMMUTER RAIL:** The Washington County Commuter Rail Project is the region's priority for authorization for construction in this FY 2002 Appropriation Bill.

The region is committed to pursuing the Washington County Commuter Rail. Federal environmental requirements have been met and Preliminary Engineering is underway and scheduled to be complete by Summer 2001. Project implementation is scheduled to begin in March 2002. The project's finance plan calls for the first increment of federal Section 5309 "New Starts" appropriations in FY 2003.

II. Other Major Regional Priorities: The following projects are also high priority in the next fiscal year.

- A. I-5 TRADE CORRIDOR:** In the Portland/Vancouver region, Oregon and Washington are continuing their collaborative effort to address the transportation needs of the I-5 corridor from I-84 in Oregon to I-205 in Washington.

Governors John Kitzhaber of Oregon and Gary Locke of Washington have appointed a 28-member Task Force that is charged with developing a bi-state strategic plan on how to manage and improve transportation and freight mobility in the I-5 corridor between Portland and Vancouver. The strategic plan will address freeway, transit, heavy rail, and arterial street needs in the corridor. The plan will also address how to manage demand for transportation in the corridor. This public planning effort is funded with a \$2 million grant from FHWA's National Corridor Planning and Development Program. The grant is matched with \$500,000 each from the Washington and Oregon Departments of Transportation. The strategic plan is expected to be complete by the fall of 2002.

Based on the strategic planning effort, the region anticipates that federal funding will be sought through the reauthorization of TEA-21. Funding could be requested from the National Corridor Planning and Development program, other transportation programs or "High Priority Project" earmarks. Funding may also be sought through the Water Resources Development Act, as appropriate, for improvements to structures crossing the Columbia River.

- B. COLUMBIA RIVER CHANNEL DEEPENING:** In 1999, Congress authorized the deepening of the Columbia River Channel to 43 feet and the Corps of Engineers completed a Final EIS and Chief's Report on the project. Congress appropriated \$4.5 million for construction in the FFY 2001 Energy and Water Appropriations Act, but construction cannot begin until the National Marine Fisheries Service approves a new Biological Opinion. Whether the sponsoring ports will seek additional construction appropriations in FFY2002 depends upon the schedule for completing the Biological Opinion.

- C. WILLAMETTE RIVER BRIDGE FUNDING:** Multnomah County is seeking an additional \$20 million in Bridge Discretionary funds to complete the painting of the historic Broadway Bridge.

Multnomah County is implementing a \$200 million, 20-year rehabilitation program for the historic Willamette River Bridges. Approximately \$20 million has been secured through Federal Highway Bridge funds and Highway "Demo" funds to complete six of the seven phases of the Broadway Bridge rehabilitation. The Broadway Bridge is a critical link for the freight system between the eastside industrial area and central Portland. Maintaining this bridge is vital to the transportation system in the Portland region. The last component of the rehabilitation is to paint the bridge above deck. This work will preserve the structure and avoid more costly repairs later.

- D. REGIONAL HIGHWAY PROJECTS:** The limited availability of state modernization funds is delaying the construction of highway projects in the Portland region for years, if not decades. Federal earmarks will be needed if priority projects are to move forward in a timely fashion consistent with the Region 2040 Growth Concept and economic development needs.

Typically, Congress has not earmarked highway projects except when a new six-year Authorization Bill is adopted (although earmarking did occur in the FY 2001 Appropriations Bill). The following requests for FY 2002 earmarks (in the event they are undertaken) are part of a regional strategy to begin developing priority projects to better take advantage of earmarking opportunities in the next authorization bill.

- The region supports the following requests if there is an opportunity to earmark federal funds in the FY 2002 Transportation Appropriations Bill beyond the normal program categories for highway projects. The Port of Portland requests \$2 million for right-of-way acquisition for the "Columbia-Killingsworth Eastend Connector." Clackamas County requests \$3 million for Preliminary Engineering for "Sunnyside Road" and \$10 million for Preliminary Engineering for the "Sunrise Corridor – Phase 1." Multnomah County requests \$2 million for Preliminary Engineering for the "242nd Avenue Connector." Washington County is requesting \$1.5 million for Preliminary Engineering of the Sunset Highway eastbound climbing lane from Hwy. 217 to Sylvan. The City of Portland is seeking \$1.0 million for Preliminary Engineering of Sandy Boulevard to convert it from a state highway to a boulevard.
- The region is not requesting federal funding in FY 2002 for the "I-5 Delta Park – Lombard" project which, in addition to the ones listed above, is a likely priority for earmarking in the next authorization bill.

- E. AMTRAK SOUTH STATION:** The region is seeking capital funding of \$750,000 federal matching funds for a new Amtrak station.

Clackamas County, in cooperation with Oregon City, ODOT and Amtrak, has selected Oregon City as the location for a new Amtrak station in the south portion of the metropolitan region to complement existing stations in downtown Portland and Vancouver, Washington. This station is part of an incremental strategy to upgrade high-speed rail service between Eugene, Portland, Seattle and Vancouver, B.C. The overall project will entail construction of a 700-foot long platform, relocation of a rail depot, lighting and adjacent parking for a total of \$1.5 million. Oregon City is proceeding to implement Phase I of this project this year. This funding would allow Phase 2 to be completed.

- F. HIGH SPEED RAIL:** Passenger rail is an important component of the state's transportation system. As one of eight designated high-speed rail corridors in the nation, the Pacific Northwest Passenger Rail Corridor is eligible for federal funding. The region supports efforts to secure federal appropriations for improvements in the Corridor. The region also urges the Congressional delegation to support the Amtrak bond proposal introduced last year in the Senate. The proposal will be considered again this year.

- G. INTERSTATE MAX REVITALIZATION PROGRAM (TCSP):** Metro is seeking a \$1 million Congressional earmark for the Kenton Feed and Seed project.

Metro, the city of Portland, and Tri-Met are working together to develop a revitalization plan for Interstate Avenue in conjunction with Interstate MAX. Associated with that is the recent establishment of an urban renewal district by the City of Portland to provide a portion of the funding towards both the light rail and redevelopment. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, funding could be provided to accelerate this redevelopment program.

It is expected that the urban renewal district will not provide sufficient funds to meet all the needs in the corridor and will not generate much revenue in the early years. As such, TCSP funds could be used to initiate several redevelopment projects, thereby serving as a catalyst for further redevelopment. As this creates new private investment, tax increment financing resulting from this investment will provide the funding for further redevelopment projects in the future and help establish the cash-flow for the funding contribution toward the light rail construction itself. Funding would be used for such activities as land acquisition and public street and pedestrian improvements that facilitate specific redevelopment projects.

H. INTELLIGENT TRANSPORTATION SYSTEM: The region is supporting a single \$4.25 million "State of Oregon" earmark for the following ITS initiatives:

- TransPort – The TransPort project is a multi-agency project in the Portland region that is integrating each agency's transportation system into a regional system to enhance traffic and transit management and traveler information.
- California-Oregon Advanced Transportation Systems (COATS) – This rural ITS project is applying ITS technology to rural issues in a bi-state area covering Southern Oregon and Northern California.
- Transit Trip Planning – This project will begin integrating transit information from Oregon transit providers into a statewide transit trip planning system.

I. STARK STREET BOULEVARD (181st – 197th): The City of Gresham is seeking a \$1 million Congressional earmark for this endeavor.

Congress authorized \$1 million in TEA-21 "High Priority" funds for pedestrian improvements that support Gresham's revitalization of the Rockwood Town Center with transit-oriented development and access. The project retrofits a dangerous, auto-dominated arterial into a boulevard that safely accommodates pedestrians, bicyclists, and transit users. The project links the central commercial area with area employers and services, as well as three heavily used MAX stations. The TEA-21 funds provide full project design, but only fund construction from 181st to 190th.

Additional funds of up to \$2 million are needed to build the full project to 197th and address the massive, hazardous intersection of Stark/Burnside/MAX. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, supplemental funding could be provided to complete the entire project within two years and an earmark of \$1 million is requested.

J. CENTRAL CITY STREETCAR: The City of Portland is seeking \$700,000 of HUD funding in FY 2002 for this project.

The 130-acre North Macadam District is the last major undeveloped area within the City of Portland's core. This largely unimproved area presents a unique opportunity to create a new neighborhood that will attract and accommodate jobs and housing in the Central City, furthering efforts to preserve our region's natural and agricultural resources. To take advantage of the opportunity presented, challenges to development posed by poor transportation access and circulation, inadequate infrastructure, and areas of soil contamination must be responded to and overcome.

The extension of the Central City Streetcar into this district is critical to provide the necessary transit service to accommodate the 8,500 to 10,000 jobs and 1,500 to 3,000 housing units expected to develop during the next 20 years. This 1 1/2 – mile extension is from Portland State University where the ongoing streetcar project terminates into the North Macadam District. It is estimated to cost \$45 million, including rolling stock. Tax Increment Financing and private contributions through a Local Improvement District are identified to provide \$37.5 million leaving \$7.5 million as yet unfunded. Although this project is not intended to compete for FTA “New Starts” funding, it could qualify for other DOT, EPA or HUD categories. For FY 2002, \$700,000 of HUD funding is being sought to complete the final design to Riverplace.

K. C-TRAN TRANSIT PROJECTS:

- **I-5 TRADE CORRIDOR PARK-AND-RIDE:** C-Tran requests \$1.0 million of Section 5309 funding for the construction of the proposed 99th Street Transit Center/Park-and-Ride. Final design and construction are anticipated to commence in 2001.
- **INTELLIGENT TRANSPORTATION SYSTEMS (ITS):** Request \$1.5 million of Section 5309 planning funds for C-Trans’s Automated Vehicle Locator (AVL) project. This system includes components of a computerized bus dispatch system, mobile data systems for both fixed route and paratransit operations, global positioning systems for the deployment of automated vehicle location technology, signal priority treatment for transit, and customer information systems such as real-time arrival kiosks at transit centers.

L. WILSONVILLE PARK-AND-RIDE – South Metro Area Rapid Transit (SMART) requests \$1.54 million of Section 5309 funding for the construction of a park-and-ride facility and transit center adjacent to the Commuter Rail terminus. Wilsonville is pursuing funding for land acquisition through the MTIP process.

Wilsonville’s location along the I-5 Corridor between Portland and Salem makes it an important employment center for commuters traveling north and south. Increasing commuter traffic into and out of Wilsonville calls for improved access and connectivity to regional public transportation. Currently, Wilsonville lacks facilities that offer convenient transfer connections. A park-and-ride facility and transit center near Commuter Rail would allow access to regional bus and rail services from a centralized hub and thereby reduce vehicle trips into the city and metropolitan area.

COMMUNITY PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 00-3034, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FFY 2002 APPROPRIATIONS

Date: February 21, 2001

Presented by: Councilor Monroe

Committee Recommendation: At its February 20 meeting, the Committee considered Resolution No. 00-3034 and voted unanimously to send the resolution to the Council for adoption. Voting in favor: Councilors Atherton, Bragdon, Burkholder, Hosticka, McLain and Monroe, and Chair Park

Background: A group of local and regional elected officials and agency representatives annually visit Washington, D.C. for the purpose of presenting the region's federal transportation funding priorities to members of the Oregon and Washington Congressional delegations and federal transportation officials. Prior to this trip, a position paper is prepared for review and adoption by JPACT and the Metro Council. The paper identifies the specific projects for which funding is being sought and the rationale or need for the funding. In recent years, the paper also has expressed support for various projects in Clark County, Washington.

The proposed resolution seeks Council approval for the position paper that would be used by the group scheduled to visit Washington D.C. in early March.

Committee Discussion: Councilor Monroe presented the resolution for committee consideration. He noted that the annual visit to Washington by local officials has been critical in achieving needed funding for major transportation projects throughout the region. The position paper allows the delegation to speak with one voice and demonstrate regional support for the proposed projects. He noted that the paper has been unanimously adopted by JPACT and that the committee had reviewed the proposed paper at an earlier meeting. He encouraged those that might have minor problems with some of the specific projects to take a regional view of the transportation needs of the entire metropolitan and support the resolution.

Committee members had no questions or issues related to the resolution.

STAFF REPORT

FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FFY 2002 APPROPRIATIONS

February 8, 2001

Presented by: Councilor Monroe

DESCRIPTION

The region annually produces a position paper that outlines the views of Metro and its regional partners concerning transportation policy and funding issues that are likely to be considered by Congress during the coming year.

The proposed position paper addresses several critical regional transportation issues. The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next three to five years at the same time: Interstate MAX, South Corridor Transit Improvement Program, and Washington County Commuter Rail.

Oregon and Washington are continuing to work to develop a cooperative strategy to address the transportation needs in the I-5 Trade Corridor. The paper outlines the federal funding needs and sources for continuing this work and requests support for obtaining these funds. Other interstate issues include Columbia River Channel Deepening and High-Speed Rail.

Other issues and funding needs addressed in the paper include: 1) extending the Central City streetcar system into the North Macadam area, 2) Willamette River bridge funding, 3) reauthorization of the Federal Aviation Administration as it relates to the use of passenger facility charges for the Airport MAX, 4) construction of an Amtrak station in Clackamas County, 5) community revitalization work related to the Interstate MAX line, 6) enhancing the state's and C-Tran's Intelligent Transportation System (ITS) initiatives, and 7) park-and-ride projects for both C-Tran and Wilsonville SMART.

Existing Law

Under federal law, funding is earmarked to specific projects and programs. This position paper identifies the priorities of Metro and the region for those earmarks. To the extent we are successful, these earmarks will enable Metro to implement those aspects of the Regional Transportation Plan.

Budget Impact

Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 01-02 Transportation Department budget. However, most of the funding requests deal with projects sponsored by jurisdictions other than Metro.

MGH:rmb

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Staff Report to Resolution No. 01-3034

Metro's
Regional Parks and Greenspaces Department
Volunteer Program
Year-end Report 2000



METRO
Regional Services
*Creating livable
communities*

Coming together to volunteer

COMMUNITY STEWARDSHIP



High school volunteers from St. Mary's Academy mentor elementary school-age girls at Beggars-tick Wildlife Area for a habitat restoration project.

In the second year of the Metro Regional Parks and Greenspaces Department volunteer program, volunteers deepened their support in special areas in the community. The number of volunteers, volunteer leaders and work days have grown in 2000 with more than 23,000 volunteer hours accrued. The depth of support and involvement has been seen in several areas: Cooper Mountain, where more than 10,000 hours were donated, and Lone Fir Cemetery, where people who were shocked by vandalism brought in hundreds of new volunteers. That awareness led to the first official Friends of Lone Fir group since 1897, and volunteer leadership positions, like naturalist and crew leader, are more active than ever.

Individual support has grown as well. In 2000, people gave more hours – with almost 65 percent of them helping out multiple times. Our events are still big and getting bigger: Salmon Festival, SOLV-IT, Smith and Bybee Lakes Day and Hands on Portland Day, to name a few. Volunteers are showing interest in their communities by giving time to environmental education and stewardship. The year 2000 is just a glimpse into the role these valued citizens will have in keeping our parks and greenspaces protected for fish, wildlife and people.

*Lupine Hudson, manager of volunteer services
Metro's Regional Parks and Greenspaces Department*

Volunteers increased their involvement in 2000 and volunteered more than once:

Total volunteers: 1,627 (up by 63 percent)

Total volunteer hours: 23,100 (up by 66 percent)

Dollar value of hours worked: \$358,930 (at national volunteer rate – \$14.30/hour)

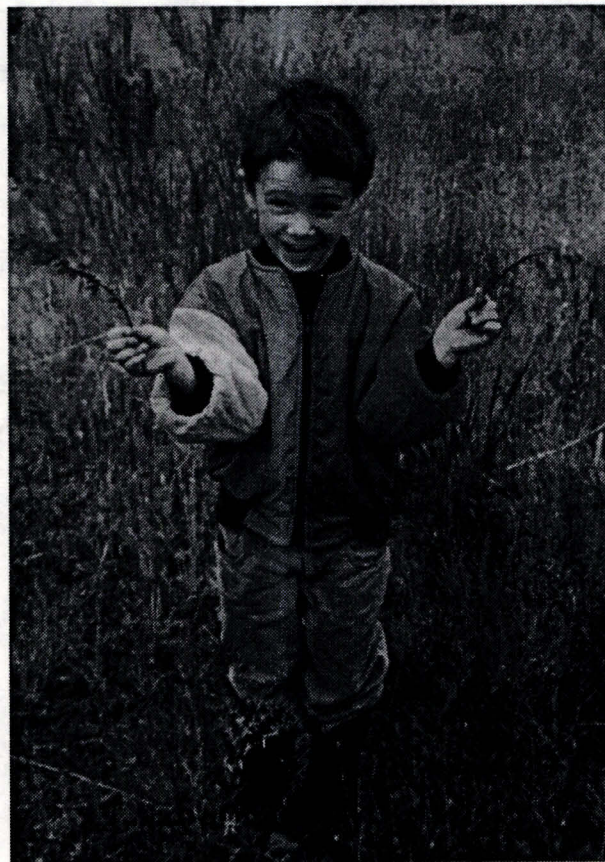
Volunteer field work days: 126 (up by 57 percent)

Volunteers worked at 23 of the region's parks and greenspaces (five parks, 13 greenspaces, three cemeteries, Metro Regional Center)

Percent of volunteers who volunteer more than one time: 65

com-mu-nity 1. a unified body of individuals having interests, work, etc., in common 2. a group of animal and plant species living together and having close interactions.

Metro's Regional Parks and Greenspaces Department benefits greatly from the time and talents of volunteers. In 2000, groups of volunteers came together around a particular location, cause or interest – and the results were outstanding. This community-building process is one we will continue in order to best manage our vital natural resources . . . creating communities of people to protect the communities of plants and animals.



All ages get involved with seed collection on Cooper Mountain.



Volunteers take the next step

Volunteer leadership trainings

Metro's Regional Parks and Greenspaces Department relies heavily on volunteers to help lead volunteer restoration days and teach environmental education. These volunteers are committing a little extra time to go through training and mentoring so they can become supportive, skilled and professional voices for our programs. The additional effort invested by these volunteers multiplies our resources, enabling thousands of other volunteers, children and adult community members to engage in a meaningful way with our parks, natural areas, trails and greenways.

Volunteer naturalists

Volunteer naturalists lead weekday field trips in wetlands ecology, ancient forests, and animal tracking for students and community members. Training is provided in environmental education techniques and natural history topics.

2000 highlights:

- two training sessions (spring and fall) – 30 hours of training for each volunteer
- 22 naturalists were trained (brings total number of volunteer naturalists to 89)
- a special training was conducted for a Portland State University class of environmental educators that resulted in six additional volunteer naturalists
- 48 volunteer naturalists conducted 109 activities
- one individual, Tasha Murray, put in a total of 80 hours to become a park docent

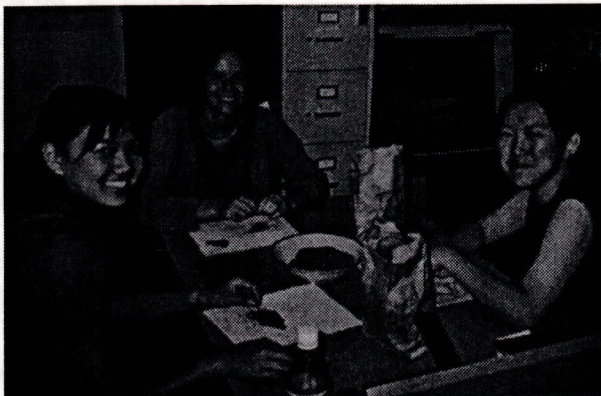
at Oxbow and talked with more than 728 individuals at the park.

Volunteer crew leaders

Crew leaders lead other volunteers on work days at regional parks and greenspaces removing invasive plant species, planting trees and native plants, conducting erosion control, building/removing fencing, and more. Volunteers receive training on group dynamics, tool use and safety and project management.

2000 highlights:

- one training session (spring) for Oxbow crew leaders – 12 hours of additional training required (overnight training session held at Oxbow Regional Park)
- five Oxbow crew leaders were trained (two were local area participants)
- 12 Cooper Mountain crew leaders trained (10 out of 12 are local residents, including five Beaverton High School students)
- 89 work days led/assisted
- 356 hours contributed after training
- more than 1,000 individuals worked with volunteer crew leaders
- began partnership with Friends of Trees crew leader training in order to cross-train and share our volunteer crew leaders.
- one training session (spring) for general crew leaders (those that will participate throughout the region) – 10 hours of training for each volunteer
- 19 crew leaders trained



Sorting wildflower seeds.

OXBOW REGIONAL PARK BEGINS A PROGRAM TO RESTORE HABITAT WITH VOLUNTEERS

Alien plants invade Oxbow Regional Park

In a classic tale of alien invasion, the bad guys are green and our hero is AmeriCorps volunteer Josh D'Ancona. A participant in the Northwest Service Academy's individual placement program, Josh chose to spend his internship with Metro battling the "invasive species" at Oxbow Regional Park.

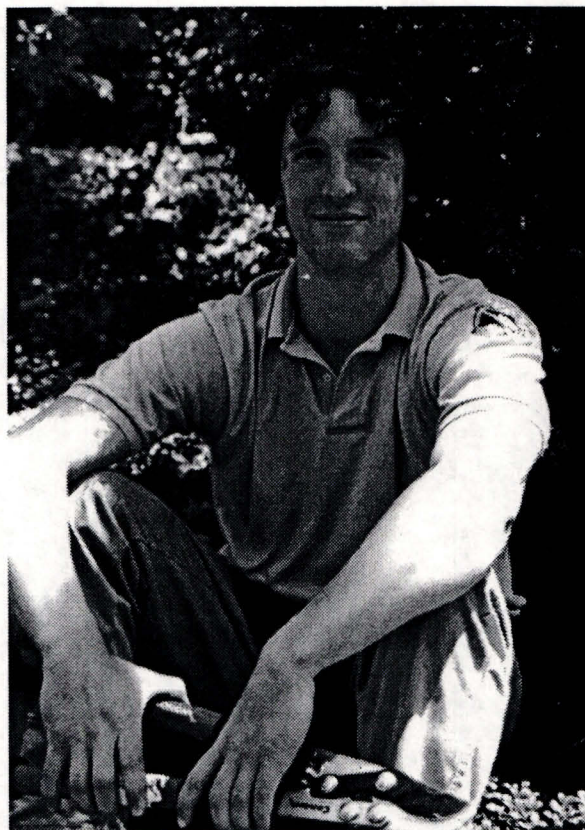
Nightshade, scotch broom, Himalayan blackberry, Japanese knotweed and other noxious weeds pose an increasingly serious threat to the health of the Sandy River watershed and almost every other natural area in the region.

Josh hit the ground running at Oxbow, learning as he went. Working with community groups, nearby schools and more than 550 volunteers, Josh shepherded 51 work days and 2,288 volunteer hours in his 11-month tour of duty. Along the way, he developed a comprehensive long-range plan for

controlling exotic plants at the park that includes extensive maps and valuable species research.

Metro naturalists and park staff have already noticed a difference at the park. There has been a marked return of wildlife and native vegetation to the floodplain, where Josh and his crews removed dense stands of scotch broom.

Josh returned home to Philadelphia at the end of July, grateful for the opportunity. "I have had this incredible one-year dose of Oregon that was as full as it can be – working outside all year at this beautiful place with this great cross-section of local people. It is so eye-opening coming from the East Coast to work in a metropolitan area where people care so much about their natural environment. It is evident in the volunteer ethic people have here, and it is even reflected in your government."



AmeriCorps intern Josh D'Ancona spent the last year tackling the invasive species problem at Oxbow Regional Park.

One of Josh's most important goals was to develop a program that could survive without him. He left his work in good hands with Metro

staff, six highly trained volunteer crew leaders and a sustainable program with extensive partnerships and community support.

Reprinted from the fall 2000 Metro GreenScene.

Schools from the East Multnomah County area continue to request more opportunities like the ones Josh provided for them – a blend of education and restoration at Oxbow Regional Park. Thanks to Josh, we are now cross-training the volunteer naturalists and crew leaders who work at Oxbow, so we can increase our ability to offer these experiences.

SOWING THE SEEDS OF STEWARDSHIP

AmeriCorps volunteer Sarah Anderson spent the past year getting to know Cooper Mountain and the neighbors and community members who are committed to its care. Engaging people, groups and businesses in stewardship activities, Sarah managed more than 20 work days and more than 400 volunteers at this Washington County greenspace.



With funds provided by the open spaces bond measure approved by voters in 1995, Metro purchased 256 acres in the Cooper Mountain area in Washington County. Slated as a future nature park, the natural area must first undergo a planning process and funds made available to make the property accessible for public use. The area today is managed primarily for wildlife habitat protection and enhancement. Cooper Mountain has more than 280 plant species, two thirds of which are native, and is used extensively by a variety of birds and mammals.

Sarah Anderson came to Metro through the Northwest Service Academy, a program of AmeriCorps. As community stewardship coordinator, Sarah's task was to involve members of the Cooper Mountain

community in restoration and stewardship work at this Washington County greenspace. In just 11 months, she has engaged many new groups, businesses and individuals in tree care, invasive species removal, native seed collection and dispersal, fence removal and erosion control.

Sarah has managed more than 20 volunteer work days with more than 400 volunteers. With an eye on sustainability, she has also trained 10 volunteer crew leaders to manage projects and volunteers after she is gone. Sarah's position with Metro ends in December, but the care and attention she has given to Cooper Mountain and the volunteers will remain for a long time to come. Good luck, Sarah and thank you for your year of community service with Metro's Regional Parks and Greenspaces Department.

A year with a view

by Sarah Anderson, AmeriCorps volunteer and community stewardship coordinator

Hailing from the East, I'd never before experienced a place like Cooper Mountain. During the past year, I saw my first vibrant red and green madrone tree, my first Western bluebird swooping over a springtime field and my first pale larkspur sprouting out of shallow soils in a sloped meadow.

This was also my first encounter with a landscape at a point of drastic transition and transformation. Since the forest was clear cut in 1993 (prior to purchase by Metro), many new species of plants and wildlife have come to occupy this urban greenspace.

Invasive species such as blackberry and scotch broom have also sprung up, often competing with the 35,000 young trees planted by Metro in 1995.

As the plant community grows, so does the commitment and enthusiasm to care for this special place. The range of people with interests in Cooper Mountain is as wide and diverse as the wildflower colors that pepper the slopes in April.

On my first workday last February, I met Paul Sharp, a retired engineer who has lived on Cooper Mountain for more than a decade. Paul used to walk the trails on the property before it was clear cut. He taught me all about poison oak and how to identify other native plants on the

continued

Sowing the seeds of stewardship continued

mountain. Paul attended a volunteer work day that focused on removing a tall dense wall of "old growth" scotch broom. The group of 12 volunteers cut a third of the imposing weed in three hours. Two weeks later, I returned with another group of volunteers to continue working on "the wall" only to find that Paul – working during the week in his free time – had nearly completed the job.

Paul has contributed many hours to numerous work days in addition to

monitoring wildflowers and other plants for Metro. Paul is now the volunteer site steward for Cooper Mountain and knows more about the nature of the property than anyone else I have met.

Other neighbors, such as Dave McKain who lives on Cooper Mountain in Kemmer View Estates, have lived in the area all their lives. Dave can remember visiting areas on the property when he was in high school. Another member of Kemmer View Estates came out for a recent work day and was

amazed by what he found. He told me, "I drive two hours to go hiking near Mt. Hood! I had no idea this was right here in my own back yard all along!"

The most dedicated group of volunteers has been the Beaverton High School Eco Club. Representatives from the Eco Club have been at every work day and many of them contributed independent hours over the summer. I tried to cancel one work day this summer, but Eco Club member Chris Thompson wouldn't hear of it. "We'll be there," he said. And they were.

I've had an amazing year, filled with eye-opening new experiences. I've learned a great deal about persistence, both through the strength of the land regenerating itself and through the commitment of the people I've met. Whether their roots are deep or fresh (like mine), it is through these neighbors and community members that Cooper Mountain will continue to transform into a rich and healthy place for people and wildlife.

Reprinted from the winter 2000-01 Metro GreenScene.

Community partners come together with Metro's Regional Parks and Greenspaces Department to protect the nature of our region

Many of our programs are developed by and for the public. When a community group has a need or a particular project comes up, there is often "the perfect match" somewhere. Work days, projects and on-going programs are often developed out of these partnerships.

The following is a list of partners the department has worked with through the volunteer program:

Organizations

- Audubon Society of Portland
- Boy and Girls Scouts of America
- Cooper Mountain Vineyards
- Corps Restoring the Urban Environment
- Deidrich Coffee
- Federal Court Community Service program
- Friends of Barton Park
- Friends of Trees
- Friends of Smith and Bybee Lakes
- Hands on Portland
- Heritage Cemetery Group
- Jazzy Bagels
- Johnson Creek Watershed Council
- Kemmerview Estates
- Mt. Hood Mental Health
- The Nature Conservancy
- National Community Conservation Corps
- Native American Rehabilitation Association
- Naval Cadets Youth Program
- Neighborhood Repair
- Nike, Inc.
- Noah's Bagels
- Northwest Ecological Research Institute
- Northwest Service Academy
- Oregon Historical Cemeteries Association
- Oregon Trout

continued

- Oregon Zoo
- Prescott Bluebird Recovery Project
- Portland Impact Family Resource Center
- The Ramblin' Sams
- RSVP (Retired Senior Volunteer Program)
- Salmon Corps
- Sandy River Watershed Council
- Starbucks Coffee
- SOLV
- Temple Beth Israel
- Tualatin Riverkeepers
- Vista Volunteer Program
- Volunteer Center
- YWCA
- Youth Involvement Network – Campfire Boys and Girls
- Youth Volunteer Corps

Schools

- Aloha High School
- Alpha High School
- Beaverton High School
- Buckman Elementary School
- Catlin Gable School
- Central Catholic High School
- Clackamas Community College
- Environmental Middle School
- John Inskeep Environmental Learning Center
- Jefferson High School
- Madison High School
- Marshall High School
- Mt. Hood Community College
- Open Meadows Alternative High School
- Portland Community College
- Portland State University
- Portland Waldorf School
- Sam Barlow High School
- St. Mary's Academy
- University of Oregon
- University of Portland

Federal, state and local government agencies

- City of Beaverton
- City of Gresham
- City of Portland
- City of Tigard
- City of Wilsonville

- Clark County Public Utilities
- North Clackamas Parks and Recreation
- Office of Neighborhood Involvement
- Oregon Department of Fish and Wildlife

- Portland Bureau of Environmental Services
- US Forest Service



THE RAMBLIN' SAMs



The Ramblin' Sams contributed 11 work days in 2000 – a total of 330 hours.

A local chapter of the Good Sam RV Club, has “adopted” Blue Lake Regional Park. This dedicated group of volunteers comes out once a month to help with weeding, planting and caring for many of the flowerbeds at Blue Lake. Metro gardener Mary McGaughey can't say enough about the sense of humor and

spirit of hard work they bring to their days at the park. “I just imagine how long it would take me to do this all by myself. We get so much done on the days with the Ramblin' Sam folks!” If this sounds like your kind of fun, the Ramblin' Sams will gladly make room for you among the daisies. For more information, call Lupine Hudson at (503) 797-1733.

The Ramblin' Sams participating in the adopt-a-park program are the Adelharts, Gus Bippis, Dick and Leola Boyd, Phyllis Caldwell, Wilma Cioeta, Paul and Audrey Cox, Dennis and Fern Haugh, Arnold Hinman, Glenn and Emma Losey, Addie Miller, Bud and Evelyn Mulligan, Lyle and Carolyn Rider, Ann Springer and Dave Taylor.

Reprinted from the summer 2000 Metro GreenScene.

"FRIENDS" PITCH IN TO PROTECT A SITE



On April 1, the Friends of Barton Park and the Scenic Clackamas River, joined by other community volunteers, participated in a work party at River Island on the Clackamas River. This is a site the group has fought to protect for fish and wildlife habitat for years. Volunteers are

the key to successfully restoring many of our most important natural areas. Special thanks to the volunteers who pitched in – James and Michelle Cleaver, Scott Forrester, Sandra Hall, Kelli Hoffman, Nicole Hughes, Laila Hungerford, Jason Johns, Ernie Jones, Bill Kobialka, Vannessa

McClelland, Tonia McConnell, Dan Meier, Larry Miller, Beth Moore, Stormy O'Rourke, Randy Roop, Kim and Gregory Saliba, Stanley and Hazel Stephens, Margie Twigger, Kristen Vineyard, Sara Winkler and Carol Witbeck.

Reprinted from the summer 2000 Metro GreenScene.

damages. But the community did not sit still for these attacks on monuments of the dead and Portland's history. On both occasions, dozens of concerned people and three restoration companies arrived at the cemetery within a few days to make things right again.

Vandalism at Lone Fir rallied the public behind the preservation of this valuable historic site, creating the first Friends of Lone Fir Cemetery group since 1897. This year saw a huge growth in community involvement, support and leadership:

- 50 work days (up from 18 in 2000)
- more than 350 people involved
- 1,062 hours donated
- Monumental Evenings programs started by Friends of Lone Fir (every Thursday evening during the summer is open to volunteers)
- David Bragdon, Metro Council presiding officer, initiated a community work day that drew 44 volunteers
- special council presentation and recognition for those volunteer leaders and donating monument companies helping after the vandalism
- Friends of Lone Fir Cemetery developed – began monthly meetings, completed incorporation and registered for nonprofit status
- plans for 2001 Lone Fir Project volunteer leader training.

Lone Fir Cemetery . . .



Young Lone Fir Cemetery volunteers pitch in.

where communities from past and present combine

We are incredibly grateful for the overwhelming response to vandalism at Metro's Lone Fir Cemetery in Southeast Portland. Hit twice by vandals in late spring and summer, the 150-year-old pioneer cemetery suffered an estimated \$27,000 in



Headstones and memorials were toppled, damaged and destroyed in two incidents of vandalism at Metro's Lone Fir Cemetery in Southeast Portland.

Community events

SOLV-IT 2000

As this statewide clean up grows, Metro's Regional Parks and Greenspaces Department is on the bandwagon. Going from three sites in 1999 to four sites in 2000, we saw more than 230 people participate in Metro projects that day.

Hands on Portland Day

Beggars-tick Wildlife Area was the Metro site chosen to participate in the first Hands on Portland Day. Starting small, the results were exciting as 98 percent of the participants were new to volunteering and had never volunteered

for Metro's Regional Parks and Greenspaces Department before.

Smith and Bybee Lakes Day

This fun-filled Saturday of nature events at Smith and Bybee Lakes Wildlife Area is growing and with the help of 33 volunteers this year we were able to increase the focus on education as visitors wandered through the "Journey into Wetlands." Volunteers were assigned to each table to give visitors an up-close and personal chance to learn about turtles, birds, water bugs and beavers.

Salmon Festival

A large part of the spirit of the Salmon Festival comes from the generosity and stewardship of more than 250 volunteers who contribute time and energy every year to make this event a success. Volunteer opportunities include food services, parking, customer relations, children's activities, environmental education activities and event logistics. Volunteers receive free admission to the festival and a token of appreciation from festival hosts.

Volunteer Nancy Rohde put in extra effort at the Salmon Festival by

joining the planning committee, attending all of the meetings and organizing the Kid's Tent activities. She made contact with the booth participants, arranged their booth set-up, confirmed their participation, organized volunteers and was present throughout the festival to deal with any issues that came up in the Kid's Tent. With her event coordination skills and her individual contribution of more than 50 hours, staff and volunteers were able to focus on other tasks at this busy festival. Thank you Nancy!



Arts and crafts projects, learning activities and a story-telling tent make the Salmon Festival a great event for children.

One person – big commitment



Metro gardener Dale Vasnik (left) looks forward to Tuesdays when he can count on the help of volunteer George Smith (right).

George Smith –

George Smith has been so busy since he retired, he says he doesn't know how he ever had time to work. After 34 years of service at Consolidated Freight, George is enjoying a second career as a volunteer. For more than a year, George has spent his Tuesdays helping the gardening staff at Blue Lake Regional Park.

With all of the technology that exists these days, the beautiful landscaping at the park still relies on the work of human hands. This is one of George's favorite things about his work. "It's still just about the basics . . . if there's a weed, all you can do is just get down and pull it." George says he

learned to get his hands dirty growing up on the family farm in Nebraska.

According to gardener Dale Vasnik, George gets more and more valuable every week. "He has gone through the whole seasonal cycle of tasks we do – from planting to tool maintenance." The assistance of volunteers like George makes a tremendous difference to the gardening staff. The formal gardens at the Lake House as well as the tended beds throughout the park are developed

Laila Hungerford –

She is the reason this report was produced at all. Laila has given more than 145 hours to working on a volunteer data base since January. She interprets the scribbled rain-smear writing, the challenging

penmanship that all of the volunteer sign-up sheets contain and enters the information into the volunteer data base program. She keeps track of hundreds of volunteers and the great work that they do. On top of that, she comes to Metro once a week from Milwaukie by bicycle!

Mary Ellen Sorensen

– This retired volunteer took it upon herself to reorganize, structure and file five years worth of habitat, education and salmonid grants (and accompanying information). With 70 hours of hard work at the office and at her home, she really left the files in tiptop condition.

Volunteer site stewards –

These volunteers have gone above and beyond the role of an average active volunteer and have a strong connection to a particular Metro park or greenspace. They have familiarized themselves with the site by spending extra time and effort on the property. They have the interest and the opportunity to collect information and further develop familiarity with the site. A volunteer site steward represents the type of friend and neighbor who can assist Metro in the management of the greenspace

by providing first-hand knowledge of the site to its visitors through consistent interaction. Fortunately, we have found several in the year 2000:

Andy Kerr, Oxbow Regional Park – he has put in many hours of restoration and education as a crew leader and naturalist leading groups of all kinds.

Paul Sharp and Ron Beamer, Cooper Mountain – Paul puts in hours at restoration and tracking the wildflower project, and Ron is our restoration/trail maintenance guru. Both are out on the property weekly.

Don McCarty, Canemah Bluff – he has become known as "the scotch broom guy" because of his diligence in removal and studying the regrowth of the plant. New techniques have been developed, thanks to this volunteers' years of experience with this invasive plant.

Looking toward the future

As people throughout the region offer their time and talent, the volunteer services and opportunities provided by Metro are vital to produce results. Through the volunteer program, people can find greenspaces to support, special projects to invest skills in and other people to meet and share similar values – all with the mission of providing a vital green heritage for the plants, wildlife and people in this region.

In order to diversify the outreach, energy and focus of the volunteer program, the volunteer services manager position changed to a job-share position in January 2001. Mary West has joined Metro's Regional Parks and Greenspaces Department as a job-share partner. The program is now in a position to increase personal contact and support with staff, volunteers and community partners with this "two heads are better than one" approach.

We have thousands of individuals involved on hundreds of projects – now it's time to go deeper. Next year, the department looks forward to reporting on a program that has stepped up its volunteer leadership, empowered local groups to take a lead in environmental stewardship and has involved people who never felt they had interest or access to Metro. Providing volunteer opportunities at Metro is a most effective way to build community and to protect the nature of the region.



Youth Volunteer Corps members help out.

Metro – planning that protects the nature of our region

It's better to plan for growth than ignore it. Planning is Metro's top job. Metro provides a regional forum where cities, counties and citizens can resolve issues related to growth – things such as protecting streams and open spaces, transportation and land-use choices and increasing the region's recycling efforts. Open spaces, salmon runs and forests don't stop at city limits or county lines. Planning ahead for a healthy environment and stable economy supports livable communities now and protects the nature of our region for the future.

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition-Recreation Commission.

For more information about Metro or to schedule a speaker for a community group, call (503) 797-1510 (public affairs) or (503) 797-1540 (council).

Metro's web site: www.metro-region.org

Metro is governed by an executive officer, elected regionwide, and a seven-member council elected by districts. An auditor, also elected regionwide, reviews Metro's operations.

Executive Officer – Mike Burton; Auditor – Alexis Dow, CPA; Council: Presiding Officer – David Bragdon, District 7; Deputy Presiding Officer – Susan McLain, District 4; Rod Park, District 1; Bill Atherton, District 2; Carl Hosticka, District 3; Rex Burkholder, District 5; Rod Monroe, District 6.

Learn
Teach
Help
Lead
Get
involved



Explore
Discover
Dig in
Branch out
Join us!



It's your NATURE

Volunteer with Metro

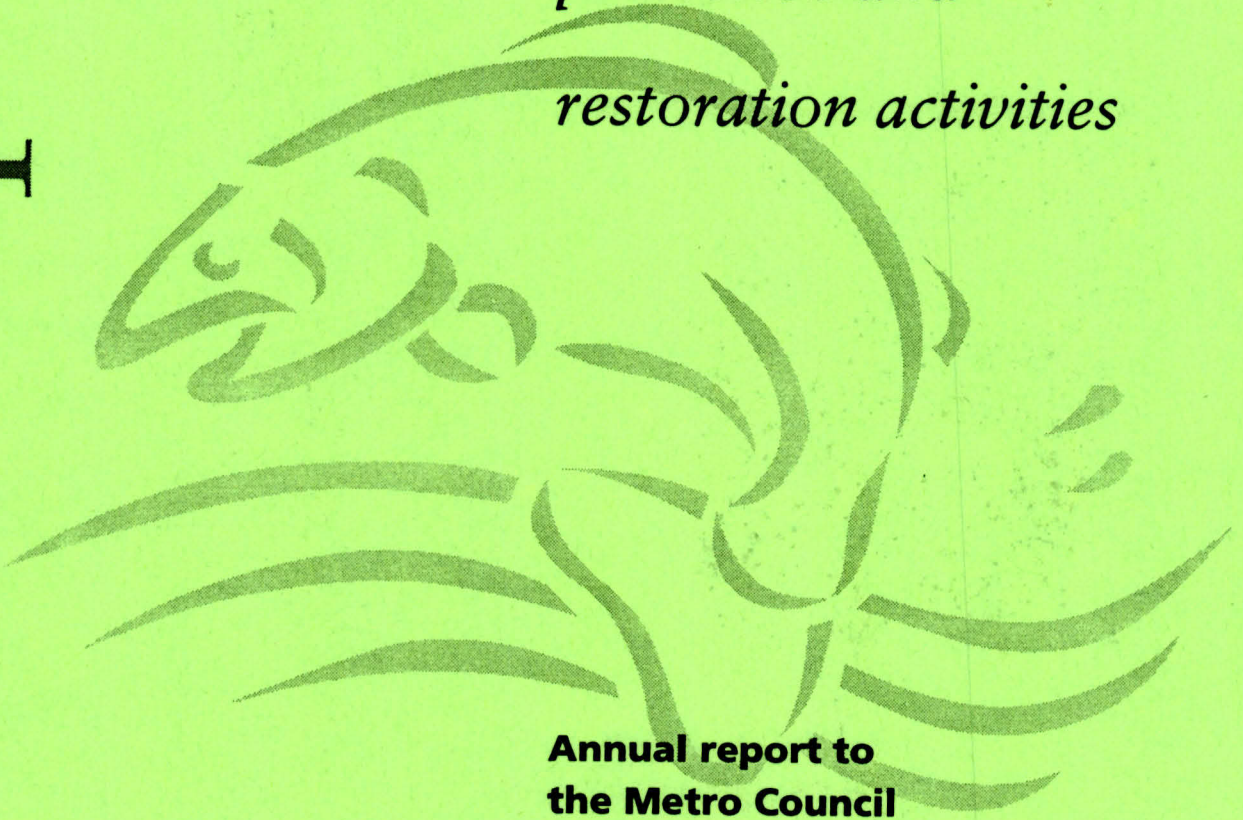
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at (503) 797-1733 or visit Metro's web site
at www.metro-region.org
for a volunteer application.



Metro Regional Services
Creating livable communities

Metro Report

*Watershed and
fish conservation,
protection and
restoration activities*



**Annual report to
the Metro Council**

2000

*Metro Executive Officer
Mike Burton*

*Salmon Recovery Coordinator
David Moskowitz*

*Interim Salmon Recovery Coordinator
Ken Helm*



METRO
Regional Services
*Creating livable
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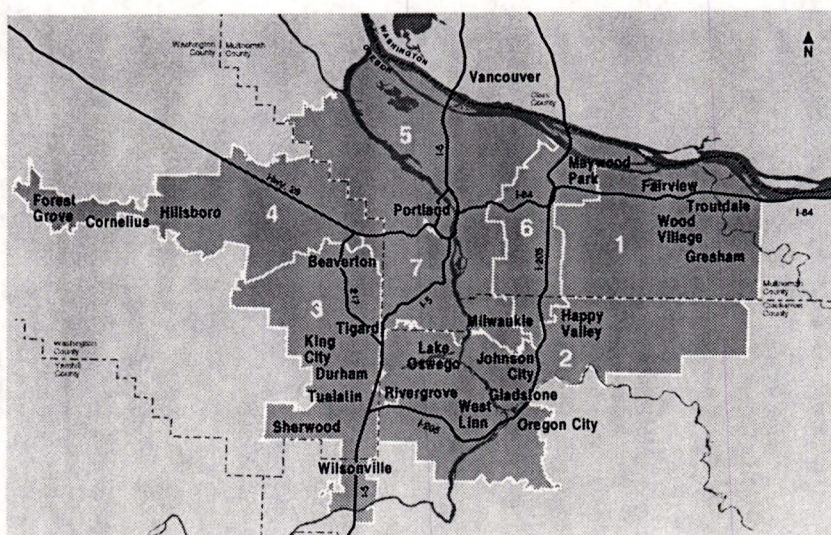
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Council districts

Metro's Recovery Goal

Metro will work to ensure regional urban streams and associated habitats are conserved, protected, and restored so that they support all life stages of native fish. Metro will work to ensure the safe migration both upstream and downstream for juvenile and adult native fish.

Metro's Vision

“Our region places a high priority on the protection of its streams, wetlands and floodplains to maintain access to nature; sustain and enhance native fish and wildlife species and their habitats; mitigate high storm flows and maintain adequate summer flows; provide clean water; and create communities that fully integrate the built and natural environment. As ribbons of green, stream and river corridors maintain connections with adjacent upland habitats, form an interconnected mosaic of urban forest and other fish and wildlife habitat, and contribute significantly to our region's livability.”

Accepted by the Metro Council and the Metro Policy Advisory Committee from the Streamside CPR Purpose, Vision, Goal, Principles and Context Statement

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Purpose of this Report

On September 30, 1999, the Metro Council adopted Resolution No. 99-2815A outlining the Council's goals for assisting the recovery of salmon and steelhead in the Metro region. The resolution identified actions for the Council and Executive Officer to pursue to fulfill the objectives of the resolution. The purpose of this report is to summarize Metro's progress toward those objectives during the year 2000.

Based on the directives in Resolution No. 99-2815A, Metro's ESA Steering Committee developed refined goals and objectives for Metro's work on salmon and steelhead recovery. Those goals and objectives are set forth in Metro's Fall 1999, "Watershed and Fish Conservation, Protection and Restoration Activities" report. The objectives fall into four broad categories: (1) assessing Metro's activities to avoid "taking" listed salmon and steelhead, (2) providing education and outreach on salmon and steelhead recovery, (3) advocating for conservation of listed salmonids and influencing Metro's partners, and (4) developing tools to aid recovery of listed salmon and steelhead. This report is organized to document Metro's progress toward each of these objectives.

Assessing Metro's Activities

Objective - Metro will ensure its own activities, operations and policy development processes contribute towards the conservation, protection, and restoration of native fish and their habitats.

Early in 2000, Metro's ESA Steering Committee initiated an assessment of Metro's activities to ensure that those activities do not have the potential to "take" listed salmonids. The Steering Committee is composed of representatives from each Metro department, MERC and the Oregon Zoo. Committee members were charged with identifying operations, practices and projects that might affect listed salmonids or critical habitat as identified by the National Marine Fisheries Service. Over the course of several meetings, the Salmon Recovery Coordinator and Office of General Counsel interviewed committee members on their departments' activities. See, Appendix 1.

The results of the interviews showed that operations and practices at Metro facilities and property have very little potential to "take" listed salmonids. In fact, Metro departments, MERC and the Oregon Zoo have been implementing fish friendly practices since before salmon and steelhead were listed. Generally, these practices have been institutionalized as part of Metro's regular course of doing business. Although continuous monitoring of Metro's operations and practices is needed, currently the agency has prepared well to avoid the possibility of taking listed salmonids.

As for Metro projects, several of them required consultation with NMFS under Section 7 of the ESA because they had a federal nexus. The ESA Steering Committee and the Salmon Recovery Coordinator had great success in getting NMFS to informally review these pending projects. In the Spring, Metro invited NMFS to a meeting where Metro presented about six projects that would require NMFS approval. NMFS was receptive to this clearinghouse approach to learning about Metro's projects at one time. The meeting rendered almost immediate results for the Regional Environmental Management department's project to repair and improve the containment wall at the former St. John's landfill. The department received an approval letter from NMFS a short time later and was able to complete critical in-water construction before September 15, 2000.

In addition to assessing operations and practices, Metro departments undertook improvements related to Metro facilities that individually will contribute to recovery of listed salmonids in the region.

Parks and GreenSpaces

- Installation of a wash rack with an oil separator and bioswale at Blue Lake Regional Park for cleaning park vehicles and equipment.
- Stabilization of the river bank at Chinook Landing Marine Park with native plantings. The project stabilized about 100 feet of riverbank that was heavily eroded by the 1996 flood.
- Upgrade of Sauvie Island Boat Ramp with permeable paver block construction for a portion of the parking lot and regrading to drain water into a stormwater detention pond/bioswale.
- Partnership with The Nature Conservancy, to monitor and control the highly invasive Japanese Knotweed populations along the Sandy River.
- Reforestation of many of the open space acquisitions, especially restoring native communities along creeks and streams.
- Installation of a new septic system at Oxbow Regional Park that will move potentially harmful pollutants (septic effluent) away from the Sandy River to a large drain field about ¼-mile from and 500 feet above the river.
- Parks has initiated a project to remove a dam on Johnson Creek. The dam is located in the Hogan Cedars acquisition area. Gregg Wooley and Jim Morgan applied for and received a grant from the Oregon Watershed Enhancement Board to design the project and remove the dam. A land use application will be submitted in the near future with project work occurring in mid-summer.

Regional Environmental Management - In late summer 2000, REM completed repairs to the former St. John's landfill. The repairs permanently stabilized approximately 1100 lineal feet of the landfill wall adjacent to the Columbia Slough. Consultation with NMFS was required for this project. NMFS approved the project finding that it would not likely adversely affect listed salmonids. In addition, NMFS commented that the conservation measures associated with the project would reduce future impacts on listed species in the area.

MERC - The Expo Center's Hall "D" project includes an oil water separator in the loading dock and a new parking lot layout that provides additional landscape area for storm drainage detention. The Expo draft Master Plan proposes to keep the lower portion of the south property undeveloped to preserve the existing environmental zone. Issues such as a green roof for a portion of the new building, possible bio-swells in new plaza area, and additional landscaping are being discussed.

Transportation - More than 70 culverts on regional transportation facilities requiring repair to be "fish friendly" have been identified. These will be prioritized to assist in determining where federal and state transportation programs should be allocated to replace or repair these fish access problems.

Oregon Zoo - The Oregon Zoo is one of the region's major water users. Through an award winning conservation program, the Zoo reduced its water consumption from 141 million gallons in 1992 to only 95 million gallons in 1999, a savings of 46 million gallons a year!

Education and Outreach

Objective - Metro will provide education and outreach services and information to its local partners and to the public at large on how institutions and individuals can contribute to regional salmon recovery.

Education and outreach are integral to all aspects of Metro's mission. Over the past year as part of existing education programs, Metro departments emphasized recovery of listed salmonids.

Parks and GreenSpaces

- With funds made available by the U.S. Fish and Wildlife Service, Metro and USFS jointly review proposals for grant funding for habitat restoration and environmental education projects. The projects have engaged thousands of people in the Portland/Vancouver metropolitan area in hands-on learning and stewardship activities involving over 50 middle and high schools. See, Appendix 2.

- In 2000, about 1,100 students representing 25 schools participated in Oregon Trout's Salmon Watch field trips at Oxbow Regional Park. This environmental education program serves middle and high school students, enabling them to witness spawning salmon along with classroom instruction and service learning projects. Metro serves on the program steering committee, contributes Oxbow Regional Park as a field trip site, provides leader training and field trip staff.
- The 17th annual Salmon Festival was a success again this year. More than 8,700 participants attended the festival during the fall chinook spawning run. Each October, the Salmon Festival offers a rare opportunity for people to participate in a variety of activities that relate to the salmon's struggle for survival and what can be done to help.
- Many citizen volunteers are involved in enhancement and restoration activities on Metro's regional parks and greenspaces. In this report period, over 1,600 people donated over 23,000 hours of their time and skills in a variety of activities including invasive species removal, riparian and wetland restoration, environmental monitoring, data base management and environmental education.
- In 2000, more than 8,300 people participated in environmental education programs sponsored by Metro's Regional Parks and Greenspaces Department. Many of these programs focused on stream and riparian health which supports salmonid recovery.

Regional Environmental Management

- REM has continuously promoted composting and "grasscycling" to minimize erosion, increase water conservation, and reduce the use of lawn fertilizer. The department has set up demonstration sites and sold 60,000 composting bins in the past six years.
- In October 2000, Metro sponsored a one-day seminar titled "Soils for Salmon." The seminar focused on the relationship between urban soils, hydrology, and salmon habitat, and identified methods to increase the use of compost to benefit salmon recovery. Over 160 urban development professionals attended.
- In September 2000, the metro area's first natural techniques garden opened. The garden is a cooperative partnership between Metro and Portland Public Schools Green Thumb Horticulture program. The garden will provide residents the opportunity to see successful natural gardening techniques in action and will be open to the public seven months per year (April through October).

Oregon Zoo - The Oregon Zoo is developing an Eagle/Salmon exhibit as the third phase of its Great Northwest expansion. The first two phases, Cascade Crest and Stellar Cove, opened in 1998 and 2000 respectively.

Assisting Metro's Partners

Objective - Metro will advocate for native fish and rivers with its partners in the overall ESA effort, and work to influence its partners in their approach to salmon and watershed recovery.

Metro is a member of many local, regional and state efforts to recover listed salmonids. Advocating for native fish and influencing partners occurs as Metro interacts with other local governments, organizations and state agencies. During the past year, Metro obtained many significant results through its advocacy efforts.

- Metro, through its Salmon Recovery Coordinator, helped establish the Regional ESA Coordinators Committee. The committee is composed of city, county and state agency staff charged with ESA compliance. Working with NMFS, the committee crafted guidelines and a structure which NMFS included in its guidance for processing 4(d) limit applications.
- Metro submitted extensive comments to NMFS that influenced the final 4(d) rule issued in June, 2000.
- Executive Officer Mike Burton serves on the Willamette Restoration Initiative Board of Directors. WRI recently released its "Willamette Restoration Strategy" which identifies 27 critical actions that, if taken, will greatly improve the health of the Willamette River Basin. Metro participation was effective in emphasizing the need for useful land use planning and management programs for watersheds.
- The Metro Policy Advisory Committee ("MPAC") and the Metro Council accepted a "Purpose, Vision, Goal, Principles and Context" statement for Metro's Fish and Wildlife Habitat Conservation Program.

Tools Aiding Recovery

Objective - Metro will work to develop the necessary tools to conserve, protect, and restore native fish and their habitats, and will ensure these tools are developed in a scientifically sound, collaborative manner, and made available to our local partners for their consideration and adoption.

As a planning agency, Metro has developed tools that shape the way this region grows. The Region 2040 Growth Concept is the centerpiece of this tool box. With the Growth Concept as a guiding principle, Metro has over the past year has integrated salmonid recovery concepts into its planning efforts.

- Metro is working to make regional transportation plans fish friendly through the Green Streets program to develop fish friendly design solutions. The Transportation department is developing a best practices handbook to assist local governments to design fish friendly street systems. The handbook will provide guidance on how to minimize impacts of roads on streams and riparian areas and on how to manage storm water runoff in a manner the mimics the natural hydrology of a watershed. See, Appendix 3.
- Metro's Growth Management Department worked with the State Department of Land Conservation and Development to receive acknowledgment of Title 3 of the Urban Growth Management Functional Plan. Metro worked with individual jurisdictions to amend city and county regulations to implement Title 3.
- Metro's Growth Management Department is refining the Fish and Wildlife Habitat Conservation component of Title 3. During the past year, Metro updated and improved the data base for inventorying potential regional fish and wildlife habitat areas. The draft inventory maps have been sent to local jurisdictions for accuracy review. Work on the Fish and Wildlife Habitat Conservation part of Title 3 will continue this year and into 2002.
- Regional Parks and Greenspaces is leading a regional effort to identify conservation and protection incentives for land owners.
- Metro's Open Spaces Acquisition program added approximately 9 miles of property along regional streams in 2000. Combined with prior acquisitions, Metro has purchased land comprising a total of about 42 stream miles.
- The Water Resource Policy Advisory Committee, ("WRPAC") crafted draft recommendations for voluntary and mandatory approaches to addressing utility crossings of streams in the region.

Recommended Next Steps

The region faces a long term challenge to improve the health of our regional watersheds for people and fish and wildlife. This will require citizens, organizations, business and government at all levels to work toward the common goal of recovery for listed salmonids. Metro has already initiated programs to assist in this effort. The upcoming year will require continued work on existing programs and attention to new projects that can benefit fish.

Ongoing Monitoring - Metro will continue monitoring its operations and practices to promote recovery of listed salmonids. This year's assessment shows that Metro facilities and activities have very little potential to "take" listed salmon and steelhead. However, the ESA Steering Committee will continue to meet on a periodic basis to share information among Metro departments and review new projects as they arise.

Fish and Wildlife Habitat and Region 2040 – Metro's Fish and Wildlife Habitat Conservation program will be a high priority for 2001. As this work proceeds, it is important to integrate fish and wildlife habitat issues into the regional discussion on implementation of the 2040 Growth Concept.

Coordinate with Federal, State and Local Recovery Efforts - Recovery efforts are occurring at multiple levels of government and the private sector. Understanding what those other efforts are and how Metro's activities are compatible is critical to participating in an efficient and coordinated salmonid recovery effort. There are two broad multijurisdictional watershed recovery programs that Metro should track closely. The Willamette Restoration Initiative recently released its "Willamette Restoration Strategy." The Strategy recommends 27 actions that governments and individuals should undertake to improve water quality and habitat in the Willamette Basin. Some of the recommended actions apply to the Metro region.

Recently, Governors John Kitzhaber and Gary Locke asked the Lower Columbia River Estuary Program ("LCREP") to coordinate with NMFS on salmonid recovery efforts in the Lower Columbia River. In 1999, LCREP released its plan for managing the Lower Columbia River. The plan area covers parts of Oregon and Washington up to Bonneville Dam including the Metro region. The plan contains 43 recommended actions on topics ranging from land use to toxic pollutants. It will be important to monitor and coordinate with LCREP as local, state and federal agencies implement the plan.

Communication with NMFS – Continued dialog with NMFS will be important on two fronts. First, some Metro projects, including transportation and habitat improvement, will require consultation with NMFS under Section 7 of the ESA. Working with NMFS to streamline these consultations, perhaps in a programmatic fashion, will be efficient for both Metro and NMFS. Second, as Metro evaluates whether to seek a "limit" under NMFS's 4(d) rule, coordination with NMFS will be necessary to ensure that the scope of required work to support a limit application will be feasible. Some existing Metro programs like the Title 3 erosion control regulations are excellent candidates for a 4(d) limit. A report on the data and analysis needed to complete a 4(d) limit application could be available to the Council by early April, 2001.

Support Local Restoration Projects – In the Metro area, there is no shortage of opportunities for on the ground projects that can benefit listed salmon and steelhead. From culvert replacement to riparian area revegetation, Metro and our local partners have

identified opportunities to improve salmonid habitat. The problem is a lack of funding. Metro can assist our partners by identifying potential funding sources and working to channel those sources into local projects. Metro and U.S. Fish and Wildlife's joint Habitat Restoration Grants Program is an outstanding model for Metro's future involvement in local restoration efforts. One immediate opportunity is the fiscal year 2001 federal Interior Appropriations Act which appropriates a significant amount of funding for local conservation projects. A coordinated regional effort to obtain some of this funding will likely have better success than a piecemeal approach to obtaining funding on a project by project basis. Metro can be a constructive part of that regional effort.

Appendix 1:

Metro ESA Steering Committee

February 1, 2001

Name	Department	Phone	E-mail
Nancy Chase	Parks & Greenspaces	797-1845	chasen@metro.dst.or.us
Charlie Ciecko	Parks & Greenspaces	797-1843	cieckoc@metro.dst.or.us
Blair Csuti	Oregon Zoo	220-2446	csutib@metro.dst.or.us
John Donovan	Communications Team	797-1871	donovanj@metro.dst.or.us
Rex Ettlin	Oregon Zoo	220-5709	ettlinr@metro.dst.or.us
Cole Gardiner		287-2622	
Ken Helm	Office of General Council	797-1882	helmk@metro.dst.or.us
Bob Hillier	REM	797-1667	hillierr@metro.dst.or.us
Paul Ketcham	Growth Management	797-1726	ketcham@metro.dst.or.us
Tom Kloster	Transportation	797-1832	klostert@metro.dst.or.us
Pam Krecklow	MERC	731-7846	pamkrecklow@oregoncc.org
Ted Leybold	Transportation	797-1759	leyboldt@metro.dst.or.us
Michael Morrissey	Council	797-1907	morrisseym@metro.dst.or.us
Dennis O'Neil	REM	797-1697	oneild@metro.dst.or.us
Peter Sandrock	Executive Office	797-1505	sandrockp@metro.dst.or.us
Casey Short	Administrative Services	797-1556	shortc@metro.dst.or.us
Bob Spier	OCC Operations	731-7872	spierb@metro.dst.or.us
Jeff Stone	Council	797-1538	stoneja@metro.dst.or.us
Mark Turpel	Growth Management	797-1734	turpelm@metro.dst.or.us
Pam Wilson	Executive Office	797-1507	wilsonp@metro.dst.or.us

Appendix 2: Metro Salmonid Education and Enhancement Grants

In 2000, Metro awarded \$36,406 to the following salmonid education and enhancement projects:

Mt Scott Creek enhancement and restoration- Cutthroat trout, Coho salmon and steelhead have been recently observed in the upper reaches of this urban stream. The project provides resting places and increases streamside cover for water temperature regulation. Activities included removal of Himalayan blackberry and planting native streamside vegetation. In-stream debris was added in appropriate locations to create stream structural diversity. Partners: City of Happy Valley, Oregon Department of Fish and Wildlife, SOLV, Happy Valley Elementary School.
Total project budget \$21,430; **Metro grant \$5,000.**

Columbia River Watershed Festival- The outdoor fall festival was a 2-day education event for 60-70 fourth and fifth grade classes in Clark County. The festival had about 25 activity stations where students spent time learning about salmon issues and solutions for salmon recovery and management. Partners: City of Vancouver, Clark County, Clark County Public Utilities, and Washington State University-Vancouver.
Total project budget \$39,730; **Metro grant \$5,000.**

Native plant nursery- Students from Centennial Learning Center studied, produced and supplied native plants for local stream restoration projects where sponsors had limited budgets for plant materials. Students will grow plants during this pilot year for the headwaters of Fairview Creek and along Mt Scott Creek. Partners: Centennial Learning Center, Friends of Fairview Creek, OMSI, and SOLV.
Total project budget \$23,558; **Metro grant \$4,200.**

Fish-friendly gardening- As part of the Wildlife Stewards Program, volunteers designed and built a wildlife habitat demonstration garden on the OSU Extension office grounds. Water conservation methods such as use of native plants, downspouts disconnect and composting helped demonstrate watershed and fish-friendly practices. Partners: OSU Extension/4-H Youth, Master Gardeners, Master Recyclers, and National Wildlife Federation.
Total project budget \$10,500; **Metro grant \$5,000.**

Powell Butte Nature Park water quality review- Students designed a monitoring program to evaluate the water runoff quality from this urban greenspace. The data established a baseline of information in the management of Johnson Creek. Students also identified major adverse impacts to the watershed and made recommendations for improvements. Partners: Central Catholic High School, Portland State University, City of Portland Parks, Johnson Creek Watershed Council.
Total project budget \$12,942; **Metro grant \$4,509.**

Salmon and watershed health- Students from select North and Northeast Portland schools were involved in learning about the challenges for salmon survival in the region and watershed health. Student raised rainbow trout in the classroom and took a field trip to Whitaker Ponds Learning Center along the Columbia Slough. Partners: Association of Northwest Steelheaders, Oregon Department of Fish and Wildlife, Columbia Slough Watershed Council, City of Portland-Bureau of Environmental Services, Salmon Corps.
Total project budget \$174,847; **Metro grant \$2,697.**

Rooftop stormwater quality control- A 20,000-square foot warehouse rooftop, located on the east bank of the Willamette River was used to for a series of test plots with varying combination of soils and plant materials. The plots were monitored for stormwater absorption, transpiration and filtration potential to improve water quality from stormwater runoff into the river. Partners: Total Work of Art, Inc.; Synder Roofing, Coastal Atlantic, Total Energy Concepts.
Total project budget \$19,100; **Metro grant \$5,000.**

50 Ways to Love Your River- Work continues this year among water providers, grocery stores, media outlets, the Willamette Restoration Initiative and other organizations to promote awareness of water quality and encourage pollution prevention. The outreach effort will focus on watershed councils, Ecumenical Ministries of Oregon and other friends groups. Partners: Oregon Environmental Council, Fox 49 Television, and Ecumenical Ministries of Oregon.
Total project budget \$13,000; **Metro grant \$5,000.**



METRO

Green Streets: Environmental Designs for Transportation

Introduction

The proposed Green Streets project has a number of elements that will address this growing conflict between good transportation design, planned urbanization in urban reserves and the need to protect streams and wildlife corridors from urban impacts. Key elements of the project include:

- Expanding the regional database to include an inventory of culverts that channel stormwater from streets to the stream system;
- Proposing new regional street connectivity provisions that address the tradeoffs between stream protection and an efficient, connected street system;
- Creating a best practices guidebook that establishes acceptable design solutions for conflicts between major street or connectivity needs and stream protection; and
- Testing the proposed designs as part of the Pleasant Valley-Damascus urban reserve plan.

Summary of Project Tasks

Task 1 – Complete an Inventory of Needed Transportation Retrofits

Complete an inventory of needed retrofits to regional transportation facilities that limit or prevent fish passage for endangered salmon and steelhead species.

Task 2 - Develop Green Streets Handbook

Develop a Green Streets handbook that provides guidelines for the development of transportation projects in the Metro region, establishing a range of "best practice" solutions for transportation improvements that affect streams and wetlands.

Task 3 - Develop Updated Standards for Connectivity

Develop street connectivity guidelines that balance the connectivity objectives of Title 6 of the UGMFP with stream protection policies contained in Title 3 of the UGMFP and Metro's Goal 5 plan for the region.

Task 4 - Test Proposed Designs and Connectivity Designs

Evaluate draft Street Connectivity guidelines for street crossings in wetlands and stream corridors to provide empirical support for proposed measures.

Task 5 - Develop Green Streets Cost Analysis

Provide a comparative costs analysis that evaluates the relative differences in construction and maintenance costs for Green Streets

designs and current practices.

Task 6 - Green Streets Summit

Provide an opportunity for agencies, transportation and wildlife professionals, interest groups and interested parties to review and comment on the draft Green Streets handbook.

Task 7 - Green Streets Project Oversight and Agency Review

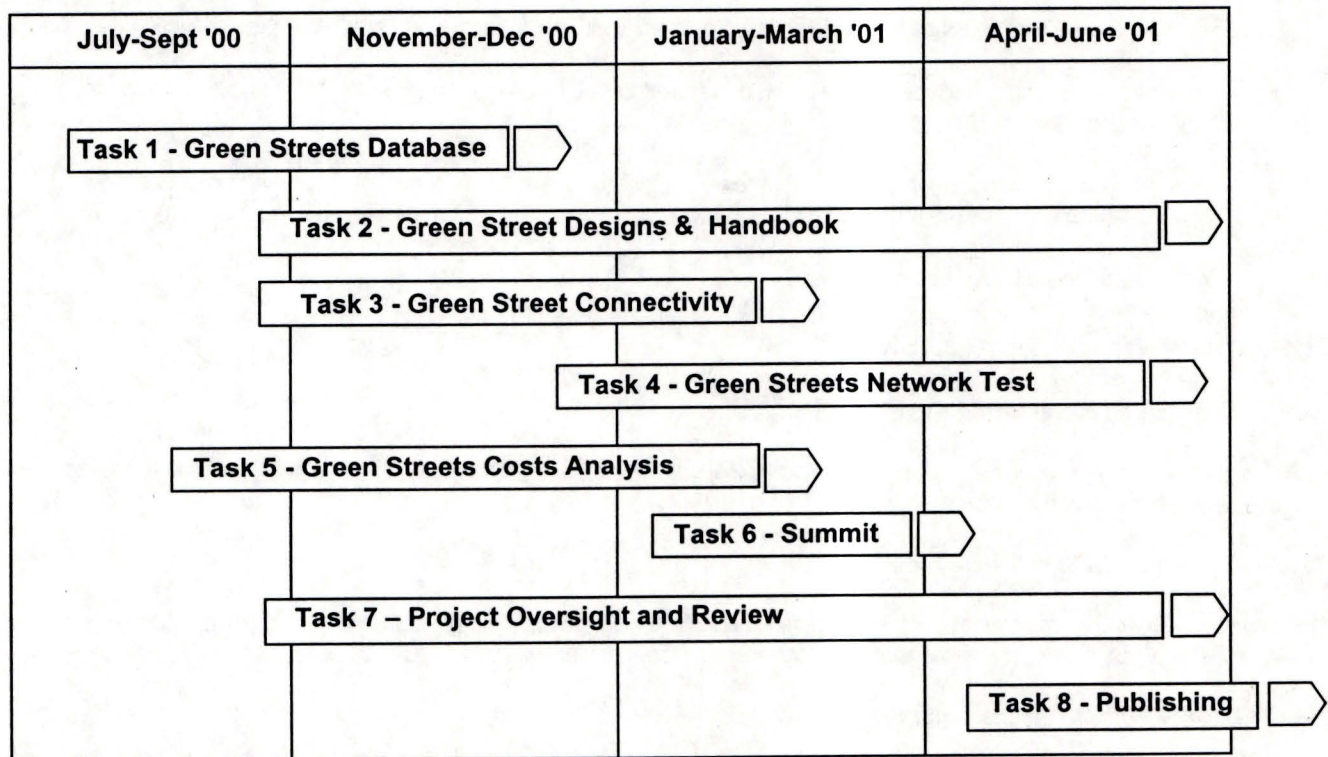
Conduct an oversight process that involves public agencies and a technical advisory committee to review and comment on Contractor and Metro staff products.

Task 8 - Green Streets Handbook Publication

Publish the Green Streets handbook for distribution to public agencies and the general public.

Figure 1

Green Streets Schedule



More information

Web sites with information about the ESA listing:

- National Marine Fisheries Services, www.nwr.noaa.gov
- State of Oregon Salmon Plan, www.oregon-plan.org
- For the Sake of Salmon, www.4sos.org
- City of Portland's Bureau of Environmental Services Endangered Fish page, www.enviro.ci.portland.or.us/esa/intro.htm
- Metro, www.metro-region.org
- Willamette Restoration Initiative, www.oregonwri.org
- Puget Sound Salmon Recovery Efforts, www.salmoninfo.org
- Oregon Department of Fish and Wildlife, www.dfw.state.or.us/

MINUTES OF THE METRO COUNCIL MEETING

February 22, 2001

Metro Council Chamber

Councilors Present: David Bragdon (Presiding Officer), Susan McLain, Rex Burkholder, Rod Park, Bill Atherton, Rod Monroe, Carl Hosticka

Councilors Absent: None

Presiding Officer Bragdon convened the regular council meeting at 2:02 p.m.

2. CITIZEN COMMUNICATIONS

Art Lewellan, 3205 Southeast 8th, Portland, said he supported Interstate Max and expressed concern about a recent lawsuit filed, objecting to the proposed ramp over the Tillamook intersection in Albina. He believed the ramp would greatly benefit the area. Second, he had measured the sidewalk on the Ross Island Bridge; it was five feet wide. Although it met code, he felt that it was dangerous to citizens. He noted that he spoke with Councilor Burkholder about his concern before construction began.

3. EXECUTIVE OFFICER COMMUNICATIONS

There were none.

4. AUDITOR COMMUNICATIONS

There were none.

5. MPAC COMMUNICATIONS

Presiding Officer Bragdon announced that the next Metro Policy Advisory Committee (MPAC) meeting was on February 28, at the Bonneville Power Administration Building from 5 p.m. to 8 p.m. The meeting would focus on Metro's 2040 Growth Concept and growth management in the region.

6. LEGISLATIVE UPDATE

Marvin Fjordbeck, Senior Assistant Counsel, reviewed the court ruling on Measure 7, made earlier that morning by the Marion County Circuit Court. The court found that the measure violated two constitutional provisions: 1) the full-text provision, and 2) the separate votes requirement. The one-subject requirement was not violated, nor was the prohibition on revisions through the initiative process. All parties anticipated an appeal to the Court of Appeals. Legal counsel would review the decision and provide the council with more detailed information.

Jeff Stone, Chief of Staff, said he distributed copies of the circuit court decision to the council. He noted that both the self insurance bill and the tire recycling bill were receiving some support in the legislature. He added that Metro's lobbyist, Doug Riggs, was testifying on the animal abuse bill today.

Councilor Hosticka asked Mr. Stone for a copy of the Willamette River clean up suggestions from the Governor's Willamette River initiative.

7. CONSENT AGENDA

7.1 Consideration of Minutes of the February 15, 2001, Regular Council Meeting

Motion: **Councilor Burkholder** moved, seconded by **Councilor McLain**, to adopt the meeting minutes of the February 15, 2001, regular council meeting.

Vote: The vote was 6 aye/ 0 nay/ 0 abstain. Councilor Atherton was absent. The motion passed.

8. ORDINANCES - FIRST READING

8.1 Ordinance No. 01-892, For the Purpose of Amending Ordinance No. 95-625A to Amend the 2040 Growth Concept Map and Ordinance No. 96-647C to Amend the Employment and Industrial Areas Map – February 2001

Presiding Officer Bragdon assigned Ordinance No. 01-892 to the Community Planning Committee.

8.2 Ordinance No. 01-893, For the Purpose of Amending Ordinance No. 95-625A to Amend the 2040 Growth Concept Map and Ordinance No. 96-647C to Amend the Employment and Industrial Area Map in the City of Hillsboro – February 2001

Presiding Officer Bragdon referred Ordinance No. 01-893 to the Community Planning Committee.

8.3 Ordinance No. 01-894, For the Purpose of Amending the Metro Code Title X, Metro Regional Parks and Greenspaces, to Increase Park Fees

Presiding Officer Bragdon referred Ordinance No. 01-894 to council as a whole, for consideration next Thursday. He noted the ordinance was discussed informally at Natural Resources Committee yesterday.

9. ORDINANCES - SECOND READING

9.1 Ordinance No. 01-888, For the Purpose of Amending Provisions of Metro Code Chapter 6.01 Relating to the Metropolitan Exposition-Recreation Commission Regarding Powers, Budgets and Terms of Members

Motion: **Councilor McLain** moved, seconded by **Councilor Burkholder**, to adopt Ordinance No. 01-888.

Councilor McLain presented the ordinance. The Budget and Finance Committee report on Ordinance No. 01-888 contains information presented by Councilor McLain and is included in the meeting record.

Presiding Officer Bragdon opened a public hearing. No one appeared to speak with regard to Ordinance No. 01-888. **Presiding Officer Bragdon** closed the public hearing.

Motion to Amend Main Motion: **Councilor Burkholder** moved, seconded by **Councilor Monroe**, Burkholder Amendment No. 1.

Councilor Burkholder presented Burkholder Amendment No. 1. A staff report to the amendment contains information presented by Councilor Burkholder and is included in the meeting record. He noted that this was a substantive amendment, and would require the council to delay final consideration until March 15.

Presiding Officer Bragdon said he supported the amendment. It standardized operating procedures and provided more time for consideration of the budget.

Councilor McLain asked why council would not vote at its next meeting on March 1.

Mr. Stone said notice would have to be resubmitted to *The Oregonian* newspaper. Staff felt the delay was acceptable because the ordinance was a budget matter and not immediately effective.

Councilor McLain said the Budget and Finance Committee's goal had been for council to adopt the ordinance prior to beginning budget discussions. If these amendments had been presented at committee, the council would not be in this situation. She asked the Presiding Officer to consider amending *The Oregonian* notice so that council could vote at its next meeting.

Presiding Officer Bragdon said the additional week delay was due to the cancellation of the March 8, council meeting. According to staff at Metro and the Metropolitan Exposition-Recreation Commission (MERC), the delay would not disrupt their work. He agreed that the amendments would have been better addressed in committee.

Councilor Burkholder said he understood that changing the notice would create an added cost. If the delay was critical, however, the notice could be changed. He said the amendments should have been included in the clean-up language, but were not noticed until after the committee's review.

Vote on Motion to Amend Main Motion:	The vote was 6 aye/0 nay/0 abstain. Councilor Atherton was absent. The motion passed.
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Motion to Amend #2:	Councilor Burkholder moved, seconded by Councilor Monroe , Burkholder Amendment No. 2.
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Councilor Burkholder presented Burkholder Amendment No. 2. A staff report to the amendment contains information presented by Councilor Burkholder and is included in the meeting record.

Councilor McLain said the original language was added because MERC had a special advisory commission, which sometimes met via telephone. Legally, telephone meetings required only a twenty-four hour notice. As a result, on more than one occasion the council received notice of a commission meeting, in which major issues were discussed, only after the meeting occurred. She asked how the council would be notified of MERC agenda items in a timely way, if this amendment was adopted?

Mark Williams, General Manager, MERC, said the current language was added to the Metro Code in 1997 at the same time that Metro gave MERC the authority to do its own support services. The super-notice provision was added in response to concerns on the council that meetings could occur without adequate notice. The new language before the council removed MERC's authority to have separate support services, but left the super-notice requirement. No other government agency, including the council, complied with such extensive notice requirements, which he believed were onerous, time consuming and expensive.

Councilor McLain said the language was also related to general business, interaction, and notice to the council. The council was responsible for decisions made by the MERC Commission. She asked how, without the current language, she would be notified of MERC telephone meeting and agenda items that might affect Metro's budget.

Mr. Williams said the same rules that applied to the council would apply to MERC. As far as budget matters, MERC could not change its budget, it could only recommend changes to the council. The notice rules for telephone meetings were the same as regular meetings. In the case of telephone meetings, MERC was required to provide the public with a place to come and listen to the meeting.

Presiding Officer Bragdon asked if councilors would receive written notice in their mailboxes.

Mr. Williams said councilors should receive written notice of every MERC meeting.

Councilor McLain said there was a difference between the general public and the council, and council needed more notice because it was responsible for MERC's budget. The current language allowed financial staff five days to thoroughly review any budget items on a MERC agenda.

Mr. Williams said the concern was not about notifying Metro elected officials. The onerous portion of the language was the requirement to notify each city and county in the Metro region. He suggested changing the proposed amendment to maintain the requirement to notify Metro elected officials, but remove cities and counties.

Councilor Monroe asked Mr. Stone how difficult and expensive it would be to amend next week's notice to *The Oregonian*. He and Councilor Burkholder would be in Washington, D.C. on March 8, lobbying for federal transportation dollars, which was why the council meeting had been cancelled.

Mr. Stone said it would cost \$400 to amend the notice.

Councilor Monroe asked the Presiding Officer to review whether \$400 would be a wise expenditure, given that it would buy the council two more weeks to review Metro's multi-million dollar budget.

Motion to Amend Burkholder Amendment #2:	Councilor Burkholder moved, seconded by Councilor Monroe , to strike the language, "and to each city and county in the Metro region," leaving intact the language, "to all elected Metro officials."
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Councilor McLain said the proposed language was better. However, the original language was written for two reasons: 1) to inform cities in Multnomah County, which paid taxes to the Oregon Convention Center, about MERC's activities, and 2) to foster the interest and support of cities in Clackamas and Washington counties, which did not currently support the Convention Center at the same level as Multnomah County.

Presiding Officer Bragdon restated the motion to amend the amendment. It would reinstate the requirement to send MERC agendas to all elected Metro officials.

Vote on Motion to Amend Burkholder Amendment #2:	The vote was 6 aye/1 nay/0 abstain. Councilor McLain voted no. The amendment passed.
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Councilor Burkholder said he understood Councilor McLain's concerns. He hoped to address those concerns by talking to people in the community about the value of Metro's regional facilities. He encouraged an aye vote on Burkholder Amendment No. 2 as amended.

**Vote on
Burkholder
Amendment #2 as
Amended:**

The vote is 7 aye/0 nay/0 abstain. The motion passed unanimously.

Presiding Officer Bragdon said Ordinance No. 01-888A would be continued to March 15, 2001.

10. RESOLUTIONS

10.1 **Resolution 01-3031**, For the Purpose of Appointing Meyer Seigel, Helen Richardson, Joe Annett and Andrew Kelly to the Metro Committee for Citizen Involvement (MCCI)

Motion: **Councilor Burkholder** moved, seconded by **Councilor Atherton**, to adopt Resolution No. 01-3031.

Councilor Burkholder presented the resolution. A Regional Facilities and Operations Committee Report to Resolution No. 01-3031 contains information presented by Councilor Burkholder and is included in the meeting record. He asked Karen Withrow, Office of Citizen Involvement Staff, to discuss the current vacancies on MCCI.

Ms. Withrow said after adoption of Resolution No. 01-3031, there would be seven vacancies on MCCI. Four more applications were in process. If those four applications were successful, there would be two remaining vacancies in District 3 and one in District 6. However, Aleta Woodruff, Bob Pung, Bill Merchant, and Jerry Penk's terms expired in June, and they were unable to serve again due to term limits.

Aleta Woodruff, MCCI, said MCCI has always had vacancies during the six-and-a-half years she has been a member. She added that the members who could not serve another term were the backbone of MCCI, and she encouraged the councilors to find good people for MCCI.

Councilor Burkholder said he had attended two MCCI meetings. He was very impressed by the committee's commitment, and the ideas and questions generated at its meetings.

Vote: The vote was 7 aye/0 nay/0 abstain, and the motion passed unanimously.

10.2 **Resolution No. 01-3032**, For the Purpose of Confirming the Appointment of Gloria Candanoza to the Investment Advisory Board

Motion: **Councilor Park** moved, seconded by **Councilor Atherton**, to adopt Resolution No. 01-3032.

Councilor Park presented Resolution No. 01-3032. A Regional Facilities and Operations Committee report to the resolution contains information presented by Councilor Park and is included in the meeting record. He reviewed Ms. Candanoza's credentials and said she was well qualified to serve on the committee.

Vote: The vote was 7 aye/0 nay/0 abstain, and the motion passed unanimously.

10.3 **Resolution No. 01-3033**, For the Purpose of Authorizing the Execution and Delivery of a Lease Purchase Agreement, Declaring Intent to Reimburse Expenditures, and Related Matters

Motion: **Councilor Hosticka** moved, seconded by **Councilor McLain**, to adopt Resolution No. 01-3033.

Councilor Hosticka presented Resolution No. 01-3033. A Regional Facilities and Operations Committee report to the resolution contains information presented by Councilor Hosticka and is included in the meeting record.

Councilor Park added that staff said 533 megahertz was very fast for this type of processor, and would be a good purchase.

Councilor Hosticka said the committee reviewed the resolution thoroughly and supported it.

Vote: The vote was 7 aye/0 nay/0 abstain, and the motion passed unanimously.

11. **PRESENTATION AND APPROVAL OF COMMITTEE WORK PLANS**

Presiding Officer Bragdon asked committee chairs to brief the council on their committee work plans. He said after the reviews, he would entertain a motion to adopt all the committee work plans as a whole.

Councilor Park reviewed the Community Planning Committee work plan. He recognized Andy Cotugno, Planning Director, and his staff for developing the work plan. A copy of the work plan is included in the meeting record.

Councilor Monroe reviewed on the transportation component of the work plan and briefed the council on the activities of the Joint Policy Advisory Committee on Transportation (JPACT).

Councilor Burkholder reviewed the Regional Facilities and Metro Operations Committee work plan. A copy of the work plan is included in the meeting record.

Councilor McLain reviewed the Budget and Finance Committee work plan. A copy of the work plan is included in the meeting record.

Councilor Hosticka reviewed the Natural Resource Committee work plan. A copy of the work plan is included in the meeting record.

Councilor Atherton reviewed the Solid Waste and Recycling Committee work plan. A copy of the work plan is included in the meeting record.

Councilor McLain recommended adding Solid Waste Advisory Committee (SWAC) and Solid Waste Rate Review Committee issues to the work plan.

Councilor Atherton said he believed those issues would be addressed as part of the strategic plan.

Presiding Officer Bragdon suspended discussion of the work plans.

1. INTRODUCTIONS

Presiding Officer Bragdon introduced Judge Laura Pryor from Gilliam County. He noted the recent newspaper articles about the transportation uncertainty between Metro's facilities and Gilliam County. He said the council felt deeply about its partnership with Gilliam County, and its partnership with Judge Pryor and her fellow county commissioners.

Judge Pryor thanked Presiding Officer Bragdon, and said she had also been speaking with Greg Nokes of *The Oregonian*. She reiterated that she had always believed it was beneficial to have two government jurisdictions, one on either end of the process. She noted that Gilliam County had not yet approved the change of ownership by Churchill. Gilliam County would continue to work closely with Metro staff through this glitch.

Presiding Officer Bragdon said companies may come and go, but the governments and the citizens they served would remain.

Councilor Atherton welcomed Judge Pryor. He noted a previous discussion with Judge Pryor, and asked if there had been further talk of filling the empty trucks travelling from Gilliam County back to Portland with aggregate.

Judge Pryor said STS Trucking had gone through a number of transitions in the past few years, and the aggregate had been lost in all the turmoil. They had loaded a few trucks to estimate, based on 100 trucks a day, how much rock could be moved. She continued to believe the back haul had value to Metro and the metropolitan area. Once there was more stability, the idea could be explored further.

Councilor Atherton said the fractured basalt from Gilliam County was an excellent material in construction. Currently, aggregate in Clackamas County came from streams, impacting water quality.

Judge Pryor thanked Councilor Atherton for his continued interest and support.

11. PRESENTATION AND APPROVAL OF COMMITTEE WORK PLANS (Continued)

Presiding Officer Bragdon asked for a motion to approve the committee work plans as a whole.

Motion: **Councilor Atherton** moved, seconded by **Councilor Park**, to adopt the committee work plans.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain, and the motion passed.

Presiding Officer Bragdon said during the year, committee chairs would report to council once a month.

12. EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(1)(e). DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE REAL PROPERTY TRANSACTIONS

Presiding Officer Bragdon opened an Executive Session pursuant to ORS 192.660(1)(e) at 3:22 p.m. to discuss future open spaces purchases in already identified target areas.

Present: Presiding Officer Bragdon, Councilor McLain, Councilor Park, Councilor Hosticka, Councilor Burkholder, Councilor Atherton, Councilor Monroe, Jim Desmond, Open Spaces Acquisition Senior Manager, Marvin Fjordbeck, Senior Assistant Counsel, Nancy Chase, Senior Real Estate Negotiator, Tony Vecchio, Oregon Zoo Director, Mr. Stone, Christina Billington, Clerk of the Council, members of the press and council staff.

Presiding Officer Bragdon closed the Executive Session at 3:52 p.m.

- 12.1 **Resolution No. 01-3035**, For the Purpose of Authorizing the Executive Officer to Purchase Property on Mt. Scott in the East Buttes/Boring Lava Domes Target Area and Enter into an Intergovernmental Agreement with the City of Portland for Conveyance of an Easement and Property Management

Motion: **Councilor Monroe** moved, seconded by **Councilor Hosticka**, to adopt Resolution No. 01-3035.

Councilor Monroe presented Resolution No. 01-3035. A staff report to the resolution contains information presented by Councilor Monroe and is included in the meeting record. He noted that Metro was asked to waive the customary 25 percent match in exchange for an easement on property adjacent to the zoo, and acceptance by Portland City Parks of management responsibilities.

Councilor Park said the council had only waived the 25 percent match once before, and had set the bar fairly high. He hoped the council would continue to adhere to its policies, and only the waive the requirement in limited situations.

Councilor Monroe thanked Ms. Chase for her efforts over the past six years to purchase this site.

Vote: The vote was 7 aye/0 nay/0 abstain, and the motion passed unanimously.

13. COUNCILOR COMMUNICATION

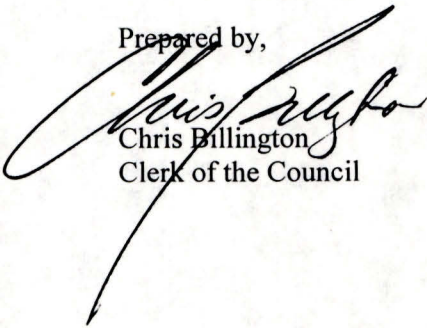
Councilor Monroe reported on his trip to Australia and the transportation and land use systems in Melbourne and Sydney. He noted for the record that the trip was a strictly a holiday, paid for with personal funds.

Councilor Park noted that the Yard, Garden and Patio Show would be held at the Oregon Convention Center that weekend.

ADJOURN

There being no further business to come before the Metro Council, Presiding Officer Bragdon adjourned the meeting at 4:05 p.m.

Prepared by,


Chris Billington
Clerk of the Council

Attachments to the Public Record for the Meeting of February 22, 2001


The following have been included as part of the official public record:

Document Number	Document Date	Document Title	TO/FROM	RES/ORD
022201c-01	2/15/2001	Minutes of the Metro Council Meeting	TO Metro Council/ FROM Chris Billington	Consent Agenda
022201c-02	2/22/2001	Ordinance No. 01-893, replacement for pages 5 and 6 of the staff report		Ord. No. 01-893
022201c-03	2/22/2001	Budget and Finance Committee Report, Ordinance No. 01-888	TO Metro Council/ FROM Susan McLain	Ord. No. 01-888
022201c-04	2/22/2001	Staff Report, Burkholder Amendment No. 1 to Ordinance No. 01-888	TO Metro Council/ FROM Peggy Coats	Ord. No. 01-888
022201c-05	2/22/2001	Staff Report, Burkholder Amendment No. 2 to Ordinance No. 01-888	TO Metro Council/ FROM Peggy Coats	Ord. No. 01-888
022201c-06	2/22/2001	Regional Facilities and Operations Committee Report, Resolution No. 01-3031	TO Metro Council/ FROM Rex Burkholder	Res. No. 01-3031
022201c-07	2/22/2001	Regional Facilities and Operations Committee Report, Resolution No. 01-3032	TO Metro Council/ FROM Rod Park	Res. No. 01-3032
022201c-08	2/22/2001	Regional Facilities and Operations Committee Report, Resolution No. 01-3033	TO Metro Council/ FROM Carl Hosticka	Res. No. 01-3033
022201c-09	2/6/2001	Community Planning Committee Work Plan		Committee Work Plans
022201c-10	2/15/2001	Memo RE: Regional Facilities and Operations Committee Work Plan	TO: Metro Council/ FROM Rex Burkholder	Committee Work Plans
022201c-11	2/14/2001	Memo RE: Budget and Finance Committee Work Plan	TO: Metro Council/ FROM Susan McLain	Committee Work Plans
022201c-12	2/21/2001	Natural Resources Committee Work Plan		Committee Work Plans
022201c-13	2/7/2001	2001 Solid Waste and Recycling Committee Work Plan		Committee Work Plans
022201c-14	2/22/2001	Resolution No. 01-3035		Res. No. 01-3035



METRO

OFFICE OF THE AUDITOR

To: Metro Council
From: Alexis Dow, CPA 
Date: February 13, 2001
Re: Ordinance No. 01-889 Transferring \$2,500 to Office of the Auditor

I have reviewed the Staff Report in consideration of Ordinance No. 01-889, For the Purpose of Amending the FY 2000-01 Budget and Appropriations Schedule and Transferring \$2,500 from the Council Office to the Office of the Auditor. I support the transfer proposed by this ordinance.

The related Staff Report, however, contains a few misstatements that need to be corrected for the record. These statements are contained in the last paragraph of the Background section of the Staff report. My observations on these matters are as follows:

- 1) The statement that there has been no review of management and operational practices of the Auditor Office is inaccurate. A peer review is required every 3 years and was done in 1998 and will be done in June 2001. Peer review encompasses not only an evaluation of technical proficiency and performance, but also management and operational practices. It does this by reviewing to ensure an effective system for quality control, adequacy of planning and supervision, and exercise of due professional care, among other matters.
- 2) The statement that the proposed peer review is limited in scope is misleading. Peer review addresses technical competency and management of the office.
- 3) The statement that there should be a broader examination of such issues as scoping and cost of audits is not correct. The peer review does in fact address scoping of audits. It does not, however, address cost of audits. The cost of the audit office is a budgetary issue. Every year as part of the Council budget process, I provide the Council with a list of planned audits and budgetary requirements. I obtain a Council-approved budget and proceed with the plan.
- 4) The statement that there should be a broader examination of the Auditor's working and oversight relationship with the Council is unnecessary. This relationship is defined in the Charter and Code and by how the Auditor and Council jointly agree to work together under the terms of the Charter and Code.

I am also concerned that the Staff Report evidences a breach of Metro Code 2.08.080. This Code section requires all requests for legal opinion regarding interpretation of Metro Charter and Metro ordinances to be in writing and furnished to all Metro elected officials and that copies of such opinions similarly be distributed. I received no copy of the request and no copy of the related opinion of the Office of General Council on the matter of Auditor authority referred to in the last sentence of the second paragraph in the Background section of the Staff Report.

I respectfully request that the Staff Report be amended to eliminate the items I have set forth above and that this memo be entered into the public record relating to Ordinance No. 01-889. Further, I respectfully request copies of the request for legal opinion and the related opinion regarding Auditor authority referred to in the Staff Report.

STAFF REPORT

FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FFY 2002 APPROPRIATIONS

February 8, 2001

Presented by: Councilor Monroe

DESCRIPTION

The region annually produces a position paper that outlines the views of Metro and its regional partners concerning transportation policy and funding issues that are likely to be considered by Congress during the coming year.

The proposed position paper addresses several critical regional transportation issues. The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next three to five years at the same time: Interstate MAX, South Corridor Transit Improvement Program, and Washington County Commuter Rail.

Oregon and Washington are continuing to work to develop a cooperative strategy to address the transportation needs in the I-5 Trade Corridor. The paper outlines the federal funding needs and sources for continuing this work and requests support for obtaining these funds. Other interstate issues include Columbia River Channel Deepening and High-Speed Rail.

Other issues and funding needs addressed in the paper include: 1) extending the Central City streetcar system into the North Macadam area, 2) Willamette River bridge funding, 3) reauthorization of the Federal Aviation Administration as it relates to the use of passenger facility charges for the Airport MAX, 4) construction of an Amtrak station in Clackamas County, 5) community revitalization work related to the Interstate MAX line, 6) enhancing the state's and C-Tran's Intelligent Transportation System (ITS) initiatives, and 7) park-and-ride projects for both C-Tran and Wilsonville SMART.

Existing Law

Under federal law, funding is earmarked to specific projects and programs. This position paper identifies the priorities of Metro and the region for those earmarks. To the extent we are successful, these earmarks will enable Metro to implement those aspects of the Regional Transportation Plan.

Budget Impact

Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 01-02 Transportation Department budget. However, most of the funding requests deal with projects sponsored by jurisdictions other than Metro.

MGH:rmh

C:\Resolutions\2001\01-3034A Federal Priorities\01-3034A Staff Report.Doc (APF 1501 2-8-01)

Staff Report to Resolution No. 01-3034A

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING)
PORTLAND REGIONAL FEDERAL)
TRANSPORTATION PRIORITIES FOR)
FFY 2002 APPROPRIATIONS

RESOLUTION NO. 01-3034A
Introduced by Councilor Monroe

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure, and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding, and

WHEREAS, Metro has annually developed a listing of federal transportation funding and regulatory priorities for submittal to the Oregon Congressional delegation, and

WHEREAS, JPACT has approved Exhibit A to this resolution, entitled, "Portland Regional Federal Transportation Priorities," NOW, THEREFORE,

BE IT RESOLVED,

The Metro Council approves Exhibit A of this resolution, entitled "Portland Regional Federal Transportation Priorities" and directs that it be submitted to the Oregon Congressional delegation.

ADOPTED by the Metro Council this _____ day of 2001.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

Portland Regional Federal Transportation Priorities

It is important that Metro and its partners on JPACT articulate its federal transportation priorities to the congressional delegation. These priorities should be in the context of the FFY 2002 Appropriations Bill and anticipate a new six-year Authorization Bill starting in FFY 2004. A full position paper on the new six-year Authorization Bill will follow.

The region's priorities are described below:

- I. High-Capacity Transit:** The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next 3-5 years at the same time: Interstate MAX, South Corridor Transit Improvement Program and Washington County Commuter Rail.

- A. INTERSTATE MAX:** Interstate MAX is Segment #1 of the South/North Corridor. Tri-Met recently signed a Full-Funding grant agreement with the Federal Transit Administration and construction is under way. The project is seeking an appropriation of a minimum of \$70 million in Section 5309 "New Start" funds as required in the Full-Funding Grant Agreement.

The first year appropriation for Interstate MAX was \$7.5 million for the FY 2001. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$70 million in FFY 2004 and \$41 million in FFY 2005. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region. If appropriations are dramatically short of this schedule (i.e., half or less of the annual funding need), the interest cost implication to the region would likely jeopardize other projects.

- B. SOUTH CORRIDOR TRANSIT IMPROVEMENT PROGRAM:** The South Corridor is Segment #2, of the South/North Corridor. The region will incrementally implement improvements in the South Corridor that are a part of an overall South Corridor improvement project. The South Corridor project will be the region's #1 priority for Section 5309 "New Start" authorization and funding in the next six-year Authorization Bill.

- For the FY 2002 federal transit appropriations bill, seek up to \$7.0 million of Section 5309 "Bus" funding by working with the Oregon transit community to establish a list of statewide bus appropriations requests which produces this amount of funding for South Corridor improvements. This would allow the region to complete the Milwaukie Transit Center (\$.35 million) and construct a Milwaukie Park-and-Ride (\$2.65 million) and Clackamas Town Center Transit Center (\$4.0 million).

- C. COMMUTER RAIL:** The Washington County Commuter Rail Project is the region's priority for authorization for construction in this FY 2002 Appropriation Bill.

The region is committed to pursuing the Washington County Commuter Rail. Federal environmental requirements have been met and Preliminary Engineering is underway and scheduled to be complete by Summer 2001. Project implementation is scheduled to begin in March 2002. The project's finance plan calls for the first increment of federal Section 5309 "New Starts" appropriations in FY 2003.

II. Other Major Regional Priorities: The following projects are also high priority in the next fiscal year.

- A. I-5 TRADE CORRIDOR:** In the Portland/Vancouver region, Oregon and Washington are continuing their collaborative effort to address the transportation needs of the I-5 corridor from I-84 in Oregon to I-205 in Washington.

Governors John Kitzhaber of Oregon and Gary Locke of Washington have appointed a 28-member Task Force that is charged with developing a bi-state strategic plan on how to manage and improve transportation and freight mobility in the I-5 corridor between Portland and Vancouver. The strategic plan will address freeway, transit, heavy rail, and arterial street needs in the corridor. The plan will also address how to manage demand for transportation in the corridor. This public planning effort is funded with a \$2 million grant from FHWA's National Corridor Planning and Development Program. The grant is matched with \$500,000 each from the Washington and Oregon Departments of Transportation. The strategic plan is expected to be complete by the fall of 2002.

Based on the strategic planning effort, the region anticipates that federal funding will be sought through the reauthorization of TEA-21. Funding could be requested from the National Corridor Planning and Development program, other transportation programs or "High Priority Project" earmarks. Funding may also be sought through the Water Resources Development Act, as appropriate, for improvements to structures crossing the Columbia River.

- B. COLUMBIA RIVER CHANNEL DEEPENING:** In 1999, Congress authorized the deepening of the Columbia River Channel to 43 feet and the Corps of Engineers completed a Final EIS and Chief's Report on the project. Congress appropriated \$4.5 million for construction in the FFY 2001 Energy and Water Appropriations Act, but construction cannot begin until the National Marine Fisheries Service approves a new Biological Opinion. Whether the sponsoring ports will seek additional construction appropriations in FFY2002 depends upon the schedule for completing the Biological Opinion.

- C. WILLAMETTE RIVER BRIDGE FUNDING:** Multnomah County is seeking an additional \$20 million in Bridge Discretionary funds to complete the painting of the historic Broadway Bridge.

Multnomah County is implementing a \$200 million, 20-year rehabilitation program for the historic Willamette River Bridges. Approximately \$20 million has been secured through Federal Highway Bridge funds and Highway "Demo" funds to complete six of the seven phases of the Broadway Bridge rehabilitation. The Broadway Bridge is a critical link for the freight system between the eastside industrial area and central Portland. Maintaining this bridge is vital to the transportation system in the Portland region. The last component of the rehabilitation is to paint the bridge above deck. This work will preserve the structure and avoid more costly repairs later.

- D. REGIONAL HIGHWAY PROJECTS:** The limited availability of state modernization funds is delaying the construction of highway projects in the Portland region for years, if not decades. Federal earmarks will be needed if priority projects are to move forward in a timely fashion consistent with the Region 2040 Growth Concept and economic development needs.

Typically, Congress has not earmarked highway projects except when a new six-year Authorization Bill is adopted (although earmarking did occur in the FY 2001 Appropriations Bill). The following requests for FY 2002 earmarks (in the event they are undertaken) are part of a regional strategy to begin developing priority projects to better take advantage of earmarking opportunities in the next authorization bill.

- The region supports the following requests if there is an opportunity to earmark federal funds in the FY 2002 Transportation Appropriations Bill beyond the normal program categories for highway projects. The Port of Portland requests \$2 million for right-of-way acquisition for the "Columbia-Killingsworth Eastend Connector." Clackamas County requests \$3 million for Preliminary Engineering for "Sunnyside Road" and \$10 million for Preliminary Engineering for the "Sunrise Corridor – Phase 1." Multnomah County requests \$2 million for Preliminary Engineering for the "242nd Avenue Connector." Washington County is requesting \$1.5 million for Preliminary Engineering of the Sunset Highway eastbound climbing lane from Hwy. 217 to Sylvan. The City of Portland is seeking \$1.0 million for Preliminary Engineering of Sandy Boulevard to convert it from a state highway to a boulevard.
- The region is not requesting federal funding in FY 2002 for the "I-5 Delta Park – Lombard" project which, in addition to the ones listed above, is a likely priority for earmarking in the next authorization bill.

- E. AMTRAK SOUTH STATION:** The region is seeking capital funding of \$750,000 federal matching funds for a new Amtrak station.

Clackamas County, in cooperation with Oregon City, ODOT and Amtrak, has selected Oregon City as the location for a new Amtrak station in the south portion of the metropolitan region to complement existing stations in downtown Portland and Vancouver, Washington. This station is part of an incremental strategy to upgrade high-speed rail service between Eugene, Portland, Seattle and Vancouver, B.C. The overall project will entail construction of a 700-foot long platform, relocation of a rail depot, lighting and adjacent parking for a total of \$1.5 million. Oregon City is proceeding to implement Phase I of this project this year. This funding would allow Phase 2 to be completed.

- F. HIGH SPEED RAIL:** Passenger rail is an important component of the state's transportation system. As one of eight designated high-speed rail corridors in the nation, the Pacific Northwest Passenger Rail Corridor is eligible for federal funding. The region supports efforts to secure federal appropriations for improvements in the Corridor. The region also urges the Congressional delegation to support the Amtrak bond proposal introduced last year in the Senate. The proposal will be considered again this year.

- G. INTERSTATE MAX REVITALIZATION PROGRAM (TCSP):** Metro is seeking a \$1 million Congressional earmark for the Kenton Feed and Seed project.

Metro, the city of Portland, and Tri-Met are working together to develop a revitalization plan for Interstate Avenue in conjunction with Interstate MAX. Associated with that is the recent establishment of an urban renewal district by the City of Portland to provide a portion of the funding towards both the light rail and redevelopment. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, funding could be provided to accelerate this redevelopment program.

It is expected that the urban renewal district will not provide sufficient funds to meet all the needs in the corridor and will not generate much revenue in the early years. As such, TCSP funds could be used to initiate several redevelopment projects, thereby serving as a catalyst for further redevelopment. As this creates new private investment, tax increment financing resulting from this investment will provide the funding for further redevelopment projects in the future and help establish the cash-flow for the funding contribution toward the light rail construction itself. Funding would be used for such activities as land acquisition and public street and pedestrian improvements that facilitate specific redevelopment projects.

H. INTELLIGENT TRANSPORTATION SYSTEM: The region is supporting a single \$4.25 million "State of Oregon" earmark for the following ITS initiatives:

- **TransPort** – The TransPort project is a multi-agency project in the Portland region that is integrating each agency's transportation system into a regional system to enhance traffic and transit management and traveler information.
- **California-Oregon Advanced Transportation Systems (COATS)** – This rural ITS project is applying ITS technology to rural issues in a bi-state area covering Southern Oregon and Northern California.
- **Transit Trip Planning** – This project will begin integrating transit information from Oregon transit providers into a statewide transit trip planning system.

I. STARK STREET BOULEVARD (181st – 197th): The City of Gresham is seeking a \$1 million Congressional earmark for this endeavor.

Congress authorized \$1 million in TEA-21 "High Priority" funds for pedestrian improvements that support Gresham's revitalization of the Rockwood Town Center with transit-oriented development and access. The project retrofits a dangerous, auto-dominated arterial into a boulevard that safely accommodates pedestrians, bicyclists, and transit users. The project links the central commercial area with area employers and services, as well as three heavily used MAX stations. The TEA-21 funds provide full project design, but only fund construction from 181st to 190th.

Additional funds of up to \$2 million are needed to build the full project to 197th and address the massive, hazardous intersection of Stark/Burnside/MAX. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, supplemental funding could be provided to complete the entire project within two years and an earmark of \$1 million is requested.

J. CENTRAL CITY STREETCAR: The City of Portland is seeking \$700,000 of HUD funding in FY 2002 for this project.

The 130-acre North Macadam District is the last major undeveloped area within the City of Portland's core. This largely unimproved area presents a unique opportunity to create a new neighborhood that will attract and accommodate jobs and housing in the Central City, furthering efforts to preserve our region's natural and agricultural resources. To take advantage of the opportunity presented, challenges to development posed by poor transportation access and circulation, inadequate infrastructure, and areas of soil contamination must be responded to and overcome.

The extension of the Central City Streetcar into this district is critical to provide the necessary transit service to accommodate the 8,500 to 10,000 jobs and 1,500 to 3,000 housing units expected to develop during the next 20 years. This 1 1/2 – mile extension is from Portland State University where the ongoing streetcar project terminates into the North Macadam District. It is estimated to cost \$45 million, including rolling stock. Tax Increment Financing and private contributions through a Local Improvement District are identified to provide \$37.5 million leaving \$7.5 million as yet unfunded. Although this project is not intended to compete for FTA “New Starts” funding, it could qualify for other DOT, EPA or HUD categories. For FY 2002, \$700,000 of HUD funding is being sought to complete the final design to Riverplace.

K. C-TRAN TRANSIT PROJECTS:

- **I-5 TRADE CORRIDOR PARK-AND-RIDE:** C-Tran requests \$1.0 million of Section 5309 funding for the construction of the proposed 99th Street Transit Center/Park-and-Ride. Final design and construction are anticipated to commence in 2001.
- **INTELLIGENT TRANSPORTATION SYSTEMS (ITS):** Request \$1.5 million of Section 5309 planning funds for C-Trans’s Automated Vehicle Locator (AVL) project. This system includes components of a computerized bus dispatch system, mobile data systems for both fixed route and paratransit operations, global positioning systems for the deployment of automated vehicle location technology, signal priority treatment for transit, and customer information systems such as real-time arrival kiosks at transit centers.

L. WILSONVILLE PARK-AND-RIDE – South Metro Area Rapid Transit (SMART) requests \$1.54 million of Section 5309 funding for the construction of a park-and-ride facility and transit center adjacent to the Commuter Rail terminus. Wilsonville is pursuing funding for land acquisition through the MTIP process.

Wilsonville’s location along the I-5 Corridor between Portland and Salem makes it an important employment center for commuters traveling north and south. Increasing commuter traffic into and out of Wilsonville calls for improved access and connectivity to regional public transportation. Currently, Wilsonville lacks facilities that offer convenient transfer connections. A park-and-ride facility and transit center near Commuter Rail would allow access to regional bus and rail services from a centralized hub and thereby reduce vehicle trips into the city and metropolitan area.

M. JOBS ACCESS/REVERSE COMMUTE – The region requests \$1.8 million in FY 2002 Jobs Access/Reverse Commute funds to be earmarked for the Portland metropolitan region. This request equals the funding approved in the FY 2001 transportation appropriations act and will allow the continuation of Jobs Access/Reverse Commute projects initiated in Washington, Clackamas and Multnomah counties with the FY 2001 funds.

In its first two years, these funds were allocated through a competitive grant program administered by the Federal Transit Administration. The Portland region (through Tri-Met) received two annual allocations under the grant program totaling approximately \$1.8 million. In 2000, however, it became apparent that the program was moving rapidly from a grant allocation program to one allocated by congressional earmark. As a result, the region requested \$1.8 million in the FY 2001 transportation appropriations process and received its entire request. This request would repeat that request for FY 2002.

C:\Resolutions\2001\01-3034A Federal Priorities\ 01-3034A Ex A redline.doc APF 1501 2/28/01 2:45 p.m.

Agenda Item Number 14.1

Resolution No. 01-3036, For the Purpose of Authorizing the Executive Officer to Purchase the Wilsonville Tract in the Tonquin Geologic Target Area.

***EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(1)(e).
DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE
REAL PROPERTY TRANSACTIONS.***

Metro Council Meeting
Thursday, March 1, 2001
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE)	RESOLUTION NO. 01-3036
EXECUTIVE OFFICER TO PURCHASE)	
THE WILSONVILLE TRACT IN THE)	Introduced by Mike Burton
TONQUIN GEOLOGIC TARGET AREA)	Executive Officer

WHEREAS, in July 1992, Metro completed the Metropolitan Greenspaces Master Plan which identified a desired system of natural areas interconnected with greenways and trails; and

WHEREAS, at the election held on May 16, 1995, the Metro area voters approved the Open Spaces, Parks and Streams Bond Measure (Ballot Measure 26-26) which authorized Metro to issue \$135.6 million in general obligation bonds to finance land acquisition and certain park-related capital improvements; and

WHEREAS, on February 22, 1996, via Resolution 96-2300, the Metro Council adopted a refinement plan for the Tonquin Geologic Target Area which identified acquisition of property owned by the Oregon Division of State Lands ("DSL") as a Tier 1 objective, in order to provide a regional scale natural area/park site; and

WHEREAS, DSL owns approximately 230 acres of farmland, forest, wetlands and Mill Creek, commonly known as the Wilsonville Tract ("the Property"), and has offered the Property for sale to Metro with "unusual circumstances" as defined in the Open Spaces Implementation Work Plan; and

WHEREAS, DSL is not willing to make any representations to Metro regarding the environmental condition of the property; and

WHEREAS, DSL is not willing to make any representations to Metro regarding title matters; such as unrecorded leases, easements or other binding agreements, liens, impending lawsuits or governmental notices; and

WHEREAS, DSL has mandated that the title to the Property be conveyed via a Bargain and Sale Deed, with restrictions that limit the use of the property to public purposes only, and state that the Property cannot be resold to a private purchaser; and

WHEREAS, DSL has required that, through deed restrictions on the Property, Metro make the Property "perpetually accessible, under reasonable conditions, to Oregon kindergarten through grade twelve schoolchildren for environmental education; and

WHEREAS, DSL has reserved the subsurface mineral rights to the Property; and

WHEREAS, these circumstances constitute "unusual circumstances" requiring specific Council approval pursuant to the Open Spaces Implementation Work Plan, now therefore

BE IT RESOLVED,

That the Metro Council authorizes the Metro Executive Officer to purchase the Wilsonville Tract in the Tonquin Geologic target area as identified in Exhibit A, for a price not to

exceed \$1,833,300, and accept a deed in substantially the form set forth in Exhibit B or in a form approved by the Metro Office of General Counsel.

ADOPTED by the Metro Council this _____ day of _____, 2001.

David Bragdon, Presiding Officer

Approved as to Form: _____

Daniel B. Cooper, General Counsel

Exhibit A

A tract of land in the Southeast one quarter of the Southeast one quarter of Section 16, the Northeast one quarter of Section 21, the North half of Section 22, the Northeast one quarter of the Southeast one quarter of Section 22 and the South half of Section 15, in Township 3 South, Range 1 West of the Willamette Meridian, Clackamas County, Oregon, described as follows:

Beginning at a 5/8 inch iron rod which is North 54°11'40" East 85.02 feet from the section corner common to Sections 15, 16, 21 and 22, Township 3 South, Range 1 West, Willamette Meridian; thence North 66°40'15" West 322.66 feet to a 5/8 inch iron rod; thence North 46°47'23" West 256.51 feet to a 5/8 inch iron rod; thence North 46°47'23" West 21.53 feet to the center line of Grahams Ferry Road; thence following said centerline along the arc of a 1285.88 foot radius curve to the right, the chord of which bears South 46°37'07" West 200.45 feet; thence South 51°05'30" West 435.08 feet; thence along the arc of a 455.80 foot radius curve to the left, the long chord of which bears South 18°18'53" West 493.52 feet; thence South 14°27'45" East 91.47 feet; thence along the arc of a 1227.95 foot radius curve to the right, the long chord of which bears South 08°57'49" East 235.34 feet; thence South 03°27'53" East 173.36 feet; thence along the arc of a 1186.31 foot radius curve to the left, the long chord of which bears South 20°26'03" East 692.48 feet; thence South 21°44'55" East 109.36 feet to the intersection of Graham Ferry Road and Bell Road; thence along the centerline of Bell Road, South 38°48'48" East 173.10 feet; thence South 42°06'56" East 383.23 feet; thence along the arc of a 315.22 foot radius curve to the left, the long chord of which bears South 59°43'00" East 190.64 feet; thence South 77°19'02" East 159.89 feet; thence along the arc of a 114.00 foot radius curve to the right, the long chord of which bears South 42°19'27" East 130.75 feet; thence South 07°19'38" East 130.62 feet; thence along the arc of a 431.32 foot radius curve to the left, the long chord of which bears South 17°13'49" East 148.36 feet; thence South 27°08'02" East 44.21 feet; thence along the arc of a 249.60 foot radius curve to the right, the long chord of which bears South 16°10'55" East 94.84 feet; thence South 05°13'52" East 23.59 feet; thence along the arc of a 448.74 foot radius curve to the left, the long chord of which bears South 11°01'24" East 90.58 feet; thence South 16°48'56" East 28.21 feet; thence along the arc of a 259.95 foot radius curve to the right, the long chord of which bears South 08°37'54" East 74.01 feet; thence South 00°26'54" East 33.37 feet; thence along the arc of a 242.51 foot radius curve to the left, the long chord of which bears South 34°09'25" East 269.17 feet; thence South 67°51'48" East 27.29 feet to the intersection of Bell Road and Wilsonville Road; thence along the centerline of Wilsonville Road, North 13°09'50" East 312.42 feet; thence along the arc of a 295.68 foot radius curve to the right, the long chord of which bears North 51°02'33" East 363.09 feet; thence North 88°55'17" East 73.75 feet; thence along the arc of a 398.28 foot radius curve to the left, the long chord of which bears North 76°14'07" East 174.93 feet; thence North 63°32'59" East 672.88 feet; thence North 64°15'25" East 1539.39 feet; thence along the arc of a 573.00 foot radius curve to the left, the chord of which bears North 63°41'36" East 11.27 feet; thence North 00°04'34" East 3403.82 feet to a point on the South line of the Samuel

B. Franklin Donation Land Claim No. 50; thence South 89°40'18" West 557.83 feet; thence South 00°14'40" West 518.01 feet; thence South 89°34'40" West 1150.00 feet to a 5/8 inch iron rod; thence South 01°09'10" West 743.76 feet to a 5/8 inch iron rod; thence South 74°03'51" West 266.67 feet to a 5/8 inch iron rod; thence South 73°40'12" West 969.32 feet to the point of beginning.

EXCEPTING THERFROM that portion adjacent to Bell Road in the J. R. Shaw Donation Land Claim No. 51 as contained in Deed to Robert W. Harkson, Trustee recorded July 12, 1991, Recorder's Fee No. 91-34172, Clackamas County Records.

ALSO EXCEPTING THEREFROM that portion lying within public roads and highways.

ALSO EXCEPTING THEREFROM that portion lying in the area as follows:

A tract of land located in the Northwest One-Quarter and the Northeast One-Quarter of Section 22, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, being a portion of that tract of land described in deed to the State of Oregon, recorded July 1, 1993, Recorder's Fee No. 94-29363, Clackamas County deed records, being more particularly described as follows:

Commencing at the Northeast corner of Section 22, T.3S, R.1W., W.M., thence along the North line thereof, S.89°37'45" W., 2,319.21 feet to a ¾" iron pipe inside a 2" iron pipe; thence S.00°17'37"W., 127.61 feet to the Northwest corner of that tract of land described in Fee No. 79-5357, Clackamas County deed records, and the true point-of-beginning; thence along the East line of that tract of land described in deed to the State of Oregon, recorded July 1, 1993, Recorder's Fee No. 94-29363, Clackamas County deed records, S.00°17'37"W., 1,580.05 feet to the North right-of-way line of Wilsonville Road (Market Road No. 6) (30.00 feet from centerline); thence along said right-of-way line the following two (2) courses: thence 22.90 feet along the arc of a 543.00 foot radius curve to the right, through a central angle of 02°24'57" (the long chord bears S. 63°18'58"W., 22.89 feet); thence S. 64°31'27" W., 288.84 feet; thence N. 32°52'28" W., 1,200.45 feet; thence N. 56°36'30" E., 569.00 feet; thence N. 74°27'30"E., 271.50 feet; thence N. 32°31'00"e., 380.00 feet to the point-of-beginning, containing 871,200 square feet (20.00 acres) more or less.

EXHIBIT "A"
Legal Description

3RD AMENDED LEGAL DESCRIPTION

A tract of land in the Southeast one-quarter of Section 16, the Northeast one-quarter of Section 21, the North one-half of Section 22, the Southeast one-quarter of Section 22, and the South one-half of Section 15, in Township 3 South, Range 1 West, of the Willamette Meridian, in the County of Clackamas and State of Oregon, being more particularly described as follows:

Beginning at the section corner common to Sections 15, 16, 21 and 22, Township 3 South, Range 1 West of the Willamette Meridian; thence North 00° 00' 00" West, 79.48 feet; thence South 66° 40' 15" East, 75.09 feet to a 5/8 inch iron rod; thence North 73° 40' 12" East, 969.32 feet to a 5/8 inch iron rod; thence North 74° 03' 51" East, 266.67 feet to a 5/8 inch iron rod; thence North 01° 09' 10" East, 743.76 feet to a 5/8 inch iron rod; thence North 89° 34' 40" East, 1150.00 feet; thence North 00° 14' 40" East, 511.53 feet; thence North 89° 51' 49" East, 563.14 feet to the Northwest corner of Lot 117, PARK AT MERRYFIELD NO. 4, a recorded plat in Plat Book 99, Page 23, Clackamas County Plat Records; thence along the West line of said plat and its Southerly extension South 00° 14' 48" West, 1789.86 feet to the Northeast corner of that parcel of land conveyed to the West Linn-Wilsonville School District by Deed recorded as Document Number 99-110481; thence along the Northerly line of said school district parcel the following three courses: South 32° 28' 11" West, 380.12 feet; South 74° 24' 41" West, 271.45 feet; and South 56° 33' 47" West, 569.05 feet to the Northwest corner of said school district parcel; thence along the West line of said parcel and its Southerly extension, South 32° 55' 34" East, 1226.54 feet to the center line of Wilsonville Road; thence along said center line South 64° 15' 25" West, 1249.08 feet; thence South 63° 32' 59" West, 672.88 feet; thence 176.37 feet along the arc of a 398.28 foot radius curve to the right through a central angle of 25° 22' 19" (the long chord bears South 76° 14' 07" West, 174.93 feet); thence South 88° 55' 17" West, 73.75 feet; thence 390.95 feet along the arc of a 295.68 foot radius curve to the left through a central angle of 75° 45' 26" (the long chord bears South 51° 02' 33" West, 363.09 feet); thence South 13° 09' 50" West, 312.42 feet to the center line intersection of Wilsonville Road and Bell Road; thence along the center line of said Bell Road, North 67° 51' 48" West, 27.29 feet; thence 285.35 feet along the arc of a 242.51 foot radius curve to the right through a central angle of 67° 25' 01" (the long chord bears North 34° 09' 25" West, 269.17 feet); thence North 00° 26' 54" West, 33.37 feet; thence 74.26 feet along the arc of a 259.95 foot radius curve to the left through a central angle of 16° 22' 06" (the long chord bears North 08° 37' 54" West, 74.01 feet); thence North 16° 48' 56" West, 28.21 feet; thence 90.73 feet along the arc of a 448.74 foot radius curve to the right through a central angle of 11° 35' 06" (the long chord bears North 11° 01' 24" West, 90.58 feet); thence North 05° 13' 52" West, 23.59 feet; thence 95.42 feet along the arc of a 249.60 foot radius curve to the left through a central angle of 21° 54' 13" (the long chord bears North 16° 10' 55" West, 94.84 feet); thence North 27° 08' 02" West, 44.21 feet; thence 149.10 feet along the arc of a 431.32 foot radius curve to the right through a central angle of 19° 48' 23" (the long chord bears North 17° 13' 49" West, 148.36 feet); thence North 07° 19' 38" West, 130.62 feet; thence 136.77 feet along the arc of a 114.00 foot radius curve to the left through a central angle of 68° 44' 15" (the long chord bears North 41° 41' 58" West, 128.71 feet);

(Continued)

Exhibit "A"
Legal Description

thence leaving the center line of said Bell Road, North 09° 06' 26" West, 300.95 feet to a 5/8 inch iron rod on the North line of the J.R. Shaw Donation Land Claim No. 51; thence along said North line, North 89° 17' 15" West, 429.74 feet to the center line of said Bell Road; thence along said center line North 42° 06' 56" West, 153.13 feet; thence North 38° 48' 48" West, 173.10 feet to center line intersection of Bell Road and Graham Ferry Road; thence along the center line of Graham Ferry Road, North 21° 44' 55" West, 109.36 feet; thence 647.25 feet along the arc of a nontangent 1186.31 foot radius curve to the right through a central angle of 31° 15' 38" (the long chord bears North 21° 46' 24" West, 639.25 feet); thence North 54° 00' 00" East, 1229.48 feet to the section line common to Sections 21 and 22; thence along said section line, North 00° 00' 00" East, 338.25 feet to the point of beginning.

Draft-Draft-Draft-Draft-Draft-Draft
STATE OF OREGON

BARGAIN AND SALE DEED

GRANTOR:

Oregon State Land Board
by Ann Hanus, Director

Division of State Lands

775 Summer St NE
Salem, OR 97310

GRANTEE:

Metropolitan Service District
(METRO)
600 NE Grand Ave
Portland, OR 97232-2736

**FUTURE TAX STATEMENTS
SHOULD BE MAILED TO:**

Metropolitan Service District (METRO)
600 NE Grand Ave
Portland, OR 97232-2736

AFTER RECORDING RETURN TO:

Metropolitan Service District (METRO)
600 Grand Ave
Portland, OR 97232-2736

NOW, THEREFORE, the STATE OF OREGON acting by and through the Oregon State Land Board, (GRANTOR), does hereby convey unto the Metropolitan Service District (METRO), (GRANTEE), all interest in the said property, except as hereinafter described, with the covenant that said property is: used for public purposes or benefit (e.g. park facility, open space and environmental education); perpetually accessible, under reasonable conditions, to Oregon kindergarten through grade twelve schoolchildren for environmental education; and not for resale to a private purchaser.

DESCRIPTION: A tract of land located in Clackamas County, Oregon encompassing 230 acres as described in Exhibit A.

CONSIDERATION: The true and actual consideration for this conveyance is \$1,833,300

EXCEPTIONS: The State of Oregon shall retain all rights and interests in the subsurface minerals located within the area described in this deed, except the grantee shall control all rights to surface occupancy.

Subject to any and all existing leases, easements, existence of roads, railroads, irrigation ditches and canals, telegraph and power transmission facilities.

Exhibit B
Resolution 01-3036

This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses and to determine any limits on lawsuits against farming or forest practices as defined in ORS 30.930.

This instrument will not allow use of the property described in the instrument in violation of applicable federal, state, and local laws preventing discrimination or protecting individuals against discrimination.

WITNESS the seal of the Division of State Lands affixed this _____ day of _____, ____.

STATE OF OREGON, acting by and through its Division of State Lands,

Ann Hanus, Director

Seal

STATE OF OREGON)
) ss
County of Marion)

The foregoing instrument was acknowledged before me this _____ day of _____, ____.

Signature

My commission expires _____, ____.

Exhibit B
Resolution 01-3036

Exhibit A

A tract of land in the Southeast one quarter of the Southeast one quarter of Section 16, the Northeast one quarter of Section 21, the North half of Section 22, the Northeast one quarter of the Southeast one quarter of Section 22 and the South half of Section 15, in Township 3 South, Range 1 West of the Willamette Meridian, Clackamas County, Oregon, described as follows:

Beginning at a 5/8 inch iron rod which is North 54°11'40" East 85.02 feet from the section corner common to Sections 15, 16, 21 and 22, Township 3 South, Range 1 West, Willamette Meridian; thence North 66°40'15" West 322.66 feet to a 5/8 inch iron rod; thence North 46°47'23" West 256.51 feet to a 5/8 inch iron rod; thence North 46°47'23" West 21.53 feet to the center line of Grahams Ferry Road; thence following said centerline along the arc of a 1285.88 foot radius curve to the right, the chord of which bears South 46°37'07" West 200.45 feet; thence South 51°05'30" West 435.08 feet; thence along the arc of a 455.80 foot radius curve to the left, the long chord of which bears South 18°18'53" West 493.52 feet; thence South 14°27'45" East 91.47 feet; thence along the arc of a 1227.95 foot radius curve to the right, the long chord of which bears South 08°57'49" East 235.34 feet; thence South 03°27'53" East 173.36 feet; thence along the arc of a 1186.31 foot radius curve to the left, the long chord of which bears South 20°26'03" East 692.48 feet; thence South 21°44'55" East 109.36 feet to the intersection of Graham Ferry Road and Bell Road; thence along the centerline of Bell Road, South 38°48'48" East 173.10 feet; thence South 42°06'56" East 383.23 feet; thence along the arc of a 315.22 foot radius curve to the left, the long chord of which bears South 59°43'00" East 190.64 feet; thence South 77°19'02" East 159.89 feet; thence along the arc of a 114.00 foot radius curve to the right, the long chord of which bears South 42°19'27" East 130.75 feet; thence South 07°19'38" East 130.62 feet; thence along the arc of a 431.32 foot radius curve to the left, the long chord of which bears South 17°13'49" East 148.36 feet; thence South 27°08'02" East 44.21 feet; thence along the arc of a 249.60 foot radius curve to the right, the long chord of which bears South 16°10'55" East 94.84 feet; thence South 05°13'52" East 23.59 feet; thence along the arc of a 448.74 foot radius curve to the left, the long chord of which bears South 11°01'24" East 90.58 feet; thence South 16°48'56" East 28.21 feet; thence along the arc of a 259.95 foot radius curve to the right, the long chord of which bears South 08°37'54" East 74.01 feet; thence South 00°26'54" East 33.37 feet; thence along the arc of a 242.51 foot radius curve to the left, the long chord of which bears South 34°09'25" East 269.17 feet; thence South 67°51'48" East 27.29 feet to the intersection of Bell Road and Wilsonville Road; thence along the centerline of Wilsonville Road, North 13°09'50" East 312.42 feet; thence along the arc of a 295.68 foot radius curve to the right, the long chord of which bears North 51°02'33" East 363.09 feet; thence North 88°55'17" East 73.75 feet; thence along the arc of a 398.28 foot radius curve to the left, the long chord of which bears North 76°14'07" East 174.93 feet; thence North 63°32'59" East 672.88 feet; thence North 64°15'25" East 1539.39 feet; thence along the arc of a 573.00 foot radius curve to the left, the chord of which bears North 63°41'36" East 11.27 feet; thence North 00°04'34" East 3403.82 feet to a point on the South line of the Samuel

Exhibit B
Resolution 01-3036

B. Franklin Donation Land Claim No. 50; thence South 89°40'18" West 557.83 feet; thence South 00°14'40" West 518.01 feet; thence South 89°34'40" West 1150.00 feet to a 5/8 inch iron rod; thence South 01°09'10" West 743.76 feet to a 5/8 inch iron rod; thence South 74°03'51" West 266.67 feet to a 5/8 inch iron rod; thence South 73°40'12" West 969.32 feet to the point of beginning.

EXCEPTING THERFROM that portion adjacent to Bell Road in the J. R. Shaw Donation Land Claim No. 51 as contained in Deed to Robert W. Harkson, Trustee recorded July 12, 1991, Recorder's Fee No. 91-34172, Clackamas County Records.

ALSO EXCEPTING THEREFROM that portion lying within public roads and highways.

ALSO EXCEPTING THEREFROM that portion lying in the area as follows:

A tract of land located in the Northwest One-Quarter and the Northeast One-Quarter of Section 22, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, being a portion of that tract of land described in deed to the State of Oregon, recorded July 1, 1993, Recorder's Fee No. 94-29363, Clackamas County deed records, being more particularly described as follows:

Commencing at the Northeast corner of Section 22, T.3S, R.1W., W.M., thence along the North line thereof, S.89°37'45" W., 2,319.21 feet to a ¾" iron pipe inside a 2" iron pipe; thence S.00°17'37"W., 127.61 feet to the Northwest corner of that tract of land described in Fee No. 79-5357, Clackamas County deed records, and the true point-of-beginning; thence along the East line of that tract of land described in deed to the State of Oregon, recorded July 1, 1993, Recorder's Fee No. 94-29363, Clackamas County deed records, S.00°17'37"W., 1,580.05 feet to the North right-of-way line of Wilsonville Road (Market Road No. 6) (30.00 feet from centerline); thence along said right-of-way line the following two (2) courses: thence 22.90 feet along the arc of a 543.00 foot radius curve to the right, through a central angle of 02°24'57" (the long chord bears S. 63°18'58"W., 22.89 feet); thence S. 64°31'27" W., 288.84 feet; thence N. 32°52'28" W., 1,200.45 feet; thence N. 56°36'30" E., 569.00 feet; thence N. 74°27'30"E., 271.50 feet; thence N. 32°31'00"e., 380.00 feet to the point-of-beginning, containing 871,200 square feet (20.00 acres) more or less.

Staff Report

CONSIDERATION OF RESOLUTION NO. 01-3036 FOR THE PURPOSE OF AUTHORIZING THE EXECUTIVE OFFICER TO PURCHASE THE WILSONVILLE TRACT IN THE TONQUIN GEOLOGIC TARGET AREA

Date: February 28, 2001

Presented by:

**Charles Ciecko
Jim Desmond**

Proposed Action

Resolution No. 01-3036 requests authorization for the Executive Officer to purchase the 230-acre Wilsonville Tract property in the Tonquin Geologic target area in accordance with the deed proposed by the State of Oregon Division of State Lands ("DSL").

Existing Legislation

Metro Code 2.04.026 (a) (3) requires that the Executive Officer obtain the authorization of the Metro Council prior to executing any contract for the purchase of real property. The Open Spaces Implementation Work Plan, adopted by the Metro Council via Resolution 96-2424, was established to implement the Open Spaces, Parks and Streams bond measure passed by the voters of the region in 1995. The Work Plan established acquisition parameters that authorize the Executive Officer to purchase property, within the Council-approved target area refinement plan maps. Purchases that do not meet these criteria or have "unusual circumstances" (as that term is defined in the Work Plan) require specific Council approval. Via Resolution 96-2300, the Metro Council approved the Tonquin Geologic target area refinement plan tax-lot specific map, which includes the subject Wilsonville Tract property. This resolution proposes to approve an unusual circumstance purchase, and authorize the purchase of the Wilsonville Tract property subject to the terms of the deed proposed by DSL.

Background and Analysis

In May 1995, the Metro area voters approved the Open Spaces, Parks and Streams Bond Measure that authorized Metro to issue \$135.6 million in general obligation bonds to finance land acquisition and certain park-related capital improvements. On February 22, 1996, via Resolution 96-2300, the Metro Council adopted a refinement plan that outlined a land protection strategy for the Tonquin Geologic regional target area. A Tier 1 objective of the refinement plan identifies "Acquisition of all or part of the Division of State Lands property, Wilsonville, in order to provide a regional-scale natural area/park site" as a priority objective of the plan.

The 230-acre site, situated immediately south of the former Dammasch State Hospital site and commonly known as the Wilsonville Tract ("the Tract" or "the Property"), was declared surplus and offered for possible sale to other governmental agencies by DSL on October 15, 1999. By virtue of the offering document, Metro staff concluded that several of the DSL terms and conditions would constitute "unusual circumstances" requiring Metro Council approval, under the Open Spaces Implementation Work Plan, if the proposed transaction moved further along. Metro submitted a qualified bid for the

property on November 18, 1999 and was the only final bidder. At its December, 1999 meeting, the State Land Board authorized the sale of the Tract to Metro and the sale price was set at \$2,329,200 based on an appraisal from the firm of Palmer, Groth and Pietka ("PGP"). After an independent review of the PGP appraisal, questions were raised by Metro about the suitability of the Tract for high-value nursery land, given the Tract's lack of water rights, and other issues raised in that appraisal. Since that time, additional work has been done by a horticultural expert, as well as a new appraisal by Mr. Carl Stillman, taking into account this new information. DSL has lowered the purchase price to \$1,833,300 based on Metro's concerns and based in part on the Stillman appraisal.

Unusual circumstances

The unusual circumstances related to the Wilsonville Tract are:

Environmental / "As Is." The standard procedure for Open Spaces transactions involves the purchaser entering into an Agreement of Purchase and Sale with Metro and then proceeding to closing after all Metro's due diligence is completed. Metro generally requires that the Purchase and Sale agreement include certain standard representations and warranties regarding the environmental condition and condition of title regarding properties purchased in the Open Spaces program. The proposed transaction between Metro and DSL will forego an Agreement and proceed to closing wherein the title will be transferred by a Bargain and Sale Deed. A Phase One Environmental Site Assessment, Third Party Review of 1997 Kleinfelder Reports, and a Phase Two Environmental Site Assessment, were conducted for Metro by the independent environmental firm PBS Environmental, Inc. The Phase Two was conducted to assess potential concerns that were raised when PBS reviewed work previously done by the Oregon Department of Corrections on the adjacent Dammasch Hospital Site. The Phase Two tested soil and groundwater samples adjacent to Dammasch, due to past underground storage tank releases on the Dammasch site. PBS concluded that "no evidence of environmental impacts was discovered on the site with the exception of a trace of phenanturene in groundwater in the extreme northeast corner of the site." As there is no established state or federal cleanup level for this chemical, and based on the fact that the detection was only at a level slightly above the lab's detection limit, and no other PAH's were present, PBS concluded that "this occurrence is considered to represent a *de minimis* risk." No further investigation was recommended.

Deed Restrictions. The draft Bargain and Sale Deed proposed by DSL states that the property will be granted to Metro "with the covenant that said property is: used for public purposes or benefit (e.g. park facility, open space and environmental education) ... and not for resale to a private purchaser." The deed restriction for "public purposes" precludes Metro's ability to resell the Property to a private entity. Since the appraisals concluded the highest and best use of the property is as a nursery operation or for future development, the prohibition of private nursery or other private beneficial uses of the property may have a negative financial result if, for some reason in the future, Metro would desire to sell the property.

The deed restrictions also require Metro to provide reasonable access to make the property "perpetually accessible, under reasonable conditions, to Oregon kindergarten through grade twelve schoolchildren for environmental education." It is anticipated that schools in the West Linn-Wilsonville School District will want to use the site for environmental education, and there may be other school districts as well. This provision

may increase Metro's operations and management expenses and oversight during the landbanking period.

The draft Bargain and Sale Deed also states that "The State of Oregon shall retain all rights and interests in the subsurface minerals located within the area described in this deed, except the grantee {Metro} shall control all rights to surface occupancy." This is a historic reservation that is apparently part of DSL's policies regarding the sale of property. Metro staff's check of public records did not indicate any presence of subsurface minerals in this area, though Metro's due diligence here was limited in an effort not to expend funds needlessly.

Purchase Price

Although not an unusual circumstance, there are ambiguities in the appraisal prepared by Stillman & Associates regarding the total fair market value for the property. In determining the purchase price, the Land Board has stated that they believe the purchase price represents a 10 percent reduction from the fair market value as determined by Mr. Stillman's appraisal.

There is an ambiguity in the appraisal, however, regarding the total fair market value of the Property when including the timber value. Mr. Stillman's appraisal concluded a market value of \$1,630,000, with a statement that "adding the stipulated value of the merchantable timber (\$407,000) results in a combined total potential transaction value of \$2,037,000. However, in our opinion, this combined value does not necessarily reflect market value as defined in the report." Craig Zell, Metro's review appraiser, confirmed the Stillman appraisal, but added that the stipulated timber value "is not a component of market value and should be considered only a part of the property, but not valued separately or added to market value." Therefore, there is an ambiguity as to the fair market value of the Property including the timber value, ranging from \$1,630,000 to \$2,037,000 based, on the Stillman appraisal. However, Mr. Zell has further stated in a letter dated February 27, 2001 that he and Mr. Stillman have reviewed the negotiated purchase price of \$1,833,300 and they are "in agreement that this price would be a decent representation of market value, and would add that the two sides (Metro and State of Oregon) have imitated the market and negotiated to an approximate mid-point within the value range. As this represents market actions between a knowledgeable buyer and seller it would be my opinion that it is a good representation of market value at this time."

Exemption from Easement Policy

Metro commissioned a survey of the property, which survey disclosed that a few neighboring landowners encroached across lot lines onto the Wilsonville Tract property. These sorts of minor encroachments do not constitute "unusual circumstances," as they are not uncommon for a property of this size, particularly where one side of the property borders a residential neighborhood. The encroachments consist of some landscaping and a fence line continuing from a residence on to the property. Because Metro currently has no contractual interest in the property, the Metro staff may not deal with the encroachment issues before the proposed closing. Therefore, Metro staff is requesting Council approval to resolve these issues post-closing, via quitclaim, easement, license, or otherwise, without requiring that such actions go through the Easement Policy, which generally applies to post-closing requests for easements on Metro park property

In accordance with the Open Spaces Implementation Work Plan adopted by Metro Council, the Open Spaces Acquisition Committee met on February 27, 2001, and recommended that the property be purchased by Metro on these terms.

FINDINGS

Acquisition of this property with the above-stated terms is recommended based on the following:

- One of the "public interest" factors cited in the Work Plan that should be considered is "the importance of the site based on the adopted Refinement Plans." The Wilsonville Tract site was specifically mentioned as a Tier 1 objective of the plan, and would serve as an anchor in the proposed Tonquin Greenway mentioned as another objective, therefore its acquisition is of paramount importance to the completion of the target area.
- In the introduction to the Open Spaces Implementation Work Plan, a finding states that "Local governments, citizens and other stakeholders should be afforded the opportunity to help determine objectives (and thereby land acquisition priorities) for each target area." The residents and elected officials of Wilsonville have demonstrated very strong support for Metro's acquisition of the Tract.
- The Tract has significant natural resource value, including a scenic wooded portion of the Tract with trails, approximately 20 acres of wetlands, approximately 10 acres of filbert orchards, and is traversed by Mill Creek, a year-round, fish-bearing stream.
- The deed restrictions mandated by DSL are not negotiable and are compatible with the intended use of the Property by the City of Wilsonville and Metro, and will not breach the obligations of Metro to the citizens of the region in regard to use of the Tract for purposes consistent with the Open Spaces, Parks and Streams bond measure.
- The mineral reservation is qualified by Metro's right to control all rights to surface occupancy and is considered unlikely to have an impact on either the current market value of the site or Metro's intended use of the Tract.
- Metro's due diligence has not uncovered any evidence of environmental concern warranting additional action, title defects, or other matters that would make the "as-is" terms of the transaction unacceptable.
- The encroachments are not significant and will not affect Metro's ability to use the property as open space, and should be exempted from the Easement Policy when resolved post-closing.
- The Acquisition Committee met on February 27, 2001 and recommended purchase of the property in accordance with the deed proposed by DSL, subject to review and acceptance of the precise language in the deed to be delivered to Metro.

BUDGET IMPACT

Bond funds would supply acquisition money. The majority of the property is under an agricultural lease, so maintenance costs will be minimized to a certain extent. Metro staff will pursue assistance in managing the property from the City of Wilsonville. Metro will have to provide access to the site for schoolchildren as outlined above, which may add additional landbanking costs at the site.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends passage of Resolution No. 01-3036.



West Linn-Wilsonville School District 3JT

ADMINISTRATION BUILDING

P.O. Box 35 · West Linn, Oregon 97068 · (503) 673-7000 or Fax (503) 673-7001

March 1, 2001

Metro Councilors
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Metro Councilors:

The West Linn-Wilsonville School District supports the sale of the Wilsonville Tract to Metro.

The district is currently in the process of preparing for the opening of a new regional environmental center to be known as the Center for Research on Environmental Science Technology or CREST. The goals of the CREST Center are outlined in the attached CREST document. The essential goals are to provide a regional environmental learning center for children and adults. Specific goals include wetlands maintenance, restoration and preservation, pollution prevention, pollution reduction, social justice, creation of natural habitats for native flora and fauna, Jane Goodall's *Roots and Shoots* Program to add tree canopy to the region, provision of a regional environmental research library about hazardous materials, organic gardening, demonstration garden plots, and recycling programs. In addition, the CREST Center will also have classrooms for student and adult learning programs. The CREST Center will also serve as a state and regional center to educate and train school employees (and potentially others) regarding EPA and OSHA requirements for hazardous materials and safety issues, as well as environmental clean up and communications.

The West Linn-Wilsonville School District is interested in developing a cooperative relationship with Metro to create expanded CREST opportunities and environmental services such as creating a public gateway to the Wilsonville Tract through the CREST Center. We believe cooperative ventures can be done through grants and through the creation of a "Memorandum of Understanding" between Metro and the West Linn-Wilsonville School District.

We look forward to the possibilities of a cooperative partnership with Metro to create a truly significant regional CREST Center.

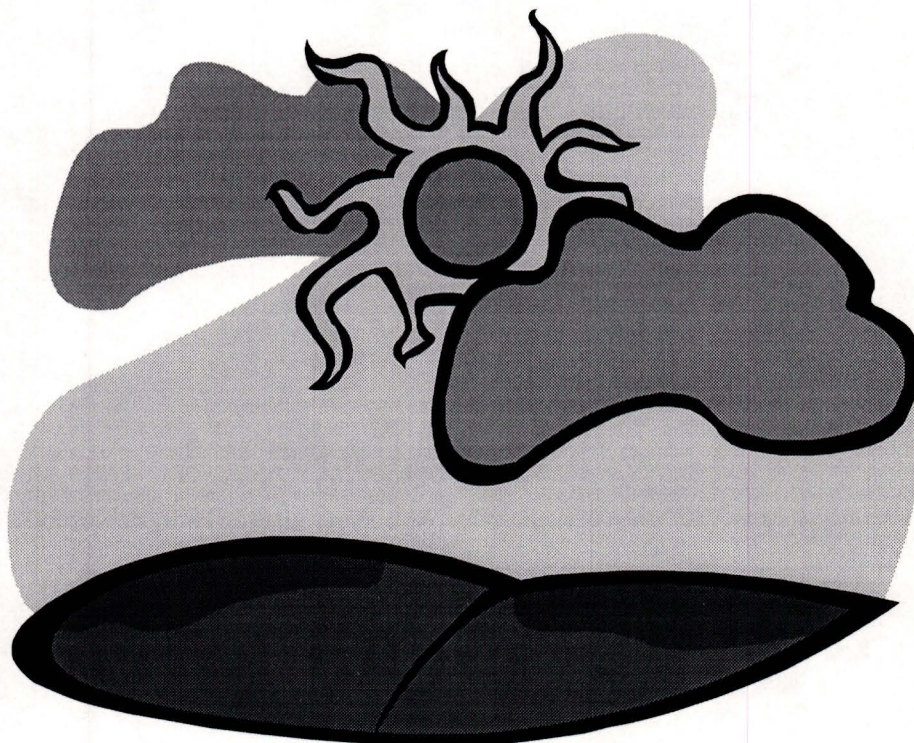
Sincerely,

A handwritten signature in cursive script that reads "Roger L. Woehl".

Roger L. Woehl, Ed.D
Superintendent

Enclosure

**West Linn-Wilsonville School
District
Environmental Project**



**CREST
Center for Research
on Environmental Science
Technology**

CREST

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CREST

Executive Summary of Proposal

The West Linn-Wilsonville School District has initiated the preparation, structure, organization, and coordination for operation of an environmental learning resource center to be known as the **Center for Research on Environmental Science Technology (CREST)** as a resource for the school district and communities of Wilsonville and West Linn and other regionally accessible school districts within the Portland metropolitan area.

Objectives advancing the environmental issues:

1.0 Reducing the adverse impact to the environment through:

1.1 Pollution Prevention will be addressed through “source reduction” by working with the city of Wilsonville to label storm drains; to conduct student research projects on storm drain pollutants; and to determine overall decrease in pollutants released into the environment via storm drains.

1.2 Pollution Reduction. This portion of the project also involves storm drain systems where older storm drain systems deposit storm drain water directly into wetlands in and around Wood Middle School and Boones Ferry Primary School.

1.3 Environmental Restoration and Protection. This portion of the project includes the restoration and protection of the wetlands in the geographic area of Wilsonville that are adjacent to Wood Middle School, Boones Ferry Primary School, Wilsonville High School and Boeckman Creek Primary School; wetlands and Tualatin River at Athey Creek and Stafford Primary; and wetlands in and around West Linn. The projects will include restoration and creation of native fauna habitats through the use of native flora and restoration of natural flora. At least one of these wetlands is also part of a significant Avian fly way for Canada geese, Mallard ducks and other water fowl.

The project will encourage and promote developing practices which will serve to protect natural flora through partnerships with the Metro open spaces program on 200 plus acres currently being purchased by Metro adjacent to the **CREST** Center.

2.0 Environmental compliance promotion. The development of a training and informational manual for Oregon’s school districts which addresses school requirements for the handling of

asbestos, lead paint, PCBs and radon could reduce the likelihood that violations would occur in other school districts. Training seminars will be provided to other school districts through professional conferences and individual school district's requests for training.

3.0 Other types of projects. Other issues such as air, clean water, soils, indoor asbestos, insecticides, pesticides, sprays, fertilizers, waste issues, and chemical handling will be additionally addressed beyond related areas mentioned above. The community resource component will be provided to advise, inform, refer, and to maintain an informational and research library for all segments of the community.

Environmental Mitigation:

1. Benefits to the Public or Environment At-large.

We believe there will be quantifiable reductions in discharge of pollutants to the environment through the Wilsonville storm drain projects. In addition, the wetlands portion of this project will show significant and measurable progress in protecting and restoring school district area wetlands.

2. Innovativeness

The proposed **CREST** Center is a unique approach for a school district to establish an environmental learning center where specialized resources and technology can link to K-12 science research projects and other curriculum. At the high school level **CREST** provides the opportunities for students to create partnerships for research with Clackamas Community College and other higher education institutions and with regional environmental specialists and organizations. This project will be the first school district sponsored and managed regional environmental center in Oregon.

3. Environmental Justice

Two of the Wilsonville primary schools (Wilsonville Primary School and Boeckman Creek Primary School) are qualified Title I schools serving a significant low income population. While we have no evidence that this population has been disproportionately exposed to pollution or at environmental risk, low income students are more likely to be living in older housing that has higher risk of lead paint, asbestos, and PCB containing light ballasts. The levels of education and awareness about personal health and protection will enhance this population's ability to safely choose their interactions with environmental issues and to assess potential personal risks.

4. Community Input

An extensive and broad-based community planning group participated in the creation of this project and will continue as partners throughout the implementation and operation of CREST. These participants included:

Charlotte Lehan, Mayor, City of Wilsonville
Debra Iguchi, President, Friends of Goal 5
Chris Neamtzu, City of Wilsonville Planning Department
Paul Silver, City of Wilsonville Planning Department
Bob Carlson, Elementary teacher and environmental specialist
Jay Schauer, High School teacher, National Science Foundation scholar
and regionally recognized environmentalist
John LeCavalier, Director, John Inskeep Environmental Learning Center, Clackamas
Community College
Marylin Killinger, Director, Oregon Advanced Technology Center, Clackamas
Community College
Joanne Mills, Wilsonville attorney and citizen
Dr. Jane Stickney, Assistant Superintendent, West Linn-Wilsonville School District
Tim Woodley, Director of Operations, West Linn-Wilsonville School District
Dr. Roger L. Woehl, Superintendent, West Linn-Wilsonville School District.

5. Multimedia Impacts

This project addresses the reduction of emissions to water, air and soils. The water component deals with the wetlands and storm drain projects. The air component deals with the school manual for reduction of emissions from PCBs, asbestos, lead paint, and radon. The soils component deals with the reduction and management of pesticides and insecticides.

6. Pollution Prevention

The storm drain projects and wetlands restoration are both significant pollution prevention practices. The education component about how to handle and properly dispose of hazardous waste are pollution prevention practices. The soils component addresses use of alternative (to insecticides and fertilizers, and pesticides) means for plant and garden maintenance.

Calculation of costs:

Public schools are non-profit governmental agencies. In order to adequately offer, organize, and conduct this proposed project, the district will dedicate a newly purchased three acre site to this project. The costs known and anticipated for this project include manual production costs, building costs, operating expenses, staffing expenses, and materials and supplies expenses, capital expenses and administrative costs.

CREST Module

Capital Costs:

Network/Elec. Install	\$10000
Furniture	4,950
Computers/Prtr	7,000
Tool/Utensils	2,000
<u>Handicapped Rmdl.</u>	<u>40,000</u>
Total Capital	\$63,950

One Time Non-depreciable Costs:

Library Start-up	\$10,000
<u>Planning</u>	<u>8,250</u>
	\$18,250

Annual Operating Costs:

Loss of house rent	\$30,000/yr
One Teacher	71,000/yr
One Instr. Asst.	25,000/yr
Utilities	3,000/yr
Consumables	5,000/yr
Research Library	2,500/yr
Administration	5,000/yr
25 days Tchr. Trng.	7,500/yr
<u>Custodial/Maint.</u>	<u>9,000/yr</u>
	\$158,000/yr

Manual Module

Manual Production

Content Camera Ready	\$30,000
<u>Printing/Distribution</u>	<u>2,500</u>
	\$32,500

Annual Operating Costs

Training	\$4,500
Postage	200
<u>Administration/Trainer</u>	<u>6,000</u>
	\$10,700

Grand Total For Two Years = \$452,100

CREST

The West Linn-Wilsonville Center for Research on Environmental Science Technology

Planning Documents

Background

Crest symbolizes a grand idea that has been growing for five years in the thinking and planning of the West Linn - Wilsonville School District educators. Early efforts were mounted in the schools as teachers created environmental learning links for students with the fields, forests and meadows and streams in the communities of West Linn and Wilsonville. Efforts were expanded in partnership with the City of Wilsonville as teacher, Bob Carlson set up a learning center on the city owned Boosier property for student study and restoration projects. Bob's efforts led to Scientist in the Schools projects at Stafford, Sunset, Wilsonville, Willamette, Boeckman Creek, and Cedaroak Park Primary schools. Envirocamp experiences were designed for participation in the summer and during the school year on days when students are not in class. When the use of the Boosier property and the city funding for the project was no longer available, the idea that is becoming **Crest** took root in the planning for the new Boones Ferry Primary School in Wilsonville. Property contiguous to the Boones Ferry Property was purchased by the school district for road access. **CREST** will be ready to open on the new site for the 2001-2002 school year.

What will CREST be and what will CREST become?

CREST will be a research center for environmental science and green technologies. It will serve the students of the West Linn - Wilsonville School District, the adults who work and teach in the West Linn - Wilsonville School District, the parents and community members of West Linn and Wilsonville. **CREST** will become a robust learning organization with the strength and connectivity needed to serve surrounding schools and school districts and thus will become a regional center for research in environmental science and green technologies.

Where will **CREST be centered?**

CREST will be centered on the school district property located between Wood Middle School and the new Boones Ferry Primary School on Wilsonville Road. The property is a three-acre piece that has been a family farm for many years. The property has a house that will be remodeled to serve as the main center along with outbuildings and barns to be used for research project work. The property has gardens and an orchard. It is in close proximity to the wetlands and the Wilsonville Tract property which is being acquired by METRO as an open space.

When will **Crest be open?**

Crest will open with the 2001-2002 school year opening of Boones Ferry Primary School. Many of the environmental learning projects alive in the schools today will then be gathered under the **Crest** umbrella organizational structure and new projects will be initiated.

How will **Crest be connected to regional partners?**

Crest as a project of the West Linn - Wilsonville School District enjoys the interest and partnership of the two cities, West Linn and Wilsonville; METRO, the regional tri-county intergovernmental organization that supports reuse, recycling, and open space planning in the Portland metropolitan area; Clackamas Community College, John Inskeep Environmental Learning Center, and Friends of Goal 5. Further partnerships will be created with Lewis and Clark College and George Fox University and other groups with similar educational missions.

How will **Crest contribute?**

Crest will play a role in securing significant environmental and public health protection improvements for the students, staff and community members in Wilsonville and West Linn.

Crest will become a center for continuous learning about the environmental and public health protection issues that impact this community. The research conducted by learners as part of **Crest** will contribute to the pollution prevention and environmental justice goals.

Crest will produce a written guide for the school district relative to public safety with asbestos, PCBs, lead paint and radon. The safety manual will be made available to other school districts. This safety manual for school districts will be designed to reduce the likelihood that hazardous situations will occur in other school districts in the future.

Crest will create demonstration projects that describe ways to reduce the adverse impact of human actions relative to PCBs, asbestos, pesticides and herbicides to public health and the environment.

Crest will reduce the adverse effects of the impact of polluted water runoff from school sites with water quality and wastewater projects.

Crest will reduce the overall risk to public health and the environment by increasing technical skills and understanding of regulatory requirements relative to PCBs, asbestos, lead paint, and radon.

Crest will serve the community where the alleged violation occurred.

Crest will meet several significant categories of environmental concern:

- Pollution Prevention
- Pollution Reduction
- Environmental Restoration
- Environmental Compliance Promotion
- Other projects

Goal 1: Pollution Prevention

Goal: To reduce the generation of pollution through source reduction

Activities:

1. Water Pollution: Storm Drain Marking

2. Air Pollution: Tree Planting

3. Hazardous Materials

4. Waste Reduction

Water Pollution: Storm Drain Marking

This topic will be addressed through “source reduction” of water pollution by working with the city of Wilsonville on various storm drain projects.

One project that needs to be done on a yearly basis is the marking of storm drains with reminders that the drains go directly to streams without treatment or filtration. Students can perform this task easily. They will come to understand the function of storm drains in a very concrete manner. This activity informs the public in a very visible way.

The school will work with the city to promote green car washes. We will try to limit the direct discharge of large amounts of soap that have traditionally been used for fund raisers by schools. We will promote use of coupons for commercial car washes where no discharges occur, or promote use of biodegradable soaps in areas where some filtering will occur. This will inform students, parents, and community.

Air Pollution: Tree Planting

We will plant trees in our restoration projects. Research has shown that a larger tree canopy reduces the amount of carbon dioxide released into the atmosphere.

Hazardous Materials

The Crest Center will:

Notify student and parents where and when to properly dispose of hazardous materials.

Encourage the use of non-hazardous materials for household cleaning and pest control.

Create demonstration gardens to teach about alternative products and methods in yard maintenance.

Waste Reduction

The **Crest** Center will:

Work with our schools to reduce waste at each building.

Provide information and suggestions for waste reduction.

Demonstrate techniques for composting.

Goal 2: Pollution Reduction

Goal: To monitor and decrease the amount of pollution entering the waste stream.

Activities:

- 1. Monitor and Reduce Water Pollution**
- 2. Coordinate School Recycling Projects**
- 3. Improved Air Quality Through Tree Planting**

Water Pollution Reduction

High school students have previously been involved in a project called SWRP (Student Watershed Research Project). They have been actively monitoring Mill Creek and Boeckman Creek in Wilsonville for the past several years. SWRP team members will be available to do measurements on some of these new projects. They may be able to train other students to do the tests.

Fourth graders study water as part of the district science curriculum. One focus of the studies has been to ask students how they affect the water quality in their own neighborhood. A few teachers have piloted monitoring projects with their students. Middle school students at Wood Middle School have taken data as far back as ten years on Arrowhead Creek. Some of the tests that younger students are able to monitor include macro-invertebrate surveys, PH, dissolved oxygen, and stream flow.

In addition, older students are able to monitor fecal coliform, alkalinity, phosphorus, nitrates, nitrites, ortho-phosphorous, Ammonia, BOD (biochemical oxygen demand), total suspended solids. It will be more likely that spills or drastic changes in water quality will be reported to city officials if regular monitoring of storm water is being done by students.

A measurable storm drain activity that students will participate in will be the installation of filters in catch basins in commercial areas. The students will monitor the basins for pollutants (oils and grease) and then install filters in the basins. They will be responsible for changing the filters. After the installation of filters new measurements of water quality would be taken. This activity is endorsed by the storm water specialist from the City of Wilsonville. He has identified this as an activity that could have a positive impact on storm water quality.

The district will take an inventory of all storm water systems at existing schools with the help of students. Many of these schools were built before swale systems were encouraged to deal with storm water. The systems will be prioritized according to greatest need of modifications. Improvements will be made to each system one project at a time. The projects will become incorporated into the district's Long Range Facilities Plan. For example: we will look at the storm water system at Wood Middle School and

determine if water could be re-routed to the swales being built on the Boones Ferry Primary site.

Long term changes in water temperature could be measurable in areas with stream banks that have been planted with native plants. The district student research model (attached addendum) will be used to structure the studies.

Students will monitor the levels of phosphorous and nitrates coming off of selected neighborhoods. Tests will be taken before doing any education about use of fertilizers. Then students will try to educate residents about alternatives to chemical fertilizers. A second test will be taken to see if there is any reduction in phosphorous and nitrate levels.

Additional potential study areas could include the analysis of runoff composition in the nearby historically significant (Native American) Corral Creek and the impact of the new Coffee Creek Prison and Intake Center (construction to begin 2001) on chemical contents of Coffee Creek runoff.

Solid Waste Reduction

The **Crest** center will coordinate school recycling projects. The center will provide information to schools about ways to reduce the amount of garbage to landfills. Many of the schools are already taking steps to reduce solid waste. We will build on current practices and offer ideas and assistance in implementing programs. We will focus on things like green lunches where students prevent waste from occurring by packing in reusable containers. We will do presentations at our schools about disposal of hazardous materials and alternative cleaning products.

Four primary schools in the district are Oregon Green Schools. This award was given for effective recycling practices. We will set a goal for all district schools to be Oregon Green Schools by June 2003. By then, the schools that are already Green Schools will try to achieve a higher rating.

Improved Air Quality Through Tree Planting

We will document the number of trees planted in restoration projects and create a research project about the amount of oxygen created by the planting. By planting trees in the various restoration sites we will be adding oxygen to the air and decreasing carbon dioxide in the air.

Goal 3: Environmental Restoration

Goal: To restore and protect the condition of ecosystems in the community.

Activities:

Native Plantings

Invasive Species

Habitat Improvement for Wildlife

Native Plantings

Restoration of ecosystems will include activities to restore various wetlands in the school district.

Students will plant native flora in and adjacent to the existing wetlands. The plants will provide shade what will decrease the water temperatures of the wetlands.

The plan for the new school includes several water retention ponds. Students will plant native plants around the ponds to improve water quality. Photographs will be taken to document physical changes to the wetlands over time.

The **Crest** Center will include a native plant nursery. Plants from the nursery will be used in planting projects. The plants will also be available for community workshops on landscaping with native plants.

Invasive Species

The children will experiment with different methods to remove reed canary grass. The grass is an invasive species that degrades the value of the wetlands for wildlife. Experiments might include flooding areas with water or placing cardboard weed barrier over the grass.

Students will remove English ivy in various natural areas.

Future projects will include research into Himalayan blackberry mitigation in wooded areas.

Habitat Improvement for Wildlife

Plants for the project will be chosen to create favorable habitat for animals. Plants will be evaluated on their ability to provide cover, food or nesting sites for wildlife.

Wildlife habitat has been decreasing as the population has grown steadily in this suburban area. Students will make various nesting boxes to provide habitat. Students can build boxes for wood ducks, songbirds, owls, and bats.

Students and **Crest** Center staff can participate in discussions for future use and access for Arrowhead Creek Wetlands. We will coordinate with the city of Wilsonville on a restoration plan and access issues.

Goal 4: Environmental Compliance Promotion

Goal: To provide a training support manual for other school districts in the target areas of asbestos lead paint, PCBs, and radon.

Activities:

Produce a manual for the school district suitable for distribution to Oregon school districts.

Prepare a presentation for the Oregon school facilities directors annual state meeting.

Organize a meeting for Oregon school district facilities directors to support them in applicable statutory and regulatory compliance.

Offer training seminars on the manual to Oregon school districts.

Goal 5: Other projects

Goal: To provide a community resource center for exploration and learning around issues of clean air, clear water, soils, indoor asbestos, PCBs, lead paint, radon, insecticides, pesticides, herbicides, sprays, fertilizers, waste and the handling of chemicals.

Activities:

- 1. Create Demonstration Gardens**
- 2. Study the implementation of Integrated Pest Management (IPM)**
- 3. Create a Library of Resources for Research**
- 4. Outreach to Low Income Families in Spanish and English**
- 5. Publicize the Availability of Research Resources**

The property for the **Crest** center is adjacent to land that is currently being acquired by Metro a regional government body that is buying significant parcels of open space in the Portland metropolitan area. Metro will be preparing a management plan for the 200 acres. We will seek to form partnerships with Metro to showcase these demonstration areas for a regional audience.

Create Demonstration Gardens

The **Crest** center learning activities will include the design and implementation of demonstration areas for the community to encourage the use of non-toxic pest control. Children would help build, design and maintain these areas. Community members could tour the facility and see methods for reducing pesticides, insecticides, sprays and fertilizers.

There will be a demonstration lawn that will be grown using organic methods of fertilizing and maintenance.

Drought resistant plants will be showcased for people interested in using less water on their yards. There will also be information about methods of gardening that reduce water usage.

There will be demonstration compost piles showing homeowners and schools different methods for recycling food scraps and other organic materials into usable compost.

Projects showing different non-chemical methods to reduce garden pests will be developed. For example, one plot would show how copper strips deter slugs: another could show a plot where ground up oyster shells line the perimeter.

There will be demonstrations of the use of beneficial insects to combat pests.

Organic vegetable gardens will demonstrate non-chemical methods for raising produce.

Study the Implementation of Integrated Pest Management (IPM)

Our district plans to learn about and share ideas for schools to use Integrated Pest Management (IPM). We will take steps to reduce the chemicals we use on school district property as well as sharing information on IPM to other school districts.

There will be information available for students and community members to help them set up their own programs in their homes, businesses or schools. Metro already has information on waste reduction, alternatives to pesticides and storm water issues that we could use for our written material.

Workshops on specific topics will be offered throughout the year to address pest management techniques.

Crest student teams could also serve as resource consultant teams to community members wanting to implement pest management systems.

Create a Library of Resources

A library of materials and resources on all of the issues listed above will be developed for student public use. The library will be housed in the center. Media available for district staff and students and the community will include books, videos, brochures, and "how to" directions for the latest in green technology. We will have information on PCBs, lead paint, asbestos and radon. There will be information on disposal of hazardous materials.

Outreach to Low Income Families in Spanish and English

We will send out brochures and other information to all Wilsonville students about PCBs, lead paint, asbestos and radon.

Six factors for analysis of the value of this Project

Benefit to the Public and Environment at Large

- Increased knowledge and awareness is a benefit to the public
- Increased knowledge and awareness is a benefit to the environment at large
- Reduction of pollution is a benefit to the public and environment at large
- Pollution prevention is a benefit to the public and environment at large
- Environmental restoration and protection is a benefit to the public and environment at large
- Environmental compliance promotion is a benefit to the public and environment at large

Innovativeness

- Research on environmental issues generates new learning leading to new technologies.
- Crest** will be the first school district sponsored environmental research center in the state of Oregon.
- Crest** will develop, implement, and disseminate information on new learning and innovative technologies or processes.

Environmental Justice

- A significant population of low income children attend school in Wilsonville and West Linn, with three schools qualifying as Title 1 schools. (Wilsonville Primary, Boeckman Creek Primary, and Willamette Primary)
- Children who live in low income housing are more likely to be living in homes where they are exposed to lead, asbestos, or PCBs and other hazardous materials
- A significant and growing population of English Language Learners attend schools in West Linn-Wilsonville and will be served by **Crest**. Families of ELL students who speak home languages other than English will have increased access to information about safety with asbestos, lead paint, PCBs and radon.
- Research and information to children, parents, and community members will decrease the risk to the more vulnerable members of the community.

Community Input

Broad partnerships are supporting the development of **Crest**. Representatives from the schools district and these partners have been included in the planning of **Crest** and the previous planning for the Boones Ferry Primary School site.

- City of Wilsonville
- City of West Linn
- METRO Green Spaces

- Friends of Goal 5
- Clackamas Community College John Inskeep Environmental Learning Center
- Clackamas Community College Oregon Advanced Technology Center
- Citizens at large
- Parents
- Science teachers
- Teachers at large
- Dull Olsen Weeks, Architects
- Heery International

Multimedia Impacts

- Reduction in water pollution
- Reduction in air pollution
- Reduction of soil contamination
- Reduction in use of hazardous materials
- Restoration of stream beds and natural habitats
- Increased awareness of regulatory obligations
- Increased awareness of alternative processes and technologies

Pollution Prevention

- Source reduction – storm water
- Increased awareness of alternative processes and technologies
- Increased recycling - paper
- Increased awareness and use of green technologies

The Educational Program and Crest Connections

Crest will gather together efforts for science and environmental education in the West Linn - Wilsonville School District and will launch a significant new set of energies and resources for science education.

Crest will provide a resource for teachers to increase hands on and outdoor lessons for children.

Crest will provide a forum for teachers' professional development in science education.

Crest will provide relevant, interactive, rigorous programs in environmental education in the classroom and in the field at sites across the community.

Crest will coordinate Green School efforts.

Crest will engage children and community neighbors in environmental protection and restoration projects in their communities.

Crest will expand understanding of the complex ecological connections in our world.

Crest will help teachers design instruction that helps children meet Oregon's new world class science performance standards.

Crest will provide a forum for children and community to demonstrate a commitment to learning about and nurturing a healthy community and environment.

Crest will provide training for professionals in management of hazardous materials and substances such as lead paint, asbestos, PCBs, radon.

Crest will provide a leadership voice in the community to expand use of green technologies.

Estimated Time Line

2000-02

Nov.-June	Planning sessions with community planning group.
July	Start moving into the Center. Present planning, organization and draft information to schools.
August	Meet with teachers to start planning for the year.
Sept.-Nov.	Start activities: Focus on planting, training students to do monitoring and staff training.
Dec.-Feb.	Focus on development of written materials and planning for spring activities.
March-June	Monitoring and storm drain activities.

2002-03

Summer	Planning for demonstration gardens, summer school programs, development of workshops, regrouping.
Sept.-Nov.	Planting native plants, construction of demonstration gardens, monitoring, workshops.
Dec.-Feb.	Planning for spring activities, brochures, fall evaluation.
March-June	Monitoring, workshops, demonstration gardens, wetland tours and activities.
Summer	Progress report on Crest Center goals.

METRO 2001 Policy Retreat

Sunday, March 4, 2001
2:00pm B 5:00pm
Tualatin Hills Nature Park

AGENDA

- 2:00p Session Opening**
Introductory discussion on individual perspectives, interests and priorities?
- 2:45p Strategic Agenda and Role of METRO**
- *How do we see METRO in 10 years?*
- *What is our strategic agenda?*
- *What is our role? (Leaders? Regulators? Both? Other?)*
- *Are there other regional issues in which METRO should play a significant role?*
- 4:30p Working Agreements**
- *What are the protocols for working together as a group?*
- 5:00p Session Closing**

METRO 2001 Policy Retreat

Monday, March 5, 2001
8:00am B 5:00pm
Tualatin Hills Nature Park

AGENDA

- 8:00a Session Opening**
- 8:05a Discussion: Parks and Open Spaces**
- *What has been learned from discussions with partners and stakeholders?*
 - *What is the role of METRO relative to parks and open spaces?*
 - *What are the funding implications and options?*
 - *What is our overall vision for acquisition, maintenance, programs and funding?*
 - *What action should we take going forward?*
- 10:00a Break**
- 10:15a Resume Parks/Open Spaces and Funding Discussion**
- 11:00a Habitat and UGB Decisions**
- *When does the Council make decisions on the Goal 5 Habitat Protection Plan and UGB?*
 - *What are the issues relative to the timing of those decisions?*
 - *What are the options?*
 - *What is the critical path?*
- 12:00p Lunch**
- 1:00p Transportation**
- Overview of regional transportation funding.
- *What is the role of METRO in regional transportation policy?*
 - *How can METRO best address transportation challenges?*
- 2:30p METRO Program Coordination**
- *What is the optimum balance of coordination and autonomy among METRO programs?*
 - *What is to be gained through achieving that balance?*
 - *What would it take to achieve it?*
- 3:00p Break**
- 3:15p Transition to the Revised Charter**
- *What is the process for addressing the transition?*
 - *What are the issues that will need to be addressed?*
- 4:00p Next Steps**
- *What key strategic approaches have been identified?*
 - *Do they represent an integrated, meaningful and viable overall approach?*
 - *What action is required to move forward, and in what sequence?*
- 5:00p Session Closing**

METRO COUNCIL ROLL CALL AND VOTE RECORD

Meeting Date: 3/1/01

Agenda Item No.: Minutes of 2/22/01

Start		Present/ Absent	Moved	2nd	Aye	Nay	Abstain
	Monroe		✓		✓		
	Atherton		✓		✓		
	Hosticka				✓		
	McLain Bragdon			✓	✓		
	Burkholder				✓		
	Park				✓		
	Bragdon McLain				✓		

The vote is:

7/0

Agenda Item No.: Ord No 01-895 to Council

Start		Present/ Absent	Moved	2nd	Aye	Nay	Abstain
	Monroe						
	Atherton						
	Hosticka						
	McLain Bragdon						
	Burkholder						
	Park						
	Bragdon McLain						

The vote is:

Agenda Item No.: Ord No 01-889

Start		Present/ Absent	Moved	2nd	Aye	Nay	Abstain
	Monroe		✓		✓		
	Atherton		✓		✓		
	Hosticka			✓	✓		
	McLain Bragdon				✓		
	Burkholder				✓		
	Park				✓		
	Bragdon McLain				✓		

The vote is:

7/0