



METRO

Agenda

MEETING: METRO COUNCIL
DATE: September 27, 2007
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. RECOGNITION OF GALE CASTILLO'S YEARS OF SERVICE

4. CONSENT AGENDA

4.1 Consideration of Minutes for the September 20, 2007 Metro Council Regular Meeting.

4.2 **Resolution No. 07-3867**, For the Purpose of Confirming the Appointment of Susan Steward to the Regional Solid Waste Advisory Committee (SWAC)

4.3 **Resolution No. 07-3869**, For the Purpose of Confirming the Appointment of John Kilian to the Metro Committee for Citizen Involvement (MCCI).

5. ORDINANCES - SECOND READING

5.1 **Ordinance No. 07-1158**, Amending the FY 2007-08 Budget and Appropriations Schedule Recognizing Changes in Elected Officials Salaries and Declaring an Emergency. Newman

5.2 **Ordinance No. 07-1160B**, Amending the FY 2007-08 Budget and Appropriations Schedule to Implement Various Projects funded from undesignated reserves, and Declaring an Emergency. Burkholder

6. RESOLUTIONS

6.1 **Resolution No. 07-3868**, Authorizing Creation of Finance Plan for the Development of a 600-Room, Publicly Owned, Privately Operated, Convention Center Headquarters Hotel Project; Authorizing Execution of Development Agreement With Project Developer; and Authorizing Negotiations For Intergovernmental Agreements and Additional Project Funding. Park

- 6.2 **Resolution No. 07-3839**, Approving the Natural Areas Acquisition Refinement Plan For the Stafford Basin Target Area. Liberty
- 6.3 **Resolution No. 07-3850**, Approving the Natural Areas Acquisition Refinement Plan for the Tonquin Geologic Area Target Area. Liberty
- 6.4 **Resolution No. 07-3859**, Approving the Natural Areas Acquisition Refinement Plan for the Willamette River Greenway Target Area. Liberty

7. CHIEF OPERATING OFFICER COMMUNICATION

8. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for September 27, 2007 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, Wash. Channel 11 -- Community Access Network www.tvctv.org -- (503) 629-8534 2 p.m. Thursday, Sept. 27 (live)</p>	<p>Portland Channel 30 (CityNet 30) -- Portland Community Media www.pcmv.org -- (503) 288-1515 8:30 p.m. Sunday, Sept. 30 2 p.m. Monday, Oct. 1</p>
<p>Gresham Channel 30 -- MCTV www.mctv.org -- (503) 491-7636 2 p.m. Monday, Oct. 1</p>	<p>Washington County Channel 30 -- TVC-TV www.tvctv.org -- (503) 629-8534 11 p.m. Saturday, Sept. 29 11 p.m. Sunday, Sept. 30 6 a.m. Tuesday, Oct. 2 4 p.m. Wednesday, Oct. 3</p>
<p>Oregon City, Gladstone Channel 28 -- Willamette Falls Television www.wftvaccess.com -- (503) 650-0275 Call or visit website for program times.</p>	<p>West Linn Channel 30 -- Willamette Falls Television www.wftvaccess.com -- (503) 650-0275 Call or visit website for program times.</p>

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, (503) 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 e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro website www.metro-region.org and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

Agenda Item Number 4.1

Consideration of the Minutes of September 20, 2007 Metro Council
Regular Meeting

Consent Agenda

Metro Council Meeting
Thursday, September 27, 2007
Metro Council Chamber

Agenda Item Number 4.2

Resolution No. 07-3867, For the Purpose of Confirming the
Appointment of Susan Steward to the Regional Solid Waste Advisory
Committee (SWAC)

Consent Agenda

Metro Council Meeting
Thursday, September 27, 2007
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 07-3867
APPOINTMENT OF SUSAN STEWARD TO THE)
REGIONAL SOLID WASTE ADVISORY) Introduced by David Bragdon,
COMMITTEE (SWAC)) Council President

WHEREAS, Metro Code Chapter 2.19.130 established the Regional Solid Waste Advisory Committee (SWAC) to evaluate policy recommendations to the Metro Council regarding regional solid waste management and planning; and

WHEREAS, Metro Code Chapter 2.19.030 states that all members and alternate members of all Metro Advisory Committees shall be appointed by the Council President subject to confirmation by the Council; and

WHEREAS, Metro Code Chapter 2.19.130 authorizes representatives and alternates for the SWAC; and

WHEREAS, vacancies have occurred in the SWAC membership; and

WHEREAS, the Council President has appointed Susan Steward for a two-year limited term as a business ratepayer representative subject to confirmation by the Metro Council; now therefore,

BE IT RESOLVED, that the Metro Council confirms the appointment of Ms. Steward to Metro's SWAC.

ADOPTED by the Metro Council this _____ day of _____, 2007.

David Bragdon, Council President

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3867 FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF SUSAN STEWARD TO THE REGIONAL SOLID WASTE ADVISORY COMMITTEE (SWAC)

Date: September 27, 2007

Prepared by: Susan Moore

BACKGROUND

The 25-member Regional Solid Waste Advisory Committee (SWAC), representing recyclers, the hauling industry, disposal sites, ratepayers and local governments, evaluates policy options and presents recommendations to the Metro Council regarding regional solid waste management and planning.

Susan Steward has been recommended to serve as a business ratepayer representative of the SWAC. (See Attachment 1).

ANALYSIS/INFORMATION

1. Known Opposition

There is no known opposition.

2. Legal Antecedents

ORS 192.610 "Governing Public Meetings", Metro Code Chapter 2.19.030, "Membership of the Advisory Committees" and 2.19.130, "Metro Solid Waste Advisory Committee", are the relevant legal documents related to these appointments.

3. Anticipated Effects

This resolution is intended to appoint the following individual for two-year term limited service on the SWAC: Susan Steward.

4. Budget Impacts

None.

RECOMMENDED ACTION

The Council President has reviewed the qualifications of Ms. Steward and finds her qualified to advise Metro in the matters of solid waste management and planning. Therefore, Council confirmation of this appointment by adoption of Resolution No. 07-3867 is recommended.

Resolution No. 07-3869, For the Purpose of Confirming the
Appointment of John Kilian to the Metro Committee for Citizen
Involvement (MCCI)

Consent Agenda

Metro Council Meeting
Thursday, September 27, 2007
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE)	RESOLUTION NO. 07-3869
APPOINTMENT OF JOHN KILIAN TO THE)	
METRO COMMITTEE FOR CITIZEN)	Introduced by Council President David
INVOLVEMENT (MCCI))	Bragdon
)	

WHEREAS, the Metro Charter calls for the creation of an Office of Citizen Involvement, and the establishment of a citizens committee therein; and

WHEREAS, Section 28 (1) of the Metro Charter states that the Metro Office of Citizen Involvement (MCCI) is created to develop and maintain programs and procedures to aid communication between citizens and the Metro Council; and

WHEREAS, the Metro Council has created MCCI (Metro Code Section 2.19.100); and

WHEREAS, there are several vacancies in MCCI membership with one appointment to be made in a District 1 position; and

WHEREAS, a recruitment and selection process has been initiated, resulting in the nomination by MCCI of citizen John Kilian (Exhibit A) for a two-year term, beginning Sept. 27, 2007, and;

WHEREAS, the Council President has appointed citizen John Kilian to serve on MCCI representing District 1, subject to Metro Council confirmation; now therefore

BE IT RESOLVED that the Metro Council confirms the appointment of John Kilian as a member of MCCI.

ADOPTED by the Metro Council this _____ day of _____ 2007.

David L. Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



METRO

Application for the Metro Committee for Citizen Involvement

About Us

The Metro Committee for Citizen Involvement (MCCI) was established under Metro's home-rule charter in 1992 to assist with the development, implementation and evaluation of Metro's citizen involvement program and advise how to best involve residents in regional planning activities. As such, MCCI is an advisory committee and does not participate in policy-setting.

Biographical Information

Name: JOHN H. KILIAN, Date: 8-22-07, Address: 2832 SE VISTA WAY, City: GRESHAM, State: OR, Zip Code: 97080, Email address: jkilian1948@yahoo.com, Phone number: (503) 665-2177, Occupation: DENTIST, Place of Employment: EASTSIDE DENTAL CLINIC, Council District/County of Residence: MULTNOMAH, DIST. 1

Education

Employment

Please check highest level completed: [] Elementary School (Grades 1-5), [] Middle School (Grades 6-8), [] High School (Grades 9-12), [] Some College, [] College, [x] Post-Graduate. Additional employment and/or work experience: _____

Volunteering, Community Projects, Groups, Boards, Religious or Civic Organizations, etc.

MY CURRICULUM VITAE LISTS MY CIVIC/COMMUNITY INVOLVEMENT INCLUDING MENTORSHIP, HEALTH CARE VOLUNTEERISM, SUPPORT OF THE ARTS (MT HOOD REP THEATER), PROFESSIONAL ORGANIZATIONS, COMMUNITY ORGANIZATIONS AND VOLUNTARY PROFESSIONAL RESEARCH (OHSU, U of W.)

Please give two references who are familiar with your community and volunteer work. If you have never volunteered before, please list two personal references.

COUNCILOR ROD PARK (503-797-1700) REYNOLDS H.S. DISTRICT SUPERINTENDENT TERRY KNEISLER (503-661-7200) TOBIAS ANDERSEN REPERATOR, MT HOOD (503) 491-5950 GEORGE BURNETT MED. TEAMS INTERNATIONAL (503) 624-1505

Subcommittees

Occasionally the MCCI breaks into subcommittees to work on special projects. Please check any topics that you are interested in, and describe why you think those issues are important.

- Community Planning (Land Use/Transportation) Parks and Greenspaces Solid Waste and Recycling

I have broad interests in "community planning" and consider all METRO special projects as essential. I will work as a team member in whatever capacity the county deems as a benefit to the residents.

Time Commitment

The MCCI meets the first Wednesday of the month from 6 to 8 p.m. In addition, MCCI members are strongly encouraged to be active in their communities, reporting back to MCCI about issues of mutual interest, and to keep abreast of current events. Will you commit to the time required to fulfill your duties if appointed to this advisory committee?

- Yes
 No

Potential Conflicts

Are you aware of any potential conflicts of interest that would prevent you from serving effectively on MCCI? If so, please explain.

NO

Optional: Attach résumé

John H. Keenan (DPO)

8-22-07

For further general information, call the Metro Office of Citizen Involvement at (503) 797-1539. To receive assistance per the Americans with Disabilities Act, call the Metro Office of Citizen Involvement at (503) 797-1539 or Metro TDD at (503) 797-1804.

Membership on Metro advisory committees is open to all interested citizens subject to the qualifications determined by the appointing authority as necessary for the conduct of its business. Metro encourages participation in its affairs by all people, especially those who are under represented in public involvement.

Please return to:
Metro Office of Citizen Involvement
600 NE Grand Avenue
Portland, OR 97232
(503) 797-1639
fax: (503) 797-1799
email: mcci@metro.dst.or.us
www.metro-region.org

John H. Kilian, DMD Curriculum Vitae

- 1966-70** Oregon State University, Corvallis, Oregon, Bachelor of Science.
- 1969-70** Waseda University, Tokyo, Japan; Exchange; History, Art, Architecture.
- 1970** OSU Student Council, At-Large representative; OSPIRG.
- 1971-75** Oregon Health Sciences University, School of Dentistry, DMD.
- 1972** University of Houston, Texas, Department of Psychology, Research Internship.
- 1972-73** OHSU School of Dentistry Sophomore Class President.
- 1973** U.S. Navy Reserve Officer, Dental, Providence Rhode Island.
- 1973-74** OHSU School of Dentistry Student Body President.
- 1974** U.S. Navy Reserve Officer, Dental, San Diego, California.
- 1974-75** American Association of Dental Students, National Representative.
- 1975** Multnomah County, Dentistry for Children.
- 1976-06** Eastside Dental Clinic founded, Gresham and Troutdale, Oregon (Current).
- 1980-86** Oregon Dental Association; Chairman Speaker's Bureau; Chairman Publicly Funded Programs; State of Oregon Rural Health Coordinating Council Representative, Governor appointed.
- 1981-96** Lincoln Dental Clinic, partner.
- 1986-91** State Dental Director, Prudential Dental Health.
- 1993-96** State Dental Director, Cigna Dental Health.
- 1997-07** Oregon State University, Department of Science, Chairman Alumni Physician's and Dentist's Council; Mentor: Boston University, Oregon Health Sciences University; Member: Troutdale Chamber of Commerce, Gresham Chamber of Commerce; American Dental Association; Multnomah Dental Society; Academy of General Dentistry (Fellow); Kappa Sigma Fraternity; American Academy of Implant Dentistry; Academy of Laser Dentistry; Dental Licensure Oregon and California; Mt. Hood Community College, Career Pathways, Committee for development of Dental Sterilization Technician Program; Northwest Precedent Research (OHSU, U. of Washington); Member Gresham Barlow Education Foundation; Medical Teams International.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3869, FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF JOHN KILIAN TO THE METRO COMMITTEE FOR CITIZEN INVOLVEMENT.

Date: April 17, 2007

Prepared by: Cheryl Grant

BACKGROUND

The Metro Committee for Citizen Involvement (MCCI) has continued to attempt to fill its vacancies. MCCI has actively recruited new members, including soliciting stakeholders and local leaders for nominees, notifying agency staff, and advertising on a weekly basis.

John Kilian resides in District 1. The MCCI Membership Committee has recommended Dr. Kilian for a District 1 position on the committee, citing his interest in community planning. Dr. Kilian's application to the committee is attached to Resolution 07-3869 as Exhibit A.

ANALYSIS/INFORMATION

1. Known Opposition

None.

2. Legal Antecedents

Section 28(1) of the Metro Charter and Metro Code Section 2.19.100, adopted on November 9, 2000, states that the Metro Office of Citizen Involvement (MCCI) is created to develop and maintain programs and procedures to aid communication between citizens and the Metro Council; and Ordinance No. 00-860A (For the Purpose of Adding a New Chapter 2.19 to the Metro Code Relating to Advisory Committees).

3. Anticipated Effects

That a new member will be appointed to MCCI.

4. Budget Impacts

None.

RECOMMENDED ACTION

Staff recommends the adoption of Resolution No. 07-3869.

Agenda Item Number 5.1

Ordinance No. 07-1158, Amending the FY 2007-08 Budget
and Appropriations Schedule Recognizing Changes in Elected Officials
Salaries and Declaring an Emergency.

Second Reading

Metro Council Meeting
Thursday, September 27, 2007
Metro Council Chamber

BEFORE THE METRO COUNCIL

AMENDING THE FY 2007-08 BUDGET AND) ORDINANCE NO. 07-1158
APPROPRIATIONS SCHEDULE RECOGNIZING)
CHANGES IN ELECTED OFFICIALS SALARIES) Introduced by Mike Jordan, Chief Operating
AND DECLARING AN EMERGENCY) Officer, with the concurrence of Council
) President Bragdon

WHEREAS, the Metro Council has reviewed and considered the need to modify appropriations within the FY 2007-08 Budget; and

WHEREAS, the need for the change in appropriation has been justified; and

WHEREAS, adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. That the FY 2007-08 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance to recognize changes in elected officials salaries due to an increase in the circuit court judge salary.
- 2. 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 _____, 2007.

David Bragdon, Council President

Attest:

Approved as to Form:

Christina Billington, Recording Secretary

Daniel B. Cooper, Metro Attorney

**Exhibit A
Ordinance No. 07-1158**

ACCT	DESCRIPTION	<u>Current Budget</u>		<u>Revision</u>		<u>Amended Budget</u>	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Council Office							
<i>Personal Services</i>							
<i>SALWGE</i>	<i>Salaries & Wages</i>						
5000	Elected Official Salaries						
	Council President	1.00	95,800	-	15,332	1.00	111,132
	Councilor	6.00	191,598	-	28,446	6.00	220,044
5010	Reg Employees-Full Time-Exempt						
	Assistant to the Council President	1.00	81,130	-	0	1.00	81,130
	Chief Operating Officer	1.00	168,664	-	0	1.00	168,664
	Confidential Secretary	2.00	92,589	-	0	2.00	92,589
	Council Support Specialist	3.00	145,108	-	0	3.00	145,108
	Program Analyst III	1.00	50,957	-	0	1.00	50,957
	Program Supervisor II	1.00	73,904	-	0	1.00	73,904
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Assistant II	1.00	33,874	-	0	1.00	33,874
5030	Temporary Employees		40,000		0		40,000
5080	Overtime		1,750		0		1,750
5089	Salary Adjustments						
	Elected Officials Adjustment		7,185		(7,185)		0
	Merit Adjustment Pool (non-represented)		12,288		0		12,288
	Other Adjustments (non-represented)		12,329		0		12,329
<i>FRINGE</i>	<i>Fringe Benefits</i>						
5100	Fringe Benefits						
	Base Fringe (variable & fixed)		432,523		7,629		440,152
5190	PERS Bond Recovery		38,744		1,244		39,988
Total Personal Services		20.00	\$1,651,385	0.00	\$45,466	20.00	\$1,696,851
Total Materials & Services			\$155,085		\$0		\$155,085
Total Capital Outlay			\$30,000		\$0		\$30,000
TOTAL REQUIREMENTS		20.00	\$1,836,470	0.00	\$45,466	20.00	\$1,881,936

Exhibit A
Ordinance No. 07-1158

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Office of the Auditor							
<i>Personal Services</i>							
<i>SALWGE</i>	<i>Salaries & Wages</i>						
5000	Elected Official Salaries						
	Auditor	1.00	76,640	-	12,266	1.00	88,906
5010	Reg Employees-Full Time-Exempt						
	Principal Auditor	1.00	81,800	-	0	1.00	81,800
	Senior Auditor	2.00	133,494	-	0	2.00	133,494
5015	Reg Empl-Full Time-Non-Exempt						
	Auditor's Administrative Assistant	1.00	37,110	-	0	1.00	37,110
5020	Reg Emp-Part Time-Exempt						
5030	Temporary Employees		15,000		0		15,000
5089	Salary Adjustments						
	Elected Officials Adjustment		3,832		(3,832)		0
	Merit Adjustment Pool (non-represented)		3,666		0		3,666
	Other Adjustments (non-represented)		3,666		0		3,666
<i>FRINGE</i>	<i>Fringe Benefits</i>						
5100	Fringe Benefits						
	Base Fringe (variable & fixed)		119,848		1,759		121,607
5190	PERS Bond Recovery		11,567		287		11,854
Total Personal Services		5.00	\$486,623	0.00	\$10,480	5.00	\$497,103
Total Materials & Services			\$30,180		\$0		\$30,180
TOTAL REQUIREMENTS		5.00	\$516,803	0.00	\$10,480	5.00	\$527,283

Exhibit A
Ordinance No. 07-1158

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
General Expenses							
Total Interfund Transfers			\$11,320,221		\$0		\$11,320,221
<i>Contingency & Unappropriated Balance</i>							
<i>CONT</i>	<i>Contingency</i>						
5999	Contingency						
	* Contingency		3,315,651		(55,946)		3,259,705
	* Opportunity Account		500,000		0		500,000
	* Reserved for Future Planning Needs		300,000		0		300,000
	* Recovery Rate Stabilization reserve		2,311,588		0		2,311,588
	* PERS Reserve		2,796,058		0		2,796,058
<i>UNAPP</i>	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* Stabilization Reserve		2,000,000		0		2,000,000
	* Reserve for Future Natural Areas Operations		764,453		0		764,453
	* Tourism Opportunity & Comp. Account		96,655		0		96,655
	* PERS Reserve		2,796,056		0		2,796,056
	* Computer Replacement Reserve (Planning)		90,000		0		90,000
	* Tibbets Flower Account		352		0		352
	* Reserve for Future Debt Service		2,151,706		0		2,151,706
Total Contingency & Unappropriated Balance			\$17,122,519		(\$55,946)		\$17,066,573
TOTAL REQUIREMENTS		410.81	\$102,688,773	0.00	\$0	410.81	\$102,688,773

Exhibit B
Ordinance 07-1158
Schedule of Appropriations

	<u>Current Appropriation</u>	Revision	<u>Revised Appropriation</u>
GENERAL FUND			
Council Office	1,836,470	45,466	1,881,936
Finance & Administrative Services	7,986,508	0	7,986,508
Human Resources	1,607,004	0	1,607,004
Metro Auditor	516,803	10,480	527,283
Office of Metro Attorney	1,866,238	0	1,866,238
Oregon Zoo	24,484,816	0	24,484,816
Planning	21,268,784	0	21,268,784
Public Affairs & Government Relations	1,819,550	0	1,819,550
Regional Parks & Greenspaces	6,000,682	0	6,000,682
Special Appropriations	4,982,517	0	4,982,517
Non-Departmental			
Debt Service	1,876,661	0	1,876,661
Interfund Transfers	11,320,221	0	11,320,221
Contingency	9,223,297	(55,946)	9,167,351
Unappropriated Balance	7,899,222	0	7,899,222
Total Fund Requirements	\$102,688,773	\$0	\$102,688,773

All Other Appropriations Remain as Previously Adopted

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO.07-1158, AMENDING FY 2007-08 BUDGET AND APPROPRIATIONS SCHEDULE RECOGNIZING CHANGES IN ELECTED OFFICIALS SALARIES AND DECLARING AN EMERGENCY

Date: August 22, 2007

Prepared by: Kathy Rutkowski

BACKGROUND

The Metro Charter ties elected official salaries to the salary of a circuit court judge set by the state legislature. The Council President's salary is 100 percent of a circuit court judge; a Councilor's salary is one-third of a circuit court judge salary; and the Metro Auditor receives a salary of 80 percent of a circuit court judge. The 2007 state legislature, through SB 994, increased the salary of a circuit court judge from \$95,800 to \$111,132 – a 16 percent increase. The bill also contains an emergency clause that allows the increase to take effect upon passage. The FY 2007-08 budget assumed a 5 percent increase in elected officials salaries effective January 1, 2008. This action requests a transfer of \$55,946 from the General Fund contingency to the Council Office or Office of Metro Auditor to fund the following salary associated benefit increases:

	Adopted Budget	Revised Budget	Change
Council President	\$95,800	\$111,132	\$15,332
Councilor	\$191,598	\$220,044	\$28,446
Auditor	\$76,640	\$88,906	\$12,266
Salary Adjustment Pool	\$11,017	\$0	(\$11,017)
Fringe Benefits	\$167,223	\$178,142	\$10,919
<i>Total Personal Services</i>	<i>\$542,278</i>	<i>\$598,224</i>	<i>\$55,946</i>

ANALYSIS/INFORMATION

- 1. Known Opposition:** None known.
- 2. Legal Antecedents:** ORS 294.450 provides for transfers of appropriations within a fund, including transfers from contingency, if such transfers are authorized by official resolution or ordinance of the governing body for the local jurisdiction.
- 3. Anticipated Effects:** The Metro Charter ties Metro elected official salaries to the salaries of a circuit court judge. The 2007 state legislature, through SB994, increased the circuit court judge salary for the year beginning July 1, 2007. This action implements legislative action and charter requirements regarding Metro elected official salaries.
- 4. Budget Impacts:** This action transfers \$55,946 from the General Fund Contingency to the Council Office or Office of Metro Auditor to recognize increased salaries and associated benefits due to legislative action to increase the circuit court judge salary.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of this Ordinance.

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KR:
8/22/2007 8:01 AM

Agenda Item Number 5.2

Ordinance No. 07-1160B, Amending the FY 2007-08 Budget And Appropriations Schedule to Implement Various Projects funded from undesignated reserves, and Declaring an Emergency.

Second Reading

Metro Council Meeting
Thursday, September 27, 2007
Metro Council Chamber

BEFORE THE METRO COUNCIL

AMENDING THE FY 2007-08 BUDGET AND) ORDINANCE NO. 07-1160B
APPROPRIATIONS SCHEDULE TO)
IMPLEMENT VARIOUS PROJECTS FUNDED) Introduced by Council President Bragdon
FROM UNDESIGNATED RESERVES AND)
DECLARING AN EMERGENCY)

WHEREAS, the Metro Council has reviewed and considered the need to modify appropriations within the FY 2007-08 Budget; and

WHEREAS, Oregon Budget Law ORS 294.326 allows for the expenditure in the year of receipt of grants, gifts, bequests, and other devices received by a municipal corporation in trust for a specific purpose; and

WHEREAS, the need for the change in appropriation has been justified; and

WHEREAS, adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. That the FY 2007-08 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B, and including Exhibit C Budget Notes, to this Ordinance to implement various projects funded from undesignated reserves.
- 2. 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 _____, 2007.

David Bragdon, Council President

Attest:

Approved as to Form:

Christina Billington, Recording Secretary

Daniel B. Cooper, Metro Attorney

**Exhibit A
Ordinance No. 07-1160B**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Resources							
<u>Resources</u>							
<i>BEGBAL</i>	<i>Beginning Fund Balance</i>						
3500	Beginning Fund Balance						
	* Prior year ending balance		12,436,438		0		12,436,438
	* Project Carryover		2,097,336		0		2,097,336
	* Tourism Opportunity & Comp. Account		784,911		0		784,911
	* Recovery Rate Stabilization Reserve		1,742,751		0		1,742,751
	* Reserve for Future Debt Service		2,024,706		0		2,024,706
	* Tibbets Flower Account		491		0		491
	* Prior year PERS Reserve		5,592,114		0		5,592,114
<i>EXCISE</i>	<i>Excise Tax</i>						
4050	Excise Taxes		14,677,197		0		14,677,197
4055	Construction Excise Tax		3,000,000		0		3,000,000
<i>RPTAX</i>	<i>Real Property Taxes</i>						
4010	Real Property Taxes-Current Yr		9,971,141		0		9,971,141
4015	Real Property Taxes-Prior Yrs		299,134		0		299,134
<i>GRANTS</i>	<i>Grants</i>						
4100	Federal Grants - Direct		4,676,647		0		4,676,647
4105	Federal Grants - Indirect		4,987,165		0		4,987,165
4110	State Grants - Direct		1,299,475		0		1,299,475
4115	State Grants - Indirect		170,400		0		170,400
4120	Local Grants - Direct		8,659,420		0		8,659,420
<i>LGSBRE</i>	<i>Local Gov't Share Revenues</i>						
4135	Marine Board Fuel Tax		123,843		0		123,843
4139	Other Local Govt Shared Rev.		396,130		0		396,130
<i>GVCNTB</i>	<i>Contributions from Governments</i>						
4145	Government Contributions		20,157		0		20,157
<i>LICPER</i>	<i>Licenses and Permits</i>						
4150	Contractor's Business License		405,000		0		405,000
<i>CHGSVC</i>	<i>Charges for Service</i>						
4160	Boat Ramp Use Permits		500		0		500
4165	Boat Launch Fees		155,000		0		155,000
4180	Contract & Professional Service		444,060		0		444,060
4200	UGB Fees		50,000		0		50,000
4230	Product Sales		365,600		(58,000)		307,600
4280	Grave Openings		155,000		0		155,000
4285	Grave Sales		120,000		0		120,000
4500	Admission Fees		6,711,235		0		6,711,235
4501	Conservation Surcharge		136,500		0		136,500
4510	Rentals		763,933		0		763,933
4550	Food Service Revenue		4,487,674		0		4,487,674
4560	Retail Sales		1,927,541		0		1,927,541
4580	Utility Services		2,000		0		2,000
4610	Contract Revenue		864,191		0		864,191
4620	Parking Fees		629,186		0		629,186
4630	Tuition and Lectures		833,613		0		833,613
4635	Exhibit Shows		604,512		0		604,512
4640	Railroad Rides		586,047		0		586,047
4645	Reimbursed Services		232,558		0		232,558
4650	Miscellaneous Charges for Service		24,700		0		24,700

**Exhibit A
Ordinance No. 07-1160B**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Resources							
4760	Sponsorships		17,000		0		17,000
<i>INTRST</i>	<i>Interest Earnings</i>						
4700	Interest on Investments		842,690		0		842,690
<i>DONAT</i>	<i>Contributions from Private Sources</i>						
4750	Donations and Bequests		1,000,100		36,500		1,036,600
<i>INCGRV</i>	<i>Internal Charges for Service</i>						
4670	Charges for Service		58,100		0		58,100
<i>MISCRV</i>	<i>Miscellaneous Revenue</i>						
4170	Fines and Forfeits		20,000		0		20,000
4820	Program Income		38,513		0		38,513
4890	Miscellaneous Revenue		88,911		0		88,911
4891	Reimbursements		1,358,898		0		1,358,898
<i>INDTRV</i>	<i>Interfund Reimbursements</i>						
4975	Transfer for Indirect Costs						
	* from MERC Operating Fund		1,693,465		0		1,693,465
	* from Natural Areas Fund		766,350		0		766,350
	* from Solid Waste Revenue Fund		3,444,419		0		3,444,419
<i>INTSRV</i>	<i>Internal Service Transfers</i>						
4980	Transfer for Direct Costs						
	* from Natural Areas Fund		135,925		0		135,925
	* from Metro Capital Fund		29,750		0		29,750
	* from Smith & Bybee Lakes Fund		21,700		0		21,700
	* from Solid Waste Revenue Fund		714,646		0		714,646
TOTAL RESOURCES			\$102,688,773		(\$21,500)		\$102,667,273

**Exhibit A
Ordinance No. 07-1160B**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Finance & Administrative Services Department							
<i>Personal Services</i>							
<i>SALWGE</i>	<i>Salaries & Wages</i>						
5010	Reg Employees-Full Time-Exempt						
	Assistant Management Analyst	5.00	272,087	-	0	5.00	272,087
	Director I	1.00	116,190	-	0	1.00	116,190
	Director II	1.00	126,357	-	0	1.00	126,357
	Management Technician	1.00	49,966	-	0	1.00	49,966
	Manager I	5.00	423,742	0.75	59,000	5.75	482,742
	Manager II	2.00	189,165	-	0	2.00	189,165
	Program Analyst III	1.00	58,260	-	0	1.00	58,260
	Program Analyst V	3.00	252,934	-	0	3.00	252,934
	Program Director II	1.00	105,000	-	0	1.00	105,000
	Program Supervisor I	1.00	65,154	-	0	1.00	65,154
	Program Supervisor II	3.00	238,996	-	0	3.00	238,996
	Records & Information Analyst	1.00	49,966	-	0	1.00	49,966
	Senior Accountant	1.00	49,966	-	0	1.00	49,966
	Senior Management Analyst	1.00	66,843	-	0	1.00	66,843
	System Administrator III	3.00	210,555	-	0	3.00	210,555
	System Analyst I	1.00	45,332	-	0	1.00	45,332
	System Analyst II	3.00	176,347	-	0	3.00	176,347
	System Analyst III	4.00	258,337	-	0	4.00	258,337
	System Analyst IV	1.00	73,658	-	0	1.00	73,658
5015	Reg Empl-Full Time-Non-Exempt						
	Accounting Specialist	1.00	45,116	-	0	1.00	45,116
	Accounting Technician II	4.00	160,411	-	0	4.00	160,411
	Administrative Assistant III	1.00	40,207	-	0	1.00	40,207
	Administrative Secretary	2.00	81,868	-	0	2.00	81,868
	Building Service Worker	1.00	47,362	-	0	1.00	47,362
	Building Services Technician	1.00	39,007	-	0	1.00	39,007
	Management Technician	1.00	37,346	-	0	1.00	37,346
	Printing/Mail Services Clerk	1.00	39,062	-	0	1.00	39,062
	Printing/Mail Services Lead	1.00	43,035	-	0	1.00	43,035
	Program Assistant 2	1.90	72,740	-	0	1.90	72,740
	Security Officer II	2.00	74,321	-	0	2.00	74,321
	Technical Specialist II	4.00	216,737	-	0	4.00	216,737
5025	Reg Employees-Part Time-Non-Exempt						
	Technical Specialist II	0.50	24,865	-	0	0.50	24,865
5080	Overtime		22,116		0		22,116
5089	Salary Adjustments						
	Merit Adjustment Pool (non-represented)		24,240		0		24,240
	Step Increases (AFSCME)		64,048		0		64,048
	COLA (represented employees)		64,048		0		64,048
	Other Adjustments (non-represented)		24,240		0		24,240
	Other Adjustments (AFSCME)		10,673		0		10,673
<i>FRINGE</i>	<i>Fringe Benefits</i>						
5100	Fringe Benefits						
	Base Fringe (variable & fixed)		1,401,576		19,500		1,421,076
5190	PERS Bond Recovery		134,650		2,000		136,650
Total Personal Services		60.40	\$5,496,523	0.75	\$80,500	61.15	\$5,577,023

Exhibit A
Ordinance No. 07-1160B

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Finance & Administrative Services Department							
<u>Materials & Services</u>							
<i>GOODS</i>	<i>Goods</i>						
	5201 Office Supplies		75,409		0		75,409
	5205 Operating Supplies		90,332		0		90,332
	5210 Subscriptions and Dues		6,220		0		6,220
	5214 Fuels and Lubricants		1,500		0		1,500
	5215 Maintenance & Repairs Supplies		61,526		0		61,526
<i>SVCS</i>	<i>Services</i>						
	5240 Contracted Professional Svcs		154,091		69,500		223,591
	5246 Sponsorships		11,000		0		11,000
	5250 Contracted Property Services		65,000		0		65,000
	5251 Utility Services		241,965		0		241,965
	5255 Cleaning Services		184,000		0		184,000
	5260 Maintenance & Repair Services		727,252		0		727,252
	5265 Rentals		48,500		0		48,500
	5280 Other Purchased Services		85,087		0		85,087
<i>IGEXP</i>	<i>Intergov't Expenditures</i>						
	5300 Payments to Other Agencies		319,802		0		319,802
<i>OTHEXP</i>	<i>Other Expenditures</i>						
	5450 Travel		39,840		0		39,840
	5455 Staff Development		62,949		0		62,949
	5490 Miscellaneous Expenditures		2,712		100,000		102,712
Total Materials & Services			\$2,177,185		\$169,500		\$2,346,685
<u>Capital Outlay</u>							
<i>CAPNON</i>	<i>Capital Outlay (Non-CIP Projects)</i>						
	5750 Office Furn & Equip (non-CIP)		5,200		0		5,200
<i>CAPCIP</i>	<i>Capital Outlay (CIP Projects)</i>						
	5725 Buildings & Related (CIP)		228,600		0		228,600
	5755 Office Furniture & Equip (CIP)		79,000		0		79,000
Total Capital Outlay			\$312,800		\$0		\$312,800
TOTAL REQUIREMENTS		60.40	\$7,986,508	0.75	\$250,000	61.15	\$8,236,508

Exhibit A
Ordinance No. 07-1160B

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Oregon Zoo Department							
Total Personal Services		149.96	\$14,109,732	0.00	\$0	149.96	\$14,109,732
<i>Materials & Services</i>							
<i>GOODS Goods</i>							
	5201 Office Supplies		114,240		0		114,240
	5205 Operating Supplies		1,266,594		0		1,266,594
	5210 Subscriptions and Dues		45,515		0		45,515
	5214 Fuels and Lubricants		65,000		0		65,000
	5215 Maintenance & Repairs Supplies		341,050		0		341,050
	5220 Food		1,102,160		0		1,102,160
<i>SVCS Services</i>							
	5245 Marketing		5,000		0		5,000
	5240 Contracted Professional Svcs		1,027,994		0		1,027,994
	5251 Utility Services		2,227,230		0		2,227,230
	5255 Cleaning Services		37,600		0		37,600
	5260 Maintenance & Repair Services		151,625		0		151,625
	5265 Rentals		161,570		0		161,570
	5280 Other Purchased Services		845,186		0		845,186
	5290 Operations Contracts		1,860,000		0		1,860,000
<i>CAPMNT Capital Maintenance</i>							
	5262 Capital Maintenance - Non-CIP		333,300		0		333,300
<i>IGEXP Intergov't Expenditures</i>							
	5300 Payments to Other Agencies		55,540		333,000		388,540
	5315 Grants to Other Governments		10,000		0		10,000
<i>OTHEXP Other Expenditures</i>							
	5445 Grants		396,500		0		396,500
	5450 Travel		86,395		0		86,395
	5455 Staff Development		41,905		0		41,905
	5490 Miscellaneous Expenditures		35,680		0		35,680
Total Materials & Services			\$10,210,084		\$333,000		\$10,543,084
Total Capital Outlay			\$165,000		\$0		\$165,000
TOTAL REQUIREMENTS		149.96	\$24,484,816	0.00	\$333,000	149.96	\$24,817,816

**Exhibit A
Ordinance No. 07-1160B**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Planning Department							
<i>Personal Services</i>							
SALWGE	<i>Salaries & Wages</i>						
5010	Reg Employees-Full Time-Exempt						
	Administrative Assistant	2.00	79,296	-	0	2.00	79,296
	Assistant Regional Planner	1.00	45,293	-	0	1.00	45,293
	Assistant Transportation Planner	2.00	90,586	-	0	2.00	90,586
	Associate Management Analyst	3.00	173,487	-	0	3.00	173,487
	Associate Regional Planner	5.00	277,319	-	0	5.00	277,319
	Associate Trans. Planner	7.00	374,561	-	0	7.00	374,561
	Director II	1.00	137,175	-	0	1.00	137,175
	Manager I	5.00	414,856	0.83	72,000	5.83	486,856
	Manager II	5.00	467,858	-	0	5.00	467,858
	Principal Regional Planner	5.00	391,579	-	0	5.00	391,579
	Principal Transportation Engineer	1.00	81,184	-	0	1.00	81,184
	Principal Transportation Planner	6.00	472,763	-	0	6.00	472,763
	Program Analyst IV	1.00	66,848	-	0	1.00	66,848
	Program Director II	1.00	121,444	-	0	1.00	121,444
	Program Supervisor II	2.00	167,884	-	0	2.00	167,884
	Senior Management Analyst	1.00	66,843	-	0	1.00	66,843
	Senior Public Affairs Specialist	2.00	107,457	-	0	2.00	107,457
	Senior Public Relations Coordinator	1.25	81,294	-	0	1.25	81,294
	Senior Regional Planner	8.00	525,189	-	0	8.00	525,189
	Senior Transportation Planner	11.00	737,815	-	0	11.00	737,815
	Transit Program Director I	1.00	110,722	-	0	1.00	110,722
	Transit Program Director II	1.00	148,071	-	0	1.00	148,071
	Transit Project Manager I	1.00	88,275	-	0	1.00	88,275
	Transit Project Manager II	1.00	90,973	-	0	1.00	90,973
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Secretary	1.00	32,280	-	0	1.00	32,280
	Management Technician	1.00	39,171	-	0	1.00	39,171
	Program Assistant 2	4.00	148,144	-	0	4.00	148,144
	Secretary	1.00	30,756	-	0	1.00	30,756
5020	Reg Emp-Part Time-Exempt						
	Associate Regional Planner	1.60	93,323	-	0	1.60	93,323
	Senior Regional Planner	1.40	99,996	-	0	1.40	99,996
5030	Temporary Employees		143,229		0		143,229
5080	Overtime		5,000		0		5,000
5089	Salary Adjustments						
	Merit Adjustment Pool (non-represented)		27,212		0		27,212
	Step Increases (AFSCME)		122,747		0		122,747
	COLA (represented employees)		122,747		0		122,747
	Other Adjustments (non-represented)		27,212		0		27,212
	Other Adjustments (AFSCME)		20,458		0		20,458
FRINGE	<i>Fringe Benefits</i>						
5100	Fringe Benefits						
	Base Fringe (variable & fixed)		2,118,556		24,480		2,143,036
5190	PERS Bond Recovery		211,856		2,448		214,304
Total Personal Services		84.25	\$8,561,459	0.83	\$98,928	85.08	\$8,660,387

Exhibit A
Ordinance No. 07-1160B

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Planning Department							
<i>Materials & Services</i>							
<i>GOODS</i>	<i>Goods</i>						
5201	Office Supplies		394,610		2,622		397,232
5205	Operating Supplies		69,300		1,250		70,550
5210	Subscriptions and Dues		35,150		0		35,150
<i>SVCS</i>	<i>Services</i>						
5240	Contracted Professional Svcs		4,869,360		300,000		5,169,360
5251	Utility Services		8,386		0		8,386
5260	Maintenance & Repair Services		79,101		0		79,101
5265	Rentals		5,250		0		5,250
5280	Other Purchased Services		435,785		0		435,785
<i>IGEXP</i>	<i>Intergov't Expenditures</i>						
5300	Payments to Other Agencies		2,222,000		0		2,222,000
<i>INCGEX</i>	<i>Internal Charges for Service</i>						
5400	Charges for Service		56,500		0		56,500
<i>OTHEXP</i>	<i>Other Expenditures</i>						
5440	Program Purchases		4,355,368		0		4,355,368
5450	Travel		111,015		1,000		112,015
5455	Staff Development		15,500		1,200		16,700
Total Materials & Services			\$12,657,325		\$306,072		\$12,963,397
Total Capital Outlay			\$50,000		\$0		\$50,000
Total Debt Service			\$517,763		\$0		\$517,763
TOTAL REQUIREMENTS		84.25	\$21,786,547	0.83	\$405,000	85.08	\$22,191,547

Exhibit A
Ordinance No. 07-1160B

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Public Affairs Department							
Total Personal Services		16.00	\$1,587,942	0.00	\$0	16.00	\$1,587,942
<i>Materials & Services</i>							
<i>GOODS</i>	<i>Goods</i>						
	5201 Office Supplies		23,482		0		23,482
	5205 Operating Supplies		4,169		0		4,169
	5210 Subscriptions and Dues		2,240		0		2,240
<i>SVCS</i>	<i>Services</i>						
	5240 Contracted Professional Svcs		138,993		18,000		156,993
	5251 Utility Services		2,706		0		2,706
	5260 Maintenance & Repair Services		4,872		0		4,872
	5280 Other Purchased Services		30,820		0		30,820
<i>OTHEXP</i>	<i>Other Expenditures</i>						
	5450 Travel		11,774		0		11,774
	5455 Staff Development		5,844		0		5,844
	5490 Miscellaneous Expenditures		6,708		0		6,708
Total Materials & Services			\$231,608		\$18,000		\$249,608
TOTAL REQUIREMENTS		16.00	\$1,819,550	0.00	\$18,000	16.00	\$1,837,550

**Exhibit A
Ordinance No. 07-1160B**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Regional Parks & Greenspaces Department							
Total Personal Services		40.70	\$3,674,130	0.00	\$0	40.70	\$3,674,130
<i>Materials & Services</i>							
<i>GOODS</i>	<i>Goods</i>						
	5201 Office Supplies		43,338		10,000		53,338
	5205 Operating Supplies		56,951		10,000		66,951
	5210 Subscriptions and Dues		2,497		0		2,497
	5215 Maintenance & Repairs Supplies		83,621		0		83,621
	5225 Retail		11,357		0		11,357
<i>SVCS</i>	<i>Services</i>						
	5240 Contracted Professional Svcs		732,713		280,000		1,012,713
	5250 Contracted Property Services		608,633		0		608,633
	5251 Utility Services		113,282		0		113,282
	5255 Cleaning Services		262		0		262
	5260 Maintenance & Repair Services		55,037		0		55,037
	5265 Rentals		29,262		0		29,262
	5270 Insurance		26,780		0		26,780
	5280 Other Purchased Services		49,462		0		49,462
	5290 Operations Contracts		5,399		0		5,399
<i>IGEXP</i>	<i>Intergov't Expenditures</i>						
	5300 Payments to Other Agencies		270,169		0		270,169
	5310 Taxes (Non-Payroll)		205,645		0		205,645
<i>OTHEXP</i>	<i>Other Expenditures</i>						
	5450 Travel		2,701		0		2,701
	5455 Staff Development		21,220		0		21,220
	5490 Miscellaneous Expenditures		8,223		0		8,223
Total Materials & Services			\$2,326,552		\$300,000		\$2,626,552
TOTAL REQUIREMENTS		40.70	\$6,000,682	0.00	\$300,000	40.70	\$6,300,682

Exhibit A
Ordinance No. 07-1160B

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Non-Departmental							
Total Personal Services		4.50	\$457,060	0.00	\$0	4.50	\$457,060
<i>Materials & Services</i>							
<i>GOODS</i>	<i>Goods</i>						
	5201 Office Supplies		24,203		4,900		29,103
	5205 Operating Supplies		4,501		0		4,501
	5210 Subscriptions and Dues		36,090		0		36,090
	5215 Maintenance & Repairs Supplies		7,725		0		7,725
<i>SVCS</i>	<i>Services</i>						
	5240 Contracted Professional Svcs		204,450		39,000		243,450
	5246 Sponsorships		20,000		50,000		70,000
	5251 Utility Services		1,030		0		1,030
	5280 Other Purchased Services		96,210		19,070		115,280
	5290 Operations Contracts		258		0		258
<i>IGEXP</i>	<i>Intergov't Expenditures</i>						
	5300 Payments to Other Agencies		3,025,000		0		3,025,000
	5305 Election Expenses		165,750		0		165,750
<i>OTHEXP</i>	<i>Other Expenditures</i>						
	5445 Grants		900,000		0		900,000
	5450 Travel		6,180		4,395		10,575
	5455 Staff Development		2,060		0		2,060
	5490 Miscellaneous Expenditures		32,000		0		32,000
Total Materials & Services			\$4,525,457		\$117,365		\$4,642,822
Total Debt Service			\$1,358,898		\$0		\$1,358,898
TOTAL REQUIREMENTS		4.50	\$6,341,415	0.00	\$117,365	4.50	\$6,458,780

**Exhibit A
Ordinance No. 07-1160B**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
General Expenses							
Total Interfund Transfers			\$11,320,221		\$0		\$11,320,221
<i>Contingency & Unappropriated Balance</i>							
<i>CONT</i>	<i>Contingency</i>						
5999	Contingency						
	* Contingency		3,315,651		0		3,315,651
	* Opportunity Account		500,000		(496,865)		3,135
	* Reserved for Future Planning Needs		300,000		1,390,000		1,690,000
	* Reserved for Future Election Costs		0		290,000		290,000
	* Reserved for Nature in Neighborhood Grants		0		250,000		250,000
	* Reserved for Reg. Afford. Housing Revolving Fund		0		1,000,000		1,000,000
	* Reserved for Metro Regional Center Remodel		0		300,000		300,000
	* Recovery Rate Stabilization reserve		2,311,588		(1,395,000)		916,588
	* PERS Reserve		2,796,058		(2,783,000)		13,058
<i>UNAPP</i>	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* Stabilization Reserve		2,000,000		0		2,000,000
	* Reserve for Future Natural Areas Operations		764,453		0		764,453
	* Tourism Opportunity & Comp. Account		96,655		0		96,655
	* PERS Reserve		2,796,056		0		2,796,056
	* Computer Replacement Reserve (Planning)		90,000		0		90,000
	* Tibbets Flower Account		352		0		352
	* Reserve for Future Debt Service		2,151,706		0		2,151,706
Total Contingency & Unappropriated Balance			\$17,122,519		(\$1,444,865)		\$15,677,654
TOTAL REQUIREMENTS		410.81	\$102,688,773	1.58	(\$21,500)	412.39	\$102,667,273

Exhibit B
Ordinance 07-1160B
Schedule of Appropriations

	<u>Current</u>		<u>Revised</u>
	<u>Appropriation</u>	<u>Revision</u>	<u>Appropriation</u>
GENERAL FUND			
Council Office	1,836,470	0	1,836,470
Finance & Administrative Services	7,986,508	250,000	8,236,508
Human Resources	1,607,004	0	1,607,004
Metro Auditor	516,803	0	516,803
Office of Metro Attorney	1,866,238	0	1,866,238
Oregon Zoo	24,484,816	333,000	24,817,816
Planning	21,268,784	405,000	21,673,784
Public Affairs & Government Relations	1,819,550	18,000	1,837,550
Regional Parks & Greenspaces	6,000,682	300,000	6,300,682
Special Appropriations	4,982,517	117,365	5,099,882
Non-Departmental			
Debt Service	1,876,661	0	1,876,661
Interfund Transfers	11,320,221	0	11,320,221
Contingency	9,223,297	(1,444,865)	7,778,432
Unappropriated Balance	7,899,222	0	7,899,222
Total Fund Requirements	\$102,688,773	(\$21,500)	\$102,667,273

All Other Appropriations Remain as Previously Adopted

Exhibit C
Ordinance 07-1160B
Budget Notes

Budget Note 1 Earmarked Contingencies subject to Council Action

Reserve funds now in uncommitted contingency will remain in contingency, but earmarked for specific purposes as follows:

- Parks 4B Conservation education election cost will remain in an earmarked contingency until Council decides to place a measure on the ballot.

- Planning 3 Transportation Finance ballot measure will remain in an earmarked contingency until the Council determines that there is sufficient regional interest to formulate a ballot measure strategy.

- Planning 7 Regional Affordable Housing Revolving Fund will remain in an earmarked contingency for up to 24 months until Council determines that sufficient partners have pledged to participate and the administering entity is determined.

- Planning 8D/E/F/G Communication and Public Outreach strategies , collectively, will remain in an earmarked contingency until Council reviews and approves a specific spending plan developed collaboratively by the Planning and Public Affairs departments.

- Issues 2 3rd Floor renovations will remain in an earmarked contingency until the Chief Operating Officer returns for Council approval with final construction plans and costs estimates.

Budget Note 2 Challenge Grant

Ordinance 07-1160B appropriates \$333,000 to be used as a Challenge Grant for the Predators of the Serengeti campaign. The purpose of the allocation is to encourage contributions specifically to establish a reserve for the future operating costs of the new exhibit. It is the intent of the Council to structure the release of its funds in a matching capacity that leverages private contributions. Prior to the announcement of the challenge, the Chief Operating Officer and the Zoo Director will recommend to the Council the mechanics by which the challenge is structured.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO.07-1160B, AMENDING THE FY 2007-08 BUDGET AND APPROPRIATIONS SCHEDULE TO IMPLEMENT VARIOUS PROJECTS FUNDED FROM UNDESIGNATED RESERVES AND DECLARING AN EMERGENCY

Date: September 19, 2007

Prepared by: Margo Norton, Deputy CFO

BACKGROUND

The consolidation of the General Fund and the diminished volatility of PERS have allowed the Council to consider strategic investments. The chart below identifies the available funds. At the President's suggestion, the Council deferred these decisions while during considering the FY 2007-08 base budget. Over the summer the Council developed projects and proposals and, at the invitation of the Council, the Planning Department developed additional proposals based on its emerging strategic plan. The proposals were contained in the staff report issued August 16, 2007, and are incorporated by reference.

Review of Available Funds

Sources-of-Funds		
1. PERS Contingency	\$	2,796,058
2. Planning earmark	\$	300,000
3. Opportunity Fund	\$	500,000
4. Recovery Rate Reserve	\$	2,311,588
Total	\$	5,907,646

Note: All are one-time sources-of-funds except #4 (Recovery Rate Reserve) which will provide an est. \$500,000 per year. Cap limitations apply.

Council Consideration

In early September the Council received updated information about the closing of the FY 2006-07, reviewed the five-year forecast for the General Fund and considered the expenditure limitation imposed by the Metro charter. Council reviewed the proposals again and, by consensus, developed an initial proposed spending plan for the next three years (Plan "A"). Following the work session on September 18, the Council further modified the spending plan to meet its desired target ("Plan B"). The chart on the following page presents the Council's findings and forms the basis for the ordinance "B" version under consideration.

Proposed Spending Plan

Proposals for Use of Undesignated Reserves		Total 3-Year Proposal Cost			Changes "B" from "A"	
Department	Description	Originally Proposed	Council Consensus A	Council Consensus B		
Council						
Council 1	Sponsorship Account	10,000	-	-		
Council 2	Transportation Speaker's Series	18,000	18,000	18,000		
Council 3	Establish Sustainability Advisory Committee	50,000	-	-		
Regional Parks & Greenspaces						
Parks 1	Nature Friendly Design Competition	36,500	30,865	30,865		
Parks 2	Earth Advantage Sponsorship	50,000	50,000	50,000		
Parks 3	Priorities and Implementation Plan	150,000	150,000	150,000		
Parks 4A	Conservation education ballot measure research	500,000	150,000	150,000		
Parks 4B	Conservation education election cost		290,000	290,000		*
Parks 5	Nature in Neighborhood Grants	500,000	500,000	250,000	Second year grants eliminated	
Oregon Zoo						
Zoo 1	Predators of the Serengeti Campaign	500,000	500,000	333,000	Reduced from 1:1 to 2:1 match	**
Planning						
Planning 1	Regional Energy Use Mapping	8,000	8,000	8,000		
Planning 2	Bike model refinement	50,000	50,000	50,000		
Planning 3	Transportation Finance ballot measure	95,000	95,000	95,000		*
Planning 4	New Look Work Program	200,000	-	-		
Planning 5	Transportation Implementation Scenarios	200,000	200,000	200,000		
Planning 6	Set aside now for FY 2009-10 urban reserves planning	1,000,000	-	-		
Planning 7	Regional Affordable Housing Revolving fund	1,042,000	1,042,000	1,000,000	interest earnings eliminated	*
Planning 8	Strategic Work Plan. Components:	3,450,000	2,300,000	1,800,000		
Planning 8.A	A. Opportunity Fund to catalyze development	1,000,000	-	-		
Planning 8.B	B. Staff position to lead reserves work	450,000	450,000	450,000		
Planning 8.C	C. Analysis to designate urban/rural reserves	600,000	600,000	600,000		
Planning 8.D	D. One limited duration public affairs staff	300,000	200,000	450,000	Reduced by \$500,000 overall, plan still required	*
Planning 8.E	E. Writing/design support in Creative Services	300,000	300,000			
Planning 8.F	F. Printing, event costs, etc (M&S)	300,000	300,000			
Planning 8.G	G. 2040 Story (scenario development/analysis)	200,000	150,000			
Planning 8.H	H. Develop capital finance portfolio	300,000	300,000	300,000		
Planning 8.I	I. Strategic Plan initiatives (placeholder)	?	?	?		
Emerging Issues						
Issues 1	CIO/ IT	-	250,000	250,000		
Issues 2	3rd Floor Renovations	-	600,000	300,000	cost estimate reduced by COO	*
Issues 3	Full Funding Renewal and Replacement	?	?	?		
TOTAL		\$ 7,859,500	\$ 6,233,865	\$ 4,974,865		

* Budget Note 1: Funds remain in earmarked contingency pending review of progress or development of more specific funding plan
 ** Budget Note 2: Funds to be administered as a challenge grant with conditions for release

Council Direction for Spending Plan B

In modifying the spending plan to the “B” version, the Council considered its earlier provisional target of a \$5 million range, received additional information from the Chief Operating Officer about the 3rd floor remodel, and indicated that the “B” reductions would continue to be subjects of future budget deliberation.

Ordinance 07-1160B establishes appropriations and direction for the first year of the spending plan. Attachment 1 provides both the first year appropriations plan and the proposed three-year spending. In

some instances funding is earmarked until a first phase is completed or additional plans are reviewed and approved. Earmarked funds remain in contingency and can be released only by action of the Council. By consensus spending for the two additional years will be reviewed as part of the annual budget process. Unspent funds allocated in the first year will expire and will not be carried over unless contractually obligated.

ANALYSIS/INFORMATION

- 1. Known Opposition:** None known.
- 2. Legal Antecedents:** ORS 294.450 provides for transfers of appropriations within a fund, including transfers from contingency, if such transfers are authorized by official resolution or ordinance of the governing body for the local jurisdiction.
- 3. Anticipated Effects:** The Council has selected these projects as strategies or investments with specific results anticipated for each project or, in the case of Planning, groups of projects. For phased or multi-year funding, an examination of the progress to date will be a requirement for the additional funds to be appropriated in the succeeding period.
- 4. Budget Impacts:** This action establishes the first year's spending (approximately \$2 million) and sets forth direction for additional spending in the following two years, subject to review during the annual budget process. Budget notes disclose the intent of the appropriation and the requirement to return to Council for additional authorization based on the outcome of a first phase or the formulation of a more specific spending plan. The three-year "B version" spending plan, if fully spent, would use about \$5 million of the available uncommitted reserve funds (\$5.9 million). Although all available funds are "fund balance", the sources of funds are applied in such a way that (1) the Recovery Rate Stabilization funds, the only funds regulated by the expenditure limitation, are applied in the second and third years to avoid exceeding the cap; and (2) projects, to the greatest degree possible, are funded by one source or another to facilitate tracking.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of this Ordinance.

Attachment 1: Council Decisions for Use of Undesignated Reserves
Expenditures by Year and Funding Sources

Attachment 1
Ordinance 07-1160B
Council Decisions for Use of Undesignated Reserves
Funding Sources for Implementation of Decisions

Department	Description	Expenditures by Year				Funding Source					
		FY 07-08	FY 08-09	FY 09-10	TOTAL	Opportunity Account	Planning Reserve	Recovery Rate Stab. Reserve	Former PERS Reserve	General Contingency	TOTAL
Council											
Council 1	Sponsorship Account				0						0
Council 2	Transportation Speaker's Series	18,000			18,000	18,000					18,000
Council 3	Establish Sustainability Advisory Committee				0						0
Regional Parks & Greenspaces											
Parks 1	Nature Friendly Design Competition	30,865			30,865	30,865					30,865
Parks 2	Earth Advantage Sponsorship	50,000			50,000	50,000					50,000
Parks 3	Priorities and Implementation Plan	150,000			150,000	150,000					150,000
Parks 4A	Conservation education ballot measure research	150,000			150,000	150,000					150,000
Parks 4B	Conservation education election cost		290,000		290,000				290,000		290,000
Parks 5	Nature in Neighborhood Grants		250,000		250,000			250,000			250,000
Oregon Zoo											
Zoo 1	Predators of the Serengeti Campaign	333,000			333,000				333,000		333,000
Planning											
Planning 1	Regional Energy Use Mapping	8,000			8,000	8,000					8,000
Planning 2	Bike model refinement	50,000			50,000	50,000					50,000
Planning 3	Transportation Finance ballot measure	95,000			95,000		95,000				95,000
Planning 4	New Look Work Program	0			0						0
Planning 5	Transportation Implementation Scenarios	200,000			200,000				200,000		200,000
Planning 6	Set aside now for FY 2009-10 urban reserves planning				0						0
Planning 7	Regional Affordable Housing Revolving fund		1,000,000		1,000,000				1,000,000		1,000,000
Planning 8	Strategic Work Plan. <i>Components:</i>										
Planning 8.A	A. Opportunity Fund to catalyze development										
Planning 8.B	B. Staff position to lead reserves work	105,000	195,000	150,000	450,000		105,000	345,000			450,000
Planning 8.C	C. Analysis to designate urban/rural reserves	100,000	500,000		600,000		100,000	500,000			600,000
Planning 8.D	D. One limited duration public affairs staff	150,000	150,000	150,000	450,000				450,000		450,000
Planning 8.E	E. Writing/design support in Creative Services	Total funding for D. E. F. & G. is									
Planning 8.F	F. Printing, event costs, etc (M&S)	\$450,000 over the three year period									
Planning 8.G	G. 2040 Story (scenario development/analysis)										
Planning 8.H	H. Develop capital finance portfolio		150,000	150,000	300,000			300,000			300,000
Planning 8.I	I. Strategic Plan initiatives (placeholder)	?	?	?	0						0
Emerging Issues											
Issues 1	CIO/ IT	250,000			250,000				250,000		250,000
Issues 2	3rd Floor Renovations	300,000			300,000	40,000			260,000		300,000
Issues 3	Full Funding Renewal and Replacement	?	?	?	0						0
TOTAL		\$1,989,865	\$2,535,000	\$450,000	\$4,974,865	\$496,865	\$300,000	\$1,395,000	\$2,783,000	\$0	\$4,974,865

Beginning Reserve Balances Available	\$500,000	\$300,000	\$2,311,588	\$2,796,058	\$3,315,651	\$9,223,297
Ending Reserve Balances Available	\$3,135	\$0	\$916,588	\$13,058	\$3,315,651	\$4,248,432

Note: Shaded items under expenditures remain in a designated contingency

Resolution No. 07-3868, Authorizing Creation of Finance Plan for the Development of a 600-Room, Publicly Owned, Privately Operated, Convention Center Headquarters Hotel Project; Authorizing Execution of Development Agreement With Project Developer; and Authorizing Negotiations For Intergovernmental Agreements and Additional Project Funding

Metro Council Meeting
Thursday, September 27, 2007
Metro Council Chamber

BEFORE THE METRO COUNCIL

RESOLUTION OF METRO COUNCIL)
AUTHORIZING CREATION OF FINANCING)
PLAN FOR THE DEVELOPMENT OF A 600-)
ROOM, PUBLICLY OWNED, PRIVATELY)
OPERATED, CONVENTION CENTER)
HEADQUARTERS HOTEL PROJECT;
AUTHORIZING EXECUTION OF
DEVELOPMENT AGREEMENT WITH
PROJECT DEVELOPER; AND
AUTHORIZING NEGOTIATIONS FOR
INTERGOVERNMENTAL AGREEMENTS
AND ADDITIONAL PROJECT FUNDING

RESOLUTION NO. 07-3868

Introduced by Metro Council President
David Bragdon

WHEREAS, the Metro Council is responsible for the operation of the Metropolitan Exposition and Recreation Commission (MERC), including the Oregon Convention Center (OCC); and

WHEREAS, the mission of the OCC is to maximize economic benefits for the metropolitan region and the state of Oregon, while protecting the public investment in the facility; and

WHEREAS, independent studies have confirmed that national conventions provide the greatest economic impact to the OCC and the region; and

WHEREAS, the demand for national conventions at the OCC has leveled off in recent years; and

WHEREAS, Metro and MERC have considered multiple policy alternatives to ameliorate this situation and to address the stated mission of the OCC; and

WHEREAS, a series of reports by independent consultants were completed to analyze the causes of the decrease in national conventions at the OCC and also to analyze suggested alternatives; and

WHEREAS, the consulting firm ECONorthwest was commissioned to review the methodology and conclusions of these reports, and to assist Metro and MERC in conducting an analysis of multiple alternatives to address the OCC's mission; and

WHEREAS, ECONorthwest has recommended that, based on available studies and evidence, the development of a 600-room, publicly owned, privately operated headquarters hotel adjacent to the Oregon Convention Center (the "Project") is the course of action that will generate the greatest benefit to the OCC and to the region; and

WHEREAS, in order to increase national conventions hosted at the OCC, it is also necessary to enhance the incentives package that is currently offered to prospective conventions through the Visitor Development Fund; and

WHEREAS, Metro's Chief Operating Officer (COO) has determined that under currently available financial resources, Metro does not have the financial ability to adequately finance the Project without putting Metro's general fund and existing programs at undue risk and that the Project may be financially feasible only if Metro is able to secure additional funding from other sources; and

WHEREAS, Metro and MERC staff have reviewed the ECONorthwest alternatives analysis, the other consultant reports, and the financial analyses provided by Metro's financial advisors and Project underwriter, and recommend pursuing the development of a 600-room, publicly owned, privately operated headquarters hotel adjacent to the OCC, only if additional financing is identified and other contingencies are met; and

WHEREAS, on February 8, 2007, Metro Council adopted Resolution No. 07-3748A, Adopting Findings Granting an Exemption to Metro and MERC Contracting Rules, Authorizing Exclusive Negotiations with the Selected Project Team; and Authorizing Use of Alternative Contracting Methods for Design, Construction, Management and Operation and Financing of the OCC Headquarters Hotel which accepted the results of the Portland Development Commission's (PDC) public contracting process and authorized Metro and MERC staff to enter into exclusive negotiations with the Development Team identified and recommended by the PDC's competitive process, the Headquarters Hotel Developer Selection Process and the OCC Headquarters Hotel Evaluation Committee: Garfield Traub Development/Ashforth Pacific Inc., Developer, and the Development Team of the architectural firm Zimmer Gunsul Frasca; the construction firm Turner Construction Inc., and the hotel operator/flag Starwood Hotels/Westin, for the purpose of developing, designing, constructing, and operating a Oregon Convention Center Headquarters Hotel, if such agreements can be negotiated that adequately protect Metro's financial interests and overall purposes in engaging in the Project, and those negotiations have been ongoing since that time;

NOW THEREFORE, BE IT RESOLVED THAT:

1. **Authorization for Metro's Chief Financial Officer to Develop Financing Plan for the Project:** The Metro Council hereby authorizes and directs the Metro Chief Financial Officer (CFO) to work with the Project underwriter, Piper Jaffray, and Metro's financial advisor, Seattle Northwest Securities, to work to develop a financing plan for the Project, which financing plan shall call for the adequate funding of debt service, capitalized bond interest, bond insurance, sinking fund requirements, and other financing requirements as well as addressing reasonable risk scenarios. The Financing Plan should protect Metro's general fund and existing programs from undue risk; and such Project Financing Plan shall be contingent upon the review and specific approval of the Metro Council; and
2. **Authorization to Execute Development Agreement with the Developer, Garfield Traub-Ashforth Pacific (GTA):** The Metro Council hereby authorizes

and directs the Metro COO to execute a Development Agreement with the Developer, GTA, in a form substantially similar to that which has been negotiated to date, or in a form approved by the Office of the Metro Attorney, which agreement shall include but not be limited to a requirement that the Development Team obtain and provide to Metro in the first phase conceptual designs of the Project, a preliminary Project budget, and all necessary agreements with the hotel operator Westin/Starwood, and any other agreements with the Development Team as are necessary to the successful development of the Project, as determined by the Office of Metro Attorney, and that in the second phase of the agreement that the Development Team provide a 90% certain guaranteed maximum price for the Project as well as 90% designs; and

3. **Authorization to Seek and Secure Additional Funding Sources:** The Metro Council hereby authorizes and commits itself, together with the MERC Commissioners, to take the lead in identifying and negotiating with Project and OCC beneficiaries with the goal of securing additional sources of necessary funding for the Project. OCC and Project beneficiaries include but are not limited to: the City of Portland, the Portland Development Commission, Multnomah County, the State of Oregon, the Port of Portland, the lodging and hospitality industry, and other direct and indirect Project beneficiaries; and
4. **Authorization to Negotiate Intergovernmental Agreements (“IGAs”) or Other Agreements to Implement Project Financing Plan, Land Transfer, and Formalize Additional Project Funding Sources:** The Metro Council hereby authorizes and directs the Metro COO and the Office of Metro Attorney to negotiate with other public entities, including the PDC, the City of Portland, Multnomah County, the Port, and the State of Oregon, as well as any direct and/or indirect Project beneficiaries, to secure additional funding for the Project as may be determined necessary or beneficial by the Metro CFO and Metro’s financial advisors; however, any IGAs or financing or other agreements that may be negotiated under this provision shall be contingent upon the review and specific approval of the Metro Council.

5. **Direct MERC to Review Need for Additional Resources.** The Metro Council hereby directs MERC to review the need for additional resources for marketing expenses, as well as to provide an adequate level of funding for OCC capital and operations. Final recommendations shall be forwarded to Metro for approval prior to the Metro Council adopting a financing plan for the Project.

ADOPTED by the Metro Council this _____ day of _____, 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Alison Kean Campbell, Metro Senior Assistant Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3868, RESOLUTION OF THE METRO COUNCIL AUTHORIZING CREATION OF FINANCING PLAN FOR THE DEVELOPMENT OF A 600-ROOM, PUBLICLY OWNED, PRIVATELY OPERATED, CONVENTION CENTER HEADQUARTERS HOTEL PROJECT; AUTHORIZING EXECUTION OF DEVELOPMENT AGREEMENT WITH PROJECT DEVELOPER; AND AUTHORIZING NEGOTIATIONS FOR INTERGOVERNMENTAL AGREEMENTS AND ADDITIONAL PROJECT FUNDING

Date: September 6, 2007

Prepared by: Nick Popenuk

BACKGROUND

Metro owns and operates the Oregon Convention Center (OCC) as a public asset. The mission of the OCC is to “maximize economic benefits for the metropolitan region and the State of Oregon while protecting the public investment in the facility.”

Large-scale, national conventions generate the greatest revenue for the OCC and provide the greatest economic benefit to the region. In recent years, bookings for high-impact national conventions at the Oregon Convention Center have leveled off. In February, the Metro Council asked MERC and Metro staff to investigate alternatives that could ameliorate this situation. A series of reports by independent consultants were completed to analyze the causes of the decrease in national conventions and also to analyze suggested alternatives. The consulting firm ECONorthwest was commissioned to review the methodology and conclusions of the reports. ECONorthwest’s analysis of the reports and alternatives is included as exhibit B.

STAFF RECOMMENDATION

Metro and MERC staff’s and ECONorthwest’s analyses of the consultants’ reports and of Metro and MERC’s facilities’ and economic data indicate that developing a 600-room, publicly owned, privately operated headquarters hotel adjacent to the Oregon Convention Center will generate the greatest benefits to the OCC and to the region. Identifying funding to increase the existing incentives packages provided to prospective conventions would also be necessary for increasing national conventions at the OCC. The findings also indicate that to compete in the national convention marketplace, the OCC must continue to receive an adequate level of public funding for marketing and operations, as is the norm for other convention centers throughout the nation. This recommendation is premised on the mission of the OCC, as stated above, “to maximize economic benefits

for the region and the State of Oregon while protecting the public investment in the facility.”

Metro’s Chief Financial Officer has worked with Metro’s independent financial advisors Seattle Northwest Securities Corporation, and with Metro’s selected underwriter, Piper Jaffray, to evaluate the financial feasibility of developing a 600-room, publicly owned, privately operated hotel (“the Project”). Metro’s Chief Financial Officer has determined that under currently available financial resources, Metro does not have the financial ability to adequately finance the Project without putting Metro’s general fund and existing programs at undue risk. Metro’s Chief Financial Officer has determined that the Project may be financially feasible only if Metro is able to secure additional funding from other sources than those that are currently available. It is therefore the recommendation of Metro’s Chief Operating Officer and Metro’s Chief Financial Officer that, although the evidence strongly suggests that a 600-room, publicly owned and privately operated convention center headquarters hotel adjacent to the Oregon Convention Center would increase the long-term economic vitality of the OCC, the City of Portland, the metropolitan region, and the State of Oregon as a whole, that Metro only develop such a Project if additional financial resources are identified within the timeframe necessary for the upcoming pre-development period for the Project and that the following are each identified:

- A Project financing plan that adequately funds debt service, risk scenarios, capitalized bond interest, bond insurance, and sinking fund requirements;
- Protects Metro’s general fund and existing programs from undue risk.

Successful development of the Project if the above financial resources are identified will also be contingent upon:

- Metro entering into a satisfactory development agreement with the Project developer, Garfield Traub-Ashforth Pacific (GTA) and previously selected Project Team;
- Garfield Traub-Ashorth Pacific delivering a Project Guaranteed Maximum Price that is in line with the financing plan developed;
- Metro entering into any necessary Intergovernmental Agreements with the City of Portland, the Portland Development Commission, Multnomah County, and other parties to implement a proposed financing plan and development; and
- Sufficient financial contributions are obtained from other sources to adequately protect Metro and create a favorable financing package for the Project.

In addition to pursuing a 600-room, publicly owned, privately operated headquarters hotel, staff recommend MERC review the need for additional resources for marketing expenses, as well as to provide an adequate level of funding for OCC capital and operations.

ANTICIPATED EFFECTS

If the Metro Council accepts the staff recommendation to proceed with this Project only if the necessary additional financial resources can be identified in the necessary timeframe, then Metro's Chief Financial Officer, its financial advisors, Project underwriter, and the Office of Metro Attorney will attempt to develop a financing plan that adequately meets the conditions set forth herein. Simultaneously, the Metro Council and MERC will take the lead on identifying and convening OCC beneficiaries with the goal of securing additional sources of necessary funding for the Project. The Office of Metro Attorney will continue to engage in and finalize negotiations with GTA and enter into a Development Agreement that meets the Council's and the Project's financing plan requirements. If adequate additional funding is committed to the Project and necessary Intergovernmental Agreements and development contracts have been finalized, Metro staff will return to the Metro Council in 5 to 7 months with a final recommendation, and the Metro Council will decide whether or not to implement the financing plan and finalize development of the Project.

BUDGET IMPACTS

GTA will require payment for work that will be necessary to obtain updated construction costs and a guaranteed maximum price for the Project. During the first phase of the Project, outlined in the development agreement, lasting 5 to 7 months, GTA will deliver a preliminary budget for the Project which will provide an approximate 50% maximum project price; conceptual design drawings, and any and all necessary agreements with the General Contractor, the Project Architect, and the hotel operator, Starwood/Westin, and during which time Metro, together with its financial consultants and Project underwriter, shall prepare a financing plan for the Project. The Development Agreement calls for the Development Team to be paid approximately \$600,000 for its services during the initial 5 – 7 month phase, which will be initially paid for out of the OCC Operating Fund. The proposed Development Agreement permits Metro to terminate the development agreement and the Project at the end of this phase with no further liability to Metro.

If Metro does not terminate the Project during this first phase, the Development Agreement calls for the Development team to move to the Pre-Development & Design Period of approximately one year, during which time the Developer will deliver 90% construction drawings and a Guaranteed Maximum Price for the Project. The Development Agreement calls for the Development Team to be paid approximately \$4 million for these services during the Design & Development Period to cover architectural fees and a portion of the Developer's fee, which shall be credited against the Guaranteed Maximum Price and ultimate Developer's Fee for the Project. It is expected that the PDC will share equally in the pre-construction payment of these Project Development fees. If bonds are ultimately issued for the Project, these Development Fees will be reimbursable to Metro out of the bond proceeds.

In pursuing the Project, Metro will also need to continue the current contract with Seattle Northwest for additional financial advice on the Project. Additional professional project

management services will also be necessary, and Metro will need to contract with an experienced project management firm or policy manager to ensure the Project proceeds in an efficient and timely fashion. Several Metro departments will need to devote staff time to the Project, including: Metro Council Office, Office of the Metro Attorney, Office of the Chief Operating Officer, Public Affairs and Government Relations, Finance, MERC and the Oregon Convention Center.

KNOWN OPPOSITION

Some hoteliers have expressed concern that the hotel will negatively impact their businesses. Some individuals have expressed opposition to the public sector undertaking a development of this size and scope. Some individuals have expressed an opinion that the project is too risky.

LEGAL ANTECEDENTS

On February 8, 2007 the Metro Council passed two resolutions and one ordinance regarding the Oregon Convention Center Headquarters Hotel Project: Resolution No. 07-3772, “A resolution Designating the Oregon Convention Center Headquarters Hotel as a Council Project and Assigning a Lead Councilor and Council Liaison”, Resolution No. 07-3748A “Adopting Findings Granting an Exemption to the Metro and MERC Contracting Rules, Authorizing Exclusive Negotiations with the Selected Project Team; and Authorizing Use of Alternative Contracting Methods for Design, Construction, Management, and Operations and Financing of the OCC Headquarters Hotel”, and Ordinance 07-1140, “For the Purpose of Amending the FY 2006-07 Budget and Appropriations Schedule Amending the Metropolitan Exposition Recreation Commission (MERC) Operating Fund and Declaring an Emergency”.

Metropolitan Exposition Recreation Commission

Resolution No. 07-26

FOR THE PURPOSE OF APPROVING THE CONCEPT OF A 600-ROOM PUBLICLY FINANCED, PRIVATELY OPERATED CONVENTION CENTER HEADQUARTERS HOTEL AND REQUESTING THE METRO COUNCIL TO AUTHORIZE THE FOLLOWING: CREATE A FINANCING PLAN FOR SUCH A FACILITY, EXECUTE AN AGREEMENT WITH THE PROJECT'S DEVELOPER; AND NEGOTIATE FOR INTERGOVERNMENTAL AGREEMENTS AND ADDITIONAL PROJECT FUNDING

WHEREAS, Metro is the parent government for the Metropolitan Exposition and Recreation Commission (MERC), which is responsible for management of the Oregon Convention Center (OCC); and

WHEREAS, the mission of the OCC is to maximize economic benefits for the metropolitan region and the state of Oregon while protecting the public investment in the facility; and

WHEREAS, independent studies confirm that national conventions at the OCC provide the greatest economic benefits to the region and state; and

WHEREAS, there has been little or no growth in demand for national conventions at the OCC in recent years; and

WHEREAS, those responsible for marketing OCC to event planners report the overwhelming reason for national conventions bypassing OCC is the absence of a headquarters hotel adjacent to the OCC; and

WHEREAS, reports by independent consultants conclude that a 600-room headquarters hotel adjacent to the OCC is the best option to improve OCC's ability to attract national conventions and achieve economic benefits for the region and state; and

WHEREAS, ECONorthwest reviewed the methodology and conclusions of these consultants, as well as analyzing other alternatives, and concurs with the recommendation to build a 600-room headquarters hotel adjacent to the OCC; and

WHEREAS, after two years of study and analysis, the Portland Development Commission (PDC) concluded the only feasible alternative is a publicly owned, privately operated headquarters hotel and undertook an open and competitive procurement process to choose such a team; and

WHEREAS, there are advantages to public ownership of a headquarters hotel designed to help achieve the mission of a publicly owned convention center, which include lower cost financing instruments and the capture of owner profits; and

WHEREAS, the Metro Council, in Resolution # 07-3748A adopted February 2007, accepted the results of the PDC's public process and authorized Metro and MERC staff to enter into exclusive negotiations with the team of Garfield Traub Development/Ashforth Pacific Inc., developer; Zimmer Gunsul Frasca, architects; Turner Construction Inc., contractors; and Starwood Hotels/Westin, operator; to develop, design, build and operate an Oregon Convention Center Headquarters Hotel, if such agreements can be negotiated that adequately protect Metro's financial interests and the overall purposes of the project;

WHEREAS, the headquarters hotel is the top priority in MERC's recently adopted Strategic Business Plan; and

WHEREAS, this project will be the catalyst for redevelopment and revitalization of the nearby Lloyd District; and

WHEREAS, other governmental entities also will benefit from tax revenues generated by construction and operation of the OCC headquarters hotel; and

WHEREAS, Metro's Chief Operating and Financial Officers have determined the project is financially feasible with additional funding sources to cover Metro's risk; and

WHEREAS, the headquarters hotel is essential to attracting national conventions to the OCC, it also is necessary to ensure adequate funds to market OCC to national convention planners and generate adequate financial reserves to operate and maintain the OCC;

NOW THEREFORE, BE IT RESOLVED THAT:

After reviewing independent studies and testimony by individuals and groups and in consideration of the OCC's mission to generate the greatest economic benefits to the region and state, the Metropolitan Exposition Recreation Commission, (MERC) endorses the concept of a publicly owned, privately operated 600-room headquarters hotel adjacent to the OCC and requests the Metro Council to take the following actions:

1. **Authorize a Development Agreement with Garfield Traub-Ashforth Pacific (GTA):** MERC recommends proceeding with a development agreement that produces a final schematic design for the headquarters hotel, establishes a guaranteed maximum price, provides for a developer investment in the project and agrees to terms of private operation of the hotel.
2. **Authorize an Intergovernmental Agreement to Acquire Land for the Hotel:** MERC recommends authorizing Metro officers to proceed with negotiations with the Portland Development Commission to acquire the land adjacent to the OCC for the headquarters hotel.

3. **Authorize Development of a Final Financing Plan:** MERC recommends authorizing Metro’s Chief Financial Officer to work with Piper Jaffray, project underwriter, and Metro’s financial advisor, Seattle Northwest Securities, to convert current financing options into a final financing plan with acceptable risk to Metro and other financing partners. The plan should include adequate funding for debt service, capitalized bond interest, bond insurance and sinking fund requirements that address risk scenarios.

4. **Authorize Negotiations to Secure Additional Funding Sources:** MERC recommends authorizing Metro officers, in coordination with MERC commissioners, to identify and secure additional sources of funding from partners that benefit from the OCC. This additional funding is intended to reduce the amount necessary to bond, ensure adequate bond coverage and/or pay for debt service.

5. **Direct MERC to Recommend a Marketing and Capital Plan for OCC:** MERC recommends that it undertake a review of necessary marketing expenses and long-term operating and capital needs to sustain OCC operations. Final recommendations will be forwarded to Metro for approval prior to the Metro Council adopting a final Financing Plan for the Project.

Passed by the Commission this 12th day of September, 2007.

Janice Marquis, MERC Chair

Don Trotter, MERC Secretary-Treasurer

Approved as to Form:

Daniel B. Cooper, Metro Attorney
Alison Kean Campbell, Metro Senior Assistant Attorney

Oregon Convention Center Alternatives Analysis

The Metro Council is preparing to make critical decisions about the future of the Oregon Convention Center (OCC) as an economic engine for the region. The Council has instructed staff to study a range of alternatives to support OCC operations in the convention center market. This document provides an analysis of those alternatives, weighing each against a series of decision-making criteria. It does not produce new research, but relies upon recent studies and interviews with local experts to provide the most complete picture possible of the outcomes that might result from the policy choice the Council is about to make. Though this is not a full benefit-cost analysis, it does provide an assessment of each of the alternatives that will be useful for the Council as it considers its next steps with the OCC.

The document begins with a brief background section that provides an overview of the alternatives under consideration and the criteria used to assess each. That section is followed by an analysis of each of the alternatives. A summary matrix that provides an overview of the results of this analysis is attached.

BACKGROUND

Metro owns the Oregon Convention Center (OCC) as a public asset. The Metropolitan Exposition Recreation Commission (MERC), a subsidiary of Metro, is responsible for the efficient management of the OCC. The mission of the Oregon Convention Center is “to maximize economic benefits for the metropolitan region and the State of Oregon while protecting the public investment in the facility.”

Large-scale, national conventions and tradeshow provide the greatest economic impact to the Oregon Convention Center and to the region. Conventions that attract thousands of visitors to the region provide needed tourism dollars, an economic impact that has been estimated by KPMG LLP (KPMG) to be at least \$370 million per year to the region and approximately \$13 million in annual State and County tax revenue.

In recent years, demand for high-impact national conventions at the Oregon Convention Center has leveled off. In February, the Metro Council asked MERC and Metro staff to investigate alternatives that could ameliorate this situation and assure that the public investment in the OCC is protected. The alternatives under consideration are:

- Develop a 600-room, publicly-owned, privately-operated headquarters hotel.

- Develop a small-scale, privately-owned and operated headquarters hotel with public subsidy.
- Provide enhanced incentives to attract the desired conventions, such as covering space rental costs at OCC and providing shuttle service to downtown hotels free of charge.
- Change the OCC mission to focus on attracting local meetings.
- Maintain the status quo with increased levels of funding to cover the projected increase in the OCC operating deficit and future capital needs for renovations and repairs.

This document considers information from a variety of sources to present an independent analysis of the five alternatives. MERC and Metro have recently commissioned a variety of studies to support this analysis, the results of which are summarized in this document. Sources of information include: KPMG, HVS International, the Strategic Advisory Group (SAG), PKF Consulting, as well as the Portland Development Commission (PDC), Portland Oregon Visitors Association (POVA), MERC, and the Oregon Convention Center (OCC). The criteria used to assess each of the alternatives are:

- *Impact to the Oregon Convention Center:* How would the OCC be affected in terms of number and type of events, attendance, and revenue?
- *Impact to the neighborhood:* Would employment be generated? Would there be an impact to redevelopment efforts in the Lloyd District?
- *Impact to the region:* Would there be impacts to the regional economy and employment?
- *Impact to the hospitality industry:* Would local hotels be affected? Would demand for hotel rooms be affected?
- *Impact to Metro and other financial considerations:* What would be the cost? What intergovernmental agreements would be needed? What are the risks to existing Metro programs?

ALTERNATIVES ANALYSIS FINDINGS

1: 600-ROOM, PUBLICLY-OWNED, PRIVATELY-OPERATED HEADQUARTERS HOTEL

The number, location, quality, and affordability of hotel rooms are very important factors for meeting planners when choosing locations to host conventions. Meeting planners prefer to book their convention attendees in large, high amenity hotels located in close proximity to convention centers. Currently, no such hotel exists near the Oregon Convention Center to satisfy the needs of most meeting planners. A 600-room headquarters hotel adjacent to the OCC could make the Oregon Convention Center more competitive in the national convention market.

In this alternative, Metro would attempt to develop a financing plan for the development of a 600-room Westin hotel adjacent to the Oregon Convention Center. Metro would enter into a development agreement with the development team led by Garfield Traub-Ashforth Pacific (GTA). The agreement would require the development team to obtain updated construction costs and a guaranteed maximum price for the development of a 600-room, publicly-owned, privately-operated Westin hotel adjacent to the Oregon Convention Center.

The decision to finance and develop the project would be contingent on Metro's ability to develop a satisfactory financing plan with the project underwriter, Piper Jaffray. Intergovernmental agreements with the City of Portland and Multnomah County would also need to be executed to implement the financing plan. The Portland Development Commission (PDC) is another important partner in the development of the potential hotel because the hotel would be in an existing urban renewal area, and because PDC owns the site identified for the potential hotel and has identified additional development resources.

If the Metro Council finds the project cost, financing plan, and level of risk satisfactory, the project would proceed to the development phase. Construction would last approximately two years and the hotel would be expected to open early in January 2011.

IMPACT ON THE OREGON CONVENTION CENTER

The addition of a 600-room headquarters hotel could allow the Oregon Convention Center to capture a larger share of events and their associated room nights. This would increase the revenue stream available to the OCC and assist MERC in its mission to maximize economic benefits to the region and the State.

Increased operating revenue

In 2006 alone, POVA records indicate that the OCC lost a total of 52 events representing future bookings, due in large part to the lack of a headquarters hotel or an unacceptable hotel package offered by existing hotels. The majority of these events were national or international in scope.

After analyzing POVA's records, HVS concluded that 20% of the OCC's lost business could be recovered with a 600-room, Westin headquarters hotel adjacent to the OCC. HVS projects this would result in eight new high impact, national convention center events each year.

Based on a three-year history of past events, the average convention or tradeshow event booked by POVA for the OCC generates \$118,000 in revenue for the Oregon Convention Center. Therefore, it is possible that eight new conventions could lead to an increase of \$940,000 in OCC annual operating revenue. This additional revenue could be used for future capital needs for renovations and repairs at the Oregon Convention Center. OCC management estimates the need for capital reinvestments in the facility is \$10.5 million over

the next decade, and includes projects such as roof replacement, carpet replacement, Oregon Ballroom renovations, etc.

Ability to attract conventions

The SAG study commissioned by POVA supports HVS's findings. According to SAG, "The development of a headquarters hotel remains the biggest single catalyst in effectuating Portland's ability to significantly improve as a convention destination." The SAG study concluded that Portland ranks "a distant last" in comparison to its competitors in terms of the number of convention-quality, full-service hotel rooms within walking distance of the center. SAG research suggests that development of a 600-room headquarters hotel, offering a 500 room block would increase the Oregon Convention Center's penetration of the convention market from 21% to 40%. A room block refers to the number of rooms that hotels can reserve for convention groups many years before the convention occurs. If the hotel were expanded to 800-rooms at a later date, with a 700 room block, the market penetration would improve to 52%.

Revenue lost without the hotel

A 2006 study by PKF Consulting indicates that Portland could lose six city-wide conventions annually if a headquarters hotel is not developed. These are groups that currently choose to host their events at the Oregon Convention Center, but are likely to leave due Portland's deteriorating competitive position and the attractive hotel packages offered in other destinations. This could have a negative effect on the Oregon Convention Center's operating revenue, resulting in a loss of approximately \$700,000 per year.

IMPACT TO THE NEIGHBORHOOD

According to KPMG, there would be multiple benefits to the Lloyd District resulting from the development of a 600-room headquarters hotel. The hotel could act as a catalyst for urban redevelopment initiatives in the Lloyd District, generate additional economic activity for local businesses and service companies, and create construction-related jobs for the 24-month construction period and ongoing jobs for the operations of the new hotel.

Job creation

The KPMG report estimates that approximately 2,100 jobs would be generated during the construction period. Annual employee earnings of \$25 million are estimated for the 820 jobs that will be generated by the hotel's operations and other induced business activity. While not all of these jobs would be in the Lloyd District, it is expected to have a ripple effect on the regional economy, leading to job growth throughout the region.

Catalyst for Lloyd District development

HVS projections for the hotel's performance assume that the Lloyd Center District will continue to be redeveloped in the near future to include new high-end residential housing and retail shops. According to representatives of the Portland Development Commission, multiple residential and commercial projects are proposed near the Oregon Convention Center and the surrounding areas. The blocks on which the Headquarters Hotel would be built are among the more challenging in the Lloyd District. They are bound by two high capacity streets, MLK Jr. Blvd and Grand Ave. These blocks are also smaller than traditional Portland blocks. This combination suggests that transforming the area will require constructing catalytic buildings that bring considerably greater numbers of people to the area more often.

The proposed hotel would also be a positive addition to the proposed Burnside Bridgehead project and the Eastside streetcar line. The headquarters hotel is also the centerpiece of the PDC's Development Vision for the OCC Blocks (2006), which envisions a truly vibrant 24 hour district, including places where residents and visitors will mingle at new hotels, housing developments, entertainment and retail venues, and on the green streets that characterize Portland.

These projects would relate symbiotically to the proposed hotel: they would support efforts to bring new conventions to the OCC at the same time that the additional people staying in the hotel would support existing and new Lloyd district businesses.

IMPACT TO THE REGION

Spending at local businesses

Attendees to events at the Oregon Convention Center generate economic benefits to the region when they spend money at local businesses. However, different types of events generate different magnitudes of impact. Based on industry data, KPMG estimates the average spending of a low impact, local attendee to be \$28 per day. The average spending of a high impact, regional/national/international attendee is \$298 per day.

KPMG calculated the estimated order of magnitude economic impact to the region from developing a 600-room, headquarters hotel. The potential economic benefit from new convention spending (direct and indirect) is estimated to be \$54 million per year. The potential loss resulting from not building the hotel is estimated to be \$41 million per year, due to the gradual erosion of national convention business at the OCC. The headquarters hotel would also generate economic impact from operations not related to OCC business, such as group business booked through Westin/Starwood's own in house efforts. The impact from non-OCC business is estimated to be \$64 million per year.

Tax revenue

Development of a headquarters hotel will also result in fiscal benefits for the City of Portland, Multnomah County and the State of Oregon. KPMG estimated the impact of a headquarters hotel on the State of Oregon personal income tax, transient lodging tax, and corporate excise and income tax, as well as the Multnomah County transient lodging tax, motor vehicle rental tax and business income tax. With development of the proposed hotel, annual tax benefits accruing to the City of Portland, Multnomah County, and Oregon are estimated to be \$2.7 million. Without development of the hotel, the gradual erosion of convention business could lead to a loss of \$1.9 million in tax revenue.

Other impacts

In addition to the economic and fiscal benefits of the proposed hotel, other benefits could include:

- Enhancing the area's image as a business, convention, meeting and tourist destination
- Receiving increased regional and national exposure through destination marketing via the national marketing arm of Westin, Starwood, the proposed hotel operator
- Providing an enhanced hotel package to meeting planners considering the Portland market
- Moving local events and meetings currently held at the OCC to area hotels and other venues, which will serve to positively impact other venues' event base and financial operations

IMPACT TO THE HOSPITALITY INDUSTRY

Short-term occupancy decline, followed by stabilization

HVS studied the proposed hotel's impact on the Portland hospitality industry. By 2011, when the headquarters hotel is projected to open, two other competitive hotels are also expected to have been developed. The cumulative effect of these three new hotels will lead to a growth in occupied room nights, but a short-term 5% occupancy decrease. Assuming historical growth rates in base demand for hotel rooms continues and that new demand is induced in the meeting and group segment, HVS expects the market to rebound to current occupancy levels by 2014, after four years of the proposed headquarters hotel operation.

Room night generation

Due to an increase in annual conventions and the hotel operator's ability to attract new business, the headquarters hotel is expected to generate an additional 89,900 room nights per year into the region. This does not include the impact of 25,000 room nights that PKF projects could be lost by the gradual erosion of convention business if the proposed headquarters hotel is not developed.

HVS also quantified the number of unaccommodated room nights in the Portland market. Unaccommodated demand refers to individuals who are unable to secure accommodations in the market because all of the local hotels are filled. Currently there are an estimated 19,000 unaccommodated room nights in the Portland market each year. With the expected supply of three new hotels entering the marketplace over the next few years, HVS assumes that the new supply will be able to accommodate visitors unable to book hotel rooms during peak occupancy periods.

The hotel market in Portland is currently strong, with occupancy levels and average daily rates near historical highpoints. The Portland Development Commission, POVA, and HVS all agree that if the headquarters hotel is not developed, it is likely that other smaller, limited service hotels may be developed instead to take advantage of strong market conditions. Because they would be less likely to participate in convention center events or have significant amounts of their own meeting space, these hotels would be less likely to attract new conventions to Portland. Also, these limited service hotels would not generate as many new induced room nights as the proposed headquarters hotel.

HVS projects that the development of a 600-room Westin headquarters hotel is expected to contribute to a 6% increase in room night demand for the Portland hotel market in 2011. Without the headquarters hotel, HVS expects an increase of only 1.5% in 2011. The development of the proposed headquarters hotel is also anticipated to support also induce higher growth rates in market demand in years 2012 and 2013 at 3.5% and 2.5% respectively. After the hotel reaches stabilization in year 2014, growth in demand is forecast to stabilize at 1.5% annually.

Shift in demand for local meeting business

Another impact this alternative would have on the hospitality industry relates to local meeting business. KPMG concludes that state and local events are typically booked within a shorter timeframe, so it is a common strategy for convention centers to experience a higher percentage of these events during years with fewer national and international conventions and tradeshow, in order to positively influence revenues. The development of a headquarters hotel and the resulting growth in national convention business could move many local meetings currently hosted at the OCC to other venues and area hotels. This would have a positive impact on those hotels' and venues' financial operations. Conversely, the gradual erosion of business resulting from the lack of a headquarters hotel could force the OCC to refocus its business development efforts on hosting more local meetings that are currently held in area hotels.

IMPACT TO METRO AND FINANCIAL CONSIDERATIONS

Financing and feasibility

This alternative would have significant financial implications for Metro. Project costs have not yet been determined, but would include hard and soft

construction costs, other pre-opening costs, appropriate reserves, and financing costs. A guaranteed maximum price for construction would be agreed upon before the Metro Council determines to move forward with the development of the project.

The project would be financed through revenue bonds issued by Metro. Metro is working with the project underwriter, Piper Jaffray, and the financial advisor, Seattle Northwest, to develop a financing package that does not put Metro's general fund or existing programs at undue risk.

Currently, Metro has determined that the project could be feasible if Metro is able to secure additional funding from sources other than those currently available, based on initial project cost estimates, the hotel operating pro forma generated by HVS, and input from the underwriter regarding appropriate reserves, sinking funds, relevant interest rates, the maturity structure of all requisite bonds, and potential pledges of income and expense during the maturity period.

The determination of ultimate feasibility is contingent upon final project costs, the satisfactory negotiation of agreements with the developer (GTA), the hotel operator (Westin/Starwood) and the construction firm (Turner Construction). The determination of feasibility is also conditional, based on Metro's ability to negotiate the necessary intergovernmental agreements with the City of Portland, Multnomah County, and PDC to cover debt service of the bonds, as well as procurement of other financial contributions to the project from the State of Oregon or other beneficiaries of the proposed project.

Possible impacts to Visitor Development Fund

If the proposed 600-room headquarters hotel is developed adjacent to the Oregon Convention Center, it is possible that Visitor Development Fund (VDF) funding will need to increase. If the proposed hotel is successful in attracting new conventions to the OCC, then these conventions will probably require some financial incentives.

If Metro decides to pursue the development of the 600-room, publicly owned, privately operated headquarters hotel, then the financing plan for the project should consider including increased funding for the VDF to provide the associated increase in financial incentives.

Revenue impacts

Development of the proposed hotel would create a public asset owned by Metro. In the event that the hotel generates revenues in excess of those required to cover debt service and fund the necessary reserves and sinking loan funds, then those financial benefits would accrue to Metro. If Metro chose to sell the hotel in future years, any revenue in excess of the amount necessary to pay off outstanding bonds would be available to Metro to use on new or existing programs.

On the other side of the equation, if the hotel is unable to service its debt, Metro would need to have a contingent financing structure in place for supporting

the bonds. This will be an important consideration in the final feasibility and financing negotiations.

2: 400-ROOM PRIVATE HEADQUARTERS HOTEL WITH PUBLIC SUBSIDY

Using a private financing model, it has not been possible to develop a headquarters hotel adjacent to the Oregon Convention Center that generates a return on investment great enough to attract private investors. A public subsidy would be required to make a privately-owned hotel generate a return on investment sufficient to entice private development. The Portland Development Commission determined the subsidy for a privately-owned, 600-room hotel is prohibitively high. The Metro Council is therefore evaluating a smaller, 400-room privately-owned hotel, an option that has also been studied previously by the Portland Development Commission.

Two different versions of a 400-room hotel were evaluated. One version includes all the amenities of a typical headquarters hotel and a nationally respected hotel brand. These amenities include extra meeting space, pre-function space and ballroom space. These amenities are important to meeting planners when selecting a convention destination, however they substantially increase the per-room hotel construction costs.

The second version of the 400-room hotel does not include the amenities typically associated with a headquarters hotel. A lower quality (two or three star) hotel without the requisite meeting and ballroom space has a lower per-room construction cost.

HVS, SAG, and POVA all agree that a hotel adjacent to the Oregon Convention Center would need to offer all the amenities of a typical headquarters hotel in order to attract new convention business, and that without new convention business, a smaller hotel would not provide significant benefits to the OCC or the region. In the remainder of this section, this report considers only the hotel that has amenities typical of a headquarters hotel.

IMPACT TO THE OREGON CONVENTION CENTER

According to POVA records, the lack of a headquarters hotel is most frequently cited as the reason that meeting planners choose to host their conventions in cities other than Portland. POVA commissioned a study by the Strategic Advisory Group to determine, among other issues, whether a 400-room headquarters hotel would be of sufficient size to attract new conventions to the OCC.

SAG surveyed meeting planners on what would be the minimum size room block offered by a headquarters hotel in Portland to convince them to host their event in the Oregon Convention Center. A room block refers to the number of rooms that hotels can reserve for convention groups many years before the convention occurs. The SAG study found that a 400-room headquarters hotel,

offering a 300 room block would only increase the Oregon Convention Center's penetration of the convention market from 21% to 27%.

The SAG study concluded that the ability to penetrate the market improves as the size of the headquarters hotel increases. A rapid growth in penetration potential occurs above 200 rooms.

The results of the SAG study, confirmed by POVA, project that a 400-room headquarters hotel could result in a modest positive impact on the Oregon Convention Center's ability to attract new convention business.

IMPACT TO THE NEIGHBORHOOD

Job creation

The KPMG study did not directly estimate the impact of a 400-room headquarters hotel. However, it is likely that development of a 400-room headquarters hotel adjacent to the Oregon Convention Center could create significant construction jobs during the construction period, as well as a number of jobs to support the ongoing hotel operations.

Other impacts possible but difficult to measure

A 400-room hotel would be an improved use of land in the area surrounding the Oregon Convention Center and could act as a catalyst for redevelopment. Previous studies commissioned by the Portland Development Commission concluded, however, that the hotel should be at least 600 rooms to effectively support the OCC's efforts to bring in new national convention. PDC has expressed no interest in contributing their land for development of a hotel with fewer than 600 rooms. Without the contribution of land from PDC, it is not a 400-room, privately owned hotel adjacent to the OCC is not feasible. The impact on the neighborhood and the Lloyd District is therefore not analyzed further.

IMPACT TO THE REGION

None of the studies summarized here directly estimate the economic and fiscal impacts of a 400-room headquarters hotel on the region, but it is still possible to draw some conclusions about the likely impact to the region if a 400 room hotel were to be developed.

Based on the findings of SAG, confirmed by POVA, the proposed 400-room headquarters hotel could have a minimal impact on the Oregon Convention Center's ability to attract new conventions. Since there would not be significant growth in convention business, there would not be significant increase in convention spending in the region, or an associated increase in tax revenue.

IMPACT TO THE HOSPITALITY INDUSTRY

HVS International did not conduct a detailed market analysis or feasibility study for a 400-room hotel. However, it is likely that a 400-room hotel, in conjunction with the opening of two other hotels currently planned for development would contribute to a temporarily decrease in hotel occupancy rates in the Portland market. Occupancy rates would likely rebound in future years.

A 400-room hotel would not be large enough to be considered a part of Starwood's Convention Collection, which is a group of Starwood's larger, group hotels which co-market and work together to move large groups amongst those Starwood hotels. Because of the small size of the hotel, a 400-room hotel would not be expected to induce significant demand into the Portland market.

For the market study of the 600-room Westin hotel, HVS quantified the number of unaccommodated room nights in the Portland market. The findings from that study indicated there are an estimated 19,000 unaccommodated room nights in the Portland market each year. HVS did not analyze the impact of a 400-room headquarters hotel on unaccommodated demand in the Portland market. However, with the expected supply increase resulting from the development of a 400-room headquarters hotel in addition to two other hotels entering the marketplace over the next few years, it is likely that unaccommodated room nights would decrease.

When considering a 400-room hotel's more limited ability to induce demand into the market, and the increase in new room supply, the proposed 400-room hotel would not increase the size of the pie, but would take a slice out of the existing market.

IMPACT TO METRO AND FINANCIAL CONSIDERATIONS

The Portland Development Commission analyzed the development of a 400-room, privately owned hotel in previous years. The PDC issued a request for proposals to develop a privately owned convention center headquarters hotel in 2004. According to the proposals submitted to the PDC, significant public subsidy of at least \$35 million would be required for a privately owned 400-room hotel. PDC looked at strategies for reducing this funding gap, including variations on retail, meeting space, and parking spaces, and adding condominiums to the project. These options did not decrease the funding gap.

The Portland Development Commission also considered the use of New Market Tax Credits and found they are unlikely to be available for this project and would not eliminate the funding gap. The magnitude of this funding gap led the PDC to conclude that this alternative is not feasible. Construction costs have increased since the PDC analyzed this issue, and it is likely the financing gap has also increased.

Starwood, the hotel operator with the selected development team, drafted an estimate of project costs for a private 400-room, Westin hotel with all the amenities of a typical headquarters hotel. According to Starwood's estimates,

there is a \$56 million funding gap that would need to be covered by public subsidy.

To pursue this alternative, it is likely that Metro would need to sell bonds in order to cover the funding gap. Because the hotel would be privately-owned, net operating income from the hotel would not accrue to Metro and would not be available to repay the bonds. Therefore, Metro would need to determine other sources of revenue for debt service. This could put the Metro general fund at risk and come at the expense of existing Metro programs.

The reluctance of the PDC to contribute funds and donate the land, valued at \$12 million, to the development of a 400-room hotel, further decreases the feasibility of this alternative.

3: PROVIDE ENHANCED INCENTIVES

According to Tradeshow Week, approximately 68% of all high-impact events are offered financial incentives to convene in a host destination. The SAG study corroborates this finding, stating “at the recent annual event of Destination Marketing Association International, the association of all entities like POVA that market their respective destinations, a sampling of nearly 80 other marketing entities showed that approximately 90% had a dedicated revenue source (such as a VDF) to offer financial incentives to convention groups.” The SAG study concludes that financial incentives such as free rent and free transportation have become commonplace, and in the eyes of most event planners, these incentives are an expectation.

The Visitor Development Fund (VDF) currently provides financial incentives to large conventions and tradeshow that have a significant economic impact to the region. The Visitor Development Fund (VDF) is funded by Multnomah County hotel occupancy taxes and funneled through the Visitors Facilities Trust Account (VFTA). The VDF is allocated \$500,000 each year, increasing annually based on inflation and the growth rate for VFTA collections.

The Visitor Development Fund Board oversees the VDF and determines which prospective conventions merit financial incentives. VDF funds are used in various ways, but primarily to cover the cost of space rental at the Oregon Convention Center for high-impact conventions, as well as provide transportation incentives when appropriate.

This alternative would increase the annual allocation of VDF funding and would expand the use of such funding. Examples of possible changes to the use of VDF funds include: lowering the threshold of economic impact for an event to be eligible to receive funding, and expanding efforts to publicize VDF funds for prospective conventions.

Another possible use of incentives would be to target niche markets with incentives that appeal to their specific needs. For example - for the sustainable/environmentally conscious conventions - according to POVA, it could

be possible to offer green tags or carbon offsets for convention management groups and/or a percentage of convention attendees.

Covering the possible costs of attrition for convention groups is another possible incentive that POVA believes could have a significant influence on the decisions of meeting planners. When meeting planners decide to host a convention in a city, they contract large blocks of rooms in hotels for convention attendees. These room blocks need to be secured years in advance to ensure that they are available. When the convention finally comes to town and if fewer convention attendees stay in a particular hotel than was originally anticipated, the hotel may be unable to fill those previously reserved rooms with commercial or leisure customers on short notice. To compensate for this loss, the hotels charge attrition fees to convention groups based on the number of room nights they contracted for but did not ultimately use.

If significant additional funding were allocated to the VDF, it could be used to cover the cost of attrition for convention groups. For meeting planners, this would make the process of entering into multiple room block agreements with Portland hotels much less risky. POVA does not know of any other cities offering a similar incentive, which makes it difficult to estimate how successful this incentive would be for attracting new convention business. It is also difficult for POVA to calculate the cost to offer this incentive, and any such program would need to be developed and supported by the local hospitality community and the VDF Board.

The ultimate design of an enhanced incentive program will need to consider the most compelling needs of event planners and keeping competitive with other destinations' incentive programs in light of available resources.

IMPACT TO THE OREGON CONVENTION CENTER

Lost business

Previous research conducted by PKF suggests that the lack of a headquarters hotel could result in the OCC losing six conventions per year. POVA records of lost business state that lack of a hotel package is the primary reason for lost business. Meeting planners cite the lack of a "headquarters hotel/hotel package" approximately ten times as frequently as "cost/rate" affordability for why they choose to host their events at convention centers other than the OCC. HVS International reviewed POVA's lost business reports for 2005 and 2006. HVS concluded that 232,000 room nights were lost due to the lack of a headquarters hotel.

Potential for increased demand with incentives uncertain

The recent survey of meeting planners by the Strategic Advisory Group found offering financial incentives was attractive to many meeting planners. Approximately 49% of those surveyed reported that free shuttle service between the OCC and downtown hotels would be a sufficient incentive for them to "highly likely" or "definitely yes" choose to host their event at the Oregon Convention

Center. Additionally, 66% of those surveyed reported that free rent at the OCC would be a sufficient incentive for them to very seriously consider hosting their event in Portland. HVS also determined that approximately 13% of POVA's lost business cited "financial incentives" as a factor contributing to their decision not to come to Portland. Together, these sources indicate that increasing the incentive package would have at least some positive impact on the ability of the OCC to bring new conventions to Portland.

Offering incentives is an important part of the process of negotiating a convention package for nearly all convention centers in the national market. However POVA claims to have never lost a convention at the OCC solely due to the inability to offer appropriate financial incentives, since the inception of the VDF. This is supported by the fact that there has never been a year when VDF funds were insufficient to provide financial incentives to a prospective convention that would bring the requisite level of economic impact to the region.

The SAG study acknowledges that POVA already offers these financial incentives to many potential OCC clients, and these incentives alone have not been sufficient to attract the majority of potential conventions. SAG examined future convention bookings at the OCC and determined "For the fiscal years of 2005, 2006, 2007, 2008 and 2009, the percentage of definite, new OCC city-wide bookings that received approval for VDF funds was 57%, 61%, 66%, 73% and 86% respectively. Portland's upward trend in the use of incentives is reflective of the entire convention industry." The report goes on to recommend that the OCC continue to offer transportation and rental incentive packages when appropriate, in conjunction with developing a headquarters hotel in order to capture the greatest possible share of the national convention market.

Based on information from POVA, corroborated by SAG, it is unlikely that providing enhanced financial incentives alone will attract significantly more conventions to the OCC, and that its impact will be minimal.

IMPACT TO THE NEIGHBORHOOD

It is not anticipated that this alternative would have a significant impact to the blocks adjacent to the Oregon Convention Center, nor the greater Lloyd District.

IMPACT TO THE REGION

Based on information from POVA, corroborated by SAG, it is unlikely that providing financial incentives alone will attract significantly more convention business to the OCC. Therefore, this alternative is not expected to have an impact to the region.

IMPACT TO THE HOSPITALITY INDUSTRY

Based on information from POVA, corroborated by SAG, it is unlikely that providing financial incentives alone will attract significantly more convention business to the OCC. Therefore, this alternative is not expected to induce new

room night demand into the Portland hotel market. This alternative is not expected to have an impact on the hospitality industry.

IMPACT TO METRO AND FINANCIAL CONSIDERATIONS

The Visitor Development Fund is currently funded through an annual allocation of approximately \$500,000 from hotel occupancy taxes collected by Multnomah County through the Visitors Facilities Trust Account. Increasing the incentives offered to prospective conventions would likely result in a reduction of VFTA capacity to fund other programs, such as fareless square and the Portland Center for Performing Arts.

The VFTA is expected to generate surplus revenues in future years that could be allocated to the VDF for increased incentives. Modification of the existing intergovernmental agreement between Metro, the City of Portland and Multnomah County would be necessary to implement this alternative.

4: CHANGE THE OCC MISSION

The mission of the Oregon Convention Center is to maximize economic benefits for the region while protecting the public investment in the facility. If the OCC is unable to sustain long-term fiscal success operating under its current business model, then the Metro Council could choose to change the OCC mission to focus its business development efforts on attracting local meetings. Changing the mission could allow the Oregon Convention Center to increase the number of local meetings hosted at the OCC, possibly creating a stable revenue stream for OCC operations.

IMPACT TO THE OREGON CONVENTION CENTER

Small local events already comprise a large portion of business that occurs at the Oregon Convention Center. In fiscal year 06-07, small meetings and public shows represented 58% of all events at the OCC.

While conventions and tradeshow comprised only 14% of all events hosted at the OCC in fiscal year 06-07, they generated \$8 million in revenue for the Oregon Convention Center. According to OCC financial records, the average convention or tradeshow event booked by POVA for the OCC generates \$118,000 in revenue, compared to local meetings, which generate \$15,000 on average. Therefore, it requires eight local events on average to generate the same amount of revenue for the Oregon Convention Center as one national convention.

If the mission of the Oregon Convention Center changed to focus on local meetings, it would require a significant increase in local marketing efforts in order for the OCC to generate revenue necessary to continue to operate with current funding levels.

IMPACT TO THE NEIGHBORHOOD

It is not anticipated that this alternative would have a significant impact to the blocks adjacent to the Oregon Convention Center, nor the greater Lloyd District.

IMPACT TO THE REGION

This alternative would not have a positive impact on the region. KPMG calculates an annual estimate of the economic impact the OCC has on the region. Over the past five years, the average economic impact to the region as a result of the Oregon Convention Center has been \$440 million per year. Focusing on local events rather than national conventions would dramatically decrease this impact.

Local attendees have very different spending characteristics than regional, national or international attendees. The vast majority of attendees to state and local events are classified as low impact. As previously stated, based on industry data, KPMG estimates low impact attendees spend an average of \$28 per day. Attendees of regional, national or international conventions are considered high impact. High impact attendees spend an average of \$298 per day.

Based upon information from KPMG, POVA, and HVS local meetings generate only a modest economic impact to the region, whereas national conventions generate substantial economic impact. Therefore, changing the OCC mission to focus on attracting local events would have a severely negative economic impact on the region.

IMPACT TO THE HOSPITALITY INDUSTRY

Convention attendees typically require hotel accommodations, since they are from out of town. Local meeting attendees do not require hotel accommodations. Changing the OCC mission to focus on attracting local meetings would decrease the group room night demand in the Portland hotel market.

Through discussions with local hotel operators, HVS determined that for some operators approximately 20% of their group room nights are convention center affiliated. If the Oregon Convention Center no longer focused on attracting national conventions, then the room night demand affiliated with the OCC would substantially decrease.

Based on information from KPMG, POVA, and HVS this alternative would have a negative impact on the hospitality industry as the hotels may then be competing with the OCC for the same group business.

IMPACT TO METRO AND FINANCIAL CONSIDERATIONS

Changing the mission of the Oregon Convention Center to focus on attracting local meetings would likely lead MERC to cancel its contract with POVA to market the OCC on a national level. This would be replaced with a more focused business development sales effort on the local market. POVA's marketing efforts are funded by an annual allocation of \$350,000 from the Visitors Facilities Trust

Account. The intergovernmental agreement between Metro, the City of Portland and Multnomah County that governs that VFTA would need to be modified to reflect these marketing dollars are no longer necessary. This would result in an annual surplus of \$350,000 in the VFTA that could be allocated for other purposes.

However, due to the limited revenue generated by local events at the Oregon Convention Center, it is likely the OCC would require increased funding for operations, in order to avoid an increasing operating deficit. It is likely the Oregon Convention Center would also need to hire additional personnel to adequately handle the increased booking of local events.

The decrease in convention business, and subsequent decrease in hotel room night demand could also have a negative impact on Multnomah County's hotel occupancy tax collections. OCC operations are partially funded through the Multnomah County hotel occupancy tax, so this could decrease the funding available to OCC operations on an annual basis. This could impair the Oregon Convention Center's ability to adequately fund a reserve for necessary repairs and renovations for the facility.

5: STATUS QUO WITH INCREASED FUNDING

This alternative maintains the Oregon Convention Center's mission to maximize economic benefits for the region. However, no new affirmative action would be taken to improve the OCC's competitive position in the national convention market.

Due to gradual erosion of profitable national convention business, MERC anticipates the Oregon Convention Center will have decreasing unrestricted fund balance in future years, resulting from an increase in the gap from operations. This alternative would seek to provide increased levels of funding to cover the projected OCC operating deficit as a result of lost convention business and future capital needs for renovations and repairs.

IMPACT TO THE OREGON CONVENTION CENTER

Since 2002 the number of conventions and tradeshow hosted at the Oregon Convention Center has remained relatively flat, while the number of local meetings has increased significantly. The SAG study finds that with the existing package the OCC has to offer, the facility will continue to struggle to attract national conventions. Only 22% of the meeting planners surveyed by SAG would seriously consider hosting their conventions at the OCC based on the current package. Maintaining the status quo for booking events at the OCC would likely continue this trend.

MERC projects the OCC unrestricted fund balance will decrease from \$6.5 million in fiscal year 2006-07 to \$4.5 million in fiscal year 10-11. In 2011 the strategic fund balance goal will be greater than the projected fund balance, resulting in the emergence of a strategic fund balance gap. MERC has not

projected the OCC's fiscal performance beyond 2011. However, if no action is taken to address the OCC's operating deficit, the unrestricted fund balance is expected to decline in future years.

Without changing the OCC mission to focus on local meetings, it is unlikely the Oregon Convention Center would be able to book enough local events to compensate for the gradual erosion of national convention business. This could result in a decrease in OCC operating revenue.

IMPACT TO THE NEIGHBORHOOD

It is not anticipated that this alternative would have a significant impact to the blocks adjacent to the Oregon Convention Center, nor the greater Lloyd District.

IMPACT TO THE REGION

KPMG analyzed the economic impact of the Oregon Convention Center assuming a headquarters hotel is not developed, based on the findings of PKF. PKF estimated the lack of a headquarters hotel could lead to the gradual erosion of convention business, resulting in six fewer national conventions hosted at the OCC each year.

According to KPMG, the loss of six conventions could result in an economic loss to the region of approximately \$40.8 million annually. Fiscal losses to Multnomah County and the State of Oregon combined are estimated to be approximately \$1.9 million annually. It is important to note that approximately half of the hotel occupancy tax collected by Multnomah County ultimately goes to the City of Portland. Also, OCC's shift toward obtaining local meeting business would continue to occur and further erode the other venues and hotels of that local business.

IMPACT TO THE HOSPITALITY INDUSTRY

Maintaining the status quo would have an impact on the hospitality industry. Research by PKF indicates the loss of six conventions per year could result in 25,000 lost room nights. This could have a minor, negative impact on the occupancy rate of the Portland hotel market.

The operating gap analysis conducted by the Oregon Convention Center indicates an increase in funding will be necessary in future years to cover the OCC operating deficit as well as future capital needs for renovations and repairs.

IMPACT TO METRO AND FINANCIAL CONSIDERATIONS

Maintaining the status quo may require Metro and MERC to secure additional revenues to cover the projected OCC operating deficit. If OCC revenues in a given year were insufficient to maintain a strategic fund balance greater than the unrestricted fund balance, the OCC would most likely be unable to contribute excise tax to Metro. A current source of revenue to support the Oregon

Convention Center is the Visitors Facilities Trust Account. The intergovernmental agreement between Metro, the City of Portland and Multnomah County that governs that VFTA could be modified to allocate additional resources for OCC operations in order to avoid an operating deficit.

The Oregon Convention Center has recently begun funding a reserve for renewal and replacement. According to OCC management, in order to provide for future capital needs for renovations and repairs and maintain a stable unrestricted fund balance, OCC would need \$2 million of funding over the course of the next four years. If the Oregon Convention Center's revenue declines due to a difficulty in attracting high-impact, national conventions, then it is likely the OCC would be unable to adequately fund the reserve for renewal and replacement.

Alternative	Impact to convention center	Impact to neighborhood	Impact to region	Impact to hospitality industry	Impact to Metro	Financial feasibility
Publicly owned, privately operated 600-room headquarters hotel	★	★	★	⊘	direct risk and cost to Metro, but most consistent with Metro goals	financially feasible but political considerations exist
Privately owned, small scale headquarters hotel with public subsidy	⊕	★	⊕	⊘	direct risk and cost to Metro, but may not further other goals	low financial feasibility significant economic constraints
Enhanced incentives (I.e. free shuttle, free rent, etc)	⊘	⊘	⊘	⊘	minimal risk and low cost	contingent increase in funds
Change the OCC mission: regional meeting center	—	—	—	—	minimal	negative impacts create financial and political difficulties
Status quo with increased subsidy for operations	—	—	—	— / ⊘	minimal	combination of negative impacts and public subsidies lead to very low financial feasibility

- ★ strong increase
- ⊕ modest increase
- ⊘ minimal change
- decrease

Agenda Item Number 6.2

Resolution No. 07-3839, Approving the Natural Areas
Acquisition Refinement Plan for the Stafford Basin Target Area.

Metro Council Meeting
Thursday, September 27, 2007
Metro Council Chamber

BEFORE THE METRO COUNCIL

APPROVING THE NATURAL AREAS ACQUISITION
REFINEMENT PLAN FOR THE STAFFORD BASIN
TARGET AREA

RESOLUTION NO. 07-3839

Introduced by Chief Operating Officer
Michael J. Jordan, with the
concurrence of Council President
David Bragdon

WHEREAS, on March 9, 2006, the Metro Council adopted Resolution No. 06-3672B “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” recommending submission for voter approval a general obligation bond to preserve and protect natural areas, clean water, and fish and wildlife (the “2006 Natural Areas Bond Measure” or “Measure”); and

WHEREAS, at the election held on November 7, 2006, the voters approved Ballot Measure 26-80, the 2006 Natural Areas Bond Measure; and

WHEREAS, the Stafford Basin Target Area was identified in the Measure as one of 27 regional target areas for land acquisition; and

WHEREAS, as provided in the 2006 Natural Areas Bond Measure, Metro has undertaken a public refinement process to establish specific acquisition strategies, goals, objectives, and a confidential tax-lot specific acquisition target area map for each of the 27 target areas; and

WHEREAS, Metro’s refinement process included the compilation of available information about each target area; biological field visits and expert analysis of maps; interviews with key stakeholders including natural resource experts, property owners, representatives from state and local government agencies, and advocates from water quality, fish, and wildlife preservation interest groups; and eight public open houses at sites throughout the region and a “virtual” open house available via the internet, at which draft refinement plans were made available for public review and participants could share their target area priorities either in-person or electronically; and

WHEREAS, on March 1, 2007, the Council approved Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” authorizing the Metro Chief Operating Officer to acquire properties identified on a Council-approved target area “confidential refinement map;” and

WHEREAS, the Council has reviewed the draft refinement plans and considered information it has received from citizens, scientists, advocates, and state and local governments; now, therefore

BE IT RESOLVED that the Metro Council adopts the Stafford Basin Refinement Plan attached hereto as Exhibit A, including the confidential tax-lot specific map reviewed by the Council in Executive Session on September 4, 2007, and signed by Council President David Bragdon, and hereby authorizes the Chief Operating Officer to acquire properties in the Stafford Basin Target Area consistent with the Council-approved Acquisition Parameters and Due Diligence Guidelines of the Natural Areas Implementation Work Plan.

ADOPTED by the Metro Council this _____ day of _____ 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

**2006 NATURAL AREAS ACQUISITION PROGRAM
STAFFORD BASIN TARGET AREA REFINEMENT PLAN**

Background

The 2006 Natural Areas bond measure stated:

Connecting existing public lands in the Lake Oswego/West Linn/ Tualatin area along tributary creeks to the Tualatin River will enhance water quality protection and secure diverse natural areas for local residents.

Target Area Description

The Stafford Basin is a triangular shaped area located south of Lake Oswego, west of West Linn and east of Tualatin. Much of the Stafford Basin includes working farms and housing developments. The area is bisected by the Tualatin River and contains tributaries, riparian areas and floodplains.

A biological assessment conducted for this target area states that lands along the creeks, floodplains and associated wetlands of the Tualatin River are important for protecting water quality, providing flood storage, and supporting large numbers of waterfowl and migrating neo-tropical birds.

Wilson Creek, Pecan Creek and Athey Creeks are important waterways in the area. In particular, Pecan and Wilson Creeks have excellent habitat restoration potential.

Refinement Process

During the refinement process, Metro staff compiled available information about the Stafford Basin target area, analyzed maps and conducted biological field visits. Individuals were interviewed representing various government agencies, property owners, interested friends groups and natural resource experts. The key concerns expressed during the interviews are summarized in Attachment 1.

A public open house to discuss the proposed Refinement Plan was held on June 18, 2007 at Athey Creek Middle School, one of eight such open houses held throughout the region. Notices of the open houses were mailed to area residents and other interested citizens. Metro also conducted a “virtual” open house by making target area informational materials, including maps, available “online” via the internet and allowing participants to share their target area priorities electronically. A total of 527 people attended the regional open houses, and the online open house had 6,363 visits from 3,419 unique visitors. More than 700 target area surveys were submitted either in person or online. Thirty-eight people completed the Stafford Basin survey. A copy of the survey questionnaire is included as Attachment 2. The map associated with the questionnaire for this target area is included as Attachment 3, and complete survey results are included as Attachment 4.

Findings

- The Stafford Basin target area is a regionally significant natural area due to its fish, wildlife, recreation opportunities and water quality values.
- The biological assessment performed for this target area confirms lands along the creeks, floodplains and associated wetlands of the Tualatin River are important to protecting water quality, providing flood storage and supporting large numbers of waterfowl and migrating birds.
- Wilson Creek has excellent wildlife corridor connectivity with large areas of intact habitat supporting diverse plants and animals. Pecan Creek has good connectivity but has more road crossings and encroaching development.

- Protecting water quality in the tributaries and maintaining a contiguous open space corridor that connects publicly-owned properties along Wilson Creek has support among a large number of stakeholders.
- The south bank of the Tualatin River from Fields Creek to Willamette Park has excellent connectivity potential due to large, diverse habitat areas.
- Fields Creek has unique high quality forested habitat supporting diverse wildlife and connectivity.
- The City of Lake Oswego, Three Rivers Land Conservancy and other partners have developed a Stafford Basin Path and Trail Plan that identifies at least 15 miles of new trails connecting parks and natural areas in Lake Oswego, Tualatin and West Linn.
- The Stafford Basin Path and Trail Plan identifies a “Rivers to Rivers” trail that connects the Tualatin River with the Willamette River as part of the regional trails network.
- Plans are also underway to develop an additional mile of trail between Luscher Farms and West Linn along the north side of Rosemont Blvd.
- Thirty-eight people completed questionnaires about the Stafford Basin. In rank order, the public priorities were:
 1. *Map area D* – Protect lands along the south bank of the Tualatin River from Fields Creek to Willamette Park for wildlife connectivity.
 2. *Green dash line E* – Protect lands for a future trail connecting the Tualatin River to existing or potential parks, natural areas and greenways.
 3. *Map area C* – Protect lands along Wilson Creek to support a diversity of plants and animals to enhance wildlife connectivity.
 4. *Map area A* – Protect lands along Fields Creek to support a diversity of plants and animals and enhance wildlife connectivity.
 5. *Map area B* – Protect lands along Pecan Creek to support a diversity of plants and animals to enhance wildlife connectivity.

Goal

Protect lands in the Stafford basin along tributary creeks to the Tualatin River to enhance water quality protection, provide floodplain storage, secure diverse natural areas for local residents and provide regional trail connections.

Objectives

A target area map showing the tiered objectives described below is included as Attachment 5.

Tier I Objectives

- Preserve lands along Wilson Creek to link existing protected lands and to create corridors for wildlife habitat and future trail use.
- Protect lands along Pecan Creek to link existing protected lands and to create corridors for wildlife habitat and future trail use.

Tier II Objective

- Protect lands along the south bank of the Tualatin River from Fields Creek to Willamette Park for wildlife connectivity.

Partnership Objective

- Work with Three Rivers Conservancy, City of Lake Oswego, City of West Linn, City of Tualatin, and other partners to leverage regional bond funds.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3839, APPROVING THE NATURAL AREAS ACQUISITION REFINEMENT PLAN FOR THE STAFFORD BASIN TARGET AREA

Date: September 27, 2007

Prepared by: Jim Desmond
Kathleen Brennan-Hunter

BACKGROUND—REFINEMENT PROCESS

The Natural Areas Bond Measure (Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” adopted by the Metro Council March 9, 2006) provided that Metro would undertake a “Refinement Process” to “gather additional information about each individual target area and begin zeroing in on particular parcels that would be valuable to acquire” (Exhibit A to Resolution No. 06-3672B). In addition, the Natural Areas Implementation Work Plan (Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March 1, 2007) authorized the Metro Chief Operating Officer to acquire properties without further Council approval if they have been identified on a Council-approved target area “confidential refinement map.” To implement those directives, the Refinement Plans for each target area contain overall target area objectives and confidential tax-lot specific target area maps identifying priority properties for acquisition, enabling Metro staff to begin the acquisition of property and property rights as detailed in the Natural Areas Implementation Work Plan.

Additional background information, target area information, a description of the specifics of the refinement process regarding this target area, and the refinement plan’s findings, goals, and objectives are described in further detail in Exhibit A to this resolution, the Stafford Basin Target Area Refinement Plan.

ANALYSIS/INFORMATION

1. **Known Opposition**

None.

2. **Legal Antecedents**

Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” adopted on March 9, 2006.

The voters’ approval of Metro’s 2006 Natural Areas Bond Measure at the general election held on November 7, 2006.

Resolution No. 07-3766A “Authorizing the Chief Operating Officer to Purchase Property With Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March 1, 2007, established the Acquisition Parameters and Due Diligence Guidelines for the purchase of properties as part of the 2006 Natural Areas Bond Program.

3. **Anticipated Effects**

Acquisition of natural area properties in the Stafford Basin target area to achieve the goals and purposes of the 2006 Natural Areas Bond Measure.

4. **Budget Impacts**

The FY 2007-08 budget includes budgetary authority to purchase \$35 million in natural area lands, with an additional \$15.4 million in contingency, if necessary. It is estimated, based on historical spending patterns, that this authority will be sufficient to cover the anticipated acquisition activity for this fiscal year. Additional unappropriated fund balance (\$64 million) exists for land acquisition in future years, along with the authority to issue up to an additional \$102 million in General Obligation bonds in support of this program.

RECOMMENDED ACTION

Staff recommends adoption of Resolution No. 07-3839.

Summary of Comments from Stakeholder Interviews for Stafford Basin Target Area

Stakeholder(s) Interviewed

Kim Gilmer, City of Lake Oswego Parks Director
Doug Rux, Tualatin Economic Development director
Kendra Smith, Water Resources Program Manager, Clean Water Services
Paul Hennon, City of Tualatin Parks and Recreation Director
Ken Worcester, City of West Linn Parks and Recreation Director
Jayne Cronlund, Three Rivers Land Conservancy
Michelle Healy, North Clackamas Parks District
Dan Zinzer, Clackamas County Parks
Scott Premble, Clackamas County Planning
Carol Yamada, Stafford Hamlet
Molly Ellis, Stafford Hamlet
John English, Stafford Hamlet
Dave Adams, Stafford Hamlet

Key Themes Discussed

Water Quality

- Tualatin River is water quality limited for multiple parameters
- Protect and restore riparian habitat and forested bluffs along Tualatin River to protect water quality.
- Preserve other forested basins along Tualatin River

Wildlife Habitat

- Wilson Creek basin has relatively- intact forested habitat
- Significant riparian habitat exists along Tualatin River and adjacent uplands
- Lower Tualatin River corridor provides salmon habitat.

Scenic Resources

- Views are important in Stafford Basin.
- Views looking west across the Stafford Basin from Salamo and Rosemont roads.
- Great views from inside the basin looking south over the Tualatin River to Pete's Mountain.

Connections to existing parks, trails, public open space

- Three Rivers is working with local jurisdictions to develop acquisition and protection strategy
- River to River Trail through Wilson Creek basin
- Fill in the gaps on the Tualatin River Regional Trail from the confluence with the Willamette River to the Tualatin River National Wildlife Refuge.

Miscellaneous Comments

- The group held some discussion about Measure 37 claims and development plans/pressure on parcels south of Cooper Mountain Nature Park.
- Acquisition of in-holding was mentioned as an obvious top priority by most stakeholders.
- Quarry site to west was noted by several stakeholders as having open space potential.
- Several stakeholders expressed the opinion that money will go farther for creation of linkages/corridors rather than large parcels.

Key Partners

- The cities of Tualatin, Lake Oswego and West Linn
- Three Rivers Land Conservancy

Key Priorities

- Protect Wilson Creek and other intact watersheds
- Tualatin River Regional Trail and habitat system
- River to River trail through Wilson Creek corridor
- Protect forested hillsides on south side of lower Tualatin River

Miscellaneous Comments

- Numerous Measure 37 claims in the Stafford basin, especially north of I-205
- Oak Savanna off Salamo Road has a strong constituency for preservation.
- Stafford Basin should be protected from overdevelopment.

QUESTIONNAIRE

TARGET AREA: STAFFORD BASIN

In November 2006 voters directed the Metro Council to extend a regionwide program and acquire between 3,500 and 4,500 acres of additional natural areas to protect water quality and fish and wildlife habitat and to provide future generations opportunities for greater access to nature. Now it's time for the Metro Council to refine priorities in the 27 regional natural areas and trail corridors targeted for acquisition. Initial estimates are that a minimum of 200 acres of land would be protected within this target area.

The Metro Council wants your ideas and input. We've been talking with scientists, land-use experts, groups and individuals who have special knowledge about the natural resource values and community visions for these areas. With this information Metro has begun to identify the potential strategies and opportunities that will achieve the best results. Now we need to know: Do we have it right? What have we missed? What is most important to you?

2006 NATURAL AREAS BOND DESCRIPTION FOR THIS TARGET AREA

Connecting existing public lands in the Lake Oswego/West Linn/Tualatin area along tributary creeks to the Tualatin River will enhance water quality protection and secure diverse natural areas for local residents.

QUESTIONS

1. **The following priorities were identified in the Stafford Basin target area based on scientific information about benefits to water quality, habitat diversity, wildlife connectivity and/or restoration potential and from information provided by key stakeholders in the area. Rank in order of importance to you from 1 to 5, with 1 being the most important and 5 being the least important.**

- _____ Protecting lands along Fields Creek to support a diversity of plants and animals and enhance wildlife connectivity. **(Map area A)**
- _____ Protecting lands along Pecan Creek to support a diversity of plants and animals to enhance wildlife connectivity. **(Map area B)**
- _____ Protecting lands along Wilson Creek to support a diversity of plants and animals to enhance wildlife connectivity. **(Map area C)**
- _____ Protecting lands along the south bank of the Tualatin River from Fields Creek to Willamette Park for wildlife connectivity. **(Map area D)**
- _____ Protecting lands for a future trail connecting the Tualatin River to existing or potential parks, natural areas and greenways. **(Green dash line E)**

2. **In general, what should be emphasized in the Stafford Basin target area? Rank in order of importance to you from 1 to 6, with 1 being the most important and 6 being the least important.**

- _____ Preserving and restoring riparian corridors for water quality and habitat protection.
- _____ Protecting wetlands, riparian corridors and floodplains.
- _____ Protecting smaller creeks and streams and their tributaries for water quality.
- _____ Creating trails and pathways for walking, hiking and biking.
- _____ Providing public access and wildlife watching opportunities.
- _____ Connecting publicly-owned lands along the Tualatin River.

3. Are there other priorities that the Metro Council should consider in the Stafford Basin target area? Please be specific.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area?

5. Are you interested in participating in Metro's Natural Areas program by selling or donating your property or selling or donating a conservation easement on your property?

Yes No If yes, please be sure to provide your contact information below.

6. Do you have any other comments about this target area?

Please add my name to the Stafford Basin target area mailing list for future information, public meetings and events.

Name _____

Address _____

City/State/Zip _____

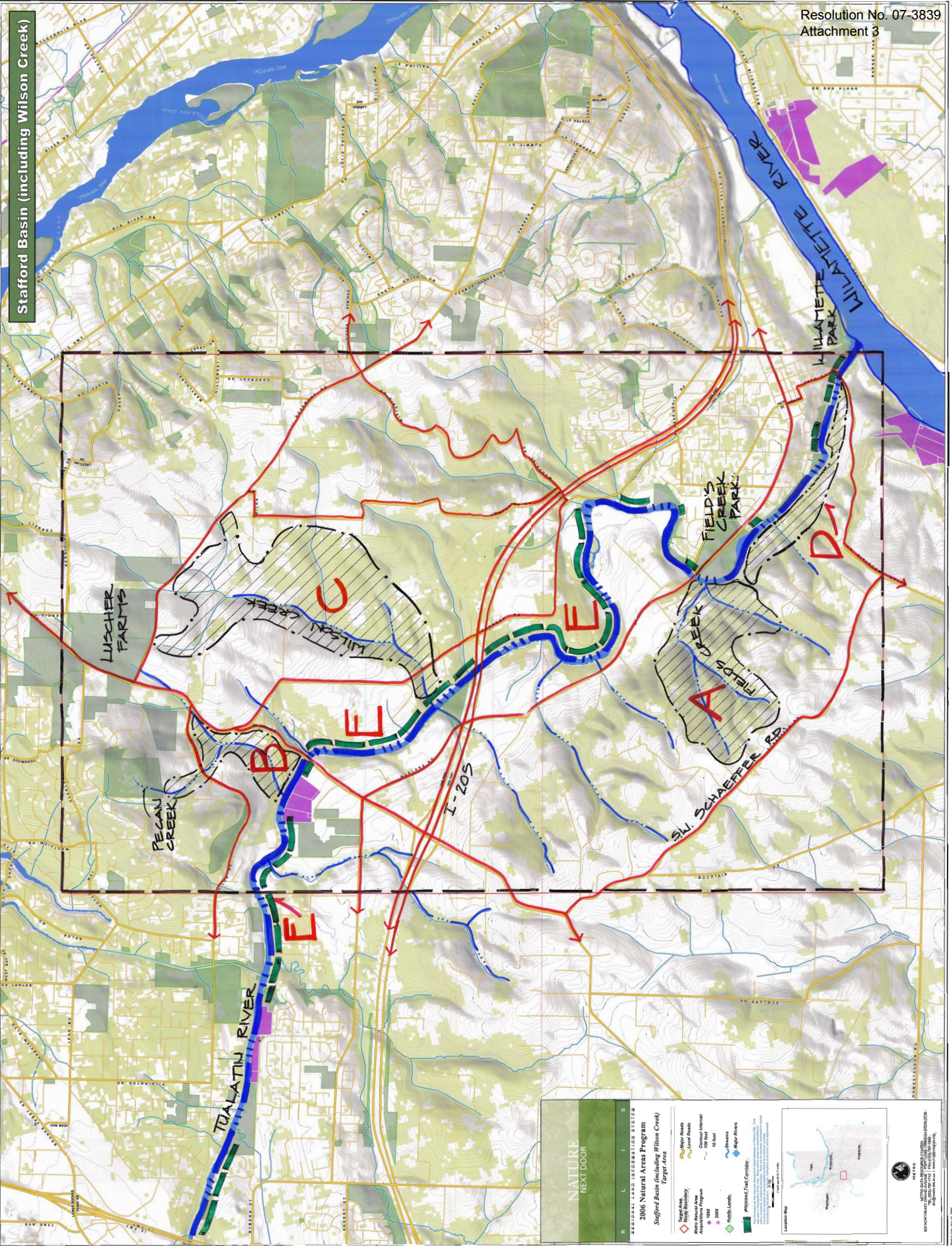
Phone _____

E-mail _____

**You may complete this questionnaire online at
www.metro-region.org/naturalareas**

or mail it to Metro at
600 NE Grand Avenue, Portland, OR 97232
(503) 797-1741

Stafford Basin (including Wilson Creek)



NATURE NEXT DOOR

REGIONAL LAND MANAGEMENT SYSTEM
2006 Natural Areas Program
Stafford Basin (including Wilson Creek)
Target Area

- Target Area
- Study Boundary
- Major Water Area
- Water Feature
- 1996
- 2006
- Health Land
- Proposed Trail Corridor
- Major Water
- Local Runoff
- Contour Interval: 100 Foot
- 10 Foot
- Streams
- Major Rivers
- Proposed Trail Corridor

Legend Map

METRO DAKOTA REGIONAL COORDINATING COMMISSION
1500 SOUTH UNIVERSITY AVENUE, SUITE 200
DENVER, COLORADO 80202
WWW.METRODAKOTA.ORG

Stafford Basin Survey Results

1. The following priorities were identified in the Stafford Basin target area based on scientific information about benefits to water quality, habitat diversity, wildlife connectivity and/or restoration potential and from information provided by key stakeholders in the areas. Rank in order of importance to you.

	most important				least important	Rating Average	Response Count
Protecting lands along Fields Creek to support a diversity of plants and animals and enhance wildlife connectivity. (Map area A)	14.7% (5)	17.6% (6)	20.6% (7)	26.5% (9)	20.6% (7)	3.21	34
Protecting lands along Pecan Creek to support a diversity of plants and animals to enhance wildlife connectivity. (Map area B)	3.1% (1)	18.8% (6)	21.9% (7)	31.3% (10)	25.0% (8)	3.56	32
Protecting lands along Wilson Creek to support a diversity of plants and animals to enhance wildlife connectivity. (Map area C)	22.9% (8)	2.9% (1)	34.3% (12)	22.9% (8)	17.1% (6)	3.09	35
Protecting lands along the south bank of the Tualatin River from Fields Creek to Willamette Park for wildlife connectivity. (Map area D)	34.3% (12)	37.1% (13)	8.6% (3)	8.6% (3)	11.4% (4)	2.26	35
Protecting lands for a future trail connecting the Tualatin River to existing or potential parks, natural areas and greenways. (Green dash line E)	35.3% (12)	26.5% (9)	11.8% (4)	5.9% (2)	20.6% (7)	2.50	34
	<i>answered question</i>						38
	<i>skipped question</i>						5

2. In general, what should be emphasized in the Stafford Basin target area? Rank in order of importance to you.

	most important					least important	Rating Average	Response Count
Preserving and restoring riparian corridors for water quality and habitat protection.	28.9% (11)	28.9% (11)	10.5% (4)	18.4% (7)	5.3% (2)	7.9% (3)	2.66	38
Protecting wetlands, riparian corridors and floodplains.	15.8% (6)	26.3% (10)	15.8% (6)	5.3% (2)	28.9% (11)	7.9% (3)	3.29	38
Protecting smaller creeks and streams and their tributaries for water quality.	18.4% (7)	10.5% (4)	31.6% (12)	18.4% (7)	5.3% (2)	15.8% (6)	3.29	38
Creating trails and pathways for walking, hiking and biking.	26.3% (10)	18.4% (7)	10.5% (4)	21.1% (8)	13.2% (5)	10.5% (4)	3.08	38
Providing public access and wildlife watching opportunities.	2.6% (1)	12.8% (5)	17.9% (7)	30.8% (12)	23.1% (9)	12.8% (5)	3.97	39
Connecting publicly-owned lands along the Tualatin River.	12.8% (5)	7.7% (3)	17.9% (7)	5.1% (2)	20.5% (8)	35.9% (14)	4.21	39
	<i>answered question</i>							40
	<i>skipped question</i>							3

3. Are there other priorities that the Metro Council should consider in the Stafford Basin target area? Please be specific.

Future development.
Make "open" corridors!
Water usage.
Corridors and reserves between cities. Also I-205 is a designated scenic highway in this segment.
None at this time.
Zoning is a big issue--need to keep population density down for many reasons.
Stafford Basin should be protected from overdevelopment. It provides a large area that can still be kept in a largely natural state. The steep slopes make it less than ideal for farming or residential development. Its best use is a natural green space.
Save Portland's ONLY oak savanna!!! Oak savanna only one north of Silverton. No other savanna in Metro Portland. 1. Willing Seller 2. Wildlife Corridor 3. Only one percent of Oregon oak savanna still exist 4. Educational 5. Easy 1-205 access.
The Stafford Basin is a true asset for Oregonians. Small farms such as horses, cattle and nurseries are the backbone of Stafford Basin. Save the small farms from developers, who don't care about preserving good land and only want to make \$.
Save riparian areas and farm areas.
When looking at connectivity along waterways, one needs to be careful to not disturb prime wildlife habitat. For example, especially on Johnson Rd along the Tualatin, this is prime migration habitat.
Trail connecting Luscher to West Linn. Get Wilson Creek (River to river) trail marked on map.

Fund local projects #91-Rosemont Road trail and projects #101 (Stafford Basin Natural Area) and 102 (Stafford Trail). An improved or new pedestrian bicycle bridge is needed near Stafford Rd (or on existing bridge) at the Tualatin River.

Stay north of 1-205. Focus on land that will likely be brought into the UGB soon, making that land more valuable in the short run.

Focus on land north of 205--this area will be coming into the UGB but can still be purchased reasonably--once brought into the UGB the value will go up.

No overnight camping areas---day use only.

Protecting South Bank Tualatin River north of 205 should be a focus.

20 acre parcel known as Tonley East; old growth oak savanna in West Linn on Salamo Rd.

Lake Oswego-West Linn Path connection along Rosemont.

Twenty acres in West Linn off the 10th Street corridor and on Salamo Rd. Contains old savannah oaks (200+ year old) full of wildlife and several rare plants.

Oak Savannah at Tannler Rd and Blankenship in West Linn.

Oak Savannah at Tamler and Blankenship, West Linn.

Property on Tamler St. at the 10th St. area in West Linn contains some of the last oak savannah in the entire metro area. West Linn is low on funds but wants this area preserved as a park.

Provide linkage to existing or proposed regional trail networks.

Trail connections are important for people and wildlife. Mount information kiosks along the way for public education and understanding as those factors lead to future bonds and more protection.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area? If so, please specify.

It should prioritize it.

Nature conserving.

None at this time.

Work closely with Lake Oswego, West Linn, and Three Rivers Land Conservancy.

Partnerships: Nature Conservancy of Oregon, Trust for Public Land. What about using the land for the new environmental friendly movement, that is, carbon ranch/farms. Get the state or county to back/pay individuals to grow trees on their property. This would help reduce the "carbon impact" in the Stafford Basin/Metro area. Carbon ranch/farms - next great movement in U.S.? Oregon? I would say Oregon could lead the way in this movement.

Work with local non-profits.

Work with private non-profits. Often people are "leery" of government but may work with non-profit.

Designated jogging park---no bicycles, horses or motorized vehicles.

Trust for Public Land.

20 acre parcels like Tanler East could be used to board goats which would be used to control vegetation in county parks and serve as petting zoo.

Connect with Stafford Hamlet to open dialog.

Work with county and cities and willing owners, local activists.

Does Bob Pamplin have any interest in donating? Obviously Ross Island is an issue, but maybe he would be willing to look at another area to fund. Clackamas Co. Commissioners are interested.

Joint venture with private-sector funding (Three Rivers Land Conservancy, Nature Conservancy, etc) to maximize

spending and attract tax deductibility for some generous owners willing to accept less than market value.

Have Metro, West Linn, Tualatin and L.O. work together to connect through Stafford Basin from the river north to the parks and trails there and also to the south of the Tualatin to the Pete's Mountain area - maybe a footbridge over the Tualatin River near the Willamette confluence. Also do fundraising/matching grants with the local residents able to donate by check or Visa to the specific projects to augment what the public in the region and the cities have funded.

Tax incentives or conservation easements are important methods to help partner with private individuals. Pattern the incentives similar to farmland tax incentives.

5. Do you have any other comments about this target area? If so, please specify.

Very important wildlife area.

The prospect of a connected trail here is very exciting.

My name is Dawn Adams. I live at 2310 Century Lane, West Linn, OR. Citizens of the Metro area are to be congratulated on their recent passage of the Natural Areas Bond Measure. And I thank Metro for this Open House, giving us an opportunity to offer suggestions for the use of bond proceeds to acquire and thus preserve important natural areas in our neighborhoods. I am here tonight to advocate for the inclusion of the Savannah Oaks parcel located at the intersection of Blankenship and Tannler Drive in West Linn as part of the proposed purchases using the bond funds. Many devoted citizens have worked diligently to collect signatures, raise money and work with county groups and other interested parties for the purposes of acquiring and preserving this beautiful and rare example of urban woodland. It is estimated that some of the lovely old oak trees in the unique stand are over 500 years old. Our children and grandchildren into the proverbial seventh generation will be grateful for our foresight in protecting this oak grove. I have composed a haiku for us all to consider as we ponder the path our region is traveling. Population grows- Without a thought to limits Fewer birds will fly away.

Close to the Stafford Basin and in Wilsonville there is a good piece of land that would be a great buy for Metro. The property has a walking trail open to public to use and there is so much environmental goods there. Wetlands; one old growth pine tree that is about 150 feet tall and can be seen around the trail. The property could be used for greenspace plus add trees and more trails.

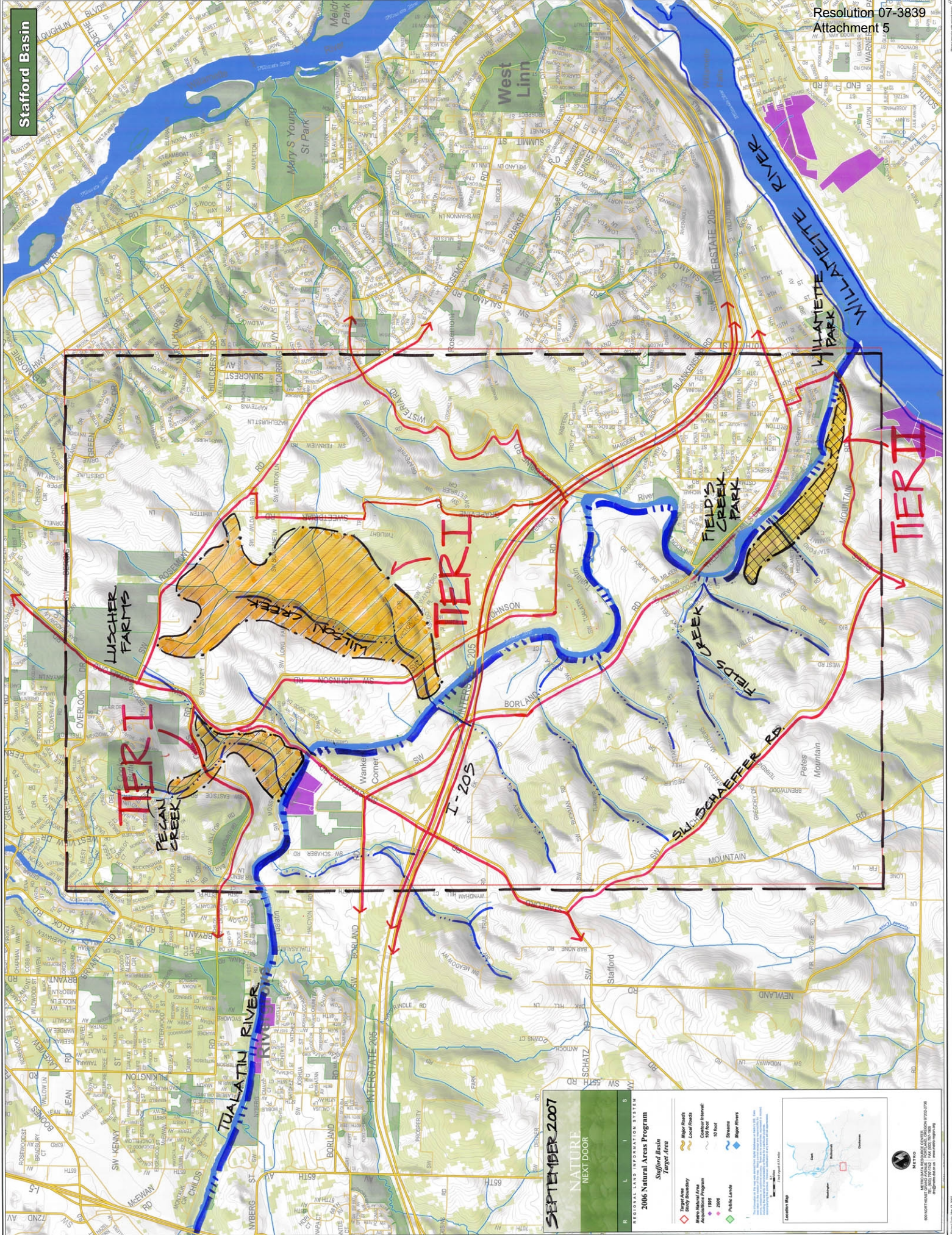
SAVE FARMLAND AND WATERWAYS.

Bed and Breakfast and country dining would be desirable.

This area is hard to access for biking and walking trails and yet has some land that could be used for that. Acquisition and access go together to strengthen the support for future money measures.

All the areas need to have upland connection to other stream corridors. This is important for genetic diversity and population dynamics.

Stafford Basin



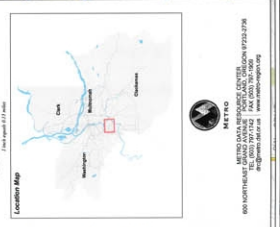
TIER I

TIER I

TIER II

SEPTEMBER 2007
NATURE
NEXT DOOR

- REGIONAL LAND INFORMATION SYSTEM
2006 Natural Areas Program
Stafford Basin
Target Area
- Major Road
 - Local Road
 - Major Road
 - Local Road
 - 1000 Foot Buffer
 - 500 Foot Buffer
 - 10 Foot Buffer
 - Stream
 - Major River
 - Public Lands



Agenda Item Number 6.3

Resolution No. 07-3850, Approving the Natural Areas Acquisition
Refinement Plan for Tonquin Geologic Area Target Area

Metro Council Meeting
September 27, 2007
Council Chamber

BEFORE THE METRO COUNCIL

APPROVING THE NATURAL AREAS ACQUISITION
REFINEMENT PLAN FOR THE TONQUIN
GEOLOGIC AREA TARGET AREA

RESOLUTION NO. 07-3850

Introduced by Chief Operating Officer
Michael J. Jordan, with the
concurrence of Council President
David Bragdon

WHEREAS, on March 9, 2006, the Metro Council adopted Resolution No. 06-3672B “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” recommending submission for voter approval a general obligation bond to preserve and protect natural areas, clean water, and fish and wildlife (the “2006 Natural Areas Bond Measure” or “Measure”); and

WHEREAS, at the election held on November 7, 2006, the voters approved Ballot Measure 26-80, the 2006 Natural Areas Bond Measure; and

WHEREAS, the Tonquin Geologic Area Target Area was identified in the Measure as one of 27 regional target areas for land acquisition, building on the success of land acquisitions in the Tonquin Geologic Area Target Area pursuant to Metro’s 1995 Open Spaces Bond Measure Program; and

WHEREAS, as provided in the 2006 Natural Areas Bond Measure, Metro has undertaken a public refinement process to establish specific acquisition strategies, goals, objectives, and a confidential tax-lot specific acquisition target area map for each of the 27 target areas; and

WHEREAS, Metro’s refinement process included the compilation of available information about each target area; biological field visits and expert analysis of maps; interviews with key stakeholders including natural resource experts, property owners, representatives from state and local government agencies, and advocates from water quality, fish, and wildlife preservation interest groups; and eight public open houses at sites throughout the region and a “virtual” open house available via the internet, at which draft refinement plans were made available for public review and participants could share their target area priorities either in-person or electronically; and

WHEREAS, on March 1, 2007, the Council approved Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” authorizing the Metro Chief Operating Officer to acquire properties identified on a Council-approved target area “confidential refinement map;” and

WHEREAS, the Council has reviewed the draft refinement plans and considered information it has received from citizens, scientists, advocates, and state and local governments; now, therefore

BE IT RESOLVED that the Metro Council adopts the Tonquin Geologic Area Refinement Plan attached hereto as Exhibit A, including the confidential tax-lot specific map reviewed by the Council in Executive Session on September 4, 2007, and signed by Council President David Bragdon, and hereby authorizes the Chief Operating Officer to acquire properties in the Tonquin Geologic Area Target Area consistent with the Council-approved Acquisition Parameters and Due Diligence Guidelines of the Natural Areas Implementation Work Plan.

ADOPTED by the Metro Council this _____ day of _____ 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

**2006 NATURAL AREAS ACQUISITION PROGRAM
TONQUIN GEOLOGIC AREA TARGET AREA REFINEMENT PLAN**

Background

The 1995 refinement goals focused on preserving the remaining unique natural features (such as kolk ponds) in the Tonquin Geological Area, preserving riparian buffers and wetland areas in the Rock, Coffee Lake and Mill Creek floodplains, creating a Tonquin Greenway connecting the Tualatin River National Wildlife Refuge to the Willamette River, and acquiring the state-owned “Wilsonville Tract” for a future natural area. The acquisition goal for this target area was 277 acres, and 487 acres were purchased.

Substantial progress was made during the first acquisition program by acquiring the 250-acre Wilsonville Tract and 165 acres of floodplain in the Coffee Lake Bottomlands. However, only a few acres of the target area’s unique basalt hummock/kolk pond geologic formations were protected, leaving this goal largely unmet. Also, additional acquisition of key floodplain parcels in the Coffee Lake Bottomlands would substantially improve restoration potential of the lands purchased with the 1995 measure. The first acquisition program established a foundation for the Tonquin Greenway and Tonquin Trail, but many gaps remain.

The 2006 Natural Areas bond measure stated:

Bearing visible marks left by the ancient floods that shaped our region, the area from Wilsonville to Sherwood and Tualatin is unique. Protection of the rocky outcrops that frame these former lake bottoms will provide wildlife habitat of considerable complexity and richness and preserve the area's rare geologic features. Within this area, a 12-mile trail corridor will connect nearby cities and the new town center of Villebois to regionally significant natural areas (e.g., Graham Oaks Natural Area, Tualatin River National Wildlife Refuge, Kolk Ponds, the Cedar Creek Greenway in Sherwood and the Willamette River Greenway). The corridor will also provide an important recreation and commuter connector from Wilsonville north to Tualatin.

Target Area Description

The Tonquin Geologic Area comprises approximately 17 square miles of land in Washington and Clackamas counties. The natural area extends from the communities of Tualatin and Sherwood south to Wilsonville.

This area has a unique landscape with extensive evidence of the Bretz Floods (or Missoula Floods) that scoured the Columbia River Gorge and extended into the Willamette Valley multiple times between approximately 13,000 and 15,000 years ago. Receding floodwaters from these events left behind unique geologic formations such as kolk ponds and channels, basalt hummocks and knolls, which are still present throughout the area today. This landscape contains considerable and diverse plant, fish and wildlife habitat.

Coffee Lake Creek originates in the Tualatin-Sherwood area and flows south through Wilsonville to the Willamette River. The wetland habitat along the creek supports many important species of migratory and residential wildlife and wetland plants.

The Tonquin Trail is a regional trail envisioned to connect the Tualatin River Wildlife Refuge in Sherwood to the Willamette River and the Willamette River Greenway in Wilsonville. A second “Y” in the northern half of the trail would connect the Tonquin Trail up to the city of Tualatin and join up with the Fanno Creek Greenway. A trail bridge has been constructed across the Tualatin River at this location, linking Tualatin to Tigard and Durham and eventually connecting Portland all the way to Wilsonville.

A feasibility study for a trail alignment has been completed by regional and local government partners. Federal transportation funding will provide for the development of a master plan for the Tonquin Trail beginning in 2007.

A section of the trail running through the new “Villebois” neighborhood in Wilsonville will be built by the area’s developers. Other landowners or developers in the area could also follow this example.

Refinement Process

During the refinement process, Metro staff compiled available information about the Tonquin Geologic target area, analyzed maps and conducted biological field visits. In addition, an independent biological assessment was performed for this target area by Vigil Agrimis Design Professional in May 2007. Individuals were interviewed representing various government agencies, property owners, interested friends groups and natural resource experts. The key concerns expressed during the interviews are summarized in Attachment 1.

A public open house to discuss the proposed Refinement Plan was held on June 14, 2007 at the Tualatin Hills Nature Park Interpretive Center, one of eight such open houses held throughout the region. Notices of the open houses were mailed to area residents and other interested citizens. Metro also conducted a “virtual” open house by making target area informational materials, including maps, available “online” via the internet and allowing participants to share their target area priorities electronically. A total of 527 people attended the regional open houses, and the online open house had 6,363 visits from 3,419 unique visitors. More than 700 target surveys were submitted either in person or online. Nine people completed the Tonquin Geologic Area survey. A copy of the survey questionnaire is included as Attachment 2. The map associated with the questionnaire for this target area is included as Attachment 3, and complete survey results are included as Attachment 4.

Findings

Natural Area Findings

- The Tonquin Geologic Area (also known as Scablands) was heavily shaped by the Bretz Floods (also known as Missoula Floods) 8,000-11,000 years ago.
- The Tonquin Scablands were scoured to bedrock in many places by the Bretz floods, leaving behind a geologic landscape unique to this region and found nowhere else in the Lower Willamette Valley.
- The two most characteristic geologic features in the Tonquin Scabland are ponds known as “kolks,” which formed when floodwaters eroded depressions in the bedrock itself, and numerous basal hummocks and knolls, often situated alongside kolk ponds.
- These features support regionally rare plants and wildlife, including Oregon oak, madrone, western pond turtle, and northern red-legged frog.
- Metro has acquired 487 acres to date in the Tonquin Geologic Area, including the 250-acre Graham Oaks Natural Area and the 165-acre Coffee Lake Bottomlands.
- Effective floodplain restoration within the 165-acre Coffee Lake Bottomland is currently impeded by incomplete public ownership.
- Only a few acres of the unique scabland geologic characteristics of the Tonquin Geologic Area exist within the 487 acres acquired.
- Portions of the Tualatin River National Wildlife Refuge are located within the Tonquin Geologic Area, providing opportunities to establish greenway connections and corridors between Metro natural areas and the Refuge.

- Several large development projects have affected the Tonquin Geologic Area in the last 10 years.
- The proposed I-5/99W Connector Project could affect this target area substantially. Among the proposed alignments for this road project are those that pass through proposed Tier 1 acquisition areas.

Trail-Related Findings

- The Tonquin Trail corridor is well defined from Wilsonville at the Willamette River north to the northern boundary of the Coffee Creek Wetlands Area at SW Grahams Ferry Road. From this point, the potential trail splits into three alignments as the trail travels north to connect to Sherwood, King City and Tualatin.
- Significant constraints exist along the proposed trail routes including segments along Tonquin Road and Grahams Ferry Road. Alternatives need to be explored along Basalt Creek and Hedges Creek.
- The proposed I-5/99W connector has several alignments that cut through the target area, which may ultimately effect the trail alignment.
- Multiple trail options are possible with planned infrastructure improvements. This includes the Cipole Trunk Sewer, Wilsonville to Sherwood water line, and the I-5/99W connector project (e.g. trail with bike lanes).
- A Nature Center is planned within the private development east of Villebois that could serve as a trailhead/interpretive center for the trail and community events.
- The opportunity exists to acquire lands that preserve the unique geologic features of the area while also providing a potential corridor for the regional trail.
- Private property developers will implement portions of the regional trail.
- A trail bridge has been built across the Tualatin River at Cook Park, linking Tualatin to Tigard and Durham and the regional Fanno Creek Greenway.
- Though the USFWS owns significant tracts of land within the study area, they currently do not allow multi-use trails on their property.

Survey Results

- Nine people completed the Tonquin Geologic Area survey. Additional commentary was provided verbally at the open house, most of which was consistent with the written responses. In rank order, the public priorities were:
 1. *Map area 1B* – Protect additional portions of the Coffee Lake floodplain area to support effective wetland restoration.
 2. *Map area 1C* – Protect lands along Coffee Lake Creek and Rock Creek linking together public lands and improving connections for wildlife between the Willamette and Tualatin rivers.
 3. *Map area 1A* – Protect the kolk ponds and basalt geologic features west and northwest of the Coffee Lake Creek drainage and north of Graham’s Ferry Road.

Goal

Protect unique geologic features that provide valuable wildlife habitat. Acquire additional lands needed for a future regional trail corridor connecting Wilsonville to Tualatin.

Objectives

A target area map showing the tiered objectives described below is included as Attachment 5.

Tier I Objectives

- Acquire lands within the Coffee Lake Creek and Rock Creek for completing restoration on Coffee Creek and on permanent protection of the unique geologic features.
- Acquire lands within the Coffee Lake Creek and Rock Creek areas for regional trail connections.

Tier II Objectives

- Acquire lands to protect unique geologic features within the Basalt Creek area.
- Acquire land for the trail corridor, particularly along Hedges Creek, Basalt Creek and adjacent to Tonquin Road.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3850, APPROVING THE NATURAL AREAS ACQUISITION REFINEMENT PLAN FOR THE TONQUIN GEOLOGIC AREA TARGET AREA

Date: September 27, 2007

Prepared by: Jim Desmond
Kathleen Brennan-Hunter

BACKGROUND—REFINEMENT PROCESS

The Natural Areas Bond Measure (Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” adopted by the Metro Council March 9, 2006) provided that Metro would undertake a “Refinement Process” to “gather additional information about each individual target area and begin zeroing in on particular parcels that would be valuable to acquire” (Exhibit A to Resolution No. 06-3672B). In addition, the Natural Areas Implementation Work Plan (Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March 1, 2007) authorized the Metro Chief Operating Officer to acquire properties without further Council approval if they have been identified on a Council-approved target area “confidential refinement map.” To implement those directives, the Refinement Plans for each target area contain overall target area objectives and confidential tax-lot specific target area maps identifying priority properties for acquisition, enabling Metro staff to begin the acquisition of property and property rights as detailed in the Natural Areas Implementation Work Plan.

Additional background information, target area information, a description of the specifics of the refinement process regarding this target area, and the refinement plan’s findings, goals, and objectives are described in further detail in Exhibit A to this resolution, the Tonquin Geologic Area Target Area Refinement Plan.

ANALYSIS/INFORMATION

1. **Known Opposition**

None.

2. **Legal Antecedents**

Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” adopted on March 9, 2006.

The voters’ approval of Metro’s 2006 Natural Areas Bond Measure at the general election held on November 7, 2006.

Resolution No. 07-3766A “Authorizing the Chief Operating Officer to Purchase Property With Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March 1, 2007, established the Acquisition Parameters and Due Diligence Guidelines for the purchase of properties as part of the 2006 Natural Areas Bond Program.

3. **Anticipated Effects**

Acquisition of natural area properties in the Tonquin Geologic Area target area to achieve the goals and purposes of the 2006 Natural Areas Bond Measure.

4. **Budget Impacts**

The FY 2007-08 budget includes budgetary authority to purchase \$35 million in natural area lands, with an additional \$15.4 million in contingency, if necessary. It is estimated, based on historical spending patterns, that this authority will be sufficient to cover the anticipated acquisition activity for this fiscal year. Additional unappropriated fund balance (\$64 million) exists for land acquisition in future years, along with the authority to issue up to an additional \$102 million in General Obligation bonds in support of this program.

RECOMMENDED ACTION

Staff recommends adoption of Resolution No. 07-3850.

Summary of Comments from Stakeholder Interviews for Tonquin Geologic Area Target Area

Stakeholder(s) Interviewed

Chris Neamtzu, City of Wilsonville
Mel Huie, Metro
Ben Harrison, US Fish & Wildlife Service
George Hudson, Alta Planning + Design
Carl Switzer, City of Tualatin
John Mermin, Metro
Astrid Dragoy, Clean Water Services
Aisha Willits, Washington County
Adam Stellmacher, Metro

Key Themes Discussed

Tonquin Trail Corridor(s)

- A great opportunity to connect up islands of open space/green space with trail from Coffee Creek area to Tualatin National Wildlife Refuge
- Proposed Cipole Trunk Sewer Line (along Hedges Creek) presents a potential trail opportunity to connect into Tualatin from the south.
- Basalt Creek drainage is good trail corridor candidate for connecting north to Tualatin
- The BPA has a powerline corridor that could serve as a trail corridor running from Coffee Creek northeast towards Sherwood.
- Look to expand right-of-way of existing streets for bicycle and pedestrian connections.
- North of Grahams Ferry Road/Ridder Road, it becomes more difficult to identify connections, potential trail corridors heading into Sherwood and Tualatin.
- Tualatin National Wildlife Refuge (TNWR) owns several acres adjacent to Tonquin Road – although TWR currently does not allow paved trails on land.
- Grahams Ferry Road in Wilsonville is collector status (bike lanes w/ sidewalks), this cross-section needs to continue into Tualatin for an on-road alignment.
- Trail use is compatible with preservation of the natural resource features

Natural Resources / Water Quality / Wildlife Habitat

- Significant upland resource area exists along Coffee Creek.
- Several kolk ponds in target area are regionally unique and a significant natural resource
- Clean Water Services (CWS) advocates a wide buffer area along the Tualatin River – 125 feet from the top of bank. Trail development is not prohibited. Can build within outer 40% of buffer, or within 50 feet of top of bank with justification. Smaller creeks have a 50-foot buffer (can be within 35 feet) for 10-foot wide trails, 12 feet wide with low impact development of trail. Building within CWS buffers requires mitigation.
- Wetlands Conservancy starting conservation effort on city owned land in Tualatin this summer.
- Cipole Trunk Line provides opportunity for invasive vegetation removal along Hedges Creek.

- Several rock pit sites are within the target area. Recommend reviewing the life of their permits to determine potential long-term use of these sites. One pond area is currently being filled.
- Additional land is desired along Sealy Creek.

Existing and Proposed Projects Impacting Target Area

- There is a proposed bridge over the Willamette River in Wilsonville at the former ferry crossing - the French Prairie Bridge. Could serve dual use for emergency services access.
- Villebois is building portions of the trail. An “Environmental Building” is proposed as part of the eastern development area. Site has views over Coffee Creek.
- Highway 99/I-5 Connector with multiple options remains open for discussion, will most likely impact target area. The connector could serve as a potential trail corridor.
- Significant public process has been conducted in Wilsonville through numerous projects – Bicycle/Pedestrian/Trail Master Plan, Parks Master Plan, and Transportation System Plan.
- Wilsonville Trail Plan includes a water trail component.
- Boeckman Creek Trail will provide a spur connection to the regional Stafford Trail.
- Trails are planned within the Graham Oaks Natural Area.
- USFWS Visitor’s Center is planned to open this summer in the Tualatin National Wildlife Refuge. Public access into the refuge is by foot only (no bikes allowed).
- The City of Tualatin would like to acquire lands along the south bank of the Tualatin River to complete the Tualatin River Greenway Trail.
- A major water transmission line is planned to run between Wilsonville (Water Treatment Plant) and Sherwood.
- Several Measure 37 Claims in front of Washington County are in the target area.
- Connect into the existing bicycle/pedestrian bridge that crosses Tualatin River and connects Durham Park with Cook Park and continues as Fanno Creek Trail.
- Tualatin Bikeway Plan needs to integrate with Tonquin Trail.
- Tualatin needs a bikeway (1991) and parks (1983) master plan update.

QUESTIONNAIRE

TARGET AREA: TONQUIN GEOLOGIC AREA

In November 2006 voters directed the Metro Council to extend a regionwide program and acquire between 3,500 and 4,500 acres of additional natural areas to protect water quality and fish and wildlife habitat and to provide future generations opportunities for greater access to nature. Now it's time for the Metro Council to refine priorities in the 27 regional natural areas and trail corridors targeted for acquisition. The 1995 acreage goal for this target area was 277 and Metro has acquired 487 acres to date. The 2006 program will provide additional funding for protection goals in this target area.

The Metro Council wants your ideas and input. We've been talking with scientists, land-use experts, groups and individuals who have special knowledge about the natural resource values and community visions for these areas. With this information Metro has begun to identify the potential strategies and opportunities that will achieve the best results. Now we need to know: Do we have it right? What have we missed? What is most important to you?

2006 NATURAL AREAS BOND DESCRIPTION FOR THIS TARGET AREA

Bearing visible marks left by the ancient floods that shaped our region, the area from Wilsonville to Sherwood and Tualatin is unique. Protection of the rocky outcrops that frame these former lake bottoms will provide wildlife habitat of considerable complexity and richness and preserve the area's rare geologic features. Within this area, a 12-mile trail corridor will connect nearby cities and the new town center of Villebois to regionally significant natural areas (e.g., Graham Oaks Natural Area, Tualatin River National Wildlife Refuge, Kolk Ponds, the Cedar Creek Greenway in Sherwood and the Willamette River Greenway). The corridor will also provide an important recreation and commuter connector from Wilsonville north to Tualatin.

QUESTIONS

- The following priorities were identified in the Tonquin Geologic target area based on scientific information about benefits to water quality, habitat diversity, wildlife connectivity and/or restoration potential and from information provided by key stakeholders in the area. Rank in order of importance to you from 1 to 3, with 1 being the most important and 3 being the least important.**
 - _____ Protecting the kolk ponds and basalt geologic features west and northwest of the Coffee Lake Creek drainage and north of Graham's Ferry Road. **(Map area 1A)**
 - _____ Protecting additional portions of the Coffee Lake floodplain area to support effective wetland restoration. **(Map area 1B)**
 - _____ Protecting lands along Coffee Lake Creek and Rock Creek linking together public lands and improving connections for wildlife between the Willamette and Tualatin rivers. **(Map area 1C)**

2. A regional trail has been planned that would connect the Tualatin River to the Willamette River following various trail alignments in the Tonquin Geologic target area. Rank these trail priorities in order of importance to you from 1 to 4, with 1 being the most important and 4 being the least important.

- _____ Protecting a potential trail corridor along Basalt Creek in unincorporated Washington County. **(Map area 2A)**
- _____ Acquiring a trail easement along Hedges Creek connecting to the City of Tualatin. **(Map area 2B)**
- _____ Acquiring lands along Tonquin Road to connect the trail north to the Tualatin River National Wildlife Refuge and the Tualatin River. **(Map area 2C)**
- _____ Acquiring a trail easement underneath existing power lines. **(Map area 2D)**

3. Are there other priorities that the Metro Council should consider in the Tonquin Geologic target area? Please be specific.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area?

5. Are you interested in participating in Metro’s Natural Areas program by selling or donating your property or selling or donating a trail or conservation easement on your property?

Yes No If yes, please be sure to provide your contact information below.

6. Do you have any other comments about this target area?

Please add my name to the Tonquin Geologic target area mailing list for future information, public meetings and events.

Name _____

Address _____

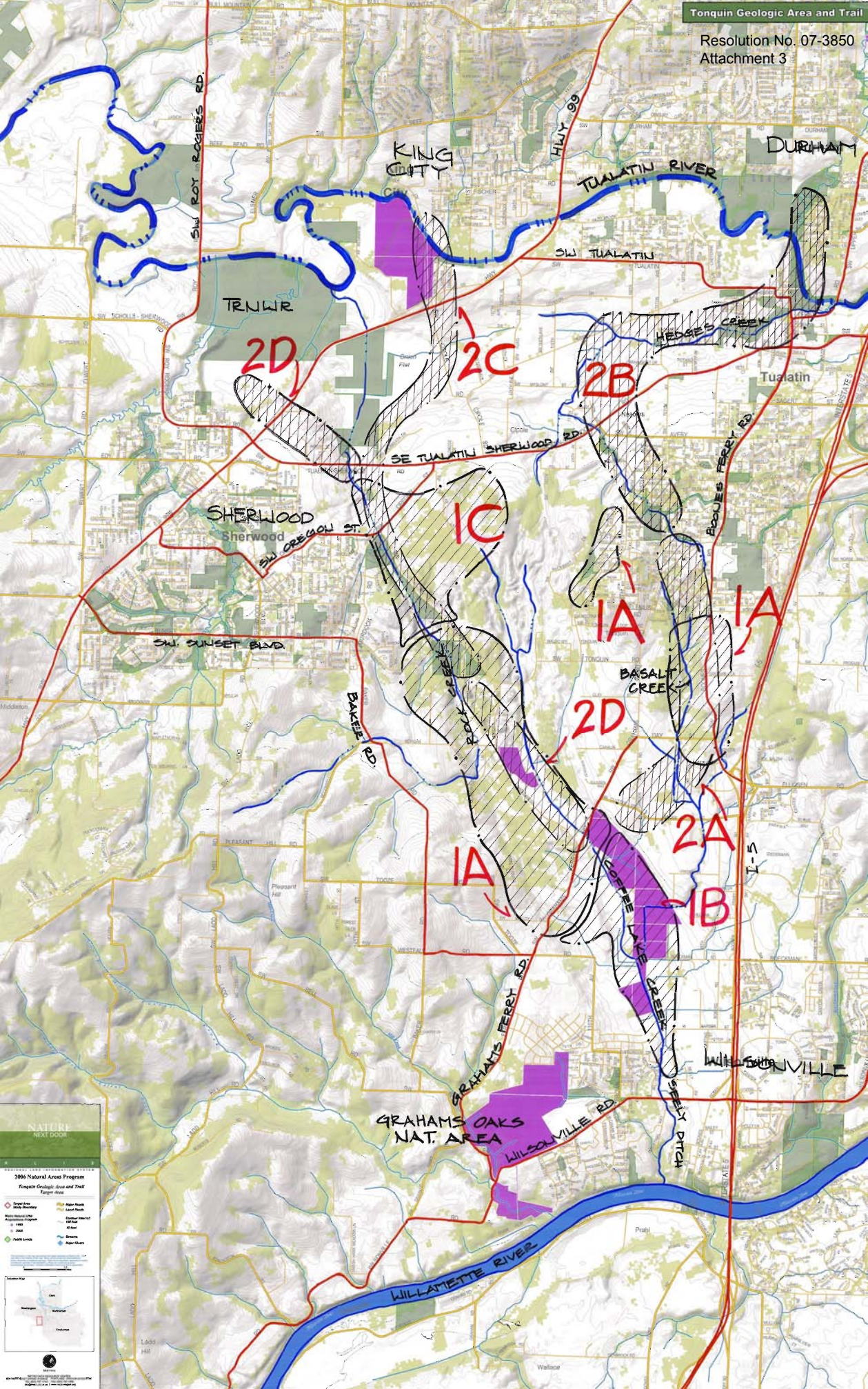
City/State/Zip _____

Phone _____

E-mail _____

**You may complete this questionnaire online at
www.metro-region.org/naturalareas**

or mail it to Metro at
600 NE Grand Avenue, Portland, OR 97232
(503) 797-1741



NATURE
NEXT DOOR

2006 Natural Areas Program
Tongue Geologic Area and Trail
Target Area

<ul style="list-style-type: none"> Geographic Area Geographic Boundary Area of Interest Public Lands 	<ul style="list-style-type: none"> Major Road Local Road County Road Highway Stream Water
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Map Scale: 1 inch = 1 mile

Map Legend:

- Geographic Area
- Geographic Boundary
- Area of Interest
- Public Lands
- Major Road
- Local Road
- County Road
- Highway
- Stream
- Water

Map Scale: 1 inch = 1 mile

Map Legend:

- Geographic Area
- Geographic Boundary
- Area of Interest
- Public Lands
- Major Road
- Local Road
- County Road
- Highway
- Stream
- Water

Tonquin Geologic Area Survey Results

- The following priorities were identified in the Tonquin Geologic target area based on scientific information about benefits to water quality, habitat diversity, wildlife connectivity and/or restoration potential and from information provided by key stakeholders in the area. Rank in order of importance to you.

	most important			least important	Rating Average	Response Count
Protecting a potential trail corridor along Basalt Creek in unincorporated Washington County. (Map area 2A)	37.5% (3)	12.5% (1)	37.5% (3)	12.5% (1)	2.25	8
Acquiring a trail easement along Hedges Creek connecting to the City of Tualatin. (Map area 2B)	0.0% (0)	50.0% (4)	37.5% (3)	12.5% (1)	2.63	8
Acquiring lands along Tonquin Road to connect the trail north to the Tualatin River National Wildlife Refuge and the Tualatin River. (Map area 2C)	37.5% (3)	37.5% (3)	25.0% (2)	0.0% (0)	1.88	8
Acquiring a trail easement underneath existing power lines. (Map area 2D)	25.0% (2)	0.0% (0)	0.0% (0)	75.0% (6)	3.25	8
	<i>answered question</i>					8
	<i>skipped question</i>					2

2. A regional trail has been planned that would connect the Tualatin River to the Willamette River following various trial alignments in the Tonquin Geologic target area. Rank these trail priorities in order of importance to you.

	most important		least important	Rating Average	Response Count
Protecting the kolk ponds and basalt geologic features west and northwest of the Coffee Lake Creek drainage and north of Graham's Ferry Road. (Map area 1A)	33.3% (3)	22.2% (2)	44.4% (4)	2.11	9
Protecting additional portions of the Coffee Lake floodplain area to support effective wetland restoration. (Map area 1B)	44.4% (4)	33.3% (3)	22.2% (2)	1.78	9
Protecting lands along Coffee Lake Creek and Rock Creek linking together public lands and improving connections for wildlife between the Willamette and Tualatin rivers. (Map area 1C)	22.2% (2)	44.4% (4)	33.3% (3)	2.11	9
	<i>answered question</i>				9
	<i>skipped question</i>				1

3. Are there other priorities that the Metro Council should consider in this target area? If so, please specify.

Question 1 - item ranked #4 (acquiring a trail easement along Hedges Creek...) "CITY SHOULD DO THIS" Wildlife crossings/protections at Grahams Ferry Rd./Coffee Creek crossing.

Work new acquisitions to tie into acquisitions and emphasize large scale wetland restoration.

FEWER TRAILS!! Please acquire more lands, especially wetlands and uplands for turtles and red legged frogs.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area? If so, please specify.

Cities of Wilsonville/Tualatin and Sherwood - ODOT and WaCoDT re: transportation corridors and new road locations, Tualatin River National Wildlife Refuge, Raindrops to Refuge, OWEB &DU & NFWF re: wetlands restoration.

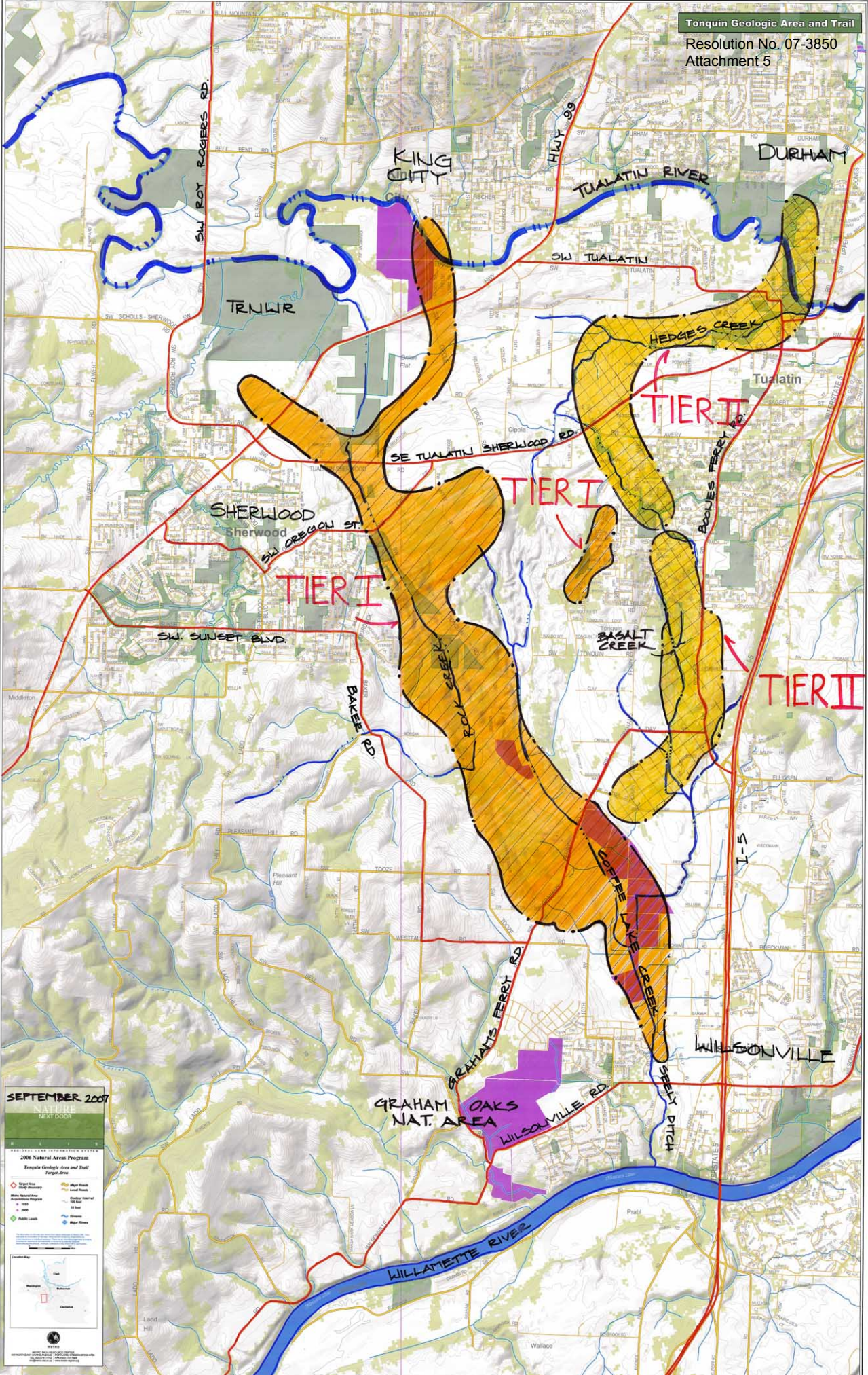
5. Do you have any other comments about this target area? If so, please specify.

Tie the natural areas acquisitions into the trails planning to resume access with local communities and local trails connecting to regional trails.

Restore this great wetland area!

Please keep trails out of sensitive wildlife habitats. Thanks!

I don't know enough to prioritize. Please protect as much as you can. I would prefer less paved trails - more mountain bike and hiking trails.



SEPTEMBER 2007
NEXT DOOR

2006 National Area Program
Tonquin Geologic Area and Trail
Target Area

- City/County Boundary
- Major Road
- Minor Road
- Public Lands
- Algebra
- Contour Interval
- 100 feet
- 50 feet
- 2000
- 1000
- 500
- 250
- 125
- 62.5
- 31.25
- 15.625
- 7.8125
- 3.90625
- 1.953125
- 0.9765625
- 0.48828125
- 0.244140625
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Resolution No. 07-3859, Approving the Natural Areas
Acquisition Refinement Plan for the Willamette River Greenway Target
Area

Metro Council Meeting
Thursday, September 27, 2007
Council Chamber

Resolution No. 07-3852, Approving the Natural Areas
Acquisition Refinement Plan for the East Buttes Target Area

Metro Council Meeting
Thursday, September 13, 2007
Council Chamber

Resolution No. 07-3853, Approving the Natural Areas Acquisition Refinement Plan for the Deep Creek and Tributaries Target Area.

Metro Council Meeting
Thursday, September 13, 2007
Council Chamber

Ordinance No. 07-1160A, Amending the FY 2007-08 Budget And Appropriations Schedule to Implement Various Projects funded from undesignated reserves, and Declaring an Emergency.

Second Reading

Metro Council Meeting
Thursday, September 20, 2007
Council Chamber

BEFORE THE METRO COUNCIL

APPROVING THE NATURAL AREAS ACQUISITION
REFINEMENT PLAN FOR THE WILLAMETTE
RIVER GREENWAY TARGET AREA

RESOLUTION NO. 07-3859

Introduced by Chief Operating Officer
Michael J. Jordan, with the
concurrence of Council President
David Bragdon

WHEREAS, on March 9, 2006, the Metro Council adopted Resolution No. 06-3672B “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” recommending submission for voter approval a general obligation bond to preserve and protect natural areas, clean water, and fish and wildlife (the “2006 Natural Areas Bond Measure” or “Measure”); and

WHEREAS, at the election held on November 7, 2006, the voters approved Ballot Measure 26-80, the 2006 Natural Areas Bond Measure; and

WHEREAS, the Willamette River Greenway Target Area was identified in the Measure as one of 27 regional target areas for land acquisition, building on the success of land acquisitions in the Willamette River Greenway Target Area pursuant to Metro’s 1995 Open Spaces Bond Measure Program; and

WHEREAS, as provided in the 2006 Natural Areas Bond Measure, Metro has undertaken a public refinement process to establish specific acquisition strategies, goals, objectives, and a confidential tax-lot specific acquisition target area map for each of the 27 target areas; and

WHEREAS, Metro’s refinement process included the compilation of available information about each target area; biological field visits and expert analysis of maps; interviews with key stakeholders including natural resource experts, property owners, representatives from state and local government agencies, and advocates from water quality, fish, and wildlife preservation interest groups; and eight public open houses at sites throughout the region and a “virtual” open house available via the internet, at which draft refinement plans were made available for public review and participants could share their target area priorities either in-person or electronically; and

WHEREAS, on March 1, 2007, the Council approved Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” authorizing the Metro Chief Operating Officer to acquire properties identified on a Council-approved target area “confidential refinement map;” and

WHEREAS, the Council has reviewed the draft refinement plans and considered information it has received from citizens, scientists, advocates, and state and local governments; now, therefore

BE IT RESOLVED that the Metro Council adopts the Willamette River Greenway Refinement Plan attached hereto as Exhibit A, including the confidential tax-lot specific map reviewed by the Council in Executive Session on September 4, 2007, and signed by Council President David Bragdon, and hereby authorizes the Chief Operating Officer to acquire properties in the Willamette River Greenway Target Area consistent with the Council-approved Acquisition Parameters and Due Diligence Guidelines of the Natural Areas Implementation Work Plan.

ADOPTED by the Metro Council this _____ day of _____ 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

**2006 NATURAL AREAS ACQUISITION PROGRAM
WILLAMETTE RIVER GREENWAY TARGET AREA REFINEMENT PLAN**

Background

Protection of the Willamette River has been a statewide planning goal since the 1970s. The Willamette River Greenway identified within the Portland metropolitan area is one part of a larger vision that stretches from the Columbia River to Eugene. Metro and local jurisdictions along the river have made great strides in implementing this goal by developing a network of protected streamside habitats, a river trail, and multiple use trails over the past two decades. There are many interests along the greenway (including several neighborhood organizations within Portland), and many views as to the best use of limited funds.

In 1995 the Willamette River Greenway was divided into several different target areas including Willamette Cove, Canemah Bluffs, Multnomah Channel, Willamette Narrows and the OMSI-Springwater Corridor. The goals for these target areas included acquiring large parcels of continuous forest on terraces above cliffs, acquiring a peninsula that extends into the Willamette River, preserving cliffs, rock outcrops and seeps, protecting cultural and historic sites and providing greenway linkages. The acquisition target was 1,103 acres for all the target areas combined. 1,012 acres were protected in the Greenway. The lands that were purchased include a large wildlife habitat area along the west side of the Multnomah Channel, Willamette Cove near the St. Johns neighborhood in Portland and the Willamette Narrows and Canemah Bluffs areas (now designated its own target area) south of the Tualatin River near West Linn. Trail connections were also secured through the 1995 program including the 3-mile “Springwater on the Willamette” section of the trail.

The 2006 Natural Areas bond measure defines the Willamette River Greenway target area as the lands along the greenway between Wilsonville and Multnomah Channel. The 2006 Natural Areas Bond measure stated:

Acquisition and connections between existing public holdings along the greenway from Wilsonville to the Multnomah Channel will protect fish and wildlife habitat, water quality, scenic resources and improve public access to the river.

Target Area Description

The Willamette River Greenway was originally established by the 1967 Oregon Legislature as a grant program for State Parks land acquisition along the Willamette River from Eugene through Portland. The Greenway evolved from a state parks and recreation program in 1970 to a natural corridor program in 1972. Goals for the state program are to protect, conserve, restore, enhance and maintain the ecological, natural, scenic, historical, agricultural, economic, cultural and recreational qualities and resources along the Willamette River.

Many cities in the metro area located along the Willamette River have renewed their commitment and effort to improve access and recreation opportunities, water quality and ecological restoration of the river during the last 10 years. Several citizen groups have formed to advocate for the cleanup of the river and to create more miles of trails and access points along the river.

Refinement Process

During the refinement process, Metro staff compiled available information about the Willamette River Greenway target area, analyzed maps and conducted biological field visits. Individuals were interviewed representing various government agencies, property owners, interested friends groups and natural resource experts. The key concerns expressed during the interviews are summarized in Attachment 1.

Public open houses to discuss the proposed Refinement Plan were held on June 13, 2007 at the Metro Regional Center and on June 20, 2007 at the St. Johns Community Center, two of eight such open houses held throughout the region. Notices of the open houses were mailed to area residents and other interested citizens. Metro also conducted a “virtual” open house by making target area informational materials, including maps, available “online” via the internet and allowing participants to share their target area priorities electronically. A total of 527 people attended the regional open houses, and the online open house had 6,363 visits from 3,419 unique visitors. More than 700 target surveys were submitted either in person or online. Eighty-seven people completed surveys about the Willamette River Greenway. A copy of the survey questionnaire is included as Attachment 2. The map associated with the questionnaire for this target area is included as Attachment 3, and complete survey results are included as Attachment 4.

Findings

- There are supportive partners along the greenway implementing local initiatives.
- Trail gaps exist in Portland and other south metro area communities (including Oregon City, Canby and West Linn).
- There is strong citizen support for trail expansion, gap closures and new river access points throughout the target area.
- Gaps exist in several protected habitat areas in the southern area of the greenway between Wilsonville and Oregon City.
- Supportive financial partnership opportunities exist, including the Meyer Memorial Trust, which has named the Willamette River one of its three key objectives for investment.
- There is strong support from Willamette Riverkeepers for site stewardship throughout the target area.
- Lack of an overriding biological assessment for the entire greenway makes priority setting difficult.
- Due to urban development and infrastructure, it is too late to establish a fully connected riparian habitat system.
- Potentially contaminated areas exist along the river in the Portland area of the greenway.
- Multiple local visions exist but one overriding regional vision is really needed for this target area.
- 87 people completed surveys about the Willamette River Greenway. Additional commentary was provided orally at the open house, which was consistent with the written responses. In rank order, the public priorities were:
 1. *Map area B* - Establish a riverfront natural area for habitat and public access in the Linnton area and identifying opportunities to improve trail connections through the Linnton area.
 2. *Map area C* - Close multiple small trail gaps on the east bank of the river in North Portland (generally between Pier Park and the University of Portland).
 3. *Map area D* – Protect the remaining gaps along the Willamette River bluff in Portland (above Swan Island and above Oaks Bottom in Sellwood).
 4. *Map area E* - Close the few remaining small trail gaps on the west riverbank in Portland between the Marquam and Sellwood bridges.

5. *Map area A* – Protect the remaining gaps along the west bank of Multnomah Channel and establishing a public access point at the southwestern tip of Sauvie Island (the confluence of Multnomah Channel and the Willamette River).
6. *Map area F* – Protect the large forested area west of the Sellwood Bridge.
7. *Map area G* – Protect additional oak and prairie habitats near Elk Rock Island in Milwaukie and securing lands along the river or a trail corridor along the river below the bluff in Milwaukie.
8. *Map area H* – Secure a trail corridor between Lake Oswego and West Linn near Marylhurst University.
9. *Map area I* – Secure a trail corridor and protecting lands along the east bank of the river between Oregon City and Canby.

Goal

Protect fish and wildlife habitat, water quality, scenic resources and improve public access to the river along the greenway from Wilsonville to the Multnomah Channel.

Objectives

A target area map showing the tiered objectives described below is included as Attachment 5.

Tier I Objectives

- Close key trail gaps in Portland, including those in North and Southeast Portland.
- Secure remaining unique and rare habitats. These include Multnomah Channel, the large forested area west of the Sellwood Bridge and lands near Elk Rock Island.

Partnership Objectives

- Work with existing groups (including the State of Oregon, the City of Portland, Meyer Memorial Trust, The Nature Conservancy, Western Rivers Conservancy, and others) to leverage regional bond funds to the maximum extent possible to achieve Tier I priorities and to preserve and restore the Willamette River.
- Support efforts by other public agencies to restore habitat and create regional trails in the Willamette River.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3859, APPROVING THE NATURAL AREAS ACQUISITION REFINEMENT PLAN FOR THE WILLAMETTE RIVER GREENWAY TARGET AREA

Date: September 27, 2007

Prepared by: Jim Desmond
Kathleen Brennan-Hunter

BACKGROUND—REFINEMENT PROCESS

The Natural Areas Bond Measure (Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” adopted by the Metro Council March 9, 2006) provided that Metro would undertake a “Refinement Process” to “gather additional information about each individual target area and begin zeroing in on particular parcels that would be valuable to acquire” (Exhibit A to Resolution No. 06-3672B). In addition, the Natural Areas Implementation Work Plan (Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March 1, 2007) authorized the Metro Chief Operating Officer to acquire properties without further Council approval if they have been identified on a Council-approved target area “confidential refinement map.” To implement those directives, the Refinement Plans for each target area contain overall target area objectives and confidential tax-lot specific target area maps identifying priority properties for acquisition, enabling Metro staff to begin the acquisition of property and property rights as detailed in the Natural Areas Implementation Work Plan.

Additional background information, target area information, a description of the specifics of the refinement process regarding this target area, and the refinement plan’s findings, goals, and objectives are described in further detail in Exhibit A to this resolution, the Willamette River Greenway Target Area Refinement Plan.

ANALYSIS/INFORMATION

1. **Known Opposition**

None.

2. **Legal Antecedents**

Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” adopted on March 9, 2006.

The voters’ approval of Metro’s 2006 Natural Areas Bond Measure at the general election held on November 7, 2006.

Resolution No. 07-3766A “Authorizing the Chief Operating Officer to Purchase Property With Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March 1, 2007, established the Acquisition Parameters and Due Diligence Guidelines for the purchase of properties as part of the 2006 Natural Areas Bond Program.

3. **Anticipated Effects**

Acquisition of natural area properties in the Willamette River Greenway target area to achieve the goals and purposes of the 2006 Natural Areas Bond Measure.

4. **Budget Impacts**

The FY 2007-08 budget includes budgetary authority to purchase \$35 million in natural area lands, with an additional \$15.4 million in contingency, if necessary. It is estimated, based on historical spending patterns, that this authority will be sufficient to cover the anticipated acquisition activity for this fiscal year. Additional unappropriated fund balance (\$64 million) exists for land acquisition in future years, along with the authority to issue up to an additional \$102 million in General Obligation bonds in support of this program.

RECOMMENDED ACTION

Staff recommends adoption of Resolution No. 07-3859.

Summary of Comments from Stakeholder Interviews for Willamette River Greenway Target Area

Note: Because of the size of the Willamette Greenway, key points are noted followed by regional stakeholder views, and then notes are broken down by section, from north to south. Those interviewed about each section are noted.

Regional Stakeholder(s) Interviewed

Kendra Smith, Clean Water Services
Donna Matrazzo
Travis Williams, Willamette Riverkeeper
Jonathan Soll, The Nature Conservancy

Key Themes Discussed

- Seek connections between big-forested blocks—Tryon, west facing slope on Macadam, Forest Park.
- Headwaters are at least as important as confluences.
- Multiple Measure 37 claims on Sauvie Island totaling approximately 750 acres.
- Greenway not being respected along channel with pending condo proposals.
- Farmland conservation issues on island
- Burlington Bottoms gap should be purchased
- Multnomah Channel is fish refugia. Scapoose Bay Watershed Council is potential partner.
- Consider regional flyway: Jackson Bottoms-Wapato-Sauvie Island
- Need to reconcile policy issues along river at superfund area.
- Lack of public access to river from Downtown PDX to Columbia
- Explore ways to extend Esplanade Trail north
- Consider Marylhurst University riverside properties

Segment: Multnomah Channel to Sauvie Island

Stakeholder(s) Interviewed

Mark Nebeker, ODFW Sauvie Island Wildlife Refuge Manager
Jim Morgan, Metro

Key Themes Discussed

Trail gaps

- None. Bike trails are along Highway 30. Water Trail is in Channel (Morgan).

Public Access

- Possible site at SW Island tip

Habitat Protection

- Wetlands along west bank mostly secured except for a few in-holdings. May not be additional willing sellers (ODFW)
- Large numbers of western pond turtles at Burlington wetlands (ODFW). Lots of ivy and very noisy.
- Lots of bottomland habitat north of County line, some already protected by DSL.
- Few other opportunities on Island. One possibility is at SW tip (ODFW).
- One small in-holding (private duck club) could be purchased, but seller unwilling (ODFW has standing offer on property & has funds)

Habitat linkages

- ODFW believes it would not hurt to make another run at the in-between properties along channel.

Scenic & cultural opportunities

- May be opportunity to expand Bybee-Howell park (Morgan)

Key Partners

- ODFW
- Willamette Riverkeeper

Miscellaneous Comments

- ODFW has agreement with Island farmers to not buy any farm land to take out of production.
- Metro generally not popular with Island property owners who want to keep recreation visitor numbers down (Bybee-Howell Park events) (ODFW).
- 800,000 people visited refuge last year. Mostly beaches. New Lewis and Clark trail at north end just opened (to lighthouse) (ODFW).

Segment: River Mainstem to Steel Bridge

Stakeholders Interviewed

Pam Arden, 40-Mile Loop Land Trust
Tom Kloster, Metro
Scott Mizee, North Portland Greenway
Francie Royce, North Portland Greenway
A Robbins, North Portland Greenway
James Kuffner, University of Portland
Ross Folberg, Linnton Neighborhood
Jodi Burton, Linnton Neighborhood
Pat Wagner, Linnton Neighborhood
Deb Lev, Portland parks
Mark Wilson, Portland Parks
Jim Sijulin, Portland Parks

Greg Everhart, Portland Parks
Paul Ketchum, Portland Endangered Species Program
Claire Putchy, Portland Endangered Species Program
Lenny Anderson, Swan Island TMA
Dave Panchot, Swan Island Business Assn.

Key Themes Discussed

Trail gaps

- Gap in trail connection to Highway 30 (Linnton & Portland Parks)
- Edison Woods-Pier Park trail gaps (Portland Parks)
- Recent trail corridor studies at Linnton show alignments that could be supported by land or easement expansions (Portland Parks & Linnton)
- Possible to buy derelict industrial lands west of Hwy 30 and create trail corridor
- PDX has plans to hang a trail off of railroad bridge to cross river
- Cathedral Park to U Portland trail gaps identified (PDX & N Portland greenway)
- U Portland plans on developing newly acquired riverside for open space uses, including trail
- May be opportunity for trail along tracks below UP bluff (Kloster)
- Small trail gaps on Swan Island (unwilling property owner, but Freightliner may gain easement)
- Ash Cement road seen as logical future trail corridor
- Gaps at Steel to Freemont Bridge area. Interstate bike lane may be only route.
- Wacker-Siltronic has private trail along river (west bank). Could public easement be purchased (Linnton Neighbors)?

Public Access

- Try to establish one or more “beachheads” for future at Rivergate Industrial (Pam Arden).
- Opportunity to create beach/shoreline park at Linnton. Shallows & cottonwood habitat. Strong community support and known willing sellers.
- BES site on Swan Island could be purchased for park use.

Habitat Protection & Restoration

- May be some small habitat options at Rivergate Industrial shore.
- Mouth of Miller Creek has wetlands & former ponds
- Opportunity to create beach/shoreline park at Linnton. Shallows & cottonwood habitat. Strong community support and known willing sellers.
- Several creek restoration possibilities at Linnton including at Community Center
- Doane & Saltzman creek mouth habitats (PDX staff)
- Balch Creek mouth may have habitat restoration opportunity
- Ownership gaps along forested bluff (PDX Parks)
- Cottonwoods along shore at Swan Island cove

Habitat linkages

- Forest Park gaps near river (willing seller identified by Linnton neighbors)

Scenic & cultural opportunities

- Key property at west end of St John's Bridge to secure view corridor

Key Partners

- Freightliner
- Adidas
- N Portland Greenway
- Linnton Neighborhood
- City of Portland
- University of Portland

Miscellaneous Comments

- Metro could become a "local hero" if they step in to buy Linnton beach (Linnton)

Steel Bridge To South of Sellwood Bridge (Portland city limits)

Stakeholder(s) Interviewed

Deb Lev, Portland parks
Mark Wilson, Portland Parks
Jim Sijulin, Portland Parks
Greg Everhart, Portland Parks
Paul Ketchum, Portland Endangered Species Program
Claire Putchy, Portland Endangered Species Program

Key Themes Discussed

Trail gaps

- Eastbank trail gap at Portland Spirit/Caruthers Street. May be handled through land use development projects.
- Trail segments in several areas being extended through development projects.
- Benz Spring trail gap on west bank
- Desire to acquire trail easement through Oaks Amusement Park.
- Oregon Yacht club gap (Oaks Bottoms).
- Springwater-Sellwood trail gap. Willing seller on rail easement.
- Waverly Country Club shoreline (& trail easement). Not willing seller to date.

Public Access

- Ross Island mostly in private ownership. Should all be public.

Habitat Protection & Restoration

- Some shallow water habitat opportunities on west bank
- ODOT & Ross Island S&G have lands along escarpment
- Much of bluff above Oaks Bottom in private ownership
- Some floodplain/cottonwood habitat patches along wet bank south of Willamette Park
- Large forested slope above river (west side) below cemetery and Lewis & Clark College
- Lewis & Clark own shoreline south of Powers Marine Park

Habitat linkages

- Forest Park to Tryon gaps
- Possible Steven's Creek/Tryon Creek corridor up from River. Great creek and upland habitats.

Scenic & cultural opportunities

- Visual connection to Willamette Greenway from bluff/canyon near Taylor's Ferry Road

Key Partners

- City of Portland
- Lewis & Clark College?

Segment: Portland City Line to Gladstone

Stakeholder(s) Interviewed

Deb Lev, Portland parks
Mark Wilson, Portland Parks
Jim Sijulin, Portland Parks
Greg Everhart, Portland Parks
Paul Ketchum, Portland Endangered Species Program
Claire Putchy, Portland Endangered Species Program

Key Themes Discussed

Trail gaps

- Lo-Pac study looking at trail easement along trolley (west side)
- Waverly Country Club shoreline (& trail easement). Not willing seller to date.
- Lewis & Clark own shoreline south of Powers Marine Park

Habitat Protection & Restoration

- Elk Rock Island & escarpment has Perigrine & eagle habitat. Some private lands in area. Could block up larger public piece.

Habitat linkages

- Lake Oswego purchased Tryon confluence. May be additional ops in that area

Segment: Milwaukie to Gladstone

Stakeholder(s) Interviewed

JoAnn Herrigel, City of Milwaukie
Michelle Healy, North Clackamas Parks and Recreation
Brett Arvidson, Oak Lodge Sanitary District
Jonathan Block, City of Gladstone
Lisa Hamerlynck, City of Lake Oswego

Key Themes Discussed

Trail gaps

- Spring Park to Rivervilla Park is a key acquisition area to complete Greenway Trail. Few owners elder care establishments. Potential easements.
- Connect riverfront trail/railroad bridge to Trolley Trail. Need to find workable route.
- Milwaukie may be ready for light rail. Need to make linkages between boat, pedestrian, and rail.
- North Clack master plan shows connection between Trolley Trail to Gladstone and Clackamas at Glen Echo.
- Strong support from Milwaukie for trail across railroad bridge to Lake Oswego
- Section between Spring Park and Railroad bridge privately owned, challenging to get easements.
- See Tryon Creek interviews. Lake Oswego wants Metro to purchase 5 houses on cliff with greenway below. Partition, keep greenway and resell homes.
- Lake Oswego focus on trail across railroad bridge to Milwaukie

Public access

- Gladstone waterfront all public, Trolley Trail section completed.

Habitat protection opportunities

- Privately owned small peninsula north of Spring Park in Milwaukie has eagle's nest. Hostile landowner.
- Rinearson Creek offers nice urban creek habitat, river confluence, engaged stakeholders (Arvidson)
- Boardman Slough needs restoration. Wetlands are in public ownership. Further acquisition could help enlarge Stringfield Family Park.
- Creek through Waldorf School pops out of ground at Scott Park. Great opportunity for daylighting

Habitat linkages

- Milwaukie removing dam on Kellogg Creek, rebuilding bridge.

Partnerships

- Several undevelopable setbacks with wetlands in Oak Lodge Sanitary District. Likely low cost. If Metro purchased, district has capital improvement funds for restoration. (Arvidson)
- Railroad bridge eastern terminus is at Oak Lodge water treatment facility. Oak Lodge interested in partnering, providing access. (Arvidson)

Segment: Clackamas Confluence to Wilsonville-Canby

Stakeholders Interviewed

Alice Norris, City of Oregon City
Doug Neeley, City of Oregon City
Scott Archer, City of Oregon City
Pete Wheeler, City of Oregon City
City of Oregon City Natural Resources Advisory Committee
Greater Oregon City Watershed Council
Ken Worcester, City of West Linn
Lisa Hamerlynck, City of Lake Oswego
Matilda Deas, City of Canby
Ken Worcester, City of West Linn

Key Themes Discussed

Trail gaps

- Oregon City and Canby both eager to see trail link between communities along river. Canby has worked with railroad. Don't give up.
- Proposed Clackamette Cove, Park Place and Bridgeport developments include trail connections, greenspace and restoration.
- New master plan for Johnstone Park includes trail linkage
- Focus on area upstream of Canemah

Public access

- Large site upstream of Willamette Falls industrial area not used. Could be used for boat portage and access area. (Worcester)

Habitat protection opportunities

- Canemah area and large block to the south is City of Oregon City's #1 priority. Madrone and oaks.
- Watershed Council identified Canemah area as key opportunity. Few landowners own large parcels. At least one willing seller. Cougar sighting in March.
- Clackamas rapids "Goat Island" heronry, 38 nesting pairs.
- West Linn priority is 93 wooded acres south side of Tualatin. Density transferred to upper area. Density transfer. Price may be low. Single owner. West Linn has park on other side.

Habitat linkages

- Oregon City wants strong connection between Willamette/Abernethy confluence up through Holcomb Creek and Newell systems.

Scenic & Cultural opportunities

- Native American sites near Willamette Falls on both sides of river, and along the bluffs south of Oregon City should be protected
- Coalition forming to make Willamette Falls area state or national heritage site or park.

Key Partners

- PGE, Blue Heron, West Linn and West Linn paper all have parcels around falls.
- TNC wants to give Metro Little Rock Island. Please take it. Free.
- Clackamas Soil and Water District

Segment: Wilsonville-Canby to southern boundary

Stakeholders Interviewed

Jan Houck, Oregon Parks and Recreation
Chris Neamtzu, City of Wilsonville
Matilda Deas, City of Canby

Key Themes Discussed

Trail Gaps

- Canby #1 priority for Metro purchase is rail grade connection to Oregon City.
- State acquisition staff (Cliff Houck) has been talking with landowners who want to conserve their land.
- Canby continues to acquire parcels within greenway, wants easements upstream.
- Wilsonville focus on lands between state park and Memorial Park, conserve water quality in Beckman Creek.
- Wilsonville vision: French Prairie Bridge linking cycling across river and south into Willamette Valley.
- Historic Boones Ferry Park not planned yet. Could serve as boat storage, link for bikes and boats.
- Trail connection through Charbonneau very difficult. Developed up to riverbank.
- Most of Wilsonville waterfront very steep. You can't see river from cliffs, trails difficult.
- Tonquin Trail can possibly connect to Metro-owned parcel.

Public Access

- Willamette River Water Trail system lacks urban area camping, overnight boat storage and affordable hotels near river.

Habitat protection opportunities

- Consider Wattles property. Reverted to state (DSL drives hard bargain).
- TNC #1 priority is parcel next to Peach Cove Bog. Unique habitat.
- Molalla confluence area unstudied. Needs assessment. Molalla State Park master plan 50 years old, doesn't protect habitat.
- Wilsonville expects to build Graham Oaks Park this year. Crest Environmental Learning Center making use of openspace. Would like connection to river at Metro properties.

Habitat Linkages

- Wilsonville wants acquisition between state park and city's Memorial Park. City has improved fish passage.

Scenic and Cultural Opportunities

- Significant historic resources on both sides of river. State doesn't enforce Goal 5 protections.
- Wilsonville and Canby hoping to accommodate cycling/wine country tourism. Some want to link trail system from Charbonneau to Aurora and beyond.

Key Partners

- Clackamas Soil and Water District

Key Messages from Stakeholders

- Support State Parks Willamette Water Trail efforts to fill gaps in system, particularly urban overnight accommodations and boat storage.
- Protect major river confluences, e.g. Tualatin, Clackamas, Pudding/Molalla.
- Protect headwaters from development particularly because creeks are flashier after development, even with approved mitigation measures.
- Link river and creek systems from mouth to headwaters and across ridges.
- Make habitat connections from watershed to watershed.
- Make habitat connections with hedgerows, stepping-stones and Nature In the Neighborhood incentives.
- Identify small gaps that can connect significant swaths of public ownership.
- Zero in on unique or endangered habitats—bogs, oaks and prairie.
- Piggyback on other jurisdictions' efforts.
- Reinstate GTAC to keep jurisdiction staff throughout Metro area informed beyond policy and more and tuned into the larger process.
- Partner on outreach efforts between jurisdictions and soil and water conservation districts to reduce chemicals, improve water quality and urban habitat. (note: Clack SWCD for successful golf course lawns program)
- Close gaps between trail segments (i.e. Caruthers, Sellwood).
- Close gaps between habitat patches (Multnomah Channel).

- Enlarge existing public ownership areas (Rock Island, Canemah, Abernethy confluence).
- Establish new beachheads or anchors (Linnton shoreline).
- Protect all creek mouths, shallows, shoreline habitats
- Develop a 2150 plan making strategic acquisitions now, with the understanding that trails, development and restoration funds would be secured later.

QUESTIONNAIRE

TARGET AREA: WILLAMETTE RIVER GREENWAY

In November 2006 voters directed the Metro Council to extend a regionwide program and acquire between 3,500 and 4,500 acres of additional natural areas to protect water quality and fish and wildlife habitat and to provide future generations opportunities for greater access to nature. Now it's time for the Metro Council to refine priorities in the 27 regional natural areas and trail corridors targeted for acquisition.

The Metro Council wants your ideas and input. We've been talking with scientists, land-use experts, groups and individuals who have special knowledge about the natural resource values and community visions for these areas. With this information Metro has begun to identify the potential strategies and opportunities that will achieve the best results. Now we need to know: Do we have it right? What have we missed? What is most important to you?

2006 NATURAL AREAS BOND DESCRIPTION FOR THIS TARGET AREA

Acquisition and connections between existing public holdings along the greenway from Wilsonville to the Multnomah Channel will protect fish and wildlife habitat, water quality, scenic resources and improve public access to the river.

QUESTIONS

1. **The following priorities were identified in the Willamette River Greenway target area based on scientific information about benefits to water quality, habitat diversity, wildlife connectivity and/or restoration potential and from information provided by key stakeholders in the area. Rank in order of importance to you from 1 to 9, with 1 being the most important and 9 being the least important.**

- _____ Protecting the remaining gaps along the west bank of Multnomah Channel and establishing a public access point at the southwestern tip of Sauvie Island (the confluence of Multnomah Channel and the Willamette River). **(Map area A)**
- _____ Establishing a riverfront natural area for habitat and public access in the Linnton area and identifying opportunities to improve trail connections through the Linnton area. **(Map area B)**
- _____ Closing multiple small trail gaps on the east bank of the river in North Portland (generally between Pier Park and the University of Portland). **(Map area C)**
- _____ Protecting the remaining gaps along the Willamette River bluff in Portland (above Swan Island and above Oaks Bottom in Sellwood). **(Map area D)**
- _____ Closing the few remaining small trail gaps on the west riverbank in Portland between the Marquam and Sellwood bridges. **(Map area E)**
- _____ Protecting the large forested area west of the Sellwood Bridge. **(Map area F)**
- _____ Protecting additional oak and prairie habitats near Elk Rock Island in Milwaukie and securing lands along the river or a trail corridor along the river below the bluff in Milwaukie. **(Map area G)**
- _____ Securing a trail corridor between Lake Oswego and West Linn near Marylhurst University. **(Map area H)**
- _____ Securing a trail corridor and protecting lands along the east bank of the river between Oregon City and Canby. **(Map area I)**

2. In general, what should be emphasized in the Willamette River Greenway target area? Rank in order of importance to you from 1 to 5, with 1 being the most important and 5 being the least important.

- _____ Protecting remaining unique and rare habitats (islands, oaks, prairies, bogs, wetlands) for the benefit of fish and wildlife.
- _____ Improving public access and recreation opportunities by establishing new or enlarging existing public parks and natural area sites.
- _____ Protecting remaining high quality aquatic habitats (river and creek mouths, cottonwood groves, shallows, coves).
- _____ Closing gaps between existing trail segments along the Willamette River Greenway.
- _____ Connecting the river to upland parks and natural areas along selected creek corridors to improve water quality in the Willamette River.

3. Are there other priorities that the Metro Council should consider in the Willamette River Greenway target area? Please be specific.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area?

5. Are you interested in participating in Metro's Natural Areas program by selling or donating your property or selling or donating a trail or conservation easement on your property?

Yes No If yes, please be sure to provide your contact information below.

6. Do you have any other comments about this target area?

Please add my name to the Willamette River Greenway target area mailing list for future information, public meetings and events.

Name _____

Address _____

City/State/Zip _____

Phone _____

E-mail _____

**You may complete this questionnaire online at
www.metro-region.org/naturalareas**

or mail it to Metro at
600 NE Grand Avenue, Portland, OR 97232
(503) 797-1741

Willamette River Greenway Survey Results

1. The following priorities were identified in the Willamette River Greenway target area based on scientific information about benefits to water quality, habitat diversity, wildlife connectivity and/or restoration potential and from information provided by key stakeholders in the area. Rank in order of importance to you.

	most important								least important	Rating Average
Protecting the remaining gaps along the west bank of Multnomah Channel and establishing a public access point at the southwestern tip of Sauvie Island (the confluence of Multnomah Channel and the Willamette River). (Map area A)	10.1% (7)	21.7% (15)	11.6% (8)	13.0% (9)	7.2% (5)	10.1% (7)	10.1% (7)	7.2% (5)	8.7% (6)	4.45
Establishing a riverfront natural area for habitat and public access in the Linnton area and identifying opportunities to improve trail connections through the Linnton area. (Map area B)	38.0% (30)	11.4% (9)	11.4% (9)	12.7% (10)	5.1% (4)	5.1% (4)	5.1% (4)	7.6% (6)	3.8% (3)	3.32
Closing multiple small trail gaps on the east bank of the river in North Portland (generally between Pier Park and the University of Portland). (Map area C)	32.8% (21)	14.1% (9)	14.1% (9)	9.4% (6)	4.7% (3)	6.3% (4)	9.4% (6)	7.8% (5)	1.6% (1)	3.44
Protecting the remaining gaps along the Willamette River bluff in Portland (above Swan Island and above Oaks Bottom in Sellwood). (Map area D)	6.3% (4)	20.6% (13)	17.5% (11)	19.0% (12)	4.8% (3)	15.9% (10)	7.9% (5)	4.8% (3)	3.2% (2)	4.17
Closing the few remaining small trail gaps on the west riverbank in Portland between the Marquam and Sellwood bridges. (Map area E)	19.0% (12)	6.3% (4)	15.9% (10)	3.2% (2)	25.4% (16)	14.3% (9)	6.3% (4)	4.8% (3)	4.8% (3)	4.30
Protecting the large forested area west of the Sellwood Bridge. (Map area F)	5.0% (3)	16.7% (10)	11.7% (7)	15.0% (9)	16.7% (10)	13.3% (8)	8.3% (5)	6.7% (4)	6.7% (4)	4.68
Protecting additional oak and prairie habitats near Elk Rock Island in Milwaukie and securing lands along the river or a trail corridor along the river below the bluff in Milwaukie. (Map area G)	7.8% (5)	7.8% (5)	17.2% (11)	14.1% (9)	14.1% (9)	9.4% (6)	20.3% (13)	3.1% (2)	6.3% (4)	4.81
Securing a trail corridor between Lake Oswego and West Linn near Marylhurst University. (Map area H)	1.5% (1)	13.6% (9)	0.0% (0)	12.1% (8)	3.0% (2)	7.6% (5)	9.1% (6)	28.8% (19)	24.2% (16)	6.50
Securing a trail corridor and protecting lands along the east bank of the river between Oregon City and Canby. (Map area I)	1.6% (1)	3.2% (2)	4.8% (3)	3.2% (2)	12.7% (8)	7.9% (5)	12.7% (8)	19.0% (12)	34.9% (22)	7.02

area I)

2. In general, what should be emphasized in the Willamette River Greenway target area? Rank in order of importance to you.

	most important				least important	Rating Average	Response Count
Protecting remaining unique and rare habitats (islands, oaks, prairies, bogs, wetlands) for the benefit of fish and wildlife.	41.2% (28)	10.3% (7)	23.5% (16)	17.6% (12)	7.4% (5)	2.40	68
Improving public access and recreation opportunities by establishing new or enlarging existing public parks and natural area sites.	17.9% (12)	22.4% (15)	9.0% (6)	6.0% (4)	44.8% (30)	3.37	67
Protecting remaining high quality aquatic habitats (river and creek mouths, cottonwood groves, shallows, coves).	9.0% (6)	34.3% (23)	23.9% (16)	25.4% (17)	7.5% (5)	2.88	67
Closing gaps between existing trail segments along the Willamette River Greenway.	37.3% (25)	10.4% (7)	10.4% (7)	29.9% (20)	11.9% (8)	2.69	67
Connecting the river to upland parks and natural areas along selected creek corridors to improve water quality in the Willamette River.	6.3% (4)	22.2% (14)	31.7% (20)	15.9% (10)	23.8% (15)	3.29	63
	<i>answered question</i>						75
	<i>skipped question</i>						12

3. Are there other priorities that the Metro Council should consider in this target area? If so, please specify.

Shady backwaters along the banks vs more life--unfriendly lawns, concrete, landings.

I am very interested in a seamless bike trail on both sides of the Willamette. Right now the areas that need the attention are 1) West side connections such as Marquam to Sellwood Bridge, Sellwood Bridge to West Linn, and Portland to Sauvie Island, and 2) the NPGreenway. Southeast has Springwater. I can envision bike commuters funneling down to the river and getting to town via the Willamette trail.

Continue the bike trail north of the Steel Bridge to connect eventually to a big loop around Portland.

Any 40-Mile Loop gaps.

Area A near Swan Island does not mention trails. It appears to be drawn so that the Willamette Greenway Trail could be secured between Fremont Bridge and Swan Island. This is very desirable but since it was not explicit in the description of that bubble, I ranked it relatively low. The river frontage at outfalls such as Balch Creek.

What about enhancing previous purchases funded by the taxpayers? For example, the greenway along the Willamette between the St. Johns Bridge and the railroad bridge (Willamette Cove?). Why not use some of your money to improve and clean it up? It continues to remain in a decrepit condition, with homeless camps and illegal dumpsites. Second, please make an offer to buy the property jointly owned by Metro and another property owner. This beautiful stretch of land runs along the north side of the Columbia Slough, just west of Portland Road. The Slough is on one side of this property, Smith Lake is on the other side.

Close gaps in existing trail segments and make it easier for bicycle riders and pedestrians to commute.

Clean river, public access.

Neighborhood history and support. The Linnton neighborhood has been asking and planning for a river park and access for over a decade. We are motivated to do what it takes.

Trak easements around (?) and "Cement Road".

Making sure the North Portland Greenway Trail is completed--connecting Cathedral Park to the East Bank Espl.

N. Portland Greenway trail should be completed

Canoe.

Enhanced signage for public access points would be very useful.

BUILD N. Portland Greenway connection to smith/Bybee via Pier Park.

Recreation opportunities/bicycle access for community-N. Portland to downtown.

Provide exercise and recreational opportunities such as through a river level greenway trail from Cathedral Park to the Eastbank Esplanade.

Dear Council Members, I am a member of NPGREENWAY. NPGREENWAY is a group of citizens advocating for a trail system providing access to and along the Willamette River enveloping the north riverfront from the Steel Bridge in downtown Portland to Cathedral Park at the St. Johns Bridge and continuing on to Kelly Point Park. Our goal is to link North Portland neighborhoods with the Willamette River for recreation and access to jobs. The refinement of the Willamette River Greenway will include a network of trails used for activities such walking, running, cycling, in-line skating, skateboarding, fishing, boating and wildlife viewing. The North Portland Greenway trails will connect with the existing Willamette River trail system serving residents and visitors throughout the region. The Willamette River Greenway Trail is a goal of the State of Oregon, City of Portland and Metro. The Metro Natural Areas Bond Program can help complete this vision over the next several years. Critical areas to achieve this goal include acquisition for use (fee simple, easement or like access) of land: 1. between the Willamette Cove property (purchased under the 1995 program) and the City of Portland Water Pollution Lab adjacent to Cathedral Park for the Willamette River Greenway Trail, 2. between Swan Island and the Fremont Bridge for the Willamette River Greenway Trail 3. for the Willamette River access point in Rivergate generally referred to as the Time Oil parcel (from the proposed Willamette River Greenway Trail further to the east), 4. and submersed land through a lease from the State of Oregon for areas below the bluff adjacent to the University of Portland and other similar areas should the Willamette River Greenway Trail require the trail be built over the river similar to portions of the Eastbank Esplanade. Items 1,2, and 4 above are within Areas C and D on your Willamette River Greenway Trail Map and Item 3 could connect to the Trail. Thank you for your consideration of this request.

Linnton is largely ignored--it is a great resource to preserve-- Bordering in forest hills park and the Willamette River, a very historical site (early settlements including Native Americans) with many creeks flowing to the Willamette.

Access to parks/water in specific areas--if a particular area is cut off from the river.

Ross Island acquisition if current talks with City of Portland fail.

Expand it up into Marquam Ravine and purchase 6.5 acre parcel next to entrance to Marquam Nature Park at hairpin in Sam Jackson park Rd.

Mosquito populations. You're building more habitat for mosquitoes to breed and transmit disease.

Finishing the connections for the North Portland Greenway Trail will enhance recreational opportunities while increasing appreciation for wildlife and support of conservation measures needed to enhance wildlife habitats along the river.

Missing links in the greenway trail system, especially gaps that will combine to make long distance segments.

Metro should consider fish refugia. This is a issue with the health of the Willamette River. Stream shading is also a good goal for temperature in the river.

Air quality impacts. Wildlife impacts.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area? If so, please specify.

Potential partnership with railroads to get rail with trails. This affects west-side as well near St Johns Bridge.

A wonderful looking piece of riverfront land near Owens Corning plant in Linnton could be a very special small park that could be accessed by Linnton residents and others.

Federal grants to enhance preserve wildlife and recreational areas and river access.

Purchase easement in Triangle and sites from eventual owner - freeing up money for owner to build more access over UPRR.

With Portland Parks so underfunded how about funding a fundraiser to pull in the funds that are needed to finish the entire trail system. Piecemeal is crap. Not effective

NEGreenway bikebelong.com

University of Portland- Partner RE: "Triangle Property' 40 mile loop-trail connections Portland Parks- Trail maintenance.

Governors initiative for the Willamette River Keepers

Partner with watershed councils, riverkeeper organizations, and landtrust/conservancies to provide non-federal matching funds for restoration/acquisition grant proposals.

Riverview Cemetery is open to selling some of their land, and Lewis and Clark College would like to buy some of it. Work with Lewis and Clark to meet some of their needs while protecting the most sensitive lands.

Why would you see it fit to have leverage to get your way???? You should be required to help the region fund the mosquito control districts in Washington, Clackamas, and Multnomah Counties.

The Greenway trail should become part of the City of Portland's Bicycle Master Plan, as well as get put on the zoning map so that when future redevelopment occurs, the trail is taken into consideration. University of Portland is a strong potential partner for the trail. Portland Parks and Recreation is another partner. Union Pacific and BNSF will need to be brought into the process since the trail will be running near their properties in many places.

I believe METRO is already working with the North Portland Greenway group.

Metro should approach various jurisdictions and agencies regarding water quality concerns. On-going water quality efforts could result in leveraged funding.

5. Do you have any other comments about this target area? If so, please specify.

Go for the most acres per dollar-- Better to acquire cheap waterfront acres upstream than pay big bucks to greedy urban land owners.

If the Willamette Shoreline ends up designated as Bus Rapid Transit, act to secure additional easements for trail on rail alignment. If it is designated for streetcar, secure additional land or easements in order to have rail with trail. This would be outstanding addition to the Willamette Greenway.

The online open house doesn't provide any detailed information about the areas on the maps for Columbia Slough and Willamette River.

We have a great opportunity to complete significant portions of the N. Portland Greenway---Don't Fail us!!

THIS COULD EVENTUALLY PROVIDE RIVER ACCESS TO THE WEST SIDE. HILLSBORO, BEAVERTON ETC. VIA CORNELIUS PASS OR NEWBERRY

Access to the Willamette will help the public identify with the river and give incentive to protect existing natural areas.

Focus on connecting neighbors, neighborhoods, and nature.

Ross Island, Oaks Bottom and Bluffs above, and Riverview Cemetery lands are inseparable and connected to West Willamette Wildlife Corridor, providing habitat and recreational opportunities.

I would like to sit on the review board.

Will you pay the medical bills for people who get West Nile Virus if the mosquito populations you help produce are found to carry the virus??

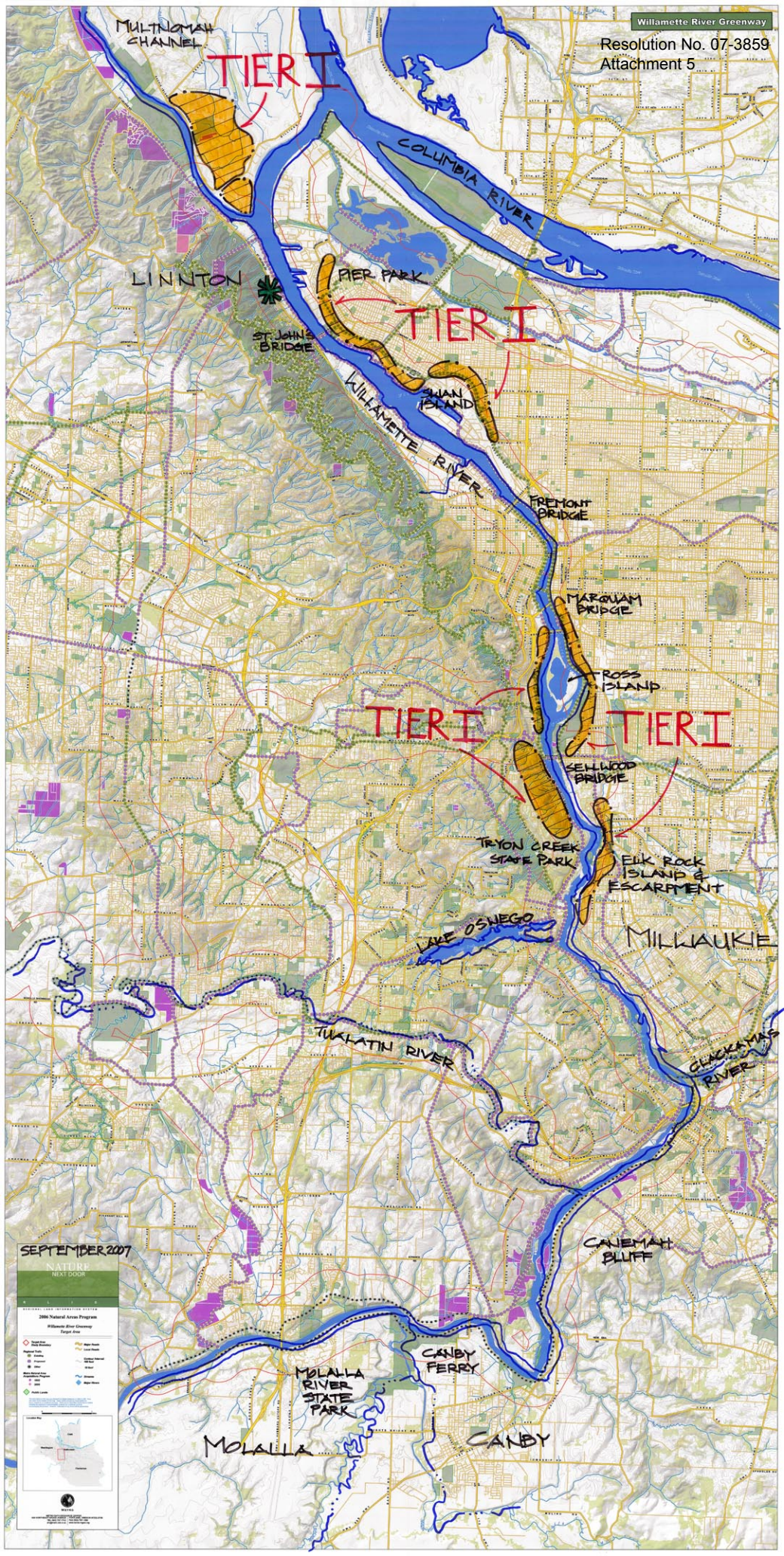
I appreciate Metro's efforts to keep the faith with North Portland voters, who overwhelmingly approved the Greenspaces bond measure, and Metro's willingness to push forward a water-level trail through North Portland.

It seems somewhat "islanded". Benefits seem somewhat isolated to specific areas, not necessarily regional.

My comments are intended to support increasing river access in the Linnton neighborhood along NW St. Helens Rd. in Portland. While there is great access to Forest Park throughout this area there is minimal access to the west side of the Willamette River basically from downtown Portland to outside the City border, or near the City limit there is a boat ramp I believe. There is momentum to hold the City and future landowners of the old Linnton Plywood Mill site to provide public

access to the river near NW 107th Ave. in the heart of the remaining Linnton business area. There is a very welcoming natural beach at that location, one of the last remaining opportunities to save a natural beach area along the industrial area of the Willamette. This could provide a wonderful trail end from the Forest Park trail system from Wildwood Trail down the Linnton Trail to Hwy 30 with access to the river for hikers. There is already a greenspace overlay on the City's zoning map for this area. If the City and Metro do not take advantage to preserve this small access point to the river, future industrial development will likely eliminate such future access. Then again, there could be an opportunity for the City and Metro to work with a property owner to allow certain less than desirable developments as long as public access is allowed to the beach, along with the building of a sidewalk or access route from the highway.

I continue to be optimistic that Metro will develop a plan for our farm property that I, and our family members can enjoy and share with others who appreciate the rural and idle setting.



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