

## MINUTES OF THE METRO COUNCIL MEETING

Thursday, October 25, 2007  
Clackamas County Chamber

Councilors Present: David Bragdon (Council President), Kathryn Harrington, Robert Liberty, Carl Hosticka, Rod Park

Councilors Absent: Rex Burkholder (excused)

Council President Bragdon convened the Regular Council Meeting at 5:11 p.m.

### 1. INTRODUCTIONS

Council President Bragdon introduced Commissioners Schrader and Peterson.

### 2. CITIZEN COMMUNICATIONS

There were none.

### 3. CONSENT AGENDA

3.1 Consideration of minutes of the October 4, 2007 Regular Council Meeting.

3.2 Removed from consent agenda and placed on regular agenda.

3.3 **Resolution No. 07-3875**, Appointing a Deputy Council President for the Remainder of 2007.

3.4 **Resolution No. 07-3876**, For the Purpose of Entering into an Employment Agreement With Scott Robinson, Metro Chief Information Officer.

Motion: 

Councilor Harrington moved to adopt the meeting minutes of the October 4, 2007 Regular Metro Council and Resolution Nos. 07-3875 and 07-3876.
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Vote: 

Councilors Harrington, Liberty, Park, Hosticka and Council President Bragdon voted in support of the motion. The vote was 5 aye, the motion passed.
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### 4. ORDINANCES – FIRST READING

4.1 **Ordinance No. 07-1161**, For the Purpose of Amending Metro Code Chapter 5.01 and 5.05 to Extend Moratoria on Applications for New Solid Waste Transfer Stations and Putrescible Waste Non-System Licenses Until December 31, 2008; and Declaring an Emergency.

Council President Bragdon assigned Ordinance No. 07-1161 to Council.

**5. RESOLUTIONS**

**5.1 Resolution No. 07-3831, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (Public Hearing).**

Motion:	Councilor Park moved to adopt Resolution No. 07-3831.
Seconded:	Councilor Harrington seconded the motion

Councilor Park introduced the resolution and said powerful trends (constricted transportation budgets, demographic changes, environmental concerns, population growth) required new, creative means to solve transportation challenges. But that still had to focus on what people needed, protecting what they value, and investing in what makes our region successful; continue to invest in maintaining and preserving our existing infrastructure. We must plan for current and future needs and strategically invest to meet those needs. One of the best tools at our disposal – and something we’re already doing very well in this region – was applying good land use planning and strategy to the transportation debate; namely, being efficient by including land use and transportation together; locating jobs, housing and commerce near each other reduces transportation demand, provides choices that reduce the need drive, frees up road space and makes dedicated transportation dollars go further. That was why it was so important for Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC) to have this close working relationship. We cannot be disconnected because we risk missing out on a tremendous opportunity to maximize efficient transportation planning through good land use planning, and vice versa. We recognized there was no one transportation solution, a balanced approach of multiple choices for people and efficient land use planning.

Councilor Park said what had led up to this meeting and how this meeting will inform future discussions and action: Metro and its regional partners were taking a pragmatic and coordinated approach to the Regional Transportation Plan (RTP) decision; Metro was committed to strategically investing limited public dollars where they could produce the best return on that investment – and we had to do this in a balanced way that recognized environmental concerns as well as economic ones. The 2005 Cost of Congestion Study clearly showed us that congestion posed a huge threat to our economic health – both to businesses and to families – time spent in traffic jams equated to huge economic losses. This was especially important to a region like ours, which was heavily trade-dependent; so to make sure that the RTP had sufficient tailoring to economic needs, we established a freight task force to help inform our policy making in this arena – this was something that had not been done before. We were finding that freight investments would not only go a long way toward helping the economic climate here, but also further helped this region create a balanced transportation system so that goods movement and people movement were in harmony and not at odds with each other. So as we embark on this discussion this evening, Councilor Park hoped that we all could recognize that the best transportation policy we could achieve will be dependent on the best land use strategies that we inject into it – and vice versa: our transportation system will be better and more affordable, both to build and use, if it matched up well with our land use. He also wanted to recognize all the good work and stewardship by his Council colleague, Rex Burkholder, who wasn’t able to be at the meeting. Rex had done a great job in getting all of us to think about new ways to design our transportation plan and do things better and more efficiently. And he urged all of you to keep an eye on delivering a robust, multi-modal system. That balance and diversity would position our region well to handle the growth that was coming as, well as to thrive economically.

Councilor Park concluded by saying that developing and funding a transportation system – especially one like ours that was truly multi-modal, and was already on the right path of being integrated with our land use planning, was difficult. It was complex. We had to take into account more factors than other regions do (or have done in the past). It was also why we were ahead of the transportation/land use curve, whereas many other regions are behind. And like in any legislative arena these different interests often competed with one another for a limited amount of the pie. That was OK. It was how it goes. Not everyone was going to get everything they wanted. But he hoped that we all appreciated that the more balance and diversity we bring to the RTP and to our transportation system, the better off all interests would be. Specifically, freight movement should not be viewed as a strike against the environment. If we made investments into our road system, or made technological upgrades that kept freight moving and managed congestion, that was not only good for business, it was good for the environment because cars and trucks were not idling and emitting greenhouse gasses. Likewise, investments in transit, or bike lanes, and land use planning that built upon our region's strength as a place where people didn't have to travel as far for work, school or amenities, were investments not just in the environment or our quality of life, but were also good for freight mobility and our economic competitiveness because they help ease congestion. So, granted, many of us come at this policy-development process from different angles, but he hoped we all recognized that to a large degree, we were not mutually exclusive. We were, rather, all inter-dependent and we were going to succeed – or not succeed – together. In terms of process timeline ahead of, here were some key points; MPAC would make recommendations to JPACT and the Metro Council in late November and; JPACT and Council would take action in December 13. The public comment period was open from October 15 to November 15, with the public hearings scheduled to begin October 25.

Kim Ellis, Planning Department, provided a Power Point presentation (a copy of which is included in the meeting record) on the 2035 Regional Transportation Plan (RTP). They hoped to have final action on the federal component by December 13, 2007. The process focused on accommodating 1 million more individuals in the region by 2035. She talked about the focus of the plan. She provided some details as to where we were currently. She talked about the goals of the draft plan. She provided some specifics on developing new tools to create better communities in the region. She spoke to investment strategies that were called out in the plan. She noted investment priorities including maintaining the existing system, addressing critical bottlenecks and safety deficiencies. She summarized some of the challenges to achieving the long-term vision of the plan. She noted current and new measures. She shared next steps on the plan.

Councilor Liberty asked about the pie charts and the revenue gap that he had seen previously which were different than what was reported at this meeting. Ms. Ellis said the data presented at this meeting were updated numbers. The revenues had increased for transportation projects. Councilor Liberty asked about the \$16 billion in project lists. Councilor Harrington asked for clarification on the gap.

Council President Bragdon opened a public hearing on Resolution No. 07-3831.

John Mullin, 1019 Hazelwood Dr NE Oregon City OR 97045, said he worked for the Oregon Law Center as well as being the former director of Clackamas County Human Services. He was here on a personal basis. He felt the plan was well put together. Specifically when you thought about underserved citizens such as elderly and disabled, there was a limited amount of fixed transportation. These individuals were underserved. The discussion about equity was very important. He also wondered in the plan about the human services aspect under Safety. He wondered if staff had worked with the special needs group. There were modest investments that

could help underserved populations. There was always a challenge when looking at transportation but felt we could look at some investments to help the underserved populations.

Donna Jordan, Councilor from Lake Oswego and Joint Policy Advisory Committee on Transportation member, 380 A Avenue Lake Oswego, OR 97034, said as the largest city in Clackamas County it was difficult to compete with their regional partners. They anticipated a lot of growth as we moved toward the year 2040. They had a RTP that recognized balance. They also knew that the system was congested today. They hoped that the RTP would value new growth areas. If Council looked at what happened in the Hillsboro area in the last 20 years, you could see what happened.

Lynn Petersen, Clackamas County Commissioner, 205 Kaen Road, Oregon City, OR 97045, welcomed the Council to Clackamas County. She said the JPACT/Metro Policy Advisory Committee (MPAC) discussion about managing the corridors was excellent. Clackamas County had really worked hard at phasing projects. They were able to get more projects on the ground. The issue that needed to be looked at moving forward was that guidelines needed to be flexible. She talked about design on the ground. She talked about serving trips. She hoped to move forward with visioning. She felt staff had done a great job of pulling this Plan together. She looked forward to implementing 2040.

Councilor Liberty asked about the practicalities of dealing with a policy document. He asked how we merge projects that had already been approved at different stages and reexamine those projects. He wondered if there was some sort of sorting method. Commissioner Peterson said she saw three different categories that they didn't want competing with each other: projects that were cost effective that met 2040 objectives, the first ring of suburbs that was rethinking its transportation on the ground, and the new areas which would be cost intensive to get it right the first time. There were three different categories. The main issue was what was the problem they were trying to solve. It was not just performance measure but what could we solve with land use planning and constrained resources.

Pat Russell, 16358 SE Heartwood Drive, Clackamas OR 97015, provided his testimony in writing as well as additional materials (a copy of which is in the meeting record). He introduced his son, Clancy and his other children in the audience.

Council President Bragdon closed the public hearing and announced the continuance of the public hearings on November 1, 8 and 15.

5.2 **Resolution No. 07-3873**, For the Purpose of Ratifying the AFSCME Local 3580 Collective Bargaining Agreement for July 1, 2007 Through June 30, 2011.

Motion:	Councilor Hosticka moved to adopt Resolution No. 07-3831.
Seconded:	Councilor Liberty seconded the motion.

Councilor Hosticka introduced the resolution and provided major features of the contract. This was a four-year contract. The cost of living adjustments would vary. A key feature was that Metro had increased the cap on the health care insurance. He urged support. He felt this was a good contract. He encouraged ratification.

Vote:

Councilors Harrington, Liberty, Park, Hosticka and Council President Bragdon voted in support of the motion. The vote was 5 aye, the motion passed.

- 5.3 **Resolution No. 07-3864**, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to add funding authority to the SE Cleveland Avenue (Gresham) Project.

Motion:	Councilor Liberty moved to adopt Resolution No. 07-3864.
Seconded:	Councilor Park seconded the motion.

Councilor Liberty talked about the project. Councilor Harrington recognized the efforts on the original project to keep the costs low. She wanted to reward good behavior and was on the lookout for increasing costs. Andy Cotugno, Planning Director, talked about the project. The notion was that it was two projects that were part of a comprehensive strategy. Councilor Park said one of the concerns he heard was we could not assume that if money was saved on a project it was automatically assumed to be that entities money to spend. In this case they were able to shave costs on one side. The additional funds were to help connect the neighborhood. Mr. Cotugno said this was the result of good management of money. Council President Bragdon observed that he had seen over several cycles that Gresham had brought forward several projects which all supported a larger strategy. He appreciated the work of the jurisdiction. This was a jurisdiction that did a very good job.

Vote:

Councilors Harrington, Liberty, Park, Hosticka and Council President Bragdon voted in support of the motion. The vote was 5 aye, the motion passed.

6. **PUBLIC HEARING AND INTERVIEWS REGARDING APPOINTMENT FOR A VACANCY IN METRO COUNCIL DISTRICT #2.**

Council President Bragdon explained what had occurred previously and what was happening this evening. He said there were 10 applicants. Councilor Liberty asked if they could ask questions today. Council President Bragdon said yes. Councilor Hosticka asked each candidate if they had the intention to seek election to the full seat, the term starting in 2009.

Eric Carlson, 907 Oak Street Lake Oswego, OR 97034, thanked the Council for this opportunity as well as the time and energy each councilor devoted to Metro affairs. He said if appointed he would run. He lived in an older neighborhood in Lake Oswego and had been in the same house for 32 years. He was active in the creation of the current version of Metro when he worked for City of Beaverton. He had followed Metro's work since then. Councilor Newman represented District 2 very well. Mr. Carlson looked forward to continuing his work especially on outreach. He noted his resume. He said there were certain themes that ran through his employment and volunteer activities the past 20 years. All of these experiences put him in the middle of significant public issues. All required him to stay calm in the face of intensely held opinion. All required him to independently consider the usefulness of available data and all required him to work with other people to achieve useful results. He felt what he had learned in his employment and volunteer activities would be helpful to Metro Council, people of the district and the region. Since retiring in 2005, he had time to enjoy his family. Why he wanted the District 2 position was because Metro was key to the livability of the region. He had wanted to serve on the Metro Council for a long time. This happened to be the time when the opportunity came up and he could take

advantage of it. He loved working on the kinds of issues that we need to deal with so that the 2040 concept happens on the ground, so it became more than a plan. Metro had to walk a fine line in order to accommodate up to a million new residents. It had to explore new ways of doing things. But proposals for change can't be seen as so far out that residents reject them out of hand. Accomplishing that required Metro to build credibility and that required outreach. To prepare for the interview and debate he had done some outreach. He attended Metro's workshop last week on infrastructure finance. He attended a meeting this last weekend of the Stafford Hamlet organizers. He talked to a number of people both in the district and out, county commissioners, mayors, staff people. He wanted to know how Metro was doing and what they saw as the major issues. He found out that people were pleased that the Metro Council's outreach had improved over the last four to five years. They wanted that maintained. Second, they were concerned that issues surrounding the creation of urban and rural reserve be handled right. Third, they want even closer connections between land use and transportation decisions. Fourth, they were concerned about the elephant in the room, infrastructure finance; an issue he was particularly interested in. He would like to help the Council and residents of the region sort these out, make choices and move forward. What he brought to the job was time and energy to devote to Council affairs and to outreach. He enjoyed helping people resolve public issues. He would be focused on how a plan or principle would work on the ground. If appointed, he would represent District 2 well while remembering that Metro provided a regional vision for maintaining livability.

Councilor Harrington said this position involves representing your district. Please give an example from your current public work that demonstrates how you develop and maintain productive relationships with colleagues and stakeholders.

Mr. Carlson responded by saying that you talk with people and you talk to everyone. If you have opponents on particular issues you avoid creating enemies. You talk, work with people, listen carefully and set aside your own policy preferences if you have any to try to understand what other people want. Then, if people express different opinions you try and get them around the table. In Clackamas County, the cities get together regularly to meet. They discuss issues. He would like to work with the cities as a group rather than talking to them one on one so that they each hear what they were saying. The same thing applied to other partners. He understood that Homebuilders and 1000 Friends of Oregon were talking to each other. He felt that was a really good development and that was the kind of thing he would encourage. Councilor Liberty asked him to draw on his experience in Senator Brown's office and wondered what it would take to create a metropolitan agenda around metropolitan needs. What could we do to create such an agenda and what would Mr. Carlson put at the top of the list? Mr. Carlson said Metro had an excellent staff member working at the legislature these days. His sense of what it took to get the appropriation for the south light rail line was working with all representatives from around the state, creating an understanding in them that the health of the Metro area was tied to health of the whole state. Metro had to talk with representatives from outside of the region and work with them. That could well involve helping them pass things that they need. You must understand each other's needs and work out a set of priorities, which would fit Metro, as well as other areas of the state. Council President Bragdon noted that Mr. Carlson had some local government experience. He asked him to elaborate on the interaction he had with Metro and Columbia Regional Association of Governments (CRAG) in his previous roles as a private consultant or on the staff of the City of Beaverton. Mr. Carlson said when he worked in Beaverton he was a policy analyst and policy advisor to the Mayor. Part of his job was to follow the charter creation and follow the simultaneous development of Regional Urban Growth Goals and Objectives (RUGGOS) and the beginning of the 2040 concept planning. He helped coordinate the cities of Washington County. He also coordinated meetings with the cities of Beaverton, Lake Oswego and Gresham. He also

arranged meetings for the mayors so they could talk about common problems. He tried to make sure his mayor understood any difficulties. His goal was to keep everyone working together. Council President Bragdon noted that Mr. Carlson had been an Assistant Professor of Political Science. Mr. Carlson said he would try to leave that role completely behind.

Charles Thompson, 18220 SW Terry Ave, Lake Oswego, OR 97035, said he had lived in the county portion of Lake Oswego for 20 years. He had lived in Oregon since 1972 when a lot of debates started. He was a Navy veteran who spent time in Albuquerque, New Mexico. He did some volunteer work in recycling there with the assistance of the Navy. In 1975, he became part of the Lake Oswego Dialogue Group. He noted that it was a contentious time because Lake Oswego was not interested in being annexed into Metro. He would run for Metro to serve in 2009. He had not missed voting in an election since 1972. He was conservative. He looked at projects conservatively. He was a small business owner. He worked on engineering copying equipment. He had been in a great number of engineering businesses as well as government agencies. He had dealt with individuals in the planning and environmental services. Most of the individuals he dealt with were professional, they knew what they were doing and were good at it. He had also worked with some federal offices. He currently dealt with small companies. He said each company had their own niche and everything that was decided affected them. He believed that we must talk to each other. He was very passionate in his beliefs. He listened and talked about what was happening in the community such as highway zoning changes.

Councilor Harrington said this position involves representing your district. Please give an example from your current public work that demonstrates how you develop and maintain productive relationships with colleagues and stakeholders. Mr. Thompson responded that most of his business was word of mouth. When he dealt with a client, he did his work as economically as possible. He dealt with professional individuals such as architects and engineers. If he didn't communicate with them, he did not get paid. He hears back from most of his clients. Councilor Liberty asked what he loved about this region? Mr. Thompson said it was green.

Carlotta Collette, 3905 SE Johnson Creek Blvd, Milwaukie OR 97222, said when Brian Newman announced that he was resigning she had two reactions, which was what a huge loss this was for the district and the other was this was an opportunity that she needed to step forward on because she thought she would be a terrific replacement. She had dedicated her entire life to the kinds of issues that Metro addresses every day. She had worked on maintaining community livability despite population growth and constrained finances. She had worked on protecting our natural resources because they were irreplaceable. She had done all of this by working through both clear and compelling public processes because she was deeply committed to the role communication plays in everything Metro does and everything she does. The second thing she brought to the position was that she was already a fully committed, full-time elected public official. She lived in Milwaukie and served on the City Council of Milwaukie. She also represented Milwaukie on the Clackamas County Coordinating Committee, where she was co-chair. In that capacity she met regularly with the elected officials of cities, special service districts, and county officials. The Committee's role was to pull their priorities together as a county and feed them into Metro's process. She was also appointed to and elected to the Clackamas County College Board of Education where she represented Milwaukie. She started in Minneapolis where they were responding to the energy crisis in the early 1970s by creating the Center for Local Self Reliance. Her role there was to create special programs, which generally were energy conservation programs for local residents and small solar demonstrations. Her role was recognized publicly and she began speaking about the projects nationally. She also created training programs, which she led for other community service type agencies to train their staff into how to create

community-based programs like the one she led. They used community development block grant funding. She left Minnesota and moved to Oregon because she was invited to take over Regional Environmental Inventory Network (REIN) Journal of Appropriate Technology. At REIN they identified some model projects around the country and some around the world and were able to communicate these to a broad audience and set models that other people and other communities could emulate. One of the books they published was "Knowing Home, Studies for a Possible Portland". She moved from the Council to the Northwest Power Planning Council where she had to work at a broader level. They had a four state region, Idaho, Montana, Oregon and Washington. They worked closely with all of the utilities, the 13 Columbia Basin Indian tribes and local advocacy groups for energy conservation for fish and wildlife recovery. In that capacity she helped shape the message. It was usually controversial. She also provided strategies on how each state could adapt the policies to their own state. She had a balancing act of how to communicate broadly across multiple jurisdictions. She left the Council in 1998 and formed her own consulting company on communication. She helped set up communication strategies for the Northwest Energy Efficiency Alliance, the Bonneville Environmental Foundation and several other groups. She also worked on her transportation projects through Oregon Department of Transportation. Her role had been as a communicator and as a decision maker. She used the same set of rules and processes, she listened to everyone that was involved in an issue, studied the issue hard and tried to find common ground and move the issue to decision.

Councilor Hosticka asked whether or not would there be potential conflicts between her current professional career and serving as a Metro Councilor. If there were, how would she handle this. Ms. Collette said she stopped consulting when she began serving on the Milwaukie City Council for that reason. Councilor Harrington said this position involves representing your district. Please give an example from your current public work that demonstrates how you develop and maintain productive relationships with colleagues and stakeholders. Ms. Collette said she did this all of the time through C-4 because she met regularly with other city mayors and leaders as well as service district representatives. She also did this in Milwaukie as a city council member, meeting with neighborhood leaders and with the planning commission members. She had also done it with Metro on the legislative package. She met with Metro Councilors and went down to the State Legislature to argue on behalf of Milwaukie light rail. She saw this as a big part of her job. It was both a listening process and also a communication process. Councilor Liberty said Milwaukie had gone through a lot of turbulence around being part of a regional strategy, more intense land uses, and redevelopment of the downtown light rail. What did she think that she had learned in that process that had wider regional applications that would be helpful to the Metro Council? Ms. Collette said in Milwaukie people were very strongly engaged and they wanted to be listened to. They wanted to participate. The first time light rail was considered Milwaukie didn't feel they had been consulted. That was their perception. They had brought light rail back to the table because the process started at the neighborhood level. She met with neighborhood leaders in order to come up with a package of Milwaukie's 14 points. What light rail had to accomplish in order to be acceptable to Milwaukie. That was a huge turning point for Milwaukie. You have to be there listening to the community. She saw this as part of her role. She saw this position as part of a life long commitment to the community and to the broader community of the Metro region. Councilor Hosticka said the citizenry elected the councilors directly, yet they worked primarily through local governments. There were occasions when citizens were not aligned with local governments representing them. How would Ms. Collette deal with a situation like that? Ms. Collette said one of the things that they experienced in the county through Brian Newman being on the council was that he was out there. He was at their city council meetings, out and about and hearing what people wanted accomplished by Metro. She thought you needed to help the local leaders hear from their local community. You need to help bridge the gap. This was an on the

ground working process. There would never be an answer that met everyone's needs. If you had done the process right those that disagree are in the minority. Councilor Park asked what she felt was her main weakness. Ms. Collette said she was quick study but there were some things that she was not up to speed on amongst all of the issues such as waste management. Her past work experience had shown that she could pick up subjects quickly. If there was a weakness it was that there were some parts of the region and some issues that she was not familiar with. She didn't believe that would be a weakness for very long. Council President Bragdon talked about her Northwest Power Planning Council experience and the economic and demographic forecasting this entity did. If they were right, things go well, if they were wrong there were some real economic and environmental consequences. Our agency does a lot of economic forecasting. He wanted to know her observations on what she saw as risks to keep in mind when looking at forecasts. Ms. Collette said the Power Council got it right in how they approached it. What the Council did, was they had representatives from each state's economic forecasting. They fed into the forecast model. The Power Council did not do point forecasting. The Council worked from a range. They worked a lot with scenarios. She had learned about scenarios and then described them for the community. If you have low growth, here was the kind of process we would undertake and these were the resources that they would look at. If they had high growth, they would look at different resources and stage them in. This was dealing with power plants, which was different than building roads.

Sue Marshall, 15941 SW Inverurie Road, Lake Oswego, Oregon 97035, said she was honored to be among this esteemed group who had applied. She thanked Brian Newman for his years of service. She explained why she would like to be a Metro Councilor. Public service had been part of her life for 30 years. She served in a way that helped others and aided in empowering and strengthening communities. She stated that serving on the Metro Council would provide an opportunity to take on more responsibility and in doing so help make the community and region a better place to live. She was confident in her skill set. She has a lot of experience in involvement relationships in the community. She stated she has an openness and temperament conducive to public service work, and that she has deep roots in the community and worked to develop relationships with community organizations and community leaders. What she brought to this position: she had deep roots in the community and was a results oriented person with tangible results. She was trained in deliberative decision making techniques and developed creative ways to engage communities in political decision-making processes; she had strong regional perspective. She had approximately a decade of experience working on regional issues both in committee work and also in implementation. She had worked on a number of regional committees, and also worked in all three counties – East Multnomah County, Clackamas County, and Washington County. She has a rural perspective because of her family farm. She also has a science background – environmental health and biology – which served her well in various roles in questioning assumptions, analyzing technical information and helped raise difficult questions that needed to be asked. She would approach making policy at the regional level by maintaining a framework and values for application: the broadest framework consisted of working towards a sustainable community. She stated that 'working towards a sustainable community' is a lens that we should apply to all of our decisions. Ms. Marshall stated that we have the ability to create the future that we want, making decisions and having the courage to look at issues sustainably is the appropriate lens. In this region we are already a leader in that realm, and in doing so, our community, our environment, and our economy will all thrive. Metro Regional Government is the strongest asset in accomplishing these goals. The 2040 tools are what we need to move towards to implement sustainable goals. She talked about the affordable housing revolving fund; Connecting Green – she has a lot of experience in the natural resource area; regional legislative agenda – opened up some eyes on the great opportunities when regional government collaborated

with other government bodies. Collaborative leadership and facilitation moved into that role - Metro at its very best. But still needed is the general public's engagement in the process, as a portion of the public may not quite understand the role that Metro plays and how the public can intersect with this - and so much that Metro wishes to accomplish is dependent on public support. Ms. Marshall reiterated that she was very collaborative, she met with many of the elected and citizen representatives, she would run for the District 2 position in the future, and would like to be a champion for the district.

Councilor Harrington asked #1 - Please give an example of most recent public work where stakeholders and members of the community interacted. Ms. Marshall responded that she enjoyed working with people - met with them face-to-face, listened to what they had to say, demonstrated understanding, and kept them involved in the decision-making process. She had worked on specific projects that had brought people together - they take time, patience, and persistence to keep collaborative systems together, but she is very open and communicates in a direct and non-agenda-oriented manner. Council President Bragdon asked in her personal opinion, relative to land use and transportation what were the two most important things they need to work on. Ms. Marshall said a lot was hinging on Measure 49 and the outcome. Transportation had been getting a lot of attention. The public is very concerned about safety and maintaining our infrastructure. Ms. Marshall believed that the public wants to take part in different options. The governor was interested in this as well. Councilor Liberty stated if it were 2040 what would a sustainable region look like: Ms. Marshall said the parking garages would be filled with bikes. A great regional transportation system would exist - light rail would be extended throughout the region. City centers would be comprised of unique and interesting shops and entertainment. People boating in our streams and rivers. It would be a great place.

Hal Busch, 6640 Parkway Drive, Gladstone, Oregon 97027, said he was seeking the District 2 Council position because he cares about his district and this region, and he is committed to ensuring younger generations will thrive here. He was concerned about the impacts on our environment and our economy, and with the influx of 1 million new residents. He had lived and worked in many American cities. He had comparative experience in what he believes was working and what was not. What we were doing in this region was working. He felt we were all on a journey. He shared some of his concerns such as economic development, land development, and subsequent impacts on the people. He noted the profits from development were going to large businesses and government rather than back to the people. He talked about the Natural Step and his findings. Mr. Busch found a new economic model within the Natural Step that was conducive to sustainability in connection to the economy. He wanted to take a break from his professional business work to work with the Oregon Natural Step. After a serious surgery, he decided to begin volunteering and working full-time in volunteer service, a wind turbine development project, and consulting with helping businesses adopt a triple bio-line strategy. He brought skills in listening, questioning, integral thinking, looking for creative solutions and collaborating. He was councilor in a small city. He understood the connectedness of this region. We all have connectedness to younger generations and we want them to thrive.

Councilor Harrington asked #1. Mr. Busch said recently a developer discovered that there was a 1.5-acre parcel that he could not develop. He came to the city and wanted to give it to the city. He took on this parcel to restore it. The Council under Mr. Busch's leadership decided to accept the offer. Mr. Busch joined the restoration effort with Stop Oregon Litter and Vandalism (SOLV), Department of Environmental Quality (DEQ), and various other agencies to help restore the creek. Councilor Liberty wondered what he said to people who were experiencing increasing economic stress, and what was it about future sustainability that would attract them? Mr. Busch

said it was difficult to have people who have specific needs to garner support in thinking about the future. Mr. Busch tried to do that through listening and understanding. He said the public was then open; they could question some of their values, and what their needs versus their wants were. Councilor Hosticka said he was struck with the global experience he had but that he worked in a small community. He asked how he dealt with community economic perspectives in relation to Mr. Busch's experience with global economies. Mr. Busch said he hadn't had to deal with it much in his community. It had been an increasing role of his to bring to his community the idea that they were part of a region. The needs that others have in the region impact his community. Councilor Park said one of the challenges Metro had was having communities that want certain things that may not be sustainable for the region. He said when you were in that position, what do you do to help deal with that issue? Mr. Busch said he hadn't faced it in Gladstone but had faced in some think tanks and other business endeavors. He talked about finding truths through dialogue and discussion, something that can come out of it. It was not easy. A new idea, new solution, a new way of thinking about something created a shared interest.

John Edward Miller, 8959 SW Boones Ferry Road, Portland, Oregon 97219, said he lived at the north end of Boones Ferry Road in southwest Portland. His day job was an IT person for Metro. He was willing to give it up if appointed to the Council. When he came to Portland in 1972, he became interested in neighborhood associations and the downtown comprehensive plan. His interests led to participation in the SW District Coalition Board, Multnomah CIC, which led to the Metro RUGGOS Policy Advisory Committee. In 1990 he started a family. He used the RTP as a base for his testimony. In 1992 he submitted comments on the 2040 Plan. In 1997 he submitted comments on the RTP. In 2007 he submitted his comments to the RTP draft introducing a pattern language that matches the patterns in the Plan. He felt they needed to implement the concepts in the total system from the ground up. Mr. Miller reiterated our transit system of the future should be intuitive to use, connecting adjacent town centers and communities, without having to consult a trip planner all the time. He talked about his plan to connect Lewis and Clark College with Hillsdale, which were originally disconnected. This type of plan, Mr. Miller stressed, needed to be created all over the region. He talked about the new form of collaboration - an open method to design their own transit. He closed by saying why he wanted to be a Metro Councilor; he would have more of an opportunity to be involved in all kinds of Metro projects.

Councilor Harrington said this position involves representing your district. Please give an example from your current public work that demonstrates how you develop and maintain productive relationships with colleagues and stakeholders. Mr. Miller talked about Route 39. He provided an example of how he drew many groups to create a series of designs to make Route 39 go somewhere. No one person comes to the table with the solution. It was the crowd that solved the problem. Councilor Liberty asked what we could do, using technology, to involve more people in decision-making processes. Mr. Miller talked about the Metroscope model. He felt that model should be put out to other communities to compare and share. He asked if Councilor Liberty was talking about the technological or social component. Councilor Liberty said both. Mr. Miller talked about community source. Tools that can be used by the people; the social part of it was bringing more people into the involvement process.

Dennis Derby, 10275 SE Crescent Ridge Loop, Portland, Oregon 97086, appreciated the opportunity to apply for the District 2 vacancy. He planned to run for the District 2 position in the future. His decision to run was based on his belief that Metro had a significant role and responsibility in shaping the quality of life and prosperity of Clackamas County and this region. He wanted to be a part of this process. Some of the opportunities and challenges facing Metro

Mr. Derby believed he could contribute positively to where the creation of the urban and rural reserves, as an opportunity for Metro to get ahead of the curve and create a long-term plan that protects agriculture and natural resource lands while also laying out a roadmap for future expansions; he could help find the right balance between agriculture, housing, and industry that the region will need for the future. Second, in providing needed lands for different uses, it is critical to implement the Urban Growth Boundary with all views represented. He was a member of the State Land Conservation Development Commission, he believed in the Oregon land-use system. A third challenge Mr. Derby addressed was to improve the UGB process by tackling infrastructure issues and financing issues. Additionally, allowing realistic expansion of the UGB. Other challenges facing Metro: find and fund transportation solutions that improve freight mobility and access. Mr. Derby noted the public trust Metro has garnered because of passed open space bond measures. He believes this same trust can be applied to investing in future transportation issues. Mr. Derby supports Convention Center hotel development, and believed that Metro needs to solidify as much private investment as possible. Mr. Derby had extensive experience as a homebuilder in the region. He had reduced his direct involvement in the homebuilder industry; invested in a regional manufacturing company and looked for opportunities to give back to the community. He believed that he maintains the time, experience, and interest to serve the district.

Council President Bragdon asked what he liked best and least about serving on LCDC. Mr. Derby responded that the first couple of years he had a lot to learn. He liked getting involved in the big picture issues and the broad perspectives that they had to include at the commission level. He talked about the divergence about land use in the State. He enjoyed that. Council President Bragdon said he had listed John Van Landingham (LDCD) as a reference. Mr. Derby said they disagreed professionally, but they often agree to disagree. They got along very well. Mr. Derby discussed his industry bias. Councilor Harrington said this position involves representing your district. Please give an example from your current public work that demonstrates how you develop and maintain productive relationships with colleagues and stakeholders. Mr. Derby responded that last year he was on a task force on LDCD that involved providing utility service outside of UGBs. He talked about the process that was involved. They worked through modifying the rules that would address health and public safety issues. Councilor Park asked what he had seen since the passage of Measure 37. Mr. Derby said Measure 37 came out of frustration. That frustration would not have occurred if they had done a better job of focusing on the issues. LDCD had spent several years trying to address Measure 37. They had participated in trying to restructure Measure 49. He felt that Measure 49 had some flaws and the discussion should continue. He was hopeful to find a better solution to balance private ownership and public sector. Councilor Hosticka asked him about potential conflicts. Mr. Derby said if there were a conflict he would declare a conflict. Councilor Liberty asked about our strategy in the region. If 1 million come to the region, what would 2040 and Clackamas Town Center be like. Mr. Derby said he felt Clackamas Town Center should continue to develop as a town center. How we dealt with a million people was to grow up and out as well. He would hope we were compact and efficient. Councilor Liberty wanted an idea of magnitude and what 2040 meant. What made a good region? Mr. Derby said he felt 40,000 would be a reasonable population for Clackamas Town Center. There were aspiration parts of 2040 and you try to move in that direction but you have to check back on a period basis. As other parts of the region succeed that will take pressure off of additional expansion that would be needed.

Mike Gates, 1471 Burns Street, West Linn, OR 97068, provided his testimony for the record (a copy of which is included in the meeting record).

Councilor Harrington said this position involves representing your district. Please give an example from your current public work that demonstrates how you develop and maintain productive relationships with colleagues and stakeholders. Mr. Gates said the most recent experience he had was as Chair of the 10<sup>th</sup> Street Corridor Task Force. They got all of the neighbors, business associations, Oregon Department of Transportation and Metro together and began to iron things out. They brainstormed ideas. They also got in some expert information, which helped them look at what could realistically be done. They encouraged going back and talking to the neighborhoods. They used the Delphi process. They were trying to use this model to move the issue forward. By the time it was done, they had strong consensus on what was doable. Council President Bragdon asked to give an example of what worked well and what didn't work so well the between Metro Council and the city of West Linn. Mr. Gates said they were currently working on the Hwy 43 concept master plan for West Linn. That was working very well. It worked within the framework of all of the programs that Metro was trying to use to coordinate the region. Sustainability was the number one focus. There were multi model elements to it. Funding was also working. What did not work recently was trying to get the standards met for Goal 5. Part of the problem has been that there was a change in leadership and staff in West Linn. That process slowed things down. What came out of the process so far was an excellent wetlands and riparian standard. Councilor Park talked about the Leadership in Energy and Environmental Design (LEEDS) certification and how each entity had their own plan, but there was no connection to how they were going to build a community. He asked Mr. Gates what elements would he would be looking for know the challenges that he had to deal with, with individuals and their property. Mr. Gates said, first, you have to define what you mean by sustainable. You must have some kind of standards. What was it they could do? Once you have set the question forward and defined what your standards were, then you go about achieving the standard. There can be measurements through utilities, for example, how much electricity was being used. You can measure through utilities, water, and garbage. You start inching things down. He noted one of the problems that existed in the big box stores. Everything had to go someplace else in order to be purchased. If we could provide an impetus for the small businesses, we could reduce the amount of travel, we help the environment. Clackamas Town Center could become a center for very specific businesses and governmental functions. It could grow, if the transit available to it allowed people to stay out of their cars. He thought MAX needed to be completed, the whole spoke. MAX needs to become necessary. Once it became necessary, the funding would be available. The concept of a consortium along I-205 between business and government; there were some impediments but the consortium could be developed. If you use Clackamas Town Center as the centerpiece, you have a way to build it. He noted Councilor Hosticka's comments about the role at Metro and the disconnect between Metro and the people. Some see all elected officials as crooks, others use advertising to decide. Metro did a wonderful job of making sure people know what was happening. Councilor Park asked about sustainability. He asked Mr. Gates how he would approach that issue. Mr. Gates said we had imminent domain. It was rarely used. Most people expected more money. Councilor Hosticka asked what he saw changing when the Council moved from 13 people to 7. Mr. Gates said when you represent a much larger number of people, you can get out to as many people. Part of the disconnect was this. He provided an example about schools. He said one of the biggest changes was cable TV, then Internet elements, the mail elements but it was a tougher job today than when it was a council of 13. Councilor Harrington said from time to time here at Metro, you may make a decision in favor of regional interests that conflicts with the interests of stakeholders in your district. Give an example from your current or previous work of a similarly conflicted situation, and how you handled it. Mr. Gates talked about water issues, which he was currently working on. They were trying to make decisions that were both protecting the owners and were regional in nature. It was a balancing act.

Ellen Reid, 3680 SE Brendon Ct., Milwaukie OR 97267, said she lived in District 2. The Oregonian article-seeking applicants for a Metro post caught her eye. People who live where she lives and who have voted, happened to be a trio of requirements she possessed. Not to mention the salary, which was a lot more than she currently made. Visions of sprinkler system and house insulation began to circle. She called for an application. Before she returned it, she thought she might want to find out a bit more about Metro. She read Mr. Newman's final newsletter, read about an enormous well-managed budget, the advisory committees affiliated with Metro as well as the Council Goals and Objectives. By then she was thinking about moving to another district. She had ridden TriMet, never been to the Convention Center, Expo or the Portland Center for the Performing Arts (PCPA). She had been to the Zoo once and everyone had a connection to a dump somewhere. She learned Metro was huge and doubts about her contribution began to coalesce. A packet arrived in the mail with very little information beyond how speeches were going to be graded. Then her name appeared in the Oregonian and it was too late to say forget it. Nowhere in any information she received was it mentioned that her application could be passed to the media. She understood that once a person was a member of a public entity, their privacy was gone but if she had wanted to apply to the entire readership of the Oregonian, she would have come to her senses sooner. She was here to claim her five minutes. She had talents, she was a constant reader, and she comprehended what she read, which may be between the lines as well. She loved to realize how things were related or have a bearing on each other. History was thrilling. She was a typesetter and proofreader for many years. She could research anything, collate and report back on what she had learned. She can be an elephant rider. In her job a veterinary hospital she spoke to strangers with respect and interest because she needed to find something in common with them quickly. Making new acquaintances and putting them at ease was important when you speak of life, and death and money, hard subjects which need to be addressed as Metro did, at least with two out of three of those. Contrary to Andy Parker's conclusion that there was a type of person who believed they may be selected out of the blue for an important position, she believed a stronger, more seasoned group of candidates did not respond due to a deceptively vague description of requirements. Obviously, being of our species, living in a certain neighborhood and voting were not exclusive to what was needed for this position. He was on to something though when he posits there were reasons to have applicants who will lose. She questioned hidden agendas that imply quality and instead light certain candidates more complementarily than others. That may be because of growing up in a state south of Oregon during the 60s when "Question Authority" was a mantra for many. Criticism of a candidate pool was a tip of an iceberg waiting to sink interested and experienced people. Her recent property tax bill showed her that Metro and she were plenty close enough. She will continue to pay attention to what that Council was involved in. She appreciated the opportunity to speak and to withdraw from consideration. It was winter, she didn't need a sprinkler system yet. Good luck to the nominee.

Council President Bragdon opened a public hearing on Appointment for the District #2 Vacancy.

John Mullin 1019 Hazelwood Dr Oregon City, OR 97045, said he had a great deal of respect for elected officials he had worked with in Clackamas County. He had a strong sense of what Clackamas County was like. He was supportive of Sue Marshall. He was struck by the quality of the candidates. Ms. Marshall has the right mix of expertise as well as being part of the people.

Alice Richmond, 3939 Parker Road, West Linn, OR 97068, said she was 77 years old. She read her testimony into the record. She was here to speak in favor for Mr. Gates. He knew Oregon and he was a human being. He was a gentleman and a public servant. He was unbiased. He was stable and did not waste precious time. He was honest, a model family man. He listened well. He

achieved what needed to be done. He had a good sense of humor. He was with the times. He was conscientious and most reachable.

Norm King, 19420 Wilderness Dr West Linn OR 97068 supported Mike Gates' candidacy for District 2. He had lived in West Linn for 21 years. Mr. Gates said he was the city's unofficial historian. Mr. Gates would be an excellent councilor. He had been an active involved citizen. He was familiar with the issues that went with expansion of the UGB. He was a good listener and a good communicator. He had proven that he was electable. He urged Council to appoint Mike Gates to the position.

Patti Galle, 2530 Hillcrest Drive West Linn OR 97065 said she lived in West Linn. She had enjoyed the process tonight. She thought Councilor Liberty asked some great questions. What agenda could you bring to the legislature? She supported Mike Gates. She felt it was apparent that he knew the issues of Metro and of the legislature. It was not what you knew, but whom you knew. He was a gentleman. His demeanor was excellent.

Ronald Palmer, Chairman Ardenwald Neighborhood Association, Milwaukie OR 97222 recommended that Council select Carlotta Collette for Metro Councilor. She was always willing to listen to all sides of the issues. She had a reputation for surrounding herself with people who knew how to get the task done. He recommended Ms. Collette. He provided his testimony for the record.

Tina Decker, 18602 Upper Midhill Drive West Linn, OR 97068, said she was supporting Mike Gates. She had lived in all three counties. She loved this area. She wanted someone representing her that made this the most livable. She believed Metro was doing that kind of job. He looked at all of the possible outcomes. She had never met someone who could do that. She knew he would make a good positive difference. He was visionary approachable intelligent knowledgeable available owned the issues and he cares. You could talk with him. He would make a good positive difference.

Bruce Debolt, 5625 NW 137<sup>th</sup> Ave Portland OR 97229 said he lived in Washington County. He lives in a formally rural area that was now surrounded by development. He encouraged Metro Council to select Sue Marshall for the District 2 position. He had seen her work in many roles including corporate, government, policy, grass roots, and non-profit. He had met her in his corporate role where she had approached him about helping support the publication of a book. That became "Exploring the Tualatin River Basin," which had turned out to be an important way to introduce citizens to the strengths of this community. Ms. Marshal was long on substance. She was intelligent, creative and technically educated. Her style was inclusive, collaborative, positive and patiently persistent. He talked about her most recent role with the Senate Environmental and Natural Resources Committee where she had a tough assignment and succeeded in bringing together many parts of the community that were technically strong and politically challenging. He suggested that the Council needed a generalist.

Councilor Hosticka noted for the record they had received letters from a variety of citizens.

Council President Bragdon closed the public hearing.

Motion:	Councilor Liberty moved that each Councilor receive a written ballot listing all of the eight applicants, that each councilor may check as many names as they wish to have considered at the debate round, and that in order for the candidates to move forward to the next round, they would require a majority of the votes of councilors present which was 3. The votes would be tabulated by the Council Clerk and that the votes would be public.
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There was no objection to the motion. Council President Bragdon declared the motion adopted.

**7. CHIEF OPERATING OFFICER (COO) COMMUNICATION**

Michael Jordan, COO, had nothing to report. He noted how wonderful it was to be back in Clackamas County.

**8. COUNCILOR COMMUNICATION**

Councilor Harrington reported on the Solid Waste Advisory Committee (SWAC). They discussed diesel emissions retrofit. It was likely that Council would see a program proposal as part of next year's budget.

Councilor Liberty said they visited with senior staff at the Oregon Housing and Community Services regard their participation in the Regional Housing Choice Revolving Loan Fund. It was a positive productive discussion. One or two of the members asked about tying housing to transportation and connecting up funding and funding sources. They were interested in participating.

Council President Bragdon expressed thanks to everyone who had participated in this process. Councilor Park commented on District 2 and the best kind of candidate. He encouraged anyone who was interested to run for the position.

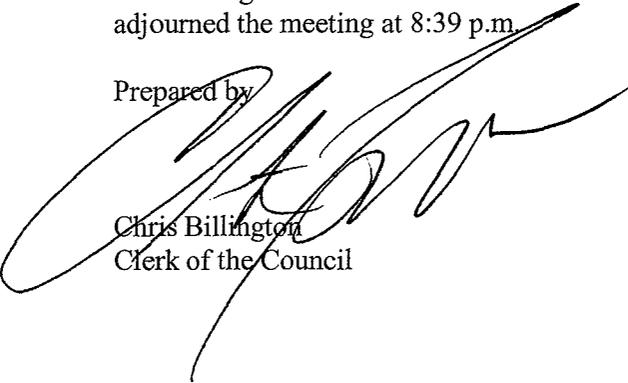
Chris Billington, Clerk for Council, announced that those who received three votes were Harold (Hal) Busch, Eric H. Carlson, Carlotta Collette, Dennis L. Derby, Mike Gates, and Sue Marshall.

Council President Bragdon said he looked forward to hearing from that group next Tuesday at 4:00pm at the Metro Council Chambers.

**9. ADJOURN**

There being no further business to come before the Metro Council, Council President Bragdon adjourned the meeting at 8:39 p.m.

Prepared by



Chris Billington  
Clerk of the Council

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF  
 OCTOBER 25, 2007**

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
5.1	Power Point Presentation	October 25,2007	To: Metro Council From: Kim Ellis, Planning Department Re: 2035 Regional Transportation Plan	102507c-01
5.1	Testimony and materials	10/25/07	To: Metro Council From: Pat Russell Re: Comments on RTP	102507c-02
6.0	Questions asked of the candidates	10/23/07	To: District 2 Applicants From: Councilor Harrington Re: Applicant Questions	102507c-03
6.0	Guidelines for Appointment of District 2 Metro Councilor	October 2007	To: Metro Council and Candidates for District 2 From: Ken Ray, Public Affairs Department Re: Guidelines for Appointment of Metro Councilor, District 2	102507c-04`
6.0	Revised Guidelines for Appointment of District 2 Metro Councilor	October 16, 2007	To: Metro Council and Candidates for District 2 From: Ken Ray, Public Affairs Department Re: Guidelines for Appointment of Metro Councilor, District 2	102507c-05
6.0	Application and attached resume and cover letter and supplemental materials	10/17/07	To: Metro Council From: Carlotta Collette Re: Application for District 2 and supplemental materials such as publications	102507c-06
6.0	Application	10/17/07	To: Metro Council From: Mike Gates Re: Application for District 2	102507c-07
6.0	Application, cover letter and resume and attached letters of support	10/18/07	To: Metro Council From: Sue Marshall Re: Application for District 2, and attached letters from Brad Avakian, Oregon State Senator, Karen and Ron Garst, John Mullin, Jill Fuglister	102507c-08
6.0	Application	10/18/07	To: Metro Council From: Ellen Reid Re: Application for District 2	102507c-09
6.0	Application and Resume	10/18/07	To: Metro Council From: Harold Hal Busch Re: Application for District 2	102507c-10
6.0	Application and Resume	10/18/07	To: Metro Council From: John Miller Re: Application for District 2	102507c-11

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
6.0	Application and attached letter	10/18/07	To: Metro Council From: Dennis Derby Re: Application for District 2 and letter from Robert Fallow	102507c-12
6.0	Application, cover letter and resume and attached letter	10/18/07	To: Metro Council From: Eric Carlson Re: Application for District 2 and attached letter from Judie Hammerstad, Mayor Lake Oswego	102507c-13
6.0	Application	10/18/07	To: Metro Council From: Adell Hollie Re: Application for District 2	102507c-14
6.0	Application	10/16/07	To: Metro Council From: Charles Thompson Re: Application for District 2	102507c-15
6.0	Application	10/9/07	To: Metro Council From: Paul Drews Re: Application for District 2	102507c-16
6.0	Application	10/16/07	To: Metro Council From: Ken Baker Re: Application for District 2 and note from Ruth Scott, Human Resource Director that indicated Mr. Baker was in District 1	102507c-17
6.0	District 2 Vacancy procedures	10/6/07	To: Metro Council From: Dan Cooper, Metro Attorney Re: District 2 vacancy procedures and application	102507c-18
6.0	Talking Points	9/7/07	To: Metro Councilor Brian Newman From: Jon Coney Re: Talking points for District 2 vacancy	102507c-19
6.0	Memos, emails and internal correspondence	10/18/07	To: Metro Council From: Various Re: District 2 emails, memos and correspondence	102507c-20
6.0	Talking points	10/25/07	To: Metro Council From: Mike Gates Re: Metro Interview Statement	102507c-21
6.0	Talking points	10/25/07	To: Metro Council From: Eric Carlson Re: Metro Interview Statement	102507c-22
6.0	Testimony	10/25/07	To: Metro Council From: Alice Richmond Re: Testimony in support of Mike Gates	102507c-23

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
6.0	Email	10/25/07	To: Chris Billington From: Councilor Harrington Re: voicemail from David Miller in support of Eric Carlson	102507c-24
6.0	Email	10/25/07	To: Chris Billington From: Councilor Harrington Re: Email from Dave Nielsen in support of Dennis Derby	102507c-25
6.0	Letter	10/27/07	To: Phyllis Cole From: Loretta Schwarz Re: Letter of support for Michael Gates	102507c-26
6.0	Letter	10/24/07	To: Metro Council From: Mayor Judie Hammerstad Re: Letter of support for Eric Carlson	102507c-27
6.0	Letter	10/25/07	To: Metro Council From: Ronald Palmer, Ardenwald JohnsonCreek NDA Re: Letter of support for Carlotta Collette	102507c-28
6.0	Letter	10/25/07	To: Metro Council From: Jeff Bennett, President Clackamas County Business Alliance Re: Letter of Support for Dennis Derby	102507c-29
6.0	Letter	10/25/07	To: Metro Council From: Martha Schrader, Chair Clackamas County Commission Re: Letter of support for Carlotta Collette	102507c-30
6.0	Letter	10/23/07	To: Metro Council From: Carolyn Tomei, State Representative Re: Letter of Support for Carlotta Collette	102507c-31
6.0	Email	10/15/07	To: Community Members From: Ken Ray, Public Affairs Department Re: Invitation to submit questions for Metro Council District 2 Debate	102507c-32
6.0	Votes	10/25/07	Metro Council Initial Ballot for District 2 Council Position (individual councilors votes and total tallied)	102507c-33