

# Carlotta Collette

## METRO COUNCIL DISTRICT 2 NEWS



**METRO**

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**Carlotta Collette represents District 2, which includes the cities of Gladstone, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove and West Linn and a portion of Southwest Portland.**



### A message from Carlotta Collette

I've spent a good deal of my first weeks as a Metro Councilor talking with and listening to many people around District 2. I've spoken with people living in the Stafford Hamlet in order to get a better understanding of their concerns about the potential expansion of the urban growth boundary. I also met with the West Linn city council, sat in on meetings of the Lake Oswego and Milwaukie city councils, and plan to meet with other city councils as well as the community planning organizations in the district. After meeting with representatives of the Clackamas County Business Alliance, I was invited to take the seat on the board formerly held by my predecessor Brian Newman. Finally, I also met with representatives from the Coalition for a Livable Future, who shared their concern that Metro set a high standard of stewardship for our region.

While I have not yet been formally assigned to major Metro projects, I am serving on the steering committees studying transit alternatives analysis between Lake Oswego and Portland, the proposed new east side streetcar loop, and the Sunrise Corridor highway project in Clackamas County.

During the next two years, Metro will be updating the long-range plan for the region. The process is called "Making the Greatest Place" because, simply put, that's our goal. We will be collaborating with local jurisdictions, neighborhoods, businesses, schools, interest groups and individuals across the region. Our work will address four questions: What parts of the region should we protect for farms and forests while we identify other areas to grow into? How do we determine whether our past and future efforts in the region are helping us build the communities we want to live in? What strategic investments can we make in the region's infrastructure to make the metropolitan region sustainable? What would the transportation system that can support the region's people, economy and environment look like?

We will take a big, broad look, with many people at the table. The question underlying all our efforts will be: how do we fund our aspirations? If we want to see our downtowns blossom with new locally owned businesses, how do we jump-start them? If we want safe, high capacity transit linking our regional centers, who pays for it? If we want trails and bike paths connecting open spaces and urban places, how do we build and maintain them? You can help us find the answers. Go to [www.metro-region.org](http://www.metro-region.org), click on "Planning and Stewardship", and then on "Regional Vision and Policy", for more information.

—*Carlotta Collette*

Note: This will be Carlotta Collette's last Councilor message until June 2008. During the election season, Councilor messages are suspended to avoid the potential for use of public resources to influence elections.

## Metro protects water quality and wildlife habitat in Johnson Creek watershed

The recent acquisition of two important natural areas in the Johnson Creek Watershed illustrates how the Metro Council is meeting its goal of protecting water quality in one of the region's most urban creeks.

Johnson Creek flows 26 miles from its headwaters near the Sandy River to its confluence with the Willamette. Development along the creek and in the watershed has created flooding as well as water quality problems for native fish and wildlife.

In an effort to improve the area, Metro purchased 53 acres on the north side of Clatsop Buttes, and previously purchased 49 acres on the lower part of the Buttes, with a portion along Johnson Creek. Those two adjacent acquisitions total more than 100 acres of densely forested hillsides that drain into Johnson Creek and its tributaries, and make Clatsop Buttes one of only a dozen protected places of this size within the city limits of Portland. Home to a mix of native plants, the Clatsop Buttes natural area also supports a variety of wildlife.

In November, further east in the Johnson Creek Watershed, Metro and the city of Gresham made another purchase of almost 20 acres of forested land straddling Johnson Creek adjacent to the Springwater Corridor Trail. The property includes patches of dense forest canopy, important for shading the creek and cooling water temperatures for native fish.

Metro's 2006 Natural Areas bond measure program funds land acquisition and capital improvements that protect water quality and fish and wildlife habitat, enhance trails and wildlife corridors, and provide greater connections to nature in urban areas throughout the greater Portland region. More information can be found online at [www.metro-region.org/naturalareas](http://www.metro-region.org/naturalareas).

## Regional Transportation Plan update moves forward

Metro's Regional Transportation Plan (RTP) is the long-term blueprint that guides investments in the region's transportation system for all forms of travel—motor vehicle, transit, bicycle and pedestrian—and the movement of goods and freight. The RTP is updated regularly to ensure compliance with state and federal regulations and to address changing demographic, financial, travel and economic trends.

On Dec. 13, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved the federal component of the RTP, pending an air-quality analysis.

To ensure that federal transportation funds coming into the region are not interrupted the federal component of the RTP with the air-quality determination must be approved by JPACT and the Metro Council before the current RTP expires on March 8, 2008.

Although the federal component will still be subject to refinement and public comment in the months ahead, the main focus of the RTP process will shift to updating the state component of the plan. The final plan is expected to be completed by fall 2008.

The air-quality analysis report will be on Metro's web site [www.metro-region.org](http://www.metro-region.org) for a public review and comment from noon on Jan. 18 until noon on Feb. 19. Printed copies can be obtained from the Metro Planning Department. Comments may be submitted by mail to Metro Planning, 600 NE Grand Avenue, Portland, Oregon, 97232; or by e-mail, [rtp@metro.dst.or.us](mailto:rtp@metro.dst.or.us).

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## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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