

Metro | Agenda

Meeting: Metro Council
Date: Thursday, October 28, 2010
Time: 2 p.m.
Place: Council Chambers

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. TRAVEL PORTLAND'S YEAR-END UPDATE

Miller

4. CONSENT AGENDA

4.1 Consideration of the Minutes for October 7, 2010

4.2 **Resolution No. 10-4195**, For the Purpose of Granting an Easement to the City of Oregon City for Canemah Children's Park.

4.3 **Resolution No. 10-4196**, For the Purpose of Confirming the Appointment of Mr. Frank "Haze" Moss and the Reappointment of Mr. John Bradley to the Metro Central Station Community Enhancement Committee (MCSCEC).

5. ORDINANCES – SECOND READING

5.1 **Ordinance No. 10-1247**, For the Purpose of Amending Metro Code Sections 2.04.500 through 2.04.580 to Establish Metro's Sustainable Procurement Program.

Burkholder

Public Hearing

6. RESOLUTIONS

6.1 **Resolution No. 10-4197**, For the Purpose of Amending the 2010-11 Unified Planning Work Program and the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Delete the Multi-Use Path Master Plan: Lake Oswego To Milwaukie Project to Substitute A New Portland to Lake Oswego Trail Plan: Powers Marine Park To Fielding Rd. Project.

Collette

6.2 **Resolution No. 10-4212**, For the Purpose of Appointing a Replacement to Fill the Office of the Metro Council President.

Park

7. CHIEF OPERATING OFFICER COMMUNICATION

8. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for October 28, Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 11 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 2 p.m. Thursday, Oct. 28 (Live)</p>	<p>Portland Channel 30 (CityNet 30) – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> 8:30 p.m. Sunday, Oct. 31 <i>Date:</i> 2 p.m. Monday, Nov. 1</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> 2 p.m. Monday, Nov. 1</p>	<p>Washington County Channel 30– TVC – TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 11 p.m. Saturday, Oct. 30 <i>Date:</i> 11 p.m. Sunday, Oct. 31 <i>Date:</i> 6 a.m. Tuesday, Nov. 2 <i>Date:</i> 4 p.m. Wednesday, Nov. 3</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site 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 the Metro Council Office at 503-797-1540. 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 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 web site www.oregonmetro.gov and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 503-797-1804 or 503-797-1540 (Council Office).

Agenda Item Number 3.0

Travel Portland's Year-End Update

Metro Council Meeting
Thursday, Oct. 28, 2010
Metro Council Chambers

Agenda Item Number 4.1

Consideration of the Minutes for Oct. 7, 2010

Metro Council Meeting
Thursday, Oct. 28, 2010
Metro Council Chambers



METRO COUNCIL MEETING

Oct. 7, 2010

Metro Regional Center, Council Chamber

Councilors Present: Acting Council President Carlotta Collette and Councilors Kathryn Harrington, Rex Burkholder, and Carl Hosticka (via telephone)

Councilors Absent: Councilors Robert Liberty, Rod Park

Acting Council President Carlotta Collette convened the regular Council meeting at 2 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

There were none.

3. AUDITOR COMMUNICATION

3.1 Audit Report: Public Engagement: Strengthen Capacity

Ms. Suzanne Flynn, Metro Auditor, with assistance from staff Ms. Mary Hull Caballero and Ms. Kristin Lieber, provided a report on a recent audit of Metro's public engagement efforts. The audit's objective, to determine the expenditure for FY2006-07 and FY2008-09 on communication products and services and to evaluate the effectiveness of public engagement efforts, focused on the use of public engagement in the urban and rural reserves process and Metro's web site. Ms. Flynn overviewed the audit's findings and recommendations. (The complete audit and management's response has been included as part of the meeting record.)

Mr. Jim Middaugh of Metro thanked the Auditor and staff for their report and indicated that the Communication Department had also identified many of the same deficiencies and opportunities and that the department has already begun to take action to address these issues. Examples provided included an annual prioritization process, expanded flexible-service contracts and social media tools (i.e. Twitter). (Management's complete response has been included as part of the meeting record.)

Council discussion included the complexity of the tri-county public involvement approach for the urban and rural reserves process and Metro's role and information versus education.

3.2 Audit Report: Leave Management: Improve Monitoring Capacity

Ms. Flynn provided a brief presentation on a recent audit regarding the differences in Metro employee leave patterns completed in response to concern expressed on Metro's ethics line. The audit analyzed leave patterns across the agency to see if there were differences among departments, differences among employee categories, and/or patterns of misuse for FY2007-08

and FY2008-09. Ms. Flynn overviewed the audit's measures (loss rate, annual time absent, weekly absent rate), findings and recommendations. (The complete audit and management's response has been included as part of the meeting record.)

Ms. Mary Rowe of Metro thanked the Auditor for her report. Staff has begun to address the audit's recommendations through better utilization of HR information systems (i.e. Kronos and PeopleSoft) and research how Metro's leave practices compare across departments as well as to other local jurisdictions and agencies.

Council discussion included Metro's vacation and holiday leave policies.

4. CONSIDERATION OF THE MINUTES FOR OCTOBER 7, 2010

Motion:	Councilor Carl Hosticka moved to adopt the meeting minutes of the September 30 2010 Regular Metro Council meeting.
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Vote:	Acting Council President Colette and Councilors Harrington, Hosticka and Burkholder voted in support of the motion. The vote was 4 aye, the motion passed.
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5. ORDINANCES – FIRST READING

5.1 Ordinance No. 10-1247, For the Purpose of Amending Metro Code Sections 2.04.500 through 2.04.580 to Establish Metro's Sustainable Procurement Program

Ordinance No. 10-1247 is scheduled for a second reading and council consideration on Thursday, Oct. 28, 2010.

6. RESOLUTIONS

6.1 Resolution No. 10-4198, For the Purpose of Adopting Metro's Sustainability Plan and Authorizing the Metro Chief Operating Officer to Implement the Plan.

Motion:	Councilor Rex Burkholder moved to adopt Resolution No. 10-4198.
Seconded:	Councilor Kathryn Harrington seconded the motion.

Councilor Burkholder invited Ms. Molly Chidsey of Metro to provide a brief overview of Resolution No. 10-4197. In 2003, the Metro Council identified 5 internal sustainability goals related to greenhouse gas emissions, toxics, waste, water and habit, for Metro facilities and operations. The sustainability plan provides the framework to implement Metro staff's strategies and actions to attain the 5 internal sustainability goals by 2025 – with the exception of GHG emissions which are targeted for 2050.

Council discussion included the potential need to prioritize across goal areas, the importance of formal reporting and tracking system, and collaboration with regional partners on sustainability issues.

Vote:	Acting Council President Collette and Councilors Harrington, Burkholder and Hosticka voted in support of the motion. The vote was 4 aye, the motion passed.
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6.2 ***Resolution No. 10-4185, For the Purpose of Approving a Supplemental Multi-year Commitment of Regional Flexible Funding for the Years 2015-2027, Funding the Portland – Milwaukie Light Rail Transit Project, and Project Development for the Portland – Lake Oswego Transit Project, and the Southwest Corridor and Authorizing Execution of an Amendment to the Existing Intergovernmental with TriMet Regarding the Multi-year Commitment of Regional Flexible Funds***

Acting Council President Collette turned the gavel over to Councilor Harrington for Resolution No. 10-4185.

Motion:	Acting Council President Collette moved to adopt Resolution No. 10-4185.
Seconded:	Councilor Burkholder seconded the motion.

Acting Council President Collette, with assistance from Mr. Dan Blocker and Mr. Dave Unsworth of TriMet, provided a brief overview of Resolution No. 10-4185, which responds to TriMet’s recalibration of the Portland – Milwaukie Light Rail (PMLR) project due to a funding gap caused by reduced New Starts funds from the Federal Transit Administration. The proposed resolution expands and extends the multi-year stream of regional flexible funds currently committed to TriMet to support three regional high capacity transit priority projects. The supplemental regional flexible funds would be bonded to provide \$27.4 million in additional funding for the PMLR project, \$6 million for preliminary engineering, final design, and environmental studies for the Lake Oswego – Portland Transit project, and \$6 million for alternatives analysis, environmental studies, and preliminary engineering for high capacity transit in the Southwest Corridor.

Councilor Harrington opened the floor for public comment. The following citizens provided testimony:

- ***Sue Kiel, City of Portland:*** Ms. Kiel expressed her support for the project and urged Council approval of the resolution stating that the project provides important connections for the Portland area. The City of Portland is currently looking internally for opportunities for savings that can be redistributed to other projects.
- ***R.A. Fontes, 310 2nd St., Lake Oswego:*** Mr. Fontes provided written comments regarding his concern with the Lake Oswego – Portland Transit project’s ridership and bus trip time projections. (A copy of Mr. Fontes testimony has been included in the meeting record.)
- ***John Charles, Cascade Policy Institute:*** Mr. Charles expressed concern with TriMet’s annual spending and distributed excerpts of TriMet’s 2010 Annual Report.
- ***Steve Schopp, 10475 SW Helenius Rd, Tualatin:*** Mr. Schopp concern with the PMLR project citing specific concerns with the public engagement and citizen support for the project, and lack of financial resources.
- ***Susan Pearce, 3142 SE 25th Ave., Portland:*** Ms. Pearce encouraged Council support of the resolution. She cited both regional and local neighborhood benefits the PMLR project provides including connectivity, multi-modal opportunities and bike and pedestrian improvements, jobs and economic development.

Seeing no additional public comment, Councilor Harrington closed the public hearing.

Council discussion included allocation of regional flexible funds, regional benefits of light rail and transit, and the PMLR project's bike and pedestrian elements, job creation, and ability to leverage federal funding.

Vote:

Acting Council President Collette and Councilors Harrington, Burkholder and Hosticka voted in support of the motion. The vote was 4 aye, the motion passed.

7. CHIEF OPERATING OFFICER COMMUNICATION

Mr. Michael Jordan provided a brief update on the Nov. 16 joint Metro Council and Metropolitan Exposition Recreation Commission (MERC) meeting and the Urban Land Institute's dinner for Portland metropolitan mayors.

8. COUNCILOR COMMUNICATION

There were none.

9. ADJOURN

There being no further business, Acting Council President Collette adjourned the meeting at 3:47 p.m. The Metro Council will convene a budget discussion on Oct. 14 and reconvene the next regular council meeting on Oct. 28, 2010 at 2 p.m.

Prepared by,



Kelsey Newell, Regional Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 7, 2010

Item	Topic	Doc. Date	Document Description	Doc. Number
4.0	Minutes	9/30/10	Sept. 30, 2010 Council minutes	100710c-01
6.2	Staff Report	10/6/10	Revised Resolution No. 10-4185, Staff Report.	100710c-02
6.2	Testimony	10/7/10	Citizen testimony provided by R.A. Fontes.	100710c-03
6.2	Testimony	10/7/10	Citizen testimony provided by John Charles	100710c-04
6.2	Testimony	10/3/10	Written comments/testimony from Ed and Iniece Grover via e- mail to Councilor Harrington	100710c-05

Agenda Item Number 4.2

Resolution No. 10-4195, For the Purpose of Granting
an Easement to the City of Oregon City for
Canemah Children's Park.

Metro Council Meeting
Thursday, Oct. 28, 2010
Metro Council Chambers

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF GRANTING AN EASEMENT TO THE CITY OF OREGON CITY FOR CANEMAH CHILDREN’S PARK) RESOLUTION NO. 10-4195) Introduced by Chief Operating Officer Michael Jordan with the concurrence of Acting Metro Council President Carlotta Collette

WHEREAS, the Canemah Bluff portion of the Willamette River Greenway Natural Area was identified as a regionally significant open space by the Metro Greenspaces Master Plan (“Canemah Bluff”); and

WHEREAS, pursuant to the Metro Open Spaces, Parks and Streams 1995 Ballot Measure 26-26 (“Metro Open Spaces Bond Measure”), Metro acquired over 100 acres in Canemah Bluff (the “Canemah Bluff Natural Area”), a large portion of which is located in the City of Oregon City (“Oregon City”), immediately adjacent to the neighborhood park known as Canemah Children’s Park, which is owned by the City of Oregon City and currently improved with a picnic shelter, swing sets and similar park improvements; and

WHEREAS, in March of 2003, Metro entered into the Canemah Park Property Intergovernmental Agreement, Metro Contract No. 924863 (“IGA”), with Oregon City providing for master planning by Oregon City of the one-acre portion of the Canemah Bluff Natural Area nearest Canemah Park (the “Canemah Park Property”) and providing that, upon approval by the Metro Council of a master plan for Canemah Children’s Park, Oregon City was to assume development, management, maintenance and operation responsibility for the Canemah Park Property as part of Canemah Children’s Park; and

WHEREAS, on October 7, 2004, Metro Council adopted the Canemah Park Master Plan via Resolution No. 04-3501 (For the Purpose of Authorizing and Approving the Canemah Park Master Plan and Authorizing an Amendment to the Canemah Park Property Intergovernmental Agreement With the City of Oregon City), authorizing and approving the Canemah Neighborhood Park Master Plan; and

WHEREAS, in June 2010, City of Oregon City was awarded \$253,000.00 in grant funding from the State of Oregon local government grant program to improve Canemah Children’s Park. Receipt of the grant funds is contingent upon Metro granting an easement to Oregon City for the Metro property that will become part of the Canemah Children’s Park; now therefore

BE IT RESOLVED that the Metro Council hereby authorizes the Chief Operating Officer to execute the Permanent Park Use Easement to the City of Oregon City attached as Exhibit A.

ADOPTED by the Metro Council this _____ day of _____ 2010.

Carlotta Collette, Acting Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

GRANTOR: METRO
600 NE Grand Avenue
Portland, OR 97232-2736

GRANTEE: City of Oregon City
625 Center Street
Oregon City, Oregon 97045

Until a change is requested, all tax statements should be sent to:
METRO
600 NE Grand Avenue
Portland, OR 97232-2736

After Recording Return to:
City of Oregon City
625 Center Street
Oregon City, Oregon 97045

PERMANENT PARK USE EASEMENT AGREEMENT

Recitals

WHEREAS, pursuant to the Metro Open Spaces, Parks and Streams 1995 Ballot Measure 26-26, Metro acquired approximately 39.25 acres of real property, known as Canemah Bluff (“the Metro Property”), in Oregon City, Oregon; and

WHEREAS, a portion of the Metro Property is located immediately adjacent to the neighborhood park known as Canemah Children’s Park (“Canemah Park”), which park is owned by the City of Oregon City (“the City”); and

WHEREAS, a portion of the Metro Property consisting of 51,566 square feet and legally described and depicted in Exhibit A, (“Canemah Park Property”), is located adjacent to Canemah Park, and is of interest to the City as an access point serving both Canemah Park and the larger Metro Property; and

WHEREAS, in March of 2003, Metro entered into the Canemah Park Property Intergovernmental Agreement, Metro Contract No. 924863 (“IGA”), providing for master planning by the City of the Canemah Park Property; and

WHEREAS, the IGA provides that, upon approval by the Metro Council of a resource management plan for the Canemah Park Property, the City will assume development, management, maintenance and operation responsibility for the Canemah Park Property; and

WHEREAS, the IGA requires, and the City has prepared, a park master plan, attached as Exhibit B; and

WHEREAS, Metro adopted the Canemah Neighborhood Park Master Plan on October 7, 2004 by Resolution and authorized the amendment of the IGA agreement to provide for a perpetual term; and

WHEREAS, funds have been obtained through a Local Government Grant for the construction of the park as indicated in the master plan and it is timely to execute an easement consistent with the Canemah Neighborhood Park Master Plan; and

WHEREAS, Metro and the City wish to enter into this Agreement for a permanent park use easement including the responsibilities and obligations of the parties with respect to the allowable uses, management, maintenance, and operation of the Canemah Park Property in conjunction with Canemah Park and the remainder of the Metro Property;

Now Therefore,

METRO, a municipal corporation and political subdivision of the State of Oregon (“Grantor” or “Metro”), for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, does grant, subject to the terms hereof, to City of Oregon City, a municipal corporation (“Grantee” or “City”), a PERMANENT PARK USE EASEMENT (“Easement” or “Agreement”) for the purposes outlined in this Easement, over and across the Canemah Park Property, fully described and depicted in Exhibit A, attached hereto.

1. RIGHTS GRANTED. Metro hereby grants to the City, its successors and assigns, an appurtenant easement to allow permanent use by the City of the Canemah Park Property for parks and recreation use. The Easement shall be for the purpose of providing for the construction, development, installation, maintenance, repair and replacement of improvements (“Park Improvements”) on Metro Property, and the recreational use of the Canemah Park Property thereafter for a public park, in accord with the Master Plan approved by the Metro Council on October 7, 2004 via Council Resolution No. 04-3501. The design and construction of the Park Improvements on the Canemah Park Property, including a basketball court, landscaping and a path, must be coordinated with and approved by Metro, which approval shall not be unreasonably withheld or delayed.

2. CONSTRUCTION ACCESS RIGHTS. The City and its agents and contractors shall confine construction operations within the bounds of the Canemah Park Property. While construction work is in progress, the City and the City’s contractors shall make every effort to maintain the site in a neat and orderly condition. All refuse, excess fill material, etc., shall be removed as soon as practicable. Should the site not be maintained in a safe and satisfactory condition to Metro, Metro may cause the work to stop until the cleanup portion of the work has been done to the satisfaction of the Metro. Construction access outside the Canemah Park Property is prohibited without written permission from Metro.

3. LIMITATIONS. Except as specifically authorized by this Easement, and as set forth in the Master Plan approved by the Metro Council, Grantee may make no permanent improvements to the Canemah Park Property, and may make no other use of the Canemah Park Property without the prior written approval of Grantor. Except for fuel and lubricants stored within equipment necessary and incidental to the authorized use of the Canemah Park Property, no Hazardous Substances may be used, handled, stored or transported on, to or from the Canemah Park Property by Grantee. Under no circumstances shall any use be made of, or conduct occur on, the Canemah Park Property which would cause the Canemah Park Property, or any part thereof, to be deemed a hazardous waste treatment, storage, or disposal facility requiring a permit, interim status, or any other special authorization under any applicable environmental law.

4. OBLIGATIONS. The City will manage, maintain and program the Canemah Park Property. The City shall develop and implement, at the City’s sole expense, a resource management memorandum for the Canemah Park Property. This management plan may be part of an overall master plan or management plan for the Canemah Neighborhood Park. The resource management plan shall set forth the types and levels of programmed and public use, and improvement standards for the Canemah Park Property. The resource management plan shall include, but is not limited to trash collection to keep the area free from litter, and a repair and replacement schedule to maintain paths and recreation facilities in a timely manner.

The Native Plant Restoration area depicted in Exhibit A shall be planted exclusively with vegetation native to the Willamette Valley and include no greater than 5% basal area of trees and shrubs. Given the sensitive nature of the habitat area, Metro will review the Canemah Park planting plan to assure that nuisance plants are not included in the development and that proposed vegetation is compatible with the scenic area of the Canemah Bluff. Upon completion of the development project, Metro shall solely be responsible for the maintenance of the Native Restoration Area. The City shall be responsible for maintenance of all developed planting beds, trees, grass, and like landscaped areas from the time they are installed. Future development or modifications to the Canemah Park Property shall be coordinated with and approved by Metro.

Dog use of the Canemah Park Property shall be consistent with City's dog use policy in developed parks. The City shall support signage and design clearly communicating that all dogs, pets and like animals are prohibited on Metro property outside the Canemah Park Property. City shall provide and maintain pedestrian access to Metro natural area property at points approved by Metro at all times the City Park is open.

Access to the Canemah Park Property for the purposes of development of the Master Plan, ongoing maintenance and patron use shall be from 4th Avenue only. Prior to implementing construction, The City shall install temporary fence on the south and east sides of the Canemah Park Property to limit disturbance to the sensitive prairie areas and protect Natural Area patrons from entering construction areas. The City shall maintain temporary fence until the time the City Park is opened to the public.

5. DAMAGE. Grantee shall compensate Grantor for all damages to Grantor's real and/or personal property improvements caused by the Grantee's use of the Easement. In the event that the damages relate to destruction of habitat and native vegetation or landscaping material, Grantee shall restore the vegetation and landscaping to its condition and size prior to such damage on a two to one ratio as to the acreage damaged, as well as replace, as applicable, any sidewalks, pavement, curbs, driveways, signs, irrigation systems, or other improvements damaged beyond ordinary wear and tear. Grantee shall perform any work in the Canemah Park Property in a prompt and workmanlike manner.

6. CONSTRUCTION LIENS. The City shall indemnify Metro against any and all liens attaching against the Metro Property and related to or arising out of the City's, its contractors' and agents' activities on the Metro Property, and shall obtain the immediate release of said liens. If the City fails to obtain the immediate release of said liens, Metro may pay to have said liens released and charge the cost to do so to the City. Said charges shall bear interest at the rate of 15% or the highest legal rate of interest, whichever is less.

7. WORKERS' COMPENSATION INSURANCE. The City shall obtain and maintain in force workers' compensation insurance for all of the City's employees entering the Metro Property. The City shall ensure that all employees of the City's agents and contractors obtain and maintain in force workers' compensation insurance for all of their employees entering the Metro Property

8. RELEASE OF LIABILITY. Metro shall have no liability to the City for, and the City hereby releases Metro from, any loss, damage or injury suffered by the City on account of any act or omission of Metro or its contractors or licensees, except loss, damage or injury caused by the willful misconduct or gross negligence of Metro or its officers or employees, and then only to the extent of actual and not consequential damages. Except as provided in Section 9 below, the City shall have no liability to Metro for, and the Metro hereby releases the City from, any loss, damage or injury suffered by Metro on account of any act or omission of the City or its contractors or licensees, except loss, damage or injury caused by the willful misconduct or gross negligence of the City or its officers or employees, and then only to the extent of actual and not consequential damages.

9. INDEMNITY. To the maximum extent permitted by the Oregon Constitution and the Oregon Tort Claims Act, the City agrees to defend (using legal counsel reasonably acceptable to Metro), indemnify, and hold harmless Metro from and against any and all actual or alleged claims, damages, expenses, costs, fees (including, but not limited to, attorney, accountant, paralegal, expert, and escrow fees), fines, and/or penalties (collectively, "Costs"), which may be imposed upon or claimed against Metro and which, in whole or in part, directly or indirectly, arise from or are in any way connected with: (i) the act, omission or negligence of the City or the City's officers, directors, agents, employees, invitees, contractors or subcontractors; (ii) the use, occupation, management or control of the Canemah Park Property or portions thereof by the City, whether or not due to the City's own act or omission and whether or not occurring on the Canemah Park Property; (iii) any breach, violation or nonperformance of any of the City's obligations under this Easement; and/or (iv) any damage caused by any of the City's officers, directors, contractors, subcontractors, employees, agents or invitees on or to the Canemah Park Property.

10. OWNERSHIP. Grantor represents and warrants that it holds fee simple title to the Canemah Park Property, and has the authority to enter into this Agreement and grant of the Easement. However, this Easement is granted expressly subject to encumbrances of record as of the date of execution set forth below and Grantor expressly disclaims any representation and warranty as to encumbrances and/or vested rights of third parties affecting Canemah Park Property that may conflict or interfere with the rights granted herein, or that it holds all rights necessary or incident to the City's use of the Easement.

11. COVENANTS. The rights granted herein shall be covenants running with the land and be binding upon and inure to the benefit of Grantor, and Grantee and their respective successors and assigns in perpetuity, except as otherwise set forth herein. Grantee covenants and agrees that, in the conduct of any and all of its activities and operations thereunder, it will comply strictly with all present and future rules and regulations of all federal, state, and local government bodies having jurisdiction over the activities occurring within the Canemah Park Property and if applicable, on adjacent real property owned by Grantor.

12. NOTICES. Grantor agrees to provide written notice of the existence of the Easement to any tenant, lessee, or assignee of Grantor who occupies the Property or acquires any interest in the Canemah Park Property from Grantor. All requests elections, notices and other communications to be given hereunder by either party to the other shall be in writing and sent by certified mail, return receipt requested, postage prepaid, addressed as follows:

As to The City: Oregon City Community Development
Attn: Scott Archer
625 Center Street
Oregon City, Oregon 97045

As to Metro: Metro Natural Areas Program
Attn: Jim Desmond, Director
Metro Sustainability Center
600 NE Grand Avenue
Portland, OR 97232-2736

Changes of address may be accomplished for purposes of this section by giving the other party written notice of new address in the manner set forth above. Notices, elections and other communications shall be deemed effective upon receipt.

13. WAIVERS. No waiver made by Metro with respect to the performance, or manner or time thereof, of any obligation of the City or any condition inuring to Metro's benefit under this Easement shall be considered a waiver of any other rights of the Metro. No waiver by Metro of any provision of this Easement or any breach thereof, shall be of any force or effect unless in writing; and no such waiver shall be construed to be a continuing waiver.

14. COMPLIANCE WITH LAWS. The City agrees that it shall comply with all state, federal, and local laws applicable to the Canemah Park Property and the City's activities thereon.

15. NONEXCLUSIVE REMEDIES. The rights and remedies expressly afforded under the provisions of this Agreement shall not be deemed exclusive. Except as otherwise limited or waived herein, said rights and remedies shall be in addition to and cumulative with any and all rights otherwise available at law or in equity, and the exercise by either Party of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other such remedies for the same default or breach of any of its remedies for any other default or breach by the other Party.

16. MODIFICATIONS. Any modifications to this Agreement shall be made in writing and executed by both Parties.

17. ENTIRE AGREEMENT. This Agreement and the Exhibits hereto constitute the entire agreement between the Parties, and supercede any and all other implied or express, oral or written agreements between the Parties with regard to this subject matter.

18. TERM. This Easement Agreement shall be perpetual. However, this Easement is granted on the express condition that the City use the Easement solely for the purposes stated herein. In the event the City uses the Easement for another purpose, then Metro may notify the City that it is in breach of this Easement, and the City shall have thirty (30) days to cure the breach by using the Canemah Park Property for the purposes stated herein. If the City fails to cure the breach within such 30-day period, then Metro may re-enter and terminate this Easement. In the event that the City fails to use the Easement for a continuous period of one (1) year at any time after the initial installation(s) authorized by this Easement, or, in the event the parties mutually agree to terminate this Easement, then Metro may re-enter and terminate this Easement. Additionally, on the 25th anniversary of the effective date of this Easement, and any time thereafter, Metro may re-enter and terminate this Easement.

THIS EASEMENT is executed this _____ day of _____ 2010.

METRO, GRANTOR

CITY OF OREGON CITY, GRANTEE

By: _____
Name: Michael J. Jordan
Title: Chief Operating Officer

By: _____
Name: David W. Frasher
Title: City Manager

APPROVED AS TO LEGAL SUFFICIENCY:

By: _____
Name: _____
Title: Oregon City Attorney

State of Oregon)
)ss.
County of _____)

On this _____ day of _____ 2010, before me _____, the undersigned Notary Public, personally appeared _____, as Chief Operating Officer of Metro, a municipal corporation, personally known to me (or proved to be on the basis of satisfactory evidence) to be the person whose name is subscribed to this instrument, and acknowledged that he executed it.

My commission expires: _____

State of Oregon)
)ss.
County of _____)

On this _____ day of _____ 2010, before me _____, the undersigned Notary Public, personally appeared _____, as _____ of City of Oregon City, a municipal corporation, personally known to me (or proved to be on the basis of satisfactory evidence) to be the person whose name is subscribed to this instrument, and acknowledged that he executed it.

My commission expires: _____

EXHIBIT "A"
SHEET 1 OF 2

A PARCEL OF LAND SITUATED IN THE NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON, BEING LOTS 1 THROUGH 8, BLOCK "H", "FIRST ADDITION TO THE TOWN OF CANEMAH", A PLAT OF RECORD IN CLACKAMAS COUNTY, OREGON AND ALSO A PORTION OF PARCEL 1 AS DESCRIBED IN WARRANTY DEED TO METRO RECORDED AS DOCUMENT NUMBER 97-077678, CLACKAMAS COUNTY DEED RECORDS, WHICH IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF LOT 4, BLOCK "H", "FIRST ADDITION TO THE TOWN OF CANEMAH"; THENCE ALONG A SOUTHWESTERLY PROJECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF THIRD AVENUE (FORMERLY CENTER STREET) 155 FEET; THENCE LEAVING SAID PROJECTION SOUTHEASTERLY TO A POINT ON THE WESTERLY LINE OF SAID BLOCK "H" WHICH IS LOCATED 140 FEET FROM SAID MOST WESTERLY CORNER OF LOT 4, BLOCK "H", "FIRST ADDITION TO THE TOWN OF CANEMAH"; THENCE NORTHERLY ALONG SAID WESTERLY LINE 140 FEET TO THE POINT OF BEGINNING.

CONTAINS 51566 SQUARE FEET, MORE OR LESS.

REGISTERED
PROFESSIONAL
LAND SURVEYOR



OREGON
JULY 14, 1978
DON DEVLAEINCK
1634

DATE OF SIGNATURE: *8/12/10*
EXPIRES 12/31/2011

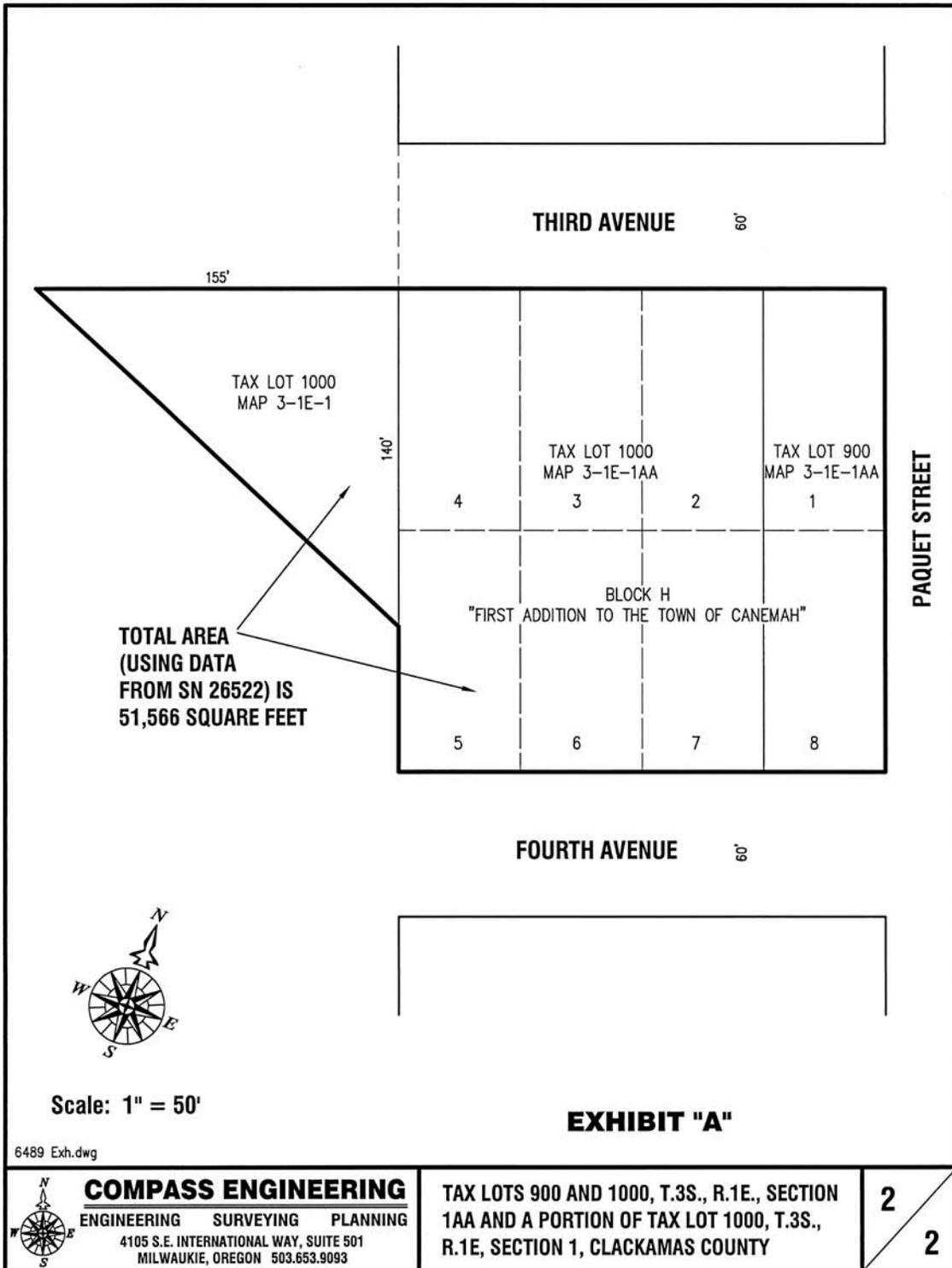


Exhibit B Improvements



Canemah Neighborhood Park Site Plan



City of Oregon City
Metro

Lango Hansen Landscape Architects

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4195, FOR THE PURPOSE OF GRANTING AN EASEMENT TO THE CITY OF OREGON CITY FOR CANEMAH CHILDREN'S PARK

Date: October 28, 2010

Prepared by: Janet Bebb
503-797-1876

BACKGROUND

Metro acquired 39.25 acres of property known as Canemah Bluff with funds from the Metro Open Spaces, Parks and Streams 1995 bond measure. A portion of the property is adjacent to Canemah Children's Park, owned by the City of Oregon City. In 2003, Metro entered into an Intergovernmental Agreement (IGA), Metro Contract No. 924863, with Oregon City to provide a master plan that coordinates Metro's property with the adjacent Children's Park. The plan coordinates parking, walkways, and park facilities on approximately one acre of Metro property. In 2004, Metro adopted that master plan by resolution, Metro Council Resolution No. 04-3501, and authorized the amendment of the IGA and a perpetual term easement based on the master plan.

In June 2010, Oregon City was awarded grant funds, approximately \$253,000 from the State of Oregon local government grant program to improve the park including new signage, new native planting and new path locations that support Metro's Canemah Bluff property. Receipt of the grant funds is contingent upon Metro granting an easement to Oregon City for the property adjacent to the park. See attached easement for area and project design.

ANALYSIS/INFORMATION

1. Known Opposition

None

2. Legal Antecedents

Metro resolution No. 92-1637, in 1992, adopted the Metropolitan Greenspaces Master Plan which identified Canemah Bluff portion of the Willamette River Greenway Natural Area as regionally significant

Metro Intergovernmental Agreement, Metro Contract No. 924863 with Oregon City for master plan

Metro Council Resolution No. 04-3501: authorizing and approving Canemah Park Master Plan, October 7, 2004

3. Anticipated Effects

Adoption of the easement will initiate the transfer of grant funds to Oregon City, who will in turn develop the park. Metro will have review and approval of the final park design.

4. Budget Impacts

Approximately \$10,000 from the grant will support planning and signage on Metro property, outside the easement area.

RECOMMENDED ACTION

Staff recommend authorization of the attached easement to the City of Oregon City for the purpose of developing Canemah Children's Park.

Agenda Item Number 4.3

Resolution No. 10-4196, For the Purpose of Confirming
the Appointment of Mr. Frank “Haze” Moss and
the Reappointment of Mr. John Bradley to the
Metro Central Station Community
Enhancement Committee (MCSCEC).

Metro Council Meeting
Thursday, Oct. 28, 2010
Metro Council Chambers

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE)	RESOLUTION NO. 10-4196
APPOINTMENT OF MR. FRANK "HAZE")	
MOSS AND THE REAPPOINTMENT OF)	Introduced by Acting Council President
MR. JOHN BRADLEY TO THE METRO)	Carlotta Collette
CENTRAL STATION COMMUNITY)	
ENHANCEMENT COMMITTEE (MCSCEC))	

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

WHEREAS, Metro Code Chapter 2.19.120, "Metro Central Station Community Enhancement Committee (MCSCEC)," provides for the (MCSCEC); and

WHEREAS, Metro Code Chapter 2.19.120(b)(1) sets forth representation criteria for Committee membership; and

WHEREAS, a vacancy has occurred in representation of Linnton Neighborhood Association on the MCSCEC; and

WHEREAS, the Linnton Neighborhood Association submitted a nomination to the Metro Council President; and

WHEREAS, the Council President has appointed Frank "Haze" Moss, a representative of the Linnton Neighborhood Association, subject to confirmation by the Metro Council; and

WHEREAS, Metro Code Chapter 2.19.030 states that advisory committee members are limited to two consecutive two-year terms; and

WHEREAS, the term of Mr. John Bradley has expired and he has expressed interest in serving another term; and

WHEREAS, Mr. Bradley is a member in good standing and his reappointment is supported by the Committee Chair; and

WHEREAS, the Council President has reappointed this individual, subject to confirmation by the Metro Council; now, therefore,

BE IT RESOLVED, that the Metro Council confirms the appointment of Frank “Haze” Moss and the reappointment of John Bradley to Metro’s MCSCEC.

ADOPTED by the Metro Council this ____ day of _____, 2010.

Carlotta Collette, Acting Council President

Approved as to Form:

Daniel B. Cooper, General Counsel

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4196 FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF FRANK "HAZE" MOSS AND THE REAPPOINTMENT OF JOHN BRADLEY TO THE METRO CENTRAL STATION COMMUNITY ENHANCEMENT COMMITTEE

Date: October 28, 2010

Prepared by: Karen Blauer
503-797-1506

BACKGROUND

The seven-member Metro Central Station Community Enhancement Committee (MCSCEC) is charged with making recommendations to the Metro Council regarding policies and the administration of the rehabilitation and enhancement program for the Northwest and North Portland Area, including recommending projects for funding.

Metro Code Chapter 2.19.120, "Metro Central Station Community Enhancement Committee (MCSCEC)," provides for the MCSCEC and subsection 2.19.120(b)(1) sets forth Committee membership and representation criteria. A vacancy has occurred in the Metro Central Station Community Enhancement Committee (hereinafter referred to as MCSCEC) membership. The vacancy in the MCSCEC membership currently exists due to the end of a term for the member representing the Linnton Neighborhood Association.

The Linnton Neighborhood Association (LNA) nominated Frank "Haze" Moss as its representative (see attachment 1). According to Brian Hoop, president of LNA, the board of directors was interested in engaging a newer member of the community who shows great promise as a future neighborhood leader. Mr. Moss, who started a litigation management company in 2000, has grown his business to employ more than 100 people in three states. As the company's vice president, he manages day-to-day operations and the firm's largest accounts. In the community, Mr. Moss has taken an interest in the local school and Linnton Community Center, and has been involved in fund raising for charitable organizations. His interest in pedestrian safety issues led him to organize a series of neighborhood bike rides with the Portland Office of Transportation that eventually became the Sunday Parkways events. Mr. Moss has stated a desire to represent his community in a positive and constructive way and to be an active participant in the decision-making process that will affect the community.

Metro Code 2.19.030 concerning membership of advisory committees, limits these representatives to two consecutive two-year terms. One member's term has expired: John Bradley, representing the Northwest District Association. He is a member in good standing and Councilor Rex Burkholder, chair of the MCSCEC, supports his reappointment. Furthermore, Mr. Bradley has expressed interest in serving a second term on the MCSCEC.

ANALYSIS/INFORMATION

1. Known Opposition

There is no known opposition to the appointment of Mr. Moss or the reappointment of Mr. Bradley to the MCSCEC.

2. Legal Antecedents

Chapter 2.19 of the Metro Code Relating to Advisory Committees; Section 2.19.120 provides for a Metro Central Station Community Enhancement Committee (MCSCEC) and sets forth guidelines for representation.

3. Anticipated Effects

Adoption of this resolution would confirm the appointment of Mr. Moss and the reappointment of John Bradley to the MCSCEC.

4. Budget Impacts

There are no known costs associated with implementation of this legislation.

RECOMMENDED ACTION

Carlotta Collette, Interim Council President, and Councilor Rex Burkholder, chair of the enhancement committee, recommend adoption of this resolution to confirm the appointment of Mr. Moss and the reappointment of Mr. Bradley to serve on the Metro Central Station Community Enhancement Committee.



METRO CENTRAL ENHANCEMENT COMMITTEE
APPOINTMENT INTEREST FORM

COMMENTS: (this section to be filled out by nomination committee only)

The Linnton neighborhood association board of directors met on Wed. Sept. 29th to consider three individuals interested in serving as a Linnton rep on the Metro Central Enhancement Committee. The board chose Frank "Haze" Moss. We were interested in engaging a newer member of our community who shows a lot of promise as a future neighborhood leader. He also clearly has proven himself as a professional with his business success. His partner has several kids who've gone through the Linnton Community Center and are currently at Skyline showing his awareness of issues that Linnton has been concerned about - the community center and traffic calming/pedestrian safety issues along the highway.

Brian Hoop, Linnton Neighborhood Association president

NAME: FRANK "HAZE" MOSS

NEIGHBORHOOD: LINNTON

HOME ADDRESS: 13131

STREET: NW MOUNTAIN VIEW RD.

CITY: PORTLAND

STATE: OR

ZIP: 97231

BUSINESS ADDRESS: 708

STREET: SW 3RD AVE. SUITE 200

CITY: PORTLAND

STATE: OR

ZIP: 97204

HOME PHONE: 503-888-8005

BUSINESS PHONE: 503-796-0881

E-MAIL: HAZE@BRIDGECITYLEGAL.COM

FAX: 503-796-0882

THE FOLLOWING INFORMATION IS VOLUNTARY:

GENDER: MALE

ETHNIC ORIGIN: CAUCASIAN

(Metro strives for membership on its committee that reflects the diversity of the North Portland community.)

SCHOOL (include high school)

LOCATION

MAJOR OR DEGREE

BERKSHIRE SCHOOL 90'

SHEFFIELD, MASS

UNIVERSITY OF OREGON 95'

EUGENE, OR

BA SOCIOLOGY

Please explain your reasons and interests in applying for this appointment.

As a member of the Linnton Community it is important to me to be an active participant and not just a spectator in the decisions that ultimately will affect all of our lives as a community. Having lived in Portland, and more specifically in North East and North Portland over the last 15 years I have witnessed how decisions made with the best intentions can have unintended consequences both positive and negative in the outcomes. It is vital for the residents that will ultimately be living with those consequences to be active participants in the decision making process in order to ensure that their opinions can and have been heard before there is no turning back.

I am interested in this appointment because I feel that Linnton is a wonderful place to live and I want to do my part to ensure that it continues to be the best neighborhood that it can be. I am not interested in anything more than doing my part to represent my neighbors and my community in a positive and constructive way.

Please describe life skills or qualifications you would contribute to this public service appointment (e.g., project management, accounting, mediation, public relations, other).

I started my business in Portland in 2000 with two business partners and very little capital. Over the past ten years we have grown our company to over 100 employees in three states, and have worked tirelessly to provide our employees with the best possible work environment while not losing site of the necessity for business growth. Oregon Business Magazine has named Bridge City Legal high as the 7th, 2nd best small company to work for in the State of Oregon on two occasions, and we have consistently scored well in the annual survey. These accolades are the result of actively listening to our employees' needs and then working together to find a balance between what's best for the individual and whets best for the company as a whole. The process has been challenging and frustrating at times, but through it all I have found a great deal of satisfaction in finding a "win win" solution to our obstacles.

As Vice President of the company I am involved in the day to day operations and decision making of our business, but my primary responsibility is as an account manager for our largest clients which includes law firms, corporations and government agencies across the Western United States. In this position I manage all aspects of the relationship with my clients, and involves a great deal of project management, client development, and consultation on large litigation matters.

I feel that the skills that I have learned over the last 10 years of business qualify me as a legitimate candidate to represent my neighborhood in this position, and I will gladly provide references or more information regarding my abilities if needed.

Please list relevant experience serving your neighborhood and the North Portland community.

Outside of doing volunteer work for the Linnton community I have not had a lot of experience in serving the North Portland communities. I have been involved in organizing fund raisers for various charitable organizations, and helped organize the first neighborhood bike rides with the Portland Office of Transportation back in 2000 that ultimately has become what is now the Sunday Parkways rides.

Please explain how you keep informed and aware of the community's diverse needs and priorities.

I keep informed through our neighborhood association meetings, talking with my neighbors, the community newsletter, and by supporting the local businesses along Highway 30 in Linnton.

Please summarize relevant experience working with people of varied backgrounds and under-represented groups.

One of the aspects of my business that can be challenging is working with a very wide variety of people on a day to day basis. I employ over 100 people who come from all different backgrounds and education levels. The members of my sales team, for example, will have vastly different backgrounds from those of my IT, Production or Administrative staffs and I am involved in working to ensure that we all operate as one company. This can be very challenging as each department, and the individuals within the departments all have their own agendas and needs that may not be mutually beneficial to others within the company. It is important to listen to all the different needs of my staff and then work to find compromises and middle ground that can be embraced by everyone involved to create the most beneficial outcome for the company as a whole.

Agenda Item Number 5.1

Ordinance No. 10-1247, For the Purpose of Amending Metro Code Sections 2.04.500 through 2.04.580 to Establish Metro's Sustainable Procurement Program.

Ordinances - Second Reading

Metro Council Meeting
Thursday, Oct. 28, 2010
Metro Council Chambers

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO)
CODE SECTIONS 2.04.500 THROUGH 2.04.580)
TO ESTABLISH METRO’S SUSTAINABLE)
PROCUREMENT PROGRAM)
)
)

ORDINANCE NO. 10-1247
Introduced by Chief Operating Officer
Michael Jordan with the concurrence of
Acting Council President Carlotta Collette.

WHEREAS, Metro Code Sections 2.04.500 through 2.04.580 establish Metro’s Recycled Product Procurement Program; and

WHEREAS, the Procurement Officer and Sustainability Program have proposed certain revisions to Metro Code Sections 2.04.500 through 2.04.580 to align Metro’s procurement practices with its sustainability goals; and

WHEREAS, the proposed revisions are entitled Metro’s Sustainable Procurement Program and are attached as Exhibit A; and

WHEREAS, the Metro Council finds that Metro’s Sustainable Procurement Program furthers Metro’s sustainable operations objectives; and

WHEREAS, the Metro Council directs the Chief Operating Officer to establish Sustainable Procurement Administrative Rules within 90 days of the adoption of this ordinance; and

WHEREAS, Metro’s Sustainable Procurement Program applies to all purchases made by Metro; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. Metro Code Amendment. Metro Code Sections 2.04.500 through 2.04.580, “Metro Recycled Product Procurement Program” are repealed and replaced with ”Metro’s Sustainable Procurement Program” and language in the form attached hereto as Exhibit A.

ADOPTED by the Metro Council this _____ day of _____ 2010.

Carlotta Collette, Acting Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Daniel B. Cooper, Metro Attorney

METRO'S SUSTAINABLE PROCUREMENT PROGRAM

2.04.500 Purpose and Intent

Metro's Sustainable Procurement Program is created to achieve the following:

- (a) Ensure that Metro's procurement activities meet the Sustainability goals established by the Metro Council.
- (b) Ensure that Metro's procurement activities support the definition of Sustainability adopted by the Metro Council.
- (c) Support a sustainable environment, economy, and community by:
 - (1) Reducing the environmental impact of Metro government operations and setting the standard for sustainable public purchasing in the region;
 - (2) Supporting businesses and markets located in the Portland Metro region; and
 - (3) Ensuring equitable inclusion of diverse members of our community in our Sustainable Procurement efforts.

Metro's Sustainable Procurement Program applies to all purchases made by Metro.

2.04.510 Definitions

As used in Section 2.04.500 through the end of this chapter:

- (a) "Certified Organic" means the item has been grown according to strict uniform standards that are verified by independent state or private organizations.
- (b) "Contractor" means any person, group of persons, consultant, designing architect, association, partnership, corporation, or other business entity that has a contract with Metro (including suppliers) or serves in a subcontracting capacity with an entity having a contract with Metro for the provision of goods or services.

Exhibit A to Ordinance No. 10-1247
Metro Code Title II, Chapter 2.04.500

(c) "Designated Products" means Recovered and Sustainable Products designated in Metro's Sustainable Procurement Administrative Rules.

(d) "Ecolabel" means a label that identifies overall environmental preference of a product or service within a specific product/service category based on Life Cycle Cost Assessment considerations and that is awarded Third Party Certification.

(e) "Fair Trade" means a trading partnership, based on dialogue, transparency and respect, which seeks greater equity and contributes to sustainable development by offering better trading conditions to, and securing the rights of, marginalized producers and workers.

(f) "Green Building Practices" means a whole-systems approach to the design, construction, and operation of buildings and structures that helps mitigate the environmental, economic, and social impacts of construction, demolition, and renovation, and includes Third Party Certification.

(g) "Habitat Friendly" means development practices that reduce the impact of development on natural resources, look beyond the building envelope and focus on land development and site design that mimic nature's processes, and conserve the natural systems and hydrologic functions of a site.

(h) "Least Toxic" means that no additives that are chemicals of high concern to human or environmental health may constitute part of the product except at levels consistent with background levels in the environment.

(i) "Life Cycle Cost Assessment" means the comprehensive accounting of the total cost of ownership, including the initial costs, energy and operational costs, longevity and efficacy of service, and disposal costs.

(j) "Locally Available" means grown, manufactured, or assembled within 400 miles of the Metro Region or sold from a vendor located within 400 miles of the Metro Region.

(k) "Minimum Recovered Content Standards" means standards established by Metro's Sustainable Procurement Administrative Rules specifying the minimum level of

Exhibit A to Ordinance No. 10-1247
Metro Code Title II, Chapter 2.04.500

Recovered Material necessary for designated products to qualify as Recovered and Sustainable Products.

(l) "Post-Consumer Material" means a material or finished product that has served its intended use and has been discarded for disposal or recovery, having completed its life as a consumer item. Post-Consumer Material is a part of the broader category of Recovered Material.

(m) "Practicable" means satisfactory in performance and available at a fair and reasonable price.

(n) "Pre-Consumer Material" means material or waste remaining after manufacture of a product.

(o) "Product Stewardship" means whoever designs, produces, sells, or uses a product takes responsibility for minimizing the product's environmental impact throughout all stages of the product's life cycle.

(p) "Recovered Material" means waste material and by-products which have been recovered or diverted from solid waste and includes both Post-Consumer Material and manufacturing or Pre-Consumer Material.

(q) "Recovered Product" means a product manufactured using Recovered Material and meeting the Minimum Recovered Content Standards established by Metro's Sustainable Procurement Administrative Rules.

(r) "Recycled Paper" means paper meeting the Minimum Recovered Content Standards established by Metro's Sustainable Procurement Administrative Rules.

(s) "Supplier Diversity" means a Sustainable Business Practice that encourages the use of previously underutilized vendors as suppliers.

(t) "Sustainability" means using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can also meet future needs, from the joint perspective of environmental, economic and community objectives.

(u) "Sustainable Procurement" means purchasing materials, products, and services in a manner that

Exhibit A to Ordinance No. 10-1247
Metro Code Title II, Chapter 2.04.500

integrates fiscal responsibility, social equity, and community and environmental stewardship.

(v) "Sustainable Products" means products that have a lesser or reduced effect on human health and the environment when compared with competing products that serve the same purpose. This comparison may consider Life Cycle Cost Assessment.

(w) "Third Party Certification" means an independent, objective assessment of a service or product completed by someone other than the service provider or product manufacturer.

2.04.520 Metro's Sustainable Procurement Administrative Rules

The Chief Operating Officer shall establish Sustainable Procurement Administrative Rules consistent with this Section to implement the Sustainable Procurement Program. The Sustainable Procurement Administrative Rules shall include:

(a) Guidance on maintaining or referencing lists of preferred Recovered and Sustainable Products as Designated Products.

(b) Guidance for procurement of goods that meet the Sustainability goals established by the Metro Council and that include, without limitation, and where available and Practicable, the following attributes:

- (1) Third Party Certification;
- (2) Product Stewardship;
- (3) Green Building Practices;
- (4) Least Toxic;
- (5) Waste Prevention and Reduction;
- (6) Recovered Material;
- (7) Habitat Friendly;
- (8) Certified Organic;

**Exhibit A to Ordinance No. 10-1247
Metro Code Title II, Chapter 2.04.500**

- (9) Greenhouse Gas Reduction;
- (10) Locally Available;
- (11) Supplier Diversity;
- (12) Fair Trade; and
- (13) Life Cycle Cost Assessment.

(c) A Minimum Recovered Content Standard for Recycled Paper and Recovered Products.

(d) A schedule and process for implementation of the Sustainable Procurement Program and Administrative Rules.

(e) A schedule for reporting to the Metro Council on the status and performance of the Sustainable Procurement Program and Administrative Rules and the minimum requirements for the report, including the setting of goals to illustrate progress.

(f) A process for assigning Department personnel to evaluate whether it is Practicable to use a particular Recovered or Sustainable Product.

(g) A process for collecting data to evaluate the status and performance of the Sustainable Procurement Program and Administrative Rules.

(h) Direction to the Procurement Officer for revising procurement procedures to comply with the Sustainable Procurement Program and Administrative Rules.

(i) A plan for implementing the joint purchase of Recovered and Sustainable Products and Materials, within Metro and with other public agencies, to reduce the price of these goods.

2.04.530 Metro's Sustainable Procurement Program Responsibilities

(a) The Chief Operating Officer shall support and implement Metro's Sustainable Procurement Program and Administrative Rules.

(b) The Procurement Officer shall:

Exhibit A to Ordinance No. 10-1247
Metro Code Title II, Chapter 2.04.500

- (1) Ensure that procurement procedures are revised for consistency with the Sustainable Procurement Program and Administrative Rules.
- (2) Provide Departments with information to facilitate their evaluation and procurement of Recovered and Sustainable Products.
- (3) Inform and advise Departments of their responsibilities under the Sustainable Procurement Program and Administrative Rules; provide training on and ensure compliance with the same.
- (4) Provide information to the Chief Operating Officer to assist with creating and revising Sustainable Procurement Administrative Rules to achieve Metro's Sustainability goals.
- (5) Ensure that Recovered and Sustainable Products are designated whenever Practicable.
- (6) Revise existing procurement standards and specifications to eliminate, where Practicable, discrimination against the procurement of Sustainable Products.
- (7) Transmit Sustainable Procurement Program and Administrative Rules to each Department.
- (8) Establish a strong connection between Metro's Sustainable Procurement Program and Metro's ESB, MBE, and WBE Program.
- (9) Ensure that all invitations to bid or requests for proposal comply with the Sustainable Procurement Program and Administrative Rules.
- (10) Ensure that when considering bids and proposals submitted by Contractors, Metro evaluates compliance with the Sustainable Procurement Program and Administrative Rules.
- (11) Develop a system for tracking Metro's compliance with its Sustainable Procurement Program and Administrative Rules.

Exhibit A to Ordinance No. 10-1247
Metro Code Title II, Chapter 2.04.500

(12) Assist the Chief Operating Officer in compiling the report required in Section 2.04.5xx.

(c) Department Directors shall ensure that their departments comply with the Sustainable Procurement Program and Administrative Rules.

2.04.540 Report to Metro Council

Each year the Chief Operating Office shall submit a report to the Metro Council that details the status and performance of the Sustainable Procurement Program and Administrative Rules.

STAFF REPORT

FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 2.04 IN ORDER TO ESTABLISH A SUSTAINABLE PROCUREMENT CODE

Date: September 24, 2010 Prepared by: Darin Matthews, Procurement Officer, 797-1626
Molly Chidsey, Sustainability Coordinator, 797-1690

BACKGROUND

Metro Code 2.04.500 to 2.04.580 sets forth the agency's policies on the purchase of recycled, recyclable and reusable products and materials. These policies were established by the Metro Council in order to encourage the use of such products throughout the agency, comply with state purchasing statutes (ORS 279A, ORS 279B) regarding the purchasing of recycled products, and serve as an example to other public and private agencies.

To bring Metro's procurement efforts in line with adopted sustainability goals, a project team led by Metro's procurement officer and sustainability coordinator updated this section of the Code with the assistance of the Office of the Metro Attorney. The objective was to create a sustainable procurement code that would direct Metro to create a sustainable procurement program and policies which support Metro's sustainability goals, is relevant to all of Metro's internal operations, contains measurable goals, and is viable long-term.

The Metro Council previously passed legislation (Resolution 02-3146B) that encouraged the purchase of wood products from sustainable sources. This will be incorporated into the new procurement policy through the use of third party certifications.

Agency Collaboration

The project team was comprised of employees from throughout the agency, including Sustainability Center, Finance & Regulatory Services, Oregon Zoo, Parks & Environmental Services, Oregon Convention Center, Human Resources, and Office of Metro Attorney. This core team took the lead in developing a sustainable procurement strategy that was consistent with Metro's goals and priorities.

Additionally, subject matter experts from throughout the agency were engaged to offer input on their respective program areas. This dialogue was essential in helping the project team shape a strategy that worked for the day to day business needs of Metro's various programs.

Stakeholder groups that were also given the opportunity to review and offer feedback into the project included: Environmental Action Team, Green Team, Department Purchasing Coordinators, and Senior Leadership Team.

Review of Best Practices

The project team reviewed the sustainable procurement policies, codes, and strategies of several organizations. These included Multnomah County, City of Portland, King County, City of Seattle, Greater London Authority, City of Berkeley, and Environmental Protection Agency. Each of these policies was reviewed and the team determined which elements would best fit into Metro's procurement code.

Establish Definitions and Terminology

The current section of Metro Code (2.04.500 to 2.04.580) that deals with sustainable procurement includes practices and terminology that goes beyond buying recycled products. New definitions and terminology were added to reflect the product attributes that are available in the market that would support Metro's sustainability goals through procurement.

The new definitions include: Certified Organic, Compostable, Ecolabel, Green Building Practices, Habitat Friendly, Locally Available, Product Stewardship, Supplier Diversity, and Third Party Certification. Clearly establishing these terms will assist the agency in carrying out the sustainable procurement policy. The committee feels that these definitions best represent current best practices in sustainable procurement in the public sector.

While there is no universally accepted definition of "locally available", the project team elected to use the 400 mile radius, as that is considered to be a day-goods-distance, or available for delivery within one day. Other organizations have used the 150 mile range to define locally available food. For example, Evergreen State College in Washington uses the definition "the Pacific Northwest, focused on 150 mile range from campus." In order to promote the use of local businesses, many Metro purchases will be made from Portland area suppliers. However, in other cases it may be practical to purchase from a supplier outside of the metropolitan area, and therefore the 400 mile range would offer more latitude.

Third party certifications that Metro will rely on in determining which sustainable products are viable include but are not limited to: Forest Stewardship Council (wood products), Green Seal (cleaning products), EPEAT (computer hardware), LEED (building practices), Salmon Safe (urban watersheds), and Energy Star (electronic equipment).

One of the new definitions is life cycle cost, which refers to the consideration of cost over the life of a product (5 years for example) and not just the initial purchase price. As part of the Metro sustainable procurement policy, the project team intends to stress its importance as a procurement tool when buying goods or services. Agency programs should consider the use of life cycle costing when appropriate, as less expensive products may be more costly over time and therefore less sustainable.

Role of Procurement Office

In implementing the new Code, the committee feels that roles and responsibilities need to be clearly defined. Therefore, the proposed Code changes charge the Metro procurement officer with the following responsibilities:

- Revise agency procurement standards and procedures;
- Provide information to all departments on sustainable products;
- Provide training to all agency programs and departments;
- Provide information to the chief operating officer that help achieve agency goals;
- Ensure Metro purchases sustainable products whenever practical;
- Establish link to agency MWESB program;
- Develop checklists to assist Metro departments with compliance;
- Assist COO with annual reporting to the Metro Council.

Accountability of Department Directors

The sustainable procurement team also believes that Metro department directors should play a key role in carrying out this policy. The following responsibilities have been established for directors:

- Require contractors and suppliers to use sustainable products and practices to the maximum extent practical;

- Collaborate with the Metro procurement office in providing training and support throughout the agency;
- Designate staff to analyze compliance with sustainable procurement code in the procurement and contracting process;
- Provide information to the procurement office on the performance of sustainable products.

Tracking and Reporting

The procurement office will monitor and track sustainable purchases for Metro, and report on an annual basis to the Metro Council. In addition to dollars spent on sustainable goods and equipment, tracking in select commodity areas (i.e. copy paper) will be beneficial. Procurement will work with the Office of Sustainability in order to normalize the data by business practices. An example of this could include paper use per MRC employee.

Fair Labor Practices

The project team believes that a key area of sustainability is the provision of local family wage jobs that support and strengthen our local economy. Therefore, the inclusion of employee compensation as part of the selection criteria should be a standard in Metro RFP's for services. This was done recently for the operation agreements for Metro South and Central and proved to be successful. Simultaneous to the sustainable procurement policy, Metro is also working at strengthening its contracting program for minority, women and emerging small business. These recommendations also include the consideration of wages and benefits in the awarding of agency contracts.

ANALYSIS/INFORMATION

1. **Known Opposition** None known.
2. **Legal Antecedents** Metro Code 2.04.500 through 2.04.580, ORS 279A.100
3. **Anticipated Effects** Increased purchase of sustainable products and materials; establishment of roles and responsibilities for Metro procurement office and other departments.
4. **Budget Impacts** The purchase of sustainable products will have a minor budgetary impact, but staff resources will be needed to implement the program. Additionally, it is common that the acquisition cost (initial purchase price) of a product may be higher, even if it is a better value over time.

RECOMMENDED ACTION

Metro Council approves the proposed revisions to Metro Code 2.04 in order to establish a sustainable procurement code.

Agenda Item Number 6.1

Resolution No. 10-4197, For the Purpose of Amending the
2010-11 Unified Planning Work Program and the 2010-13
Metropolitan Transportation Improvement Program
(MTIP) to Delete the Multi-Use Path Master Plan: Lake Oswego
To Milwaukie Project to Substitute A New Portland to Lake
Oswego Trail Plan: Powers Marine Park To Fielding Rd. Project

Metro Council Meeting
Thursday, Oct. 28, 2010
Metro Council Chambers

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-11 UNIFIED PLANNING WORK PROGRAM AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO DELETE THE MULTI-USE PATH MASTER PLAN: LAKE OSWEGO TO MILWAUKIE PROJECT AND SUBSTITUTE A NEW PORTLAND TO LAKE OSWEGO TRAIL PLAN: POWERS MARINE PARK TO FIELDING RD. PROJECT

RESOLUTION NO. 10-4197
Introduced by Councilor Carlotta Collette

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to or significantly change the scope to existing projects in the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the JPACT and Metro Council awarded \$100,000 of funding authority to Metro Sustainability Center to perform master planning work to evaluate the feasibility of adding a multi-use path facility to the existing railroad bridge crossing of the Willamette River between Lake Oswego and Milwaukie; and

WHEREAS, the awarding of these funds is adopted in the 2010-13 MTIP as Programming Table 3.1.2; and

WHEREAS, the “Multi-Use Path Master Plan: Lake Oswego to Milwaukie Project” is not currently feasible due to the Union Pacific Railroad (UPRR) lack of support for allowing Metro, its partners or agents onto its bridge which crosses the Willamette River, to conduct structural analysis to determine if a bike/ped facility could be added to the bridge due to safety concerns; and

WHEREAS, the City of Lake Oswego, Clackamas Co., City of Milwaukie and North Clackamas Parks and Recreation District (NCPRD) have concurred the original project is not currently feasible; and

WHEREAS, the Oregon Department of Transportation (ODOT) has been consulted and concurs that the original project is not currently feasible; and

WHEREAS, Section 1.7 of the 2010-2013 MTIP states that the MTIP shall be amended by Metro/JPACT Resolution where an adjustment will significantly change the project scope, whose definition includes “more than 50% of the project area outside of the original project area scope”; and

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver region; and

WHEREAS, the 2010-11 UPWP for the Portland-Vancouver region was adopted by Resolution No. 10-4136 and includes the current project scope for the Multi-Use Master Plan: Lake Oswego to Milwaukie Project; and

WHEREAS, the project description in the 2010-11 UPWP should be consistent with the 2010-13 MTIP; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the Programming Table, Section 3.1.2, of the 2010-13 Metropolitan Transportation Improvement Program and the 2010-11 UPWP to the “Multi-Use Path Master Plan: Lake Oswego to Milwaukie” project and substitute a new “Portland to Lake Oswego Trail Plan: Powers Marine Park to Fielding Rd.” project as described in the staff report to this resolution.

ADOPTED by the Metro Council this ___ day of October 2010.

Carlotta Colette, Acting Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution No. 10-4197

2010-13 Metropolitan Transportation Improvement Plan Table 3.1.2 amendment

Existing Programming

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funding	Total Funding
Multi-Use Path Master Plan: Lake Oswego to Milwaukie	Planning study of a potential 2.5 mile path connecting downtown Lake Oswego to the Trolley Trail in Milwaukie via the UPRR/P&W railroad bridge.	14397	Metro	N/A	Planning	STP	2010	\$100,000	\$11,445	\$0	\$111,445

Amended Programming

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funding	Total Funding
Portland to Lake Oswego Trail Plan: Powers Marine Park to Fielding Rd.	Study to select a preferred trail alignment in this corridor.	14397	Metro	N/A	Planning	STP	2010	\$100,000	\$11,445	\$0	\$111,445

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4197, FOR THE PURPOSE OF AMENDING THE 2010-11 UNIFIED PLANNING WORK PROGRAM AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO DELETE THE MULTI-USE PATH MASTER PLAN: LAKE OSWEGO TO MILWAUKIE PROJECT AND SUBSTITUTE A NEW PORTLAND TO LAKE OSWEGO TRAIL PLAN: POWERS MARINE PARK TO FIELDING RD. PROJECT

Date: October 28, 2010

Prepared by: Mel Huie & Ted Leybold

BACKGROUND

Former Project Description

In 2007, a Regional Flexible Transportation funding award of \$100,000 was made to Metro Parks and Greenspaces (now Metro Sustainability Center) to conduct a study and complete a master plan to determine if a bike/pedestrian pathway could be attached to the existing UPRR owned bridge between Lake Oswego and Milwaukie over the Willamette River. The goal was to connect trails on both sides of the Willamette River via a trail across the railroad bridge. The project, if built, would have been similar to the bike/pedestrian trail which is attached to the Steel Bridge in Portland. Currently, there are no safe bike/pedestrian crossings of the Willamette River from the Hawthorne Bridge south to the old Oregon City to West Linn Bridge.

Partners

The local partners of Lake Oswego, Clackamas Co., Milwaukie and N. Clackamas Parks & Recreation District (NCPRD) have agreed to declaring the “Multi-Use Path Master Plan: Lake Oswego to Milwaukie via UPRR Bridge Project” infeasible as the owner of the bridge currently will not allow Metro or its local partners or agents access to the bridge to complete the study due to concerns about safety of potential users of a trail facility in proximity to freight train operations. A new replacement trail study project has been proposed by the local partners, which will be coordinated with the Portland to Lake Oswego Streetcar Project, and all the local, regional and state partners. A Project Advisory Committee of the local partners and ODOT will be established to oversee the project and planning process of the replacement project.

New Project Description

Portland to Lake Oswego Trail Plan – Powers Marine Park to Fielding Rd: Determine the feasibility of the trail and select a multi-use path alignment(s) connecting Fielding Rd. in Lake Oswego / Clackamas Co. to Powers Marine Park in Portland. In many sections, the trail will be parallel to the proposed streetcar alignment and in some sections it will veer away from the streetcar ROW. A main task in the plan will be to determine how the trail gets through or around Elk Rock. The feasibility of a second tunnel exclusively for the trail will also be studied.

The project has the support of the key local partners, including the city of Lake Oswego and Clackamas Co. These two local partners will also be providing the local cash match of \$10,000, plus in-kind staff assistance.

The work will primarily be technical in nature. Additional public involvement activities will come later, if the trail is deemed feasible. The trail project will continue to be coordinated with the Lake Oswego to Portland Streetcar Project. The Willamette Shoreline Consortium has been briefed about the project and is supportive.

Budget

\$100,000 in MTIP-RFF funds, plus \$10,000 in cash local match. Metro will also provide project management, planning and mapping services to the project.

Timeline

Approximately 12 months from the time ODOT issues the “proceed with work order,” Which is estimated to be issued by Spring of 2011. A project prospectus and Agreement between ODOT and Metro must also be completed. A consulting team will be selected via the ODOT procurement process to carry out the technical studies and field work.

ANALYSIS/INFORMATION

- 1. Known Opposition** Some residents of the Dunthorpe neighborhood have expressed opposition to transit and trail improvements in this corridor as part of the Lake Oswego to Portland Transit Corridor Study.
- 2. Legal Antecedents** Section 1.7 of the 2010-2013 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area) (“2010-13 MTIP”). MTIP provides that it may be amended by Metro/JPACT Resolution where an adjustment will significantly change a project scope, defined as “the deletion of a modal element described in the original project scope . . . or if . . . the proposed change in scope would have significantly altered the technical evaluation of a project during the project prioritization process;” Proposed resolution will amend the Programming Table 3.1.2 of the 2010-13 MTIP. Changes scope of project originally awarded funding authority by Resolution 07-3773 on March 15, 2007 (For the purpose of allocating \$64 Million of Transportation Priorities funding for the years 2010 and 2011, pending air quality conformity determination). The FY 2010-11 Unified Planning Work Program, adopted by Metro Council Resolution 10-4136 (For the Purpose of certifying that the Portland Metropolitan Area is in compliance with federal transportation planning requirements and adopting the FY 2010-11 Unified Planning Work Program) (“2010-11 UPWP”), describes the existing Lake Oswego to Milwaukie Trail Master Plan project, which must also be changed to reflect the scope and budget of the new Portland to Lake Oswego Trail Plan.
- 3. Anticipated Effects** Adoption of this resolution will allow Metro to proceed with developing a master plan for a future multi-use path between Fielding Road in Lake Oswego to Powers Marine Park in Portland.
- 4. Budget Impacts** This resolution will require a small change to the CIP, as it is replacing one project with another of the same amount. \$5,000 of the match has been received and the other \$5,000 has recently been billed.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4179.

Staff Report to Resolution No. 10-4197

Agenda Item Number 6.2

Resolution No. 10-4212, For the Purpose of Appointing a Replacement to Fill the Office of the Metro Council President.

Metro Council Meeting
Thursday, Oct. 28, 2010
Metro Council Chambers

Materials following this page were distributed at the meeting.

"Evidence Suggests CRC Concept #1 Rigged for Rejection"

Statements from CRC Communications and Public Outreach which are questionable:

"Concept 1 also was NOT a low-cost solution. It was MORE expensive than the 'on-island' interchange options for a variety of reasons:

- Increased new piers in North Portland Harbor (10 more than LPA option).
- Increased structures over North Portland Harbor (1 more than LPA option),
- Longer construction period, primarily because of additional in-water work."
- Increased property impacts to the floating home community and business interests along the south side of the harbor."

Contrary to these statements, Concept #1 was NOT "equitably tailored" to reduce cost and impacts as was the LPA option and Concept D. Concept #1 is potentially LESS expensive and have LESS impact.

The impact of Concept #1 on the North Portland Harbor can be further reduced by building the off-island ramp through the Expo Center parking lot rather than directly on the water's edge where it displaces businesses.

The impact of Concept #1 'off-island' interchange is infinitely less alongside I-5 where ZERO ramps are built. Concept D spaghetti ramps will be ruinous to Hayden Island community and commercial redevelopment potential.

It appears that CRC stakeholders and public agencies have rigged their studies to favor trucking and commercial interests at the expense of Hayden Island livability, sensitive environments, and public safety on the highways.

Innovations in Rail & Land-use planning

The LOTI Project

THE SEATTLE CIRCULATOR PLAN

Art Lewellan

503-227-2845

PORTLAND

Lotilivo@peoplepc.com

Dear Mr. Lewellan:

Thank you for contacting the Columbia River Crossing project with your comments and questions regarding design of the Hayden Island interchange.

The Project Sponsors Council (PSC) charged the Integrated Project Sponsors Council Staff (IPS) with developing concepts for a re-designed interchange on Hayden Island, including both a refined on-island interchange, as well as a design that would remove the interchange and provide alternative off-island access. The IPS asked a group of island stakeholders, including representatives from HiNooN, the Hayden Island Livability Project, the [Portland Working Group](#) and island businesses, to partner with staff from the City of Portland, Metro and CRC to evaluate the interchange concepts for Hayden Island. The stakeholder group met twice a week for several months to study design options. The options were evaluated using a wide range of criteria including:

- Mobility and Connectivity - Community and Design Benefits
- Land Use and Development - Schedule - Environmental Challenges - Cost

There was extensive public involvement and review in the access evaluation process. In addition to bi-weekly meetings with the community, the design options were presented at three open houses. Island residents and business interests expressed significant concern with Concept 1. They strongly felt that removing the interchange from the island did not support the vision of the Hayden Island plan and would greatly hinder redevelopment of the SuperCenter site and other island businesses.

Concept 1 also was not a low-cost solution. It was more expensive than the on-island interchange options for a variety of reasons:

- Increased property impacts to the floating home community and business interests along the south side of the harbor

- Increased new piers in North Portland Harbor (10 more than the LPA option)
- Increased structures over North Portland Harbor (1 more than the LPA option)
- A longer construction period, primarily because of additional in-water work.

After months of design and public process, there was clear support for Option D from the IPS, project sponsors, and the Hayden Island and north Portland community. The Project Sponsors Council unanimously supported moving forward with this option at their August 9 meeting.

You also asked why the project is not considering building a supplemental bridge to carry south bound I-5 traffic and transit over the Columbia River. This alternative was studied in the [Draft Environmental Impact Statement](#) and was dropped from consideration for several reasons.

Though a supplemental bridge could be built tall enough to eliminate the need for a bridge lift, northbound traffic on the existing bridges would still be subject to lifts. Bridge lifts contribute to a high collision rate on I-5. Crashes occur three to four times more often during a bridge lift as I-5 traffic unexpectedly comes to a stop. This is one of the problems the CRC is working to address, so building a bridge that only eliminates lifts for one direction of traffic would not help address the project's purpose and need.

This area of the Columbia River is already difficult for barges to navigate especially during periods of high water flow. Another bridge similar to the existing bridges would add more piers in the water, which increases the navigation complexity. In addition, the existing bridges need to be upgraded to meet current seismic standards if they remain in use. The upgrades would require the piers to be reinforced with a concrete encasement. Pier encasements would increase the diameter of each pier by 10 to 40 feet, which would reduce the space between piers for marine traffic. When traveling downstream, barge captains attempt to avoid calling for a bridge lift by traveling under the high portion of the Interstate Bridge and then turning to the right to access the lift span on the railroad bridge. An additional bridge combined with the seismic upgrades on the existing bridges would make this maneuver more difficult and, as a result, would lead to more bridge lifts.

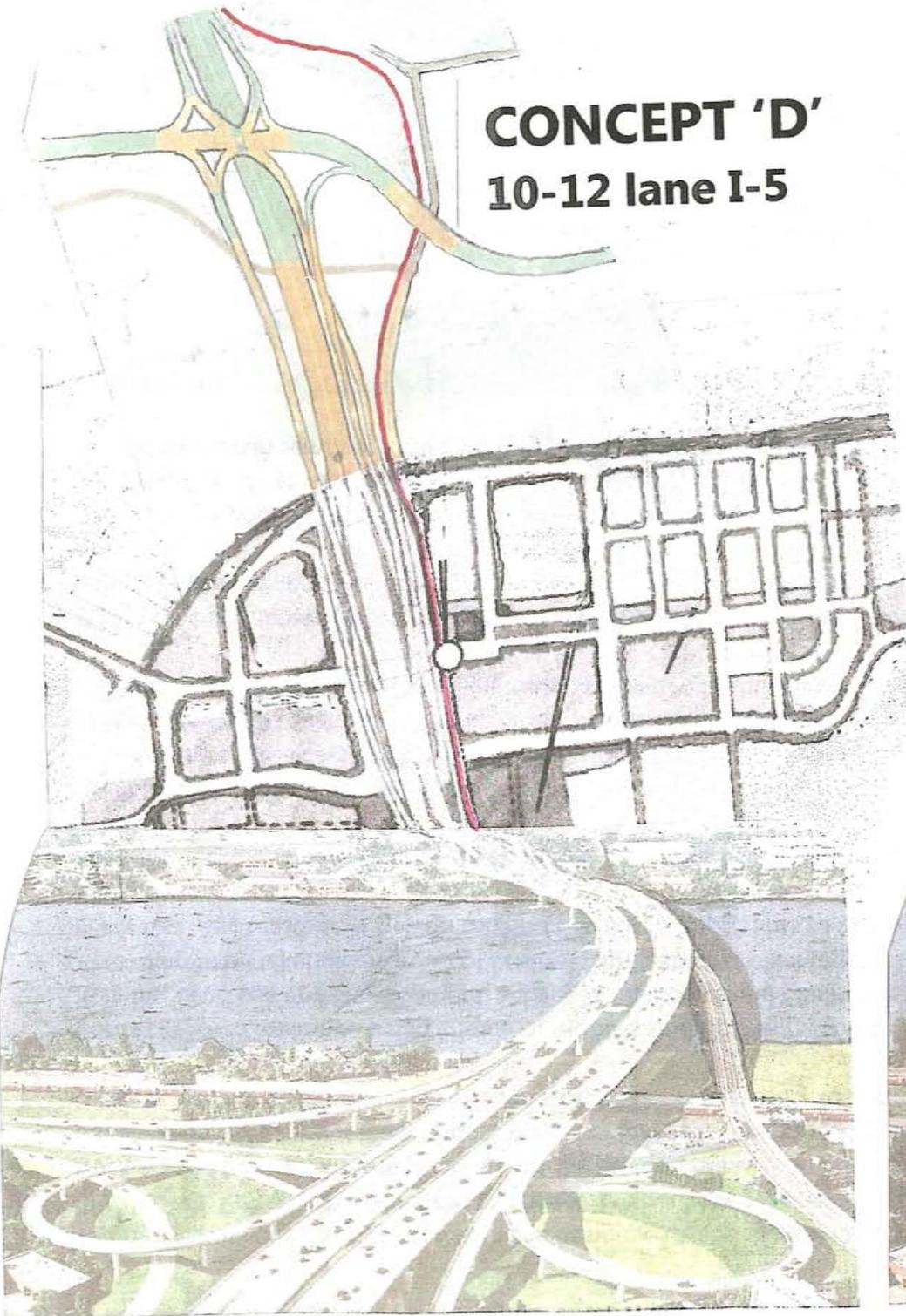
Thank you for your continuing interest in the Columbia River Crossing project.

Sincerely,

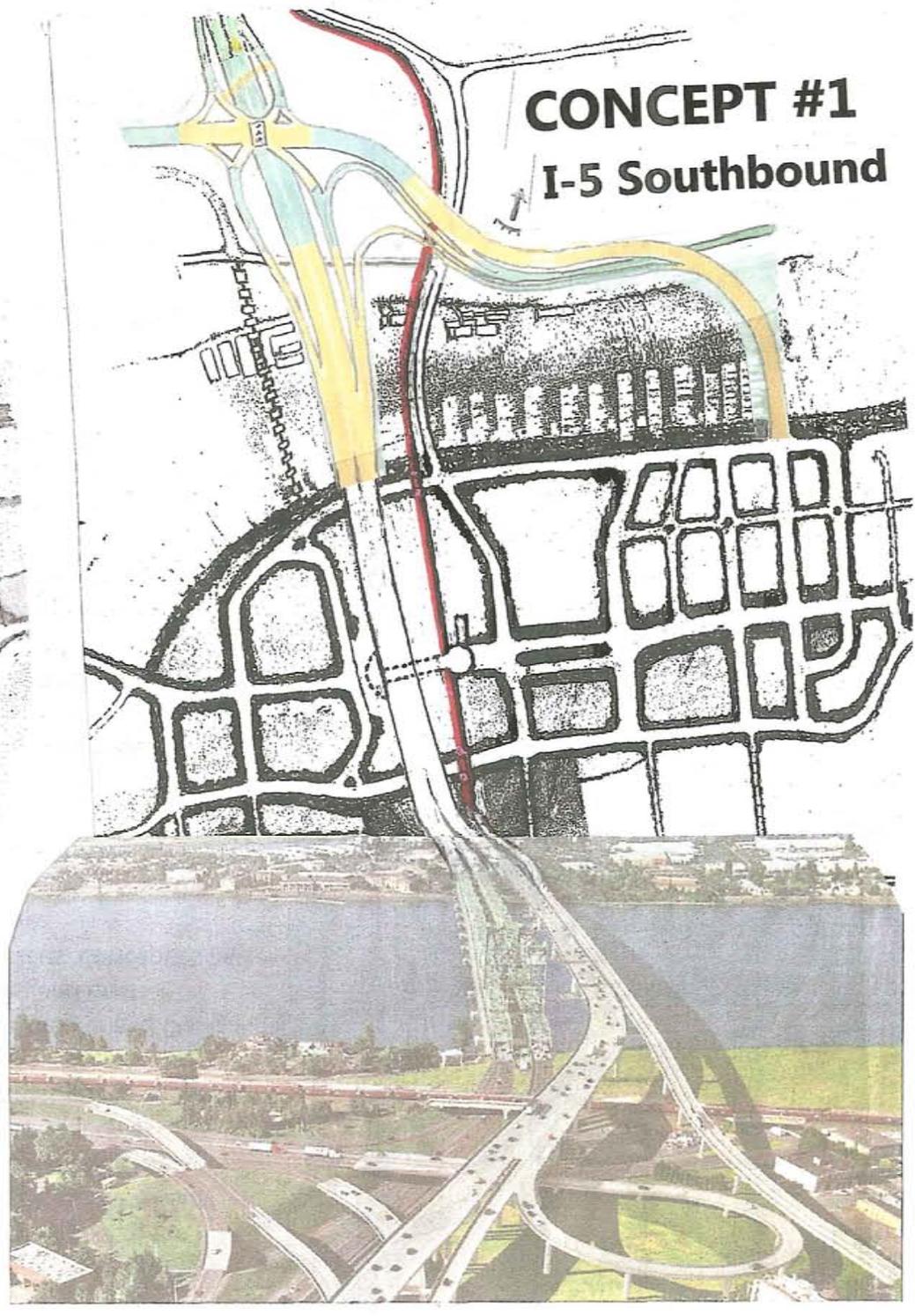
Maurice Hines

Columbia River Crossing

CONCEPT 'D'
10-12 lane I-5



CONCEPT #1
I-5 Southbound



The public is wholly disappointed with the design, cost and environmental impact of the CRC project. Consensus surrounding Concept 'D' should not represent DOT, port authority, trucking and business interests more than the Hayden Island community and the general public. Thus, a wider and independent review of low cost, low impact options such as Concept #1 and the Southbound I-5 ONLY proposals is necessary to address public concerns.

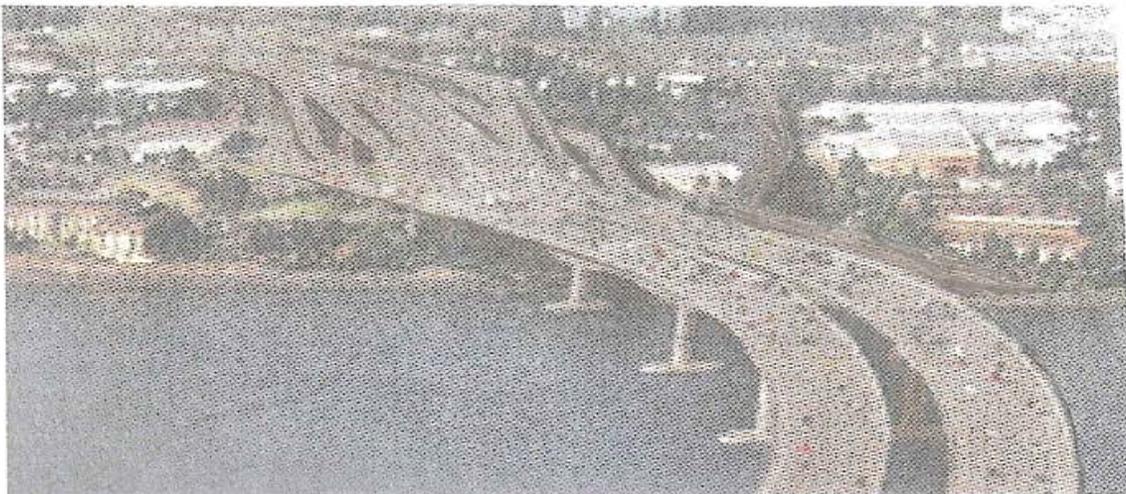
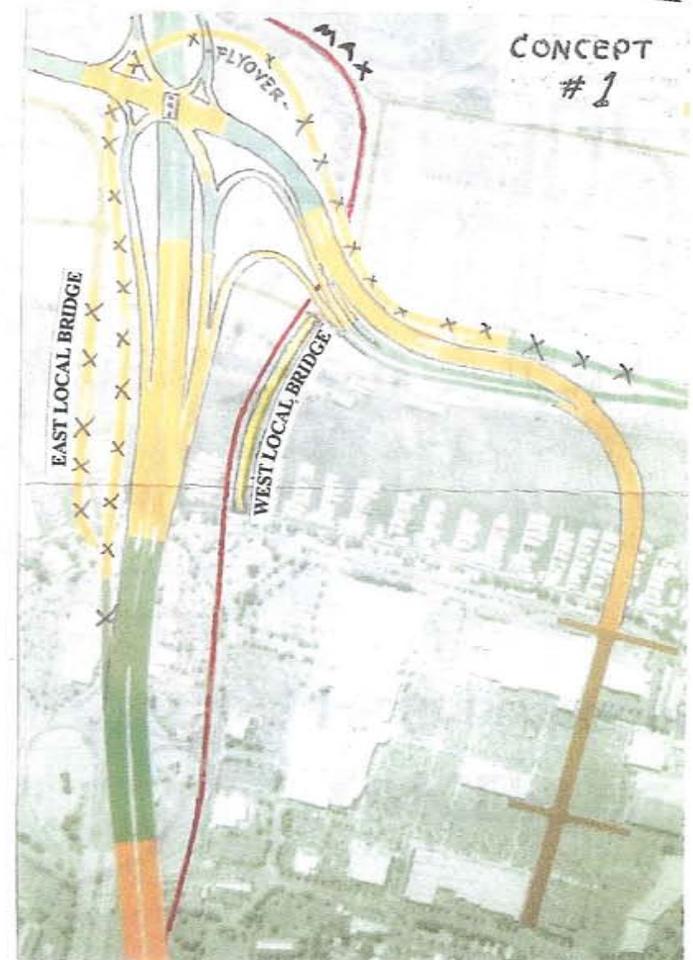
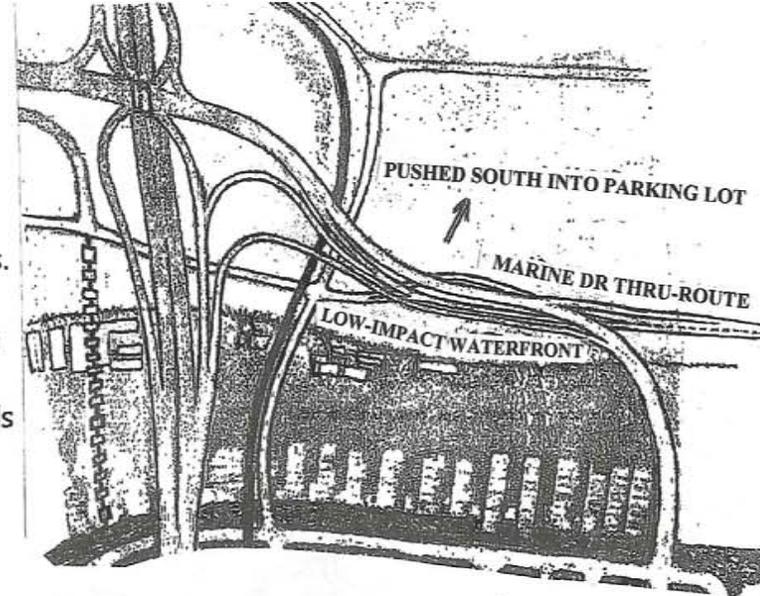
Concept#1 was evaluated using criteria of Mobility and Connectivity, Community and Design Benefits, Land use and Development, Schedule, Environmental Challenges, and Cost. According to a stakeholder group of business interests and planning bureaus, Concept#1 fails every test. Any reasonable person will find this nearly impossible to believe.

The following alterations to Concept#1 should improve its status as a viable option.

- Eliminate the "flyover" ramp from Portland harbor to I-5 northbound.
- Select the local access bridge option from North Portland adjacent to MAX bridge.
- Push Concept#1 main access ramp along Marine Drive south into Expo Center parking lot.
- Design main access bridge and landing onto Hayden Island with architectural amenities.

While the main access bridge of Concept#1 will impact Hayden Island floating home community, the impacts of Concept 'D' ramps alongside I-5 are undeniably much greater.

The I-5 Southbound ONLY proposal also deserves another look for its capacity to reduce cost. We should consider how in the near future a matching bridge can be constructed (in place of the old west span removed) while leaving the old east span in place to handle traffic.



Metro Presentation



Jeff Miller

President & CEO

October 28, 2010



Mon Assemblée Vert

DESTINATION MARKETING ACCREDITATION PROGRAM



OREGON CONVENTION CENTER

Oregon Convention Center Projected Future Revenue

Total Travel Portland Contract:	Quarter	YTD	Goal
New OCC Bookings	14	35	
Repeat OCC Bookings	3	9	
Total OCC Bookings	17	44	
Room Nights from OCC Bookings	34,321	135,515	
Future OCC Revenue Booked during FY 2009/10	\$ 2,236,040	\$6,440,386	
ROI OCC Bookings	\$ 2.2	\$ 2.2	2.0 - 2.5
Community Economic Impact from OCC Bookings	\$ 21,431,765	\$ 61,629,536	
Total Room Nights Booked	61,778	246,050	
Total Community Economic Impact from Bookings	\$ 39,939,586	\$ 127,055,364	
ROI on Total Community Economic Impact	\$ 37.3	\$ 41.9	25.0 to 1
OCC Revenue Realized During FY 2009/10	\$ 1,382,394	\$ 9,268,663	\$ 5.75 million
OCC Revenue from OCC Bookings does not include North American Gay Volleyball Association's May 10 meeting due to OCC finalizing revenue. Revenue will be included on 1st quarter report FY 10/11.			

OREGON CONVENTION CENTER

	GOAL	YEAR TO DATE ACTUAL	ANNUAL GOAL
#1	OCC Revenue Goal	\$9,268,663	\$5.75 million
#2	ROI on future OCC business	2.2	2.0 to 2.5
#3	Lead conversion	42%	28% - 31%
#4	Services performance survey	3.8	3.5
#5	ROI on public relations/media	3.9 - (5.8)	6.5
#6	Community economic impact	41.9	25.0

CONVENTION SERVICES

Activity Description	4th Quarter	YTD
Distribution of Promotional Pieces	38,509	152,056
Meeting Planning Assistance - Services Leads	459	2,969
Pre-Convention Site Tours	13	46
Pre-Convention Attendance Building	14	32
Housing - Convention Room Nights	6,578	13,843

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Meetings West

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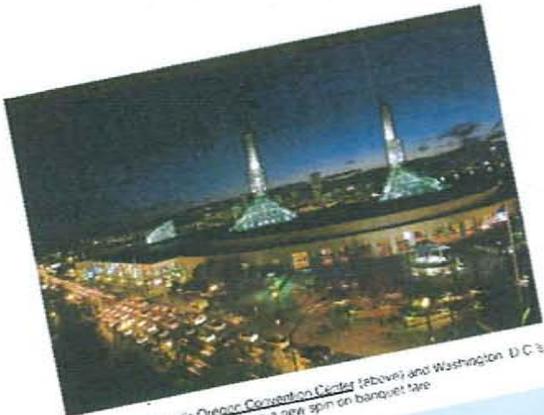
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Date: 04/01/2010
Pub Num: 121-300
Section/Page: 35
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At the Walter E. Washington Convention Center in Washington, D.C., cuisine has risen to a new level since May 2009, when Philippe Chin came on board as executive chef. Chin is the youngest chef ever to be inducted into the Maitres Cuisiniers de France, the international organization of master chefs.

"What does that mean for the capital's convention center?"
"It means everything," says Gregory O'Dell, president and CEO of the D.C. Sports and Entertainment Commission. "With him we can differentiate ourselves and set the standards above what they have been in the past."

Judy Jacobs, a freelance writer based in Menlo Park, Calif., has been writing for travel industry publications for over 20 years.



FROM TOP: Portland's Oregon Convention Center (above) and Washington, D.C.'s Philippe Chin (below) are putting a new spin on banquet fare.

CISION
Media Monitoring
Plus

Meetings West

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Goodbye, Rubber Chicken

Convention center cuisine is no longer an oxymoron

By Judy Jacobs

FROM PITTSBURGH, PA., TO PORTLAND, Ore., and many points in between, convention center kitchens have been undergoing a culinary revolution in recent years. The concept of meals for the masses is out. Restaurant-style upscale cuisine

is in—and the more locally sourced and organic, the better.

Whether it's bringing a master chef to the Walter E. Washington Convention Center in Washington D.C., establishing a roof garden on the top of the David Lawrence Convention Center in Pittsburgh, or a multitude of other initiatives around the nation, convention centers are making dramatic improvements in their culinary offerings. The driving force is coming from all directions—chefs, clients, planners and the industry as a whole. And it's rapidly catching on.

"We're finding that when we sit down with the chefs and talk about what sustainable food means to us and what we'd like to see, they start getting excited about it, because it's new for them," says Amy Spatariano, CMP, principal of MeetGreen in Portland, Ore. Her company challenged the chef of Aventura Catering, the caterer for the Phoenix Convention Center, to do 25 percent local and organic food for the U.S. Green Building Council's International Greenbuild Conference and Expo, held there last November.

"The chef took it upon himself to do 45 percent. He had fun doing it and sourcing it. They hadn't done this before," she says.

While it may be new for Phoenix, other convention



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Small Market Meetings

Page 15

The Queen of Green

By Vickie Mitchell
Small Market Meetings

In Portland, Ore., green has been more than a color for a long time. As other cities have scrambled to board the sustainability train, Portland had left the station, already miles ahead of its peers. In 2008, it was declared America's Greenest City, by *Popular Science*, a place where 63 percent of citizens recycle, 5,000 ride bicycles to work and 300,000 commute by buses, light rail and staircases.

In a room of green, Portland LEEDs

For groups that aim to hold meetings that are gentle on the earth, Portland is heaven. Its convention center is Leadership in Energy and Environmental Design (LEED) certified. So are a number of its hotels and off-site meeting spaces. Its restaurants delight in turning old barns into tables and old tables into cutting boards.

Portland also sustains itself in the food and beverage department, hooping its dining tables with locally grown produce and freshly caught fish, brewing its own beverages at 38 craft breweries and 62 micro wineries.

"People who come here expect that because that's who we are, and we promote the heck out of it," said Lindsey McBride, a public relations professional. "It is a part of our daily life," said local Barb Lee, who organizes events at BridgePort Brewing Co.

Even meetings and conventions not in tune with the environment find much to like and to learn in what is not only one of America's most progressive cities, but also one of its most interesting and inviting.



Courtesy: Hill Group



Courtesy: Street Portland



Courtesy: Oregon Convention Center

The Oregon Convention Center, left, is among the many green elements of Portland, the country's greenest city, according to *Popular Science* magazine in 2008. A system of staircases, shown center, and light rail trains offers free transportation throughout downtown. Innovations like rain gardens, right, are in use at the convention center. *Hot Centre*, left, is among a number of restaurants that promote sustainability with local fare.

Using ingenuity to save energy

Portland's biggest green endeavor, at least in terms of square footage, is the Oregon Convention Center across the Willamette River from the central business district.

The first convention center in the United States to achieve LEED certification at a higher level than it originally achieved, the 19-year-old facility nearly doubled in size in 2003.

A 5-acre roof shelters almost 1 million square feet of space and collects rainfall, routing it into a boulder- and plant-filled rain garden that edges the convention center's river side. The rain garden filters the water and returns it to the river.

The center also recycles more than 250 tons of materials each year, and easy-to-use recycling bins allow attendees and exhibitors to do their part.

Not to be content, the center continues to look at ways to be greener. It has

accelerated its composting program; induction lighting to be installed in exhibit halls will cut energy use in those spaces by 50 percent.

Already, about half of the center's energy needs are supplied by wind energy; it will grab another 10 percent to 12 percent from the sun when a solar energy system is installed on its roof this year.

"We are moving toward 100 percent renewable energy," said Brittni Wittenburg, sustainability coordinator.

"If you come to the Oregon Convention Center, you are having a green meeting whether you like it or not," added Matt Pizzuti, director of sales and marketing.

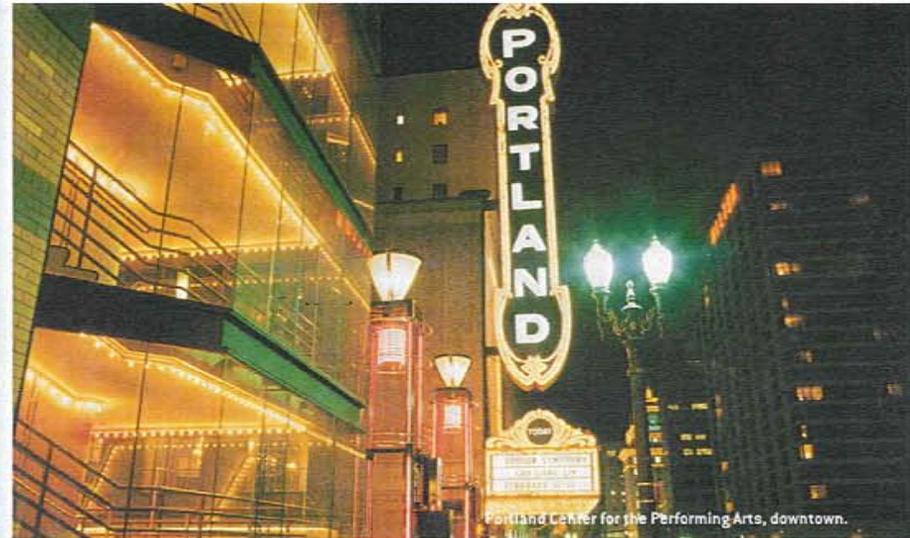
Most will like it, particularly when they realize that the center's green efforts allow it to keep operational costs in line. "Last year, we didn't raise any of our fees," said Pizzuti.

The center also sustains in other

ways. Like other construction projects in Portland, it was required to spend 1 percent of the cost of its project to buy public art. The money was well spent on whimsical pieces like a dragon boat that hangs in one atrium and a glass sculpture inspired by the ginkgo, a prehistoric tree of Oregon, in the concourse. The center also promotes fun with a new bar called *Sole*, where the signature drink is the Solarini.

The convention center's stumbling block is the lack of an upscale attached hotel, which has long been discussed but is going nowhere because of the economy. Two hotels, the Inn at the Convention Center and a Red Lion Hotel in Portland Convention Center are nearby.

Lack of sales tax means savings
The separation from downtown caused by the river is easily overcome thanks to a light rail system that stops at



Portland Center for the Performing Arts, downtown.

CITY HIP, OUTDOOR SAVVY

Portland combines the best of both worlds

By Sandi Cain



Portland Rose Festival dragon boats

Perception is everything, the saying goes. For Portland, Ore., that's good news. Tucked up against Seattle in the far northwestern corner of the U.S., Portland has long been seen as a quirky refuge for environmentalists and outdoor enthusiasts. Now that's paying dividends as meeting organizers and their clients embrace the green lifestyle that Portlanders have lived for many years.

The growing awareness of green trends and a budget-conscious industry with a renewed interest in secondary markets benefit cities like Portland, which has seen an uptick in meetings business that runs counter to what others are experiencing. "There's a stronger awareness of Portland as a destination," says Brian McCartin, executive vice president of convention and tourism sales for **Travel Portland** (travelportland.com). "Planners are looking for something a little different that they feel comfortable with," he says. In fact, 2009 was one of the city's best years for groups.

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SMART MEETINGS

SMART MARKET MEETINGS

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PORTLAND

Smart meetings
The Intelligent Way to Plan in the Western Region



Los Angeles Convention Center.

The Whole Enchilada

When citywides come to town

By John Anderson

When the Benevolent & Protective Order of Elks - Grand Lodge descended on Portland, Ore., this past summer for their national convention, the 4,000 room nights on peak they took up had the city's core hotels bursting at the seams. The 782-room Hilton Portland & Executive Tower had no room vacancies during the period, with some members of the group pushed to hotels around the Portland International Airport 9 miles north and even across the Columbia River into Vancouver, Wash. The organization's confab ran from July 4-9, with some 10,000 Elks members walking the downtown streets and crowding into local restaurants. "It's a big meeting for Portland," says Marcus Hibdon, communications manager for Travel Portland. "They did a dine-around, and were spread out over hotels."

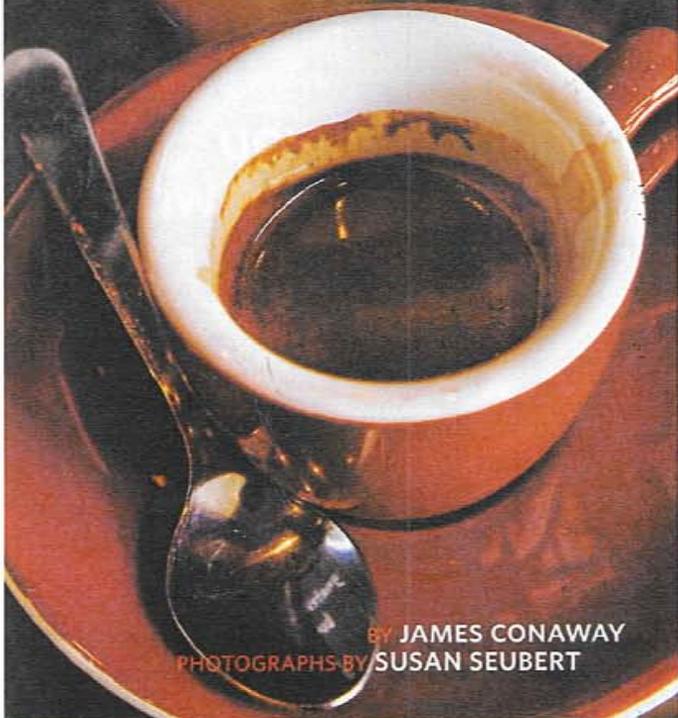
Besides the group's primary use of the 255,000-square-foot Oregon Convention Center, each state chapter had a gathering of delegates for breakfast or dinner, usually at their individual hotel, while spending on incidentals such as group tours was up dramatically, as many attendees brought their families. The last time the Elks had held their annual convention in Portland was 1993, and they came back because of its transportation (the MAX Light Rail service criss-crosses the city with four lines and 84 stations), as well as the city's many attractions, variety of restaurants and friendly people.

It's estimated the group spent \$5 million over the six-day event (and \$12 million during the previous year's convention in Anaheim, Calif.), which provided a definite stimulus to Portland's

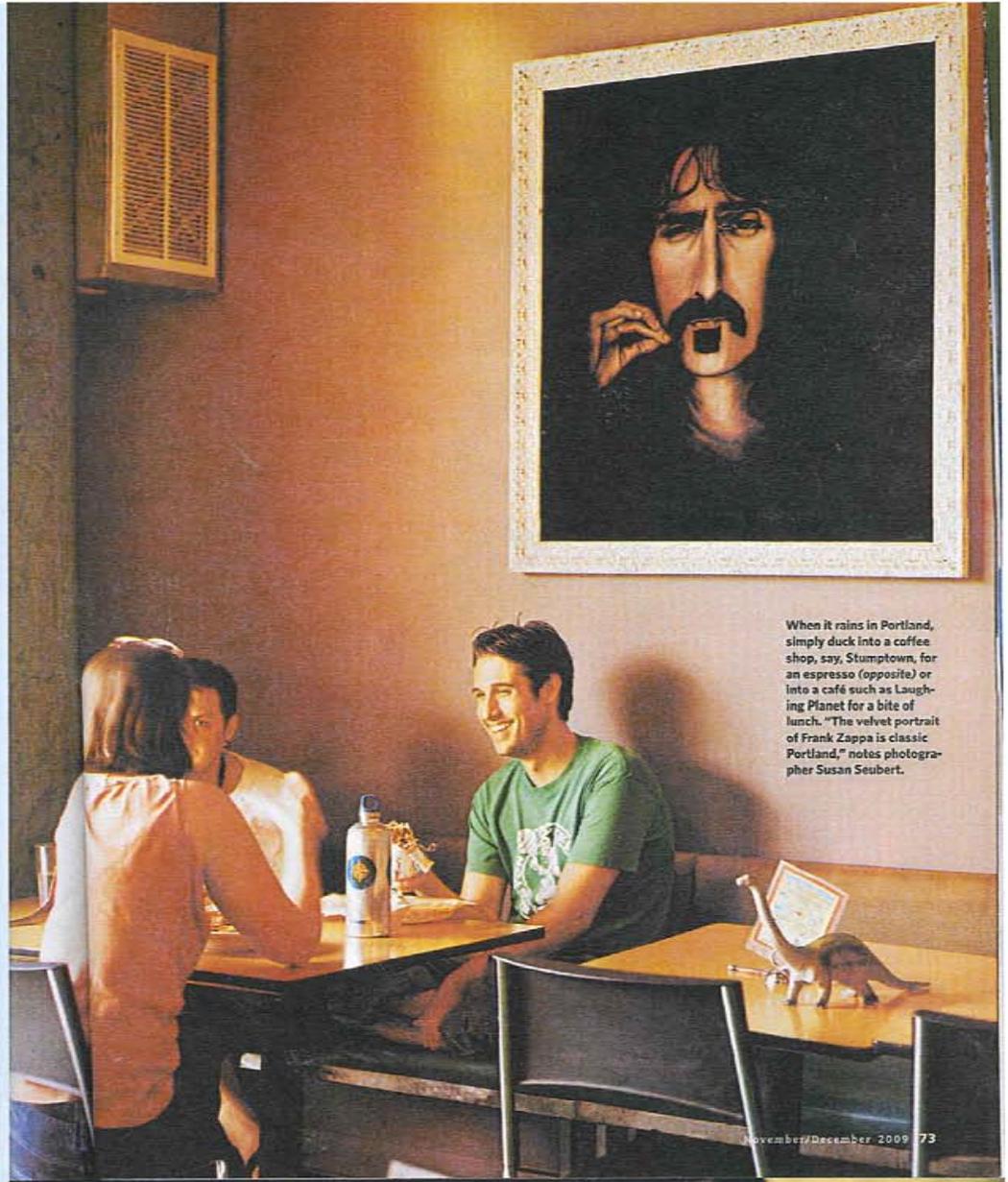
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PORTLAND

PORTLAND REIGNS

This Oregon city gets almost everything right: It's friendly, sustainable, accessible, maybe even a model for America's future.



BY JAMES CONAWAY
PHOTOGRAPHS BY SUSAN SEUBERT



When it rains in Portland, simply duck into a coffee shop, say, Stumptown, for an espresso (opposite) or into a café such as Laughing Planet for a bite of lunch. "The velvet portrait of Frank Zappa is classic Portland," notes photographer Susan Seubert.

November/December 2009 73

NATIONAL GEOGRAPHIC TRAVELER

THE TOP-RANKING MEMBERSHIP CATEGORIES

Accommodations: Hotels, Motels & Resorts	127
Restaurants	105
Attractions	42
Visitor Information	30
Shopping	34
Tours, Sightseeing & Receptive Operators	41
Wineries & Distilleries	21
Performing Arts	25
Meeting, Exhibit & Banquet Facilities	27
Events & Festivals	31
Catering	28
Associations	15
Entertainment Providers	13

ENSURE BROAD REGIONAL REPRESENTATION

Membership by Area

Multnomah County	501
Washington County	53
Clackamas County	37
Other Oregon Counties	102
Other Out-of-State	39

ENSURE BROAD ETHNIC DIVERSITY

19% of Travel Portland's members
are minority or women-
owned businesses



MULTICULTURAL ADVISORY COUNCIL

Jeff Blosser	Executive Director – Oregon Convention Center
Jane Braaten	OMF Business Operations Division Manager – City of Portland
Gale Castillo	Executive Director – Hispanic Metropolitan Chamber
Kendall Clawsen	Executive Director – Q Center
Elisa Dozono	Attorney – Miller Nash and Chair of MERC Commissioner
Norm Hwa	General Manager – Paramount Hotel
Jaime Lim	President – Philippine American Chamber of Commerce of Oregon
Nichole Maher	Executive Director – Native American Youth and Family Center
Marcus Mundy	President – Urban League of Portland
David Penilton	President – American Hub World Travel
Maria Rojo de Steffey	Community Advocate
Staff/Advisors – Brian McCartin, Jeff Miller, Ron Melton, Greg Newland, Mike Smith and Roy Jay	

SEPTEMBER 2010 YTD

	Occupancy %		Average Daily Rate		Rev-Par		Room Revenue
	This Year	Last Year	This Year	Last Year	This Year	Last Year	
Portland Market	68.4%	63.5%	\$98.57	\$99.81	\$67.44	\$63.38	+7.2%
Portland Central City	75.7%	69.9%	\$120.32	\$119.25	\$91.05	\$83.40	+11.2%

VDF GRANTS

January 2007 - June 2010

54 Groups	
OCC Rental	\$1,588,247
Hotel Rebates	\$ 650,289
VDF Grant	\$1,078,784
VDF ACT	\$ 913,498
*151,366 Room Nights	
Estimated Economic Impact	
OCC	\$ 9.0 Million
Citywide	\$81.1 Million

VDF GRANTS 2010 - 11

21 Groups	
OCC Rental	\$851,539
Hotel Rebates	\$471,398
VDF Grant	\$485,951
*48,699 Room Nights	
Estimated Economic Impact	
OCC	\$ 3.1 Million
Citywide	\$32.1 Million

TARGET CLUSTER BUSINESSES CONVENTIONS



Greenlight Greater Portland

- **“Welcome Suite”**
- **Collateral**
- **Booth**
- **Hosted Reception**

STRATEGY FROM INPUT SESSION

INPUT SESSIONS



WE KNOW YOU ARE GREEN BUT WHAT ARE MY DELEGATES GOING TO DO IN PORTLAND?

Messaging – Response across all channels

- **Food, wine scene**
- **Tax free shopping**
- **Arts and culture**
- **Pre/post tour opportunities**
 - *Wine country, coast, Gorge**

VALUE PROPOSITION

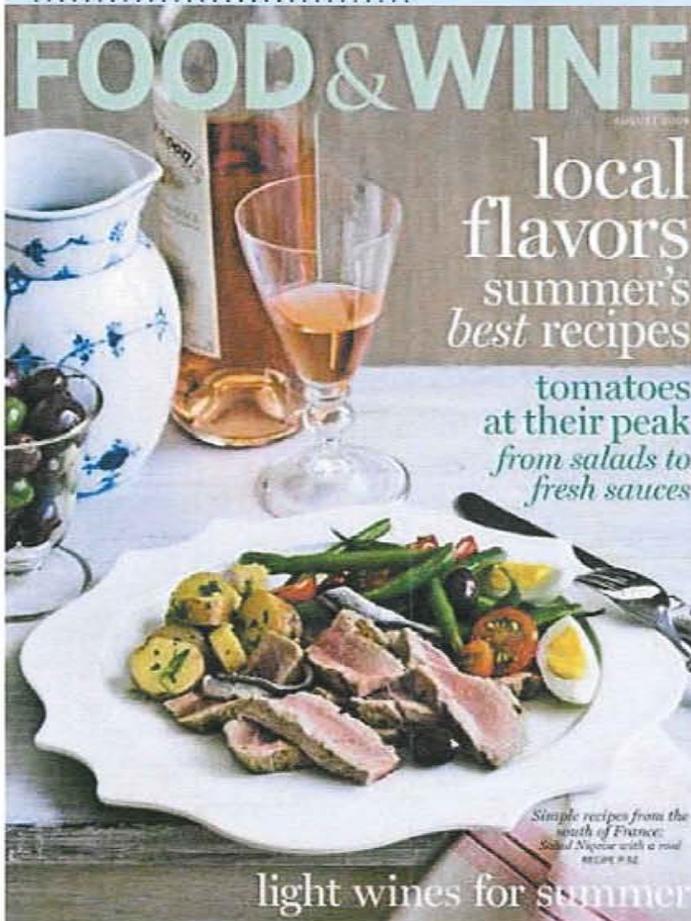
- **Airfare is perceived as expensive**
- **Port of Portland meetings held**
- **Lack of sales tax at OCC/hotels/shopping**
- **Provide city wide cost comparison to destinations with sales tax**

ENHANCED PUBLIC RELATIONS

- **Public relations – Chicago/DC**
- **Supplement regional monies with MERC funds to add media blitzes**
- **Consumer media**
- **Trade publications**
- **Combine media and client events**

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MARKETING & P.R. SUPPORT



- Magazine wrap
- Media blitzes: Chicago & DC

AIRPORT

- **Welcome signage for city-wides**
- **MAX ticket machine with DOWNTOWN button (TriMet)**

TRIMET

- **Easy AIRPORT button in core MAX stops**
- **Volunteers for largest city wides at MAX**

PUBLICATIONS

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PERKS

Valuable coupons for **TAX-FREE**
SHOPPING, DINING, ATTRACTIONS,
THE ARTS and more.



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CONVENTION SPECIFIC MAPS

- **Customizable**
- **Host hotel to MAX to OCC**
- **MAX stop highlights (food, drink, attractions)**
- **Enhanced PERKS couponbook**

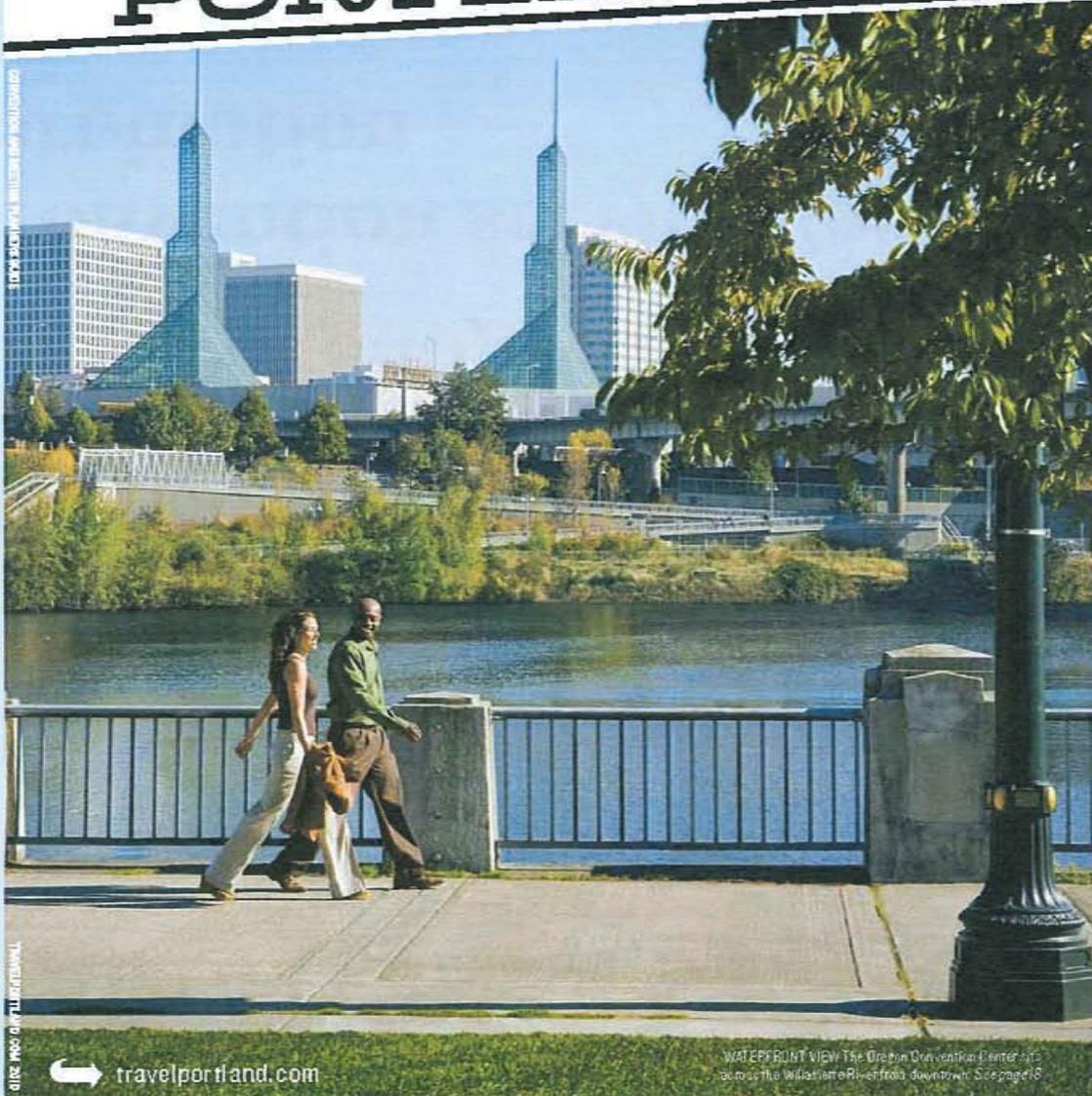
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GO GREEN 4 CONVENTION SERVICES 14 HOTELS 23

2010 CONVENTION AND MEETING
PLANNERS GUIDE

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MEETING PLANNERS GUIDE



TRAVEL PORTLAND

CONVENTION AND MEETING PLANNERS GUIDE

PHOTO BY JEFFREY BROWN

 travelportland.com

WATERFRONT VIEW The Oregon Convention Center sits across the Willamette River from downtown. See page 18.

ADDITIONAL SECTIONS

- **Testimonials from Portland planners who are fans**
- **Value**
- **Tax free shopping**
- **Convention services/attendance promotion**
- **Portland in the news/what your delegates are reading**

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MEETING PLANNERS

- MEETING PLANNER HOME
- PLANNER BRIEF
- MEETING PLANNER MEDIA KIT
- RFP
- OREGON CONVENTION CTR.
- HOTEL/VENUE SEARCH
- CONVENTION SERVICES
- ATTENDANCE PROMOTION
- PORTLAND CONVENTION PHOTO VIDEO
- DISABILITY SERVICES
- GETTING AROUND
- GETTING HERE
- GREEN MEETINGS TOOLKIT
- BEST PLACES TO MEET GREEN
- MAPS
- MULTICULTURAL PORTLAND
- PRIEPOST OPTIONS
- PORTLAND BY THE NEWS
- RESERVANCE DIRECTORY
- THREE CITY ALLIANCE
- CONTACT US



Deutsch Italien Japanese Spanish
SEARCH

VISITORS | ARTS & CULTURE | SPECIAL OFFERS | MEDIA | MEETING PLANNERS | TRAVEL TRADE | CALENDAR



Meeting Planners

Meeting planners sing the praises of Portland. Oregon's award-winning services thank the magnificent, LEED-certified Oregon Convention Center, the vibrant nightlife, and the easy access to the outdoors. Indeed, Portland is where nature and culture meet. Portland is where your group should meet, too.

Green Meetings Toolkit

Greening your meetings isn't just good for the planet – it's a boon to your bottom line, too. Our Green Meetings Toolkit will help answer your going-green questions with resources like Q&A with local and national experts, as well as interactive guides that demonstrate why Portland is the best fit for your earth-friendly event... naturally. Plus, receive a free copy of the ultimate green meeting guide, Simple Steps to Green Meetings and Events. Visit the Toolkit at



**MEETING
PLANNERS
SECTION ON
TRAVEL
PORTLAND
WEBSITE**

Plan the Perfect Meeting at the Oregon Convention Center



Let us help...

- ▶ Award Winning Convention Services
- ▶ Planner Testimonials
- ▶ Contact us by phone: 800.962.3700
- ▶ Send us an email
- ▶ Submit an RFP and we'll respond right away.



Or **The Oregon Convention Center**

- ▶ The Oregon Convention Center is the largest in the Pacific Northwest
- ▶ Take a virtual tour or see the video.
- ▶ OCC is LEED-EB certified.



Planning Tools

- ▶ Attendance Promotion
- ▶ Planner Brief
- ▶ Hotel / Venue Search
- ▶ Customize your own city map

Experience Portland art galleries, breweries, restaurants & more



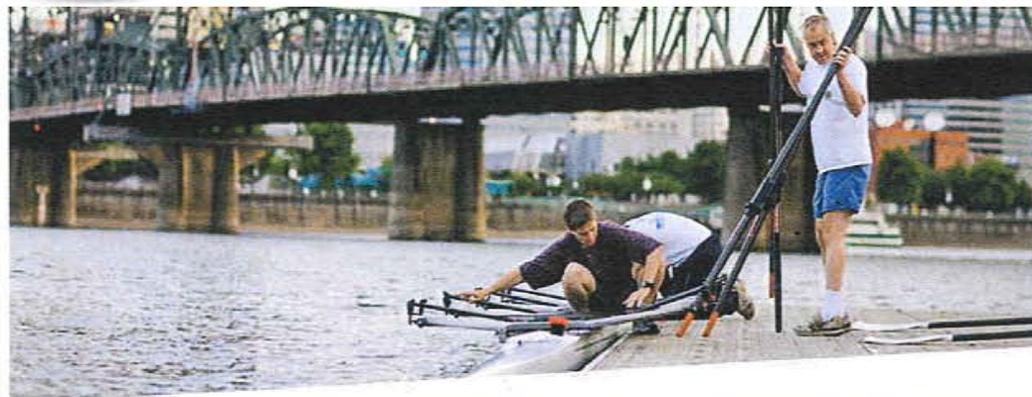
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CENTERLINK
THE COMMUNITY OF LGBT CENTERS



NAGVA

VISITORS | LGBT PORTLAND | AROUND THE REGION | PRE/POST OPTIONS | CALENDAR | CHAMPIONSHIPS XXVIII | HOUSING

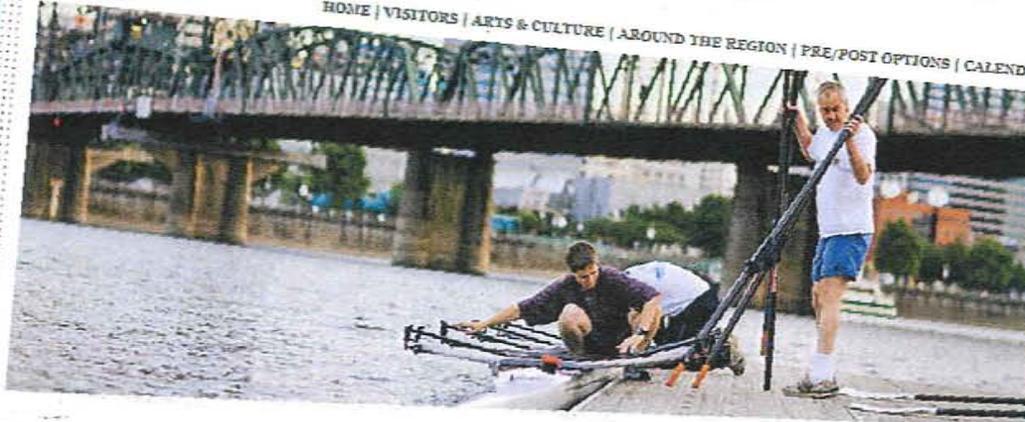


**MORNING
THERAPY.**



37th Annual Meeting & Exposition of the Controlled Release Society
July 10-14, 2010 – Oregon Convention Center

HOME | VISITORS | ARTS & CULTURE | AROUND THE REGION | PRE/POST OPTIONS | CALENDAR | CRS ANNUAL MEETING INFO | CRS HOUSING



**MORNING
THERAPY.**



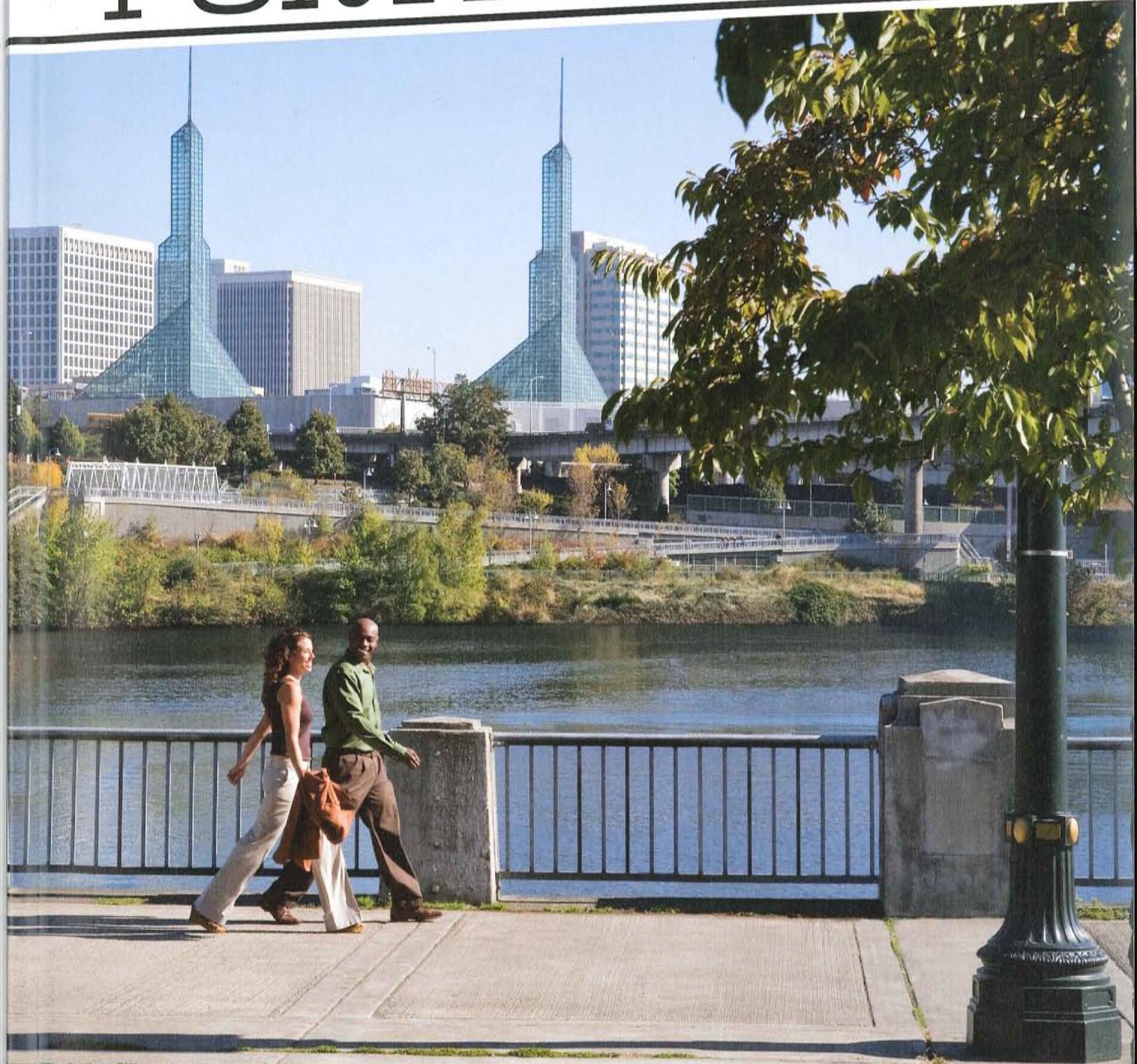
**WITHOUT
WALLS.**

**CONFERENCE
MICRO SITES**

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The complete brochure has been included as
as part of the hard copy archival packet.

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The complete brochure has been included as part of the hard copy archival packet.

P O R T L A N D

PERKS

Valuable coupons for **TAX-FREE SHOPPING, DINING, ATTRACTIONS, THE ARTS** and more.



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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPOINTING A) RESOLUTION NO. 10- 4212
REPLACEMENT TO FILL THE OFFICE OF THE)
METRO COUNCIL PRESIDENT) Introduced by Councilor Rod Park

WHEREAS, pursuant to Resolution No. 10-4187, For the Purpose of Declaring a Vacancy in the Office of the Metro Council President adopted on September 9, 2010, the Metro Council has declared that a vacancy exists; and

WHEREAS, Metro Code Section 9.01.060(b) provides that the vacancy in office shall be filled by making of an appointment by a majority of the remaining members of the Metro Council for a term ending on the first Monday in January 2011; and

WHEREAS, Metro Code Section 9.01.606(b) provides for the procedures to be followed by the Metro Council in making Metro Council appointments; now therefore

BE IT RESOLVED that the Metro Council hereby appoints Carlotta Collette to fill the existing vacancy of the Office of the Metro Council President to serve until the remainder of the term in January 2011.

ADOPTED by the Metro Council this _____ day of October, 2010.

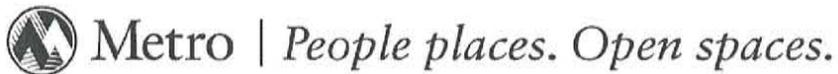
Robert Liberty, Councilor

Approved as to Form:

Daniel B. Cooper, Metro Attorney

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1540
503-797-1804 TDD
503-797-1793 fax

www.oregonmetro.gov



COUNCILOR CARLOTTA COLLETTE, DISTRICT 2

October 27, 2010

Metro Councilors and COO Michael Jordan:

Metro
600 NE Grand Ave.
Portland, OR 97232

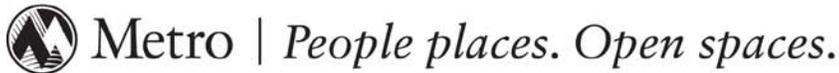
Dear Councilors and Mr. Jordan:

I hereby resign my position as Metro Councilor representing District 2 effective October 28, 2010. As the candidate-elect for the District 2 position, I intend to return to this position and be sworn on January 4, 2011.

Sincerely,

Carlotta Collette

Cc: Suzanne Flynn, Metro Auditor
Dan Cooper, Metro Attorney



COUNCILOR CARLOTTA COLLETTE, DISTRICT 2

October 27, 2010

Metro Councilors and COO Michael Jordan
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Councilors and COO Jordan:

I write to express my interest in the position of Metro Council President for the remainder of the term that ends on January 3, 2011. As you are aware, a vacancy for this position was declared on September 7, 2010, when Council President David Bragdon resigned before completing his term. Under Metro Code, this vacancy must be filled by December 8, 2010, for a term that ends on January 3, 2011. On January 4, 2011, the successful candidate in the general election held November 2 will be inaugurated.

My service at Metro began in 2007 when I was appointed to succeed Councilor Brian Newman upon his resignation. Since then, I was elected to complete the final year of his term, and elected again to a four-year term which commences in January 2011. I have served as the Deputy Council President since January 2010, and as Acting Council President since September when David Bragdon departed. My experience over the last three years as a Metro Councilor and previously as a Milwaukie City Councilor makes me an excellent candidate for this position. I remain deeply committed to Metro's work and vision for the Portland Metro region, and would be honored to serve as Council President for the remainder of the year. Thank you for your consideration.

Sincerely,

Carlotta Collette

Cc: Suzanne Flynn, Metro Auditor
Dan Cooper, Metro Attorney

STATE OF OREGON
County of Multnomah

METRO
Oath of Office

I, Carlotta Collette, do solemnly swear that I will faithfully perform the duties of the office of Metro Council President, and that I will support the Constitution and the Laws of the United States, the Constitution and the Laws of the State of Oregon, and the Charter and Laws of Metro, according to the best of my ability.



Carlotta Collette
Metro Council President

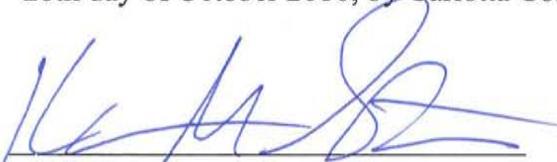


Karen M. Starin
Notary Public for Oregon
My commission expires 9/29/2014

State of Oregon

County of Multnomah

Subscribed and sworn before me this
28th day of October 2010, by Carlotta Collette.



Karen M. Starin
Notary Public for Oregon
My commission expires 9/29/2014

