

Metro | Agenda

Meeting: Metro Council
Date: Thursday, February 17, 2011
Time: 2 p.m.
Place: Metro Council Chambers

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS
2. CITIZEN COMMUNICATIONS
3. CONSIDERATION OF THE MINUTES FOR FEBRUARY 10, 2011
4. ORDINANCES – SECOND READING
 - 4.1 **Ordinance No. 11-1254**, For the Purpose of Amending Metro Code Chapter 10.03, Regarding Conservation Easements.
5. RESOLUTIONS
 - 5.1 **Resolution No. 11-4231**, For the Purpose of Adopting the Recommendations of the Regional Flexible Fund Task Force. **Collette**
 - 5.2 **Resolution No. 11-4232**, For the Purpose of Endorsing Procedures for the Allocation of 2014-15 Regional Flexible Funds to Individual Projects. **Collette**
6. CHIEF OPERATING OFFICER COMMUNICATION
7. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for February 17, 2011 Metro Council meeting

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, Feb. 17 (Live)	Portland Channel 11 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> 8:30 p.m. Sunday, Feb. 20 <i>Date:</i> 2 p.m. Monday, Feb. 21
Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> 2 p.m. Monday, Feb. 21	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, Feb. 19 <i>Date:</i> 11 p.m. Sunday, Feb. 20 <i>Date:</i> 6 a.m. Tuesday, Feb. 22 <i>Date:</i> 4 p.m. Wednesday, Feb. 23
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.	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.

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

Consideration of the Minutes for February 10, 2011

Metro Council Meeting
Thursday, Feb. 17, 2011
Metro Council Chamber

Agenda Item Number 4.1

Ordinance No. 11-1254, For the Purpose of Amending Metro
Code Chapter 10.03, Regarding Conservation Easements.

Ordinances – Second Reading

Metro Council Meeting
Thursday, Feb. 17, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING	)	ORDINANCE NO. 11-1254
METRO CODE CHAPTER 10.03,	)	Introduced by Michael Jordan, Chief
REGARDING CONSERVATION	)	Operating Officer, with the concurrence
EASEMENTS	)	of Tom Hughes, Council President

WHEREAS, Oregon Revised Statutes 271.715 through 271.795 (the "State Conservation Easement Law") authorizes public entities to acquire conservation easements when such entities determine that it will be in the public interest;

WHEREAS, when the state legislature initially adopted the State Conservation Easement Law in 1983, it did not include metropolitan service districts in the list of public bodies authorized to acquire and enforce conservation easements;

WHEREAS, due to the state legislature's omission, in 1997, the Metro Council adopted Metro Code Chapter 10.03, "Conservation Easements," which essentially restated the State Conservation Easement Law and gave Metro the rights and benefits found in the State Conservation Easement Law;

WHEREAS, the state legislature amended the State Conservation Easement Law in 1999 making it expressly applicable to metropolitan service districts;

WHEREAS, additional amendments to the State Conservation Easement Law over the last decade have resulted in discrepancies between the Metro Code and the State Conservation Easement Law;

WHEREAS, the Metro Council finds that Metro Code Chapter 10.03 is no longer necessary given that the State Conservation Easement Law now expressly governs Metro's acquisition of conservation easements;

WHEREAS, the Metro Council finds that it is inefficient to maintain the substantive provisions of Metro Code Chapter 10.03, which duplicate the State Conservation Easement Law, effectively requiring that the Metro Code be amended each time state law changes; and

WHEREAS, the Metro Council finds that it is nevertheless beneficial to retain a statement of purpose in Chapter 10.03 that confirms Metro's commitment to acquiring conservation easements in accordance with law, in order to encourage preservation of natural spaces; now therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Metro Code Chapter 10.03 is repealed and replaced with the following:

"10.03.01 Purpose and Authority

The purpose of this chapter is to encourage the voluntary retention and protection of the natural, scenic, or open space values of real property, assuring its availability for agricultural, forest, recreational, or open space use, protecting natural resources, maintaining or enhancing air or

water quality, and preserving the historical, architectural, archeological, or cultural aspects of real property by private property owners through sale, donation, or dedication of conservation easements to Metro. Metro may acquire conservation easements in accordance with law.”

ADOPTED by the Metro Council this _____ day of _____, 2011.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 11-1254, FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 10.03, REGARDING CONSERVATION EASEMENTS

Date: February 10, 2011

Prepared by: Hope S. Whitney
503-797-1661

BACKGROUND

Oregon Revised Statutes 271.715 through 271.795 (the “State Conservation Easement Law”) governs the acquisition of conservation easements by public entities. ORS 271.715(1) defines a “conservation easement” as a nonpossessory interest of a holder in real property imposing limitations or affirmative obligations, the purposes of which include retaining or protecting natural, scenic, or open space values of real property, ensuring its availability for agricultural, forest, recreational, or open space use, protecting natural resources, maintaining or enhancing air or water quality, or preserving the historical, architectural, archaeological, or cultural aspects of real property.

When the state legislature initially adopted the State Conservation Easement Law, it did not apply to Metro. Specifically, Metro did not receive the benefits of the state statute, which authorized the acquisition and enforcement of conservation easements by only certain public bodies. Accordingly, in 1997, the Metro Council adopted Metro Code Chapter 10.03, “Conservation Easements” (“Chapter 10.03”), which was substantially identical to the State Conservation Easement Law. The purpose of Chapter 10.03 was to make it clear that Metro was authorized to acquire conservation easements, that such acquisitions would comply with state law requirements, and that the conservation easements Metro acquired would be enforceable.

In 1999, the state legislature amended the State Conservation Easement Law, making it applicable to Metro. In addition, revisions to the State Conservation Easement Law over the past decade have resulted in discrepancies between state law and Chapter 10.03. For example, the public hearing requirements set forth in Chapter 10.03.060 are no longer required by state law, if the conservation easement being acquired is “pursuant to a metropolitan service district bond measure authorizing the acquisition of open spaces within specific areas.” It is inefficient for the Metro Code to duplicate state law, as it effectively requires a code amendment each time state law changes. The Office of Metro Attorney therefore recommends that the Metro Council adopt Ordinance No. 11-1254 to repeal the substantive provisions of Metro Code Chapter 10.03, but to retain the statement of purpose in Chapter 10.03 to confirm Metro’s commitment to acquiring conservation easements in accordance with law, in order to encourage preservation of natural spaces.

If the Metro Council adopts this Ordinance, a public hearing will no longer be required each time Metro acquires a conservation easement pursuant to the 2006 Natural Areas Bond Measure. Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March 1, 2007, identifies a pre-approved set of criteria and conditions under which the Chief Operating Officer and his designees are authorized to negotiate and complete land acquisition transactions related to the 2006 Natural Areas Bond Measure, which land acquisition transactions include conservation easements. The elimination of the public hearing requirement from Chapter 10.03 will allow the acquisition of conservation easements in the target areas identified in the 2006 Natural Areas Bond

Measure without further Metro Council approval in each instance, so long as such acquisitions are within the parameters set forth in the Work Plan and the Refinement Plans.

ANALYSIS/INFORMATION

1. **Known Opposition.** None.
2. **Legal Antecedents.** ORS 271.715 *et seq.* Metro Code Chapter 10.03.
3. **Anticipated Effects.** More efficient implementation of the State Conservation Easement Law and the Metro Code.
4. **Budget Impacts.** None.

RECOMMENDED ACTION

Adoption of Ordinance 11-1254

Agenda Item Number 5.1

Resolution No. 11-4231, For the Purpose of Adopting the
Recommendations of the Regional Flexible Fund Task Force.

Metro Council Meeting
Thursday, Feb. 17, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO. 11-4231
THE RECOMMENDATIONS OF THE)	
REGIONAL FLEXIBLE FUND TASK	)	Introduced by Carlotta Collette
FORCE)	

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects and programs in the region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, JPACT and the Metro Council provided policy direction on the objectives of the RFFA and programming of funds in the MTIP; and,

WHEREAS, JPACT charged a Task Force with developing a recommendation on the approach and criteria for allocating Regional Flexible Funds to individual projects within the newly created project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives;

WHEREAS, the Transportation Policy Alternatives Committee (TPAC) approved the Task Force recommendation report on January 28, 2011; and,

WHEREAS, JPACT approved the Task Force recommendation report on February __, 2011; and,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of the Regional Flexible Funds Task Force for policy direction to the Regional RFFA process for federal fiscal years 2014-15 as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this ____ day of February 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

www.oregonmetro.gov

Regional Flexible Fund Task Force Report

Recommendations for the allocation of
2014-15 funds

January 13, 2011



Metro | *Making a great place*

About Metro

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

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor

Suzanne Flynn

About the Joint Policy Advisory Committee on Transportation (JPACT)

The Joint Policy Advisory Committee on Transportation is a 17-member committee of elected officials and representatives of agencies involved in transportation that make recommendations to the Metro Council on transportation needs in this region. www.oregonmetro.gov/JPACT

JPACT Members

Carlotta Collette, Metro Council, JPACT Chair

Kathryn Harrington, Metro Council

Rex Burkholder, Metro Council

Lynn Peterson, Clackamas County

Deborah Kafoury, Multnomah County

Roy Rogers, Washington County

Sam Adams, City of Portland

Donna Jordan, City of Lake Oswego

Shane Bemis, City of Gresham

Craig Dirksen, City of Tigard

Neil McFarlane, TriMet

Jason Tell, ODOT

Nina DeConcini, DEQ

Don Wagner, WSDOT

Bill Wyatt, Port of Portland

Jack Burkman, City of Vancouver

Steve Stuart, Clark County

About the Regional Flexible Funds Task Force

Charge of the Regional Flexible Fund Task Force

The Regional Flexible Funds Task Force was charged with developing a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on the needs, priorities, implementation strategies for investing Regional Flexible Funds in the active transportation/complete streets and green economy/freight initiatives focus areas. Staff will conduct a project nomination and evaluation process using those needs and strategies to recommend projects for funding. The Task Force may then advise JPACT and Metro Council on the project list.

The task force addressed the following questions:

1. From a user/practitioner perspective, what are the transportation needs in the region for active transportation/complete streets & green economy/freight initiatives?
2. What are the priorities for meeting regional transportation needs with the limited flexible funds available?
3. What strategies should be employed to further the development of active transportation/complete streets & green economy/freight initiatives in the region?
4. What are potential opportunities for collaboration between active transportation/complete streets & green economy/freight initiatives?

Task Force Members

Carlotta Collette, Task Force Chair

Scott Bricker, America Walks

Gary Cardwell, Northwest Container Services

Jill Fuglister, Coalition for a Livable Future

Steve Ganiere, Alliance Packaging

Alison Graves, Community Cycling Center

Matt Hoffman, Fred Meyer

Chips Janger, Clackamas County Urban Green

John MacArthur, OTREC/Portland State University

Alejandro Queral, Multnomah County Health Dept.

Phil Selinger, Willamette Pedestrian Coalition

Joseph Santos-Lyons, OPAL - Environmental Justice Oregon

Stephen Gomez, Bicycle Transportation Alliance

Ron Russ, Portland & Western Railroad

John Willis, CH2MHill

Philip Wu, MD, Kaiser Permanente

Jeff Marson, Marson Trucking

Pete Lehmann, Oracle Americas

Greg Osnes, SolarWorld

Jim Petsche, Nike

Sheila Martin, Portland State University

TABLE OF CONTENTS

Introduction	2
Recommendations	2
Active Transportation & Complete Streets	3
Green Economy & Freight Initiatives	4
Next Steps	5

INTRODUCTION

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused.

To achieve this, JPACT created two project "focus areas": Green Economy & Freight initiatives and Active Transportation & Complete Streets. The committee also endorsed Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying: transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas.

The task force met five times to develop policy recommendations for coordinating and focusing the impact of these funds. Staff helped it consider five ways it could direct staff to select projects within the two focus areas. First was to provide direction on what types of projects (e.g. sidewalks, traffic signal improvements) should be funded. Second was whether there were particular types of destinations (e.g. mixed-use centers, transit stops, industrial areas) that should be prioritized for access improvements. Third was whether projects should be dispersed or concentrated geographically. Fourth, was whether any funds should be set aside for the development of a regional strategy to advance long-term goals for facilities too expensive to be constructed with these funds. Finally, the task force considered what criteria staff should use to develop the project scopes (definition of project elements and location) and compare the relative priority of projects to receive funds.

Staff used a series of identification and prioritization exercises to gather input from the task force on these issues. Following is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas.

RECOMMENDATIONS

Active Transportation & Complete Streets

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of selecting travel corridor/areas and identifying project elements that would address the most critical barriers to completing non-auto trips in the corridor/area or a concentrated portion of the corridor/area. Examples of barriers could be the lack of direct pedestrian or bicycle

facilities to key destinations in the corridor, inability to safely cross streets to access destinations, or lack of access to transit stop improvements.

To implement this approach with available funding, the following parameters will be utilized:

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridor/areas within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

Recommended criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Table 1: Active Transportation & Complete Streets criteria

Relative priority	Criteria
High	Improves access to and from priority destinations:
	o Mixed-use centers
	o Large employment areas (# of jobs)
	o Schools
High	Essential services for EJ/underserved communities
	Improves safety
	o addresses site issue(s) documented in pedestrian/bike crash data
High	o separates pedestrian/bike traffic from freight and/or vehicular conflicts
	Serves underserved communities (to be further defined through analysis with help of EJ/underserved working group)
Medium	Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Medium	Completes the "last mile"
Medium	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)
Medium	Serves high density or projected high growth areas
Low	Includes outreach/education/engagement component
Low	Can leverage funds
Low	Reduces need for highway expansion

Green Economy & Freight Initiatives

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects. Eligible project types and criteria that could be utilized to scope and prioritize potential projects are described below.

Construction focus

Capital improvements will focus on:

- System management, such as Intelligent Transportation Systems (ITS), on arterial freight routes. This could include upgrading traffic signal equipment and timing or provide travel information to inform freight trip decisions.
- Small capital projects (e.g. spot widening or installation of mountable curbs to accommodate large truck turning movements). Technical measures should be developed that assess the regional impacts of nominated projects such as improving access to regionally significant industrial land or safe movements to/on the regional freight network to ensure a regional interest is served by the project.

Planning/strategy development focus

Project development for specific arterial freight routes would evaluate key barriers to the development of a green economy and freight movement and recommend operations and design improvements to address the barrier.

Funds may also be set aside to develop regional strategies for the following topics. These are areas that need further analysis and a policy development process to achieve a regional consensus on how to move forward on the issue. Potential topics include a strategy for how to pursue and accommodate higher speed inter-city passenger rail and improved freight rail facilities, and a strategy for the routing of hazardous materials in the region.

Criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Table 2: Green Economy & Freight Initiatives criteria

Relative priority	Criteria
High	Reduces freight vehicle delay
High	Project increases freight access to: <ul style="list-style-type: none">o Industrial landso Employment centers & local businesseso Rail facilities for regional shippers
High	Projects that help green the economy and offer economic opportunities for EJ/underserved communities
Medium	Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Medium	Reduces air toxics or particulate matter
Medium	Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
Medium	Increases freight reliability
Low	May not get funding otherwise
Low	Can leverage (or prepare for) future funds
Low	Reduces need for highway expansion
Low	Multi-modal component

NEXT STEPS

Metro staff will work with technical staff from transportation agencies in the region to design a collaborative project nomination process that utilizes these criteria to scope and prioritize projects to consider for funding. After this process has nominated projects for consideration, the task force will be asked to review and provide comments on the nominated projects.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4231, FOR THE PURPOSE OF ADOPTING THE RECOMMENDATIONS OF THE REGIONAL FLEXIBLE FUND TASK FORCE

Date: January 18, 2011

Prepared by: Ted Leybold and Amy Rose

BACKGROUND

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused. To achieve this, JPACT and the Metro Council decided to provide more specific policy direction prior to the project nomination process and directed that a more collaborative project nomination process between regional and local agencies be developed to improve the responsiveness of project nominations to this policy direction.

FOCUS AREAS AND TASK FORCE

Policy direction was provided with adoption of Metro Resolution No. 10-4160 that created two project "focus areas": Green Economy & Freight Initiatives and Active Transportation & Complete Streets. The committee also asked Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas.

Creation of the Regional Flexible Fund task force of citizen stakeholders to recommend an approach and criteria to nominate projects within these new project focus areas is a significant change from prior allocation processes. The committee provided recommended direction from citizen stakeholders prior to projects being nominated for funding for the first time. The group also represented an unprecedented collaboration between stakeholder interested in active transportation, economic, freight, and social equity interests that are relevant to the project focus areas.

The task force met five times to develop policy recommendations for coordinating and maximizing the impact of these funds. Staff helped it consider five ways it could direct us to select projects within the two focus areas. First was to provide direction on what types of projects (e.g. sidewalks, traffic signal improvements) should be funded. Second was whether there were particular types of destinations (e.g. mixed-use centers, public transit stops, industrial areas) that should be prioritized for access improvements. Third was whether projects should be dispersed or concentrated geographically. Fourth was whether any funds should be set aside for the development of a regional strategy to advance long-term goals for facilities too expensive to be built with these funds. Finally, the task force considered what criteria staff should use to develop the project scopes (definition of project elements and location) and compare the relative priority of projects to receive funds.

Staff used a series of identification and prioritization exercises to gather input from the task force on these issues. The task force then considered amendments to the draft report at its final meeting and then adopted the report as amended.

In addition to the changes made to the criteria by amendment, other items were discussed for inclusion in the solicitation materials and/or future discussions.

These additional items are:

- Add information regarding project costs and administrative efficiency for federal aid projects to the project solicitation materials.
- Add language to project solicitation materials about opportunities for women and minority owned businesses.
- Recommendation to use the criteria throughout multiple cycles was determined to be a matter for JPACT to discuss.
- Recognize oversize and weight trucks as potential topic for strategy development.

ENVIRONMENTAL JUSTICE AND UNDERSERVED

In this flexible funds allocation cycle, JPACT and the council also placed greater emphasis on prioritizing the needs of Environmental Justice (EJ) and underserved communities. To improve how we incorporate EJ into the process, Metro staff convened a working group to help us understand the needs of these communities, expand our outreach efforts and advise us on ways to approach the mapping and analysis of where EJ populations live and what transportation issues affect their communities. In two meetings and subsequent conversations, working group members shared a wide range of suggestions, including suggestions for data sources, infrastructure needs and services.

With the suggestions from the working group and staff research on EJ practices in other parts of the country, staff are improving Metro's EJ analysis methodology for the flexible funds process. Instead of just mapping where EJ and underserved populations are located and hoping local jurisdictions propose projects in those communities, staff are providing jurisdictions with more information before projects are nominated. Metro staff are developing maps that we intend to show 1) areas with high concentrations of minority and underserved populations, 2) areas with low concentrations of services critical to meeting everyday needs of underserved populations, 3) areas with poor non-auto mobility. These maps, along with maps of safety hot spots and other policy criteria, will help inform local jurisdictions and Metro staff as they collaboratively nominate and scope projects this spring.

NEXT STEPS

Metro will hold a series of workshops to aid local agencies with nominating projects for funding consideration. Once projects have been nominated and assessed for consistency with the criteria a public comment period will be held this Fall and JPACT will take action on funding the projects for 2014-15. Attachment A to this staff report has the draft schedule for the next steps in the process.

Exhibit A to Resolution 11-4231 is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas. The procedures for implementing the task force recommendation will be adopted in companion legislation, Resolution No. 11-4232.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Metro Council Resolution 10-4160 was adopted on July 8, 2010 (For the Purpose of adopting policy direction to the regional flexible fund allocation (RFFA) process for federal fiscal years 2014-15). This resolution created the policy framework for the recommendations presented for JPACT and Metro Council adoption in Exhibit A.
- 3. Anticipated Effects** Adoption of this resolution will affirm the direction recommended by the Regional Flexible Fund Task Force for the development and evaluation of transportation projects seeking 2014-2015 regional flexible funds in the Active Transportation & Complete Streets and Green Economy and Freight Initiatives categories.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4231.

Agenda Item Number 5.2

Resolution No. 11-4232, For the Purpose of Endorsing
Procedures for the Allocation of 2014-15 Regional Flexible
Funds to Individual Projects.

Metro Council Meeting
Thursday, Feb. 17, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 11-4232
PROCEDURES FOR THE ALLOCATION)	
OF 2014-15 REGIONAL FLEXIBLE	)	Introduced by Carlotta Collette
FUNDS TO INDIVIDUAL PROJECTS)	

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects and programs in the region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, JPACT and the Metro Council provided policy direction on the objectives of the RFFA and programming of funds in the MTIP; and,

WHEREAS, JPACT charged a Task Force with developing a recommendation on the approach and criteria for allocating Regional Flexible Funds to individual projects within the newly created project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives; and,

WHEREAS, this Resolution implements the direction provided in Resolution No. 11-4231 that adopts the Task Force recommendation; and

WHEREAS, the Task Force developed a recommendation on the approach and criteria for these project focus areas; and

WHEREAS, a process to implement this recommended approach and criteria has been developed and reviewed by the Transportation Policy Alternatives Committee and approved on January 28, 2011; and;

WHEREAS, JPACT approved the process and procedures for implementing the recommended approach and criteria on February __, 2011; now, therefore

BE IT RESOLVED that the Metro Council hereby adopts the procedures for allocating Regional Flexible Funds Task Force for federal fiscal years 2014-15 as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this ____ day of February 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Draft 2014-15 Regional Flexible Fund Allocation Nomination and Assessment Procedures

Project nomination and assessment framework

- **Regional kick-off meeting**
 - Process description & instructions
 - i. Sub-regional allocation target at 100% of available funds
 - ii. Project scope direction (see Task Force approach to project focus area)
 - iii. Project cost minimum/maximums
 - iv. Direction on number construction or PE only applications - TBD by further discussion
 - v. Nomination materials and schedule
 - Data addressing criteria objectives
 - Identification of any areas that cross sub-regional boundaries that should be considered in sub-region workshops
 - Illustrative project and project development process description
- **Sub-regional workshops**
 - Mapping exercise to identify priority corridors/areas
 - Identification of topics for intra-agency or intra-bureau coordination during project development (project scope, lead agency, etc.)
- **Project nomination and assessment material**
 - Local/Sub-regional public process to aid in identification of projects to nominate
 - Application that solicits information on how the nominated project addresses criteria and process directions
 - Assessment of project nomination relative to project criteria (Regional Freight TAC to assist with assessment of Green Economy & Freight Initiatives)
 - Lead agency presentation of project nominations to Task Force & TPAC for comment
- **Project nomination**
 - Action by Transportation County Policy Coordinating Committees and Portland City Council to nominate project(s) consistent with nomination process instructions
 - Action from lead agency Council or board on project nominations
- **Public comment process (on scope and scale of nominated projects)**
 - Metro to provide summary of comments
 - Applicants to provide response to comment summary issues
- **Decision process**
 - TPAC recommendation
 - JPACT action
 - Metro Council adoption

Exhibit A to Resolution No. 11-4232

Applying the criteria

In addition to direction on the approach to developing projects, the criteria developed by the Task Force will be used to inform the project nomination process and help determine how well projects have been defined by eligible agencies prior to the final funding decision. The following explains how the criteria will be used in the process.

Active Transportation & Complete Streets

1. Criteria to guide scope development and for identifying priority locations for projects - pre nomination

Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of locations that:

- Improves access to and from priority destinations:
 - Mixed-use centers
 - Large employment areas (# of jobs)
 - Schools
 - Essential services for EJ/underserved communities
- Improves safety
 - addresses site issue(s) documented in pedestrian/bike crash data
 - separates pedestrian/bike traffic from freight and/or vehicular conflicts
- Serves underserved communities

2. Criteria for assessing projects

Following the nomination of projects, Metro staff will provide assessments of projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well-defined project:

- Improves access to and from priority destinations
- Improves safety
- Serves underserved communities
- Removes conflicts with freight and/or provides safety mitigation for any potential freight and/or vehicular conflicts
- Completes the “last mile”
- Increases use/ridership
- Serves high density or projected high growth areas
- Includes outreach/education/engagement component
- Reduces need for highway expansion

Exhibit A to Resolution No. 11-4232

Green Economy & Freight Initiatives

1. Criteria to guide scope development and for identifying priority locations for projects - pre nomination

Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of where:

- Project increases freight access to:
 - Industrial lands
 - Employment centers & local businesses
 - Rail facilities for regional shippers

2. Criteria for assessing projects

Following the nomination of projects, Metro staff will provide assessments of projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well-defined project:

- Increases freight access to priority destinations
- Reduces freight vehicle delay
- Helps green the economy and offers economic opportunities for EJ/underserved populations
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
- Increases freight reliability
- May not get funding otherwise
- Can leverage (or prepare for) future funds
- Reduces need for highway expansion
- Has multi-modal components

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11- 4232, FOR THE PURPOSE OF ENDORISING PROCEDURES FOR THE ALLOCATION OF 2014-15 REGIONAL FLEXIBLE FUNDS TO INDIVIDUAL PROJECTS

Date: January 18, 2011

Prepared by: Ted Leybold and Amy Rose

Background

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should produce a coordinated, focused and regional impact, rather than an array of disconnected projects.

To achieve this, JPACT in July created two project "focus areas": Green Economy & Freight Initiatives and Active Transportation & Complete Streets. The committee also endorsed Chair Carlotta Collette to appoint a Flexible Funds Task Force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying: transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further develop these focus areas, and potential opportunities for collaboration between the two focus areas. The following summarizes JPACT's and Metro Council's action:

Summary of JPACT/Council action

1. Provided more specific up-front policy direction to local projects than in previous funding cycles:
 - Established "project focus areas" to complement existing programs
 - Defined outcome based objectives
 - Established funding targets for project focus areas
 - Endorsed creation of a task force to recommend means and criteria to further coordinate projects and achieve desired outcomes
 - Endorsed creation of an Environmental Justice/Underserved working group to identify needs of EJ and underserved communities and advise on the methods by which needs are analyzed and considered within the decision process.
2. Endorsed creating a new project nomination and selection process based on Metro staff collaborating with local and regional agencies on the development of projects rather than ranking and recommending projects to JPACT and the Council.
3. Set aside funding to prepare for future regional mobility funding from other sources and for support of vehicle electrification.
4. Affirmed proceeding to decision process with existing programs at current funding levels. Requested JPACT review of the existing programs prior to decision process.

The task force recommended approaches to developing projects within each focus area and identified criteria to be utilized in developing and evaluating projects. Exhibit A to Resolution 11-4231 is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas. The Task Force recommendation from Resolution 11-4231 is provided below.

Task Force recommendation

Approach to Active Transportation & Complete Streets project focus area

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridors/area within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.
- The Task Force recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

Approach to Green Economy & Freight Initiatives focus area

Implement the following types of projects:

- regional strategy development,
- project development on regional freight system arterials/collectors,
- small capital projects and system management on regional freight system arterials/collectors,
- The Task Force recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

Options considered for project development, nomination and selection process

Metro staff met with technical staff within the region in recent weeks to consider alternative approaches for development, nomination and selection of projects. The objectives in developing this process are to:

- Effectively implement approach and criteria as recommended by RFF Task Force
- Create collaborative relationship between regional and local agencies
- Utilize local expertise of area conditions, local planning/vision, and project development & management
- Utilize regional expertise of program policies, data and analysis, and operation of transit and port services.

The task force recommended approach lends itself to a nomination process of separate Active Transportation & Complete Streets projects and Green Economy & Freight Initiatives projects. However, some of the criteria to be utilized to scope and assess projects should lead to projects that have multi-modal benefits across the project focus area categories.

Active Transportation & Complete Streets - **Recommended option in bold**

Options considered:

1. A regional process to prioritize corridors and select funding strategy (HCT model)
- 2. Sub-regional allocation & consensus recommendation: workshops in sub-regions with policy/design requirements for projects**
3. Sub-regional allocation & competitive: workshops, several applications per sub-region, Metro evaluates and recommends within each sub-region
4. Regionally competitive: project minimum/maximum size set, several applications per sub-region, Metro evaluates and recommends across region

TPAC has recommended that **Option #2** was a preferred approach to the project nomination, evaluation and selection process. The discussion of options included several comments, including:

- there is no current regional agreement or the time and resources necessary to create an agreement on prioritizing a single corridor for capital improvements for this round of funding.
- the process should provide a collaboration of regional policy direction and local project knowledge to generate the highest priority project nominations.
- whether there is a clear definition of travel corridor/area and what that should include.

Green Economy & Freight Initiatives -**Recommended option in bold**

Options considered to identify construction and project development proposals:

1. Regional Freight Technical Advisory Committee (Regional Freight TAC) to recommend a pool of potential projects consistent with priorities from the Regional Freight Plan and other sources for consideration by local agencies which would submit applications for project development or construction.
- 2. Set project criteria and application limits by sub-region. Utilize the Regional Freight TAC to evaluate and form an initial recommendation on projects for funding as nominated by local agencies through the County Transportation Coordinating Committees and City of Portland.**
3. Conduct a regional process to develop and prioritize a freight project list that reflects current needs.

Feedback from the regional freight TAC members and recommended by TPAC was that a process based on **Option #2** would be the preferred method to implement the task force recommendations for the Green Economy & Freight Initiatives project focus area.

Regardless of the option chosen for construction and project development, the regional strategy development proposals would be addressed by Metro freight staff working with the Regional Freight TAC to develop a proposal for consideration by JPACT and the Metro Council. The proposal would be designed to address priority strategy development issues from the options identified in the task force deliberations.

This approach was further developed for consideration by TPAC at its January 28th meeting. An overview of the process and a description of the criteria to be used to guide project development and criteria to be used in evaluating project nominations were presented.

Early, continuous public involvement

JPACT set the flexible funds allocation process on a path of early and continuous public involvement that Metro and local agencies intend to continue until funds are allocated later this year. The JPACT discussion last summer creating project focus areas garnered significant media attention and written comments from citizens and interest groups. The task force comprised of citizen experts from across the region helped Metro understand public concerns and aspirations, translating them into policy guidance for the program. The task force recommendation has already started to shape discussion about projects with local jurisdictions. The task force will be asked to reconvene to comment on conceptual project nominations and provide feedback on how the projects have responded to the project criteria. An informal working group shared ideas for priorities and needs of environmental justice (EJ)/underserved communities and how this program could better serve them. That has already resulted in a new, more thorough environmental justice analysis for this process.

As local agencies consider nominating projects, local/sub-regional public processes will be conducted to aid in the identification of projects to nominate. After projects are nominated, JPACT will consider the project list at a public meeting and approve a list for consideration during a formal public comment period, as required by federal agencies. Metro staff intend to engage task force and working group members to help improve public participation in that comment period.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Metro Council Resolution No. 10-4160 was adopted on July 8, 2010 (For the Purpose of adopting policy direction to the regional flexible fund allocation (RFFA) process for federal fiscal years 2014-15). This resolution created the policy framework for the recommendations presented for JPACT and Metro Council by the RFF Task Force and for the allocation procedures presented in this resolution. Resolution No. 11-4231 (For the purpose of adopting the recommendations of the regional flexible funds task force) recommends the approach to developing and evaluating projects within the Active Transportation & Complete Streets and Green Economy & Freight Initiatives categories of the regional flexible fund allocation. The procedures recommended in Exhibit A of this resolution are intended to implement the recommendations of the task force and the policies adopted in Resolution No. 10-4160.
3. **Anticipated Effects** Adoption of this resolution will affirm the direction recommended by the Regional Flexible Fund Task Force for the development and evaluation of transportation projects seeking 2014-2015 regional flexible funds in the Active Transportation & Complete Streets and Green Economy and Freight Initiatives categories.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4232.



METRO

Calendar

Proposed DRAFT

2014-15 Regional Flexible Funding Allocation

2010

March	JPACT retreat: Direction to modify policy and allocation process.
July	JPACT/Council action on creation of project focus areas, funding targets and creation of task force.
October - December	Task Force meetings to provide direction on project focus areas and Environmental Justice/Underserved work group review of EJ/Underserved engagement process and technical analysis.

2011

January	TPAC recommendation on project nomination and assessment procedures. EJ/Underserved work group review and comment on EJ/Underserved analysis methodology. TSMO/RTO: region wide program review at TPAC.
February	JPACT action on: <ul style="list-style-type: none"> • Task Force report (approach & criteria), and • project nomination and assessment procedures. TOD: region wide program review at JPACT.
March/April	Workshops on project nominations for project focus areas. TSMO/RTO: region wide program review at JPACT.
April - June	Local agency development of project nomination proposals.
June - July	Draft project summaries & assessments: how projects address criteria.
July	Local/Sub-regional public process on draft projects. Joint TPAC & RFF Task Force review and comment on draft projects.
August	Policy Coordinating Committees action on project nominations.
September	JPACT release of project nominations for public comment.
September - October	Public comment on project proposals (including EJ work group sponsored outreach).
November	Adoption of Regional Flexible Fund allocation (TPAC/JPACT/Council). Air quality conformity analysis begins.
December	Air quality conformity analysis completed - begin 30-day comment period in January.

2012

February - March	Adopt MTIP and Air Quality Conformity Report, including final Metro area state highway programming and TriMet/SMART transit programming, and submit MTIP to Governor for approval. Governor approves incorporation of MTIP into STIP. Oregon Transportation Commission approves submittal of STIP to USDOT.
-------------------------	---

Materials following this page were distributed at the meeting.

Metro | Agenda

Meeting: Metro Council
Date: Thursday, February 17, 2011
Time: 2 p.m.
Place: Metro Council Chambers

REVISED

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. CONSIDERATION OF THE MINUTES FOR FEBRUARY 10, 2011

4. ORDINANCES – SECOND READING

- 4.1 **Ordinance No. 11-1254**, For the Purpose of Amending Metro Code Chapter 10.03, Regarding Conservation Easements.

5. RESOLUTIONS

- 5.1 **Resolution No. 11-4231**, For the Purpose of Adopting the Recommendations of the Regional Flexible Fund Task Force. **Collette**

- 5.2 **Resolution No. 11-4232**, For the Purpose of Endorsing Procedures for the Allocation of 2014-15 Regional Flexible Funds to Individual Projects. **Collette**

- 5.3 **Resolution No. 11-4237**, For the Purpose of Appointing a Replacement Councilor to Fill the Office of Metro Councilor for Council Subdistrict No. 6

6. CHIEF OPERATING OFFICER COMMUNICATION

7. COUNCILOR COMMUNICATION

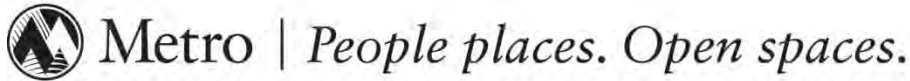
ADJOURN

Television schedule for February 17, 2011 Metro Council meeting

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, Feb. 17 (Live)	Portland Channel 11 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> 8:30 p.m. Sunday, Feb. 20 <i>Date:</i> 2 p.m. Monday, Feb. 21
Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> 2 p.m. Monday, Feb. 21	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, Feb. 19 <i>Date:</i> 11 p.m. Sunday, Feb. 20 <i>Date:</i> 6 a.m. Tuesday, Feb. 22 <i>Date:</i> 4 p.m. Wednesday, Feb. 23
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.	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.

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).



METRO COUNCIL MEETING

Meeting Summary

Feb. 10, 2011

Metro Council Chambers

Councilors Present: Council President Tom Hughes and Councilors Shirley Craddick, Kathryn Harrington, Carl Hosticka, Carlotta Collette and Rex Burkholder

Councilors Excused: None

Council President Tom Hughes convened the regular Council meeting at 2:02 p.m.

1. **INTRODUCTIONS**

There were none.

2. **CITIZEN COMMUNICATIONS**

Sharon Nasset, 1113 N Baldwin, Portland: Ms. Nasset addressed the Council on the Columbia River Crossing (CRC) project and expressed concern with the project's lack of leadership. Concerns highlighted included the lack of multiple alternatives considered during the NEPA process.

Art Lewellan, 3205 SE 8th Ave., Apt 9, Portland: Mr. Lewellan addressed the Council on the CRC project, specifically related to the proposed Concept #1 regarding the Hayden Island interchange. Mr. Lewellan reference previous testimony and requested a Council response. (Written testimony included as part of the meeting record.)

Charles (Skip) Ormsby, Birdshill Neighborhood CPO: Mr. Ormsby proposed that Metro create an online interactive tool that allows constituents to search local projects by address. He expressed the importance of neighborhood associations having access to projects and initiatives in their areas. (Written testimony included as part of the meeting record.)

Discussion included other jurisdictions and agencies, in addition to Metro, that maintain projects in the Birdshill area.

3. **CONSENT AGENDA**

Motion:	Councilor Kathryn Harrington moved to adopt the consent agenda: <ul style="list-style-type: none">• The regular Council meeting minutes for January 20, 2011; and• Resolution No. 11-4234, For the Purpose of Approving a Contract Amendment for the Veterinary Medical Center Project at the Oregon Zoo.
---------	--

Vote:	Council President Hughes and Councilors Harrington, Craddick, Hosticka, Collette and Burkholder voted in support of the motion. The vote was 6 aye, the motion <u>passed</u> .
-------	--

4. **ORDINANCES – FIRST READING**

4.1 **Ordinance No. 11-1254**, For the Purpose of Amending Metro Code Chapter 10.03, Regarding Conservation Easements.

Ordinance No. 11-1254 is scheduled for second reading, public hearing and Council consideration and vote on Thursday, Feb. 17, 2011.

5. **RESOLUTIONS**

5.1 **Resolution No. 11-4230**, For the Purpose of Authorizing the Chief Operating Officer to Enter Into Options to Purchase Real Property for the Purpose of Providing an Elephant Reserve Under the 2008 Oregon Zoo Bond Measure.

Motion:	Councilor Carlotta Collette moved to adopt Resolution No. 11-4230.
Second:	Councilor Rex Burkholder seconded the motion.

Councilor Carlotta Collette introduced Resolution No. 11-4230. In 2008, voters requested, as part of the Oregon Zoo Bond Measure, that Metro pursue a series of projects including more humane conditions for the elephants – specifically a concept for an offsite facility to further improve the health and well-being of the animals and expand the elephant program. Staff has determined that there are few properties that meet the extensive site requirements (i.e. lot size, zoning and land use requirements, topography) and have indicated that it is desirable to secure rights to acquire such property when found. Approval of the resolution would authorize Metro to secure site-control and research conformance to secondary site requirements, continue financial feasibility planning and initiate a fundraising campaign for capital and operating costs with the assistance of the Oregon Zoo Foundation.

Council discussion included the improved quality of life for the animals, the bond measure and support from the OZF.

Vote:	Council President Hughes and Councilors Harrington, Craddick, Hosticka, Collette and Burkholder voted in support of the motion. The vote was 6 aye, the motion <u>passed</u> .
-------	--

5.2 **Resolution No. 11-4233**, For the Purpose of Providing Direction to Metro Concerning Bills Before the 2011 Oregon Legislature.

Motion:	Councilor Carl Hosticka moved to adopt Resolution No. 11-4233.
Second:	Councilor Harrington seconded the motion.

Councilor Hosticka introduced Resolution No. 11-4233, which if approved would provide staff direction on the Metro Council's position on a series of issues and bills before the 2011 Oregon Legislature. Priorities and principles highlighted included:

- (1) Seek authorization necessary to fund targeted investments in infrastructure;
- (2) Provide funding for non-motorized transportation;
- (3) Maintain or enhance local control related to public retirement and benefit costs;
- (4) Support legislation to clarify under the public records law that draft audit reports are not releasable until the final audit report is issued;
- (5) Support a state funding approach that recognizes the statewide importance of the CRC;
- (6) Support rulemaking to remove barriers to implementation of the 2040 Growth Concept;

- (7) Support state funding for High Capacity Transit (i.e. SW Corridor and, if approved, Lake Oswego to Portland Transit project);
- (8) Resist preemptions by the legislature on local and regional revenue-raising authority and avoid enacting new preemptions and limitations; and
- (9) Support measures to increase the level of state funding distributed to local governments for acquisition, capital improvements, and park operations.

Discussion included OMPOC's support for the transportation priorities, and sharing the Council's legislative priorities with MPAC.

Vote:

Council President Hughes and Councilors Harrington, Craddick, Hosticka, Collette and Burkholder voted in support of the motion. The vote was 6 aye, the motion <u>passed</u> .
--

5. CHIEF OPERATING OFFICER COMMUNICATION

Mr. Michael Jordan of Metro provide an update on the Metro 101 meetings, the District 6 interviews and public hearing scheduled for Feb. 16, and the 2010 annual report on amendments to the employment and industrial areas map.

6. COUNCILOR COMMUNICATION

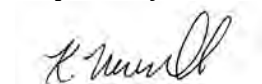
Councilor Hosticka requested Council direction on a series of proposed legislative bills regarding services districts and natural areas, use of plastic bags, distribution of phonebooks, and prevailing wages.

Additional Council discussion included lottery funds, Regional Flexible Fund Task Force recommendations, the recent OZF board meeting, the Feb. 8 Metro Visitor Venues Economic Impact presentation, and upcoming Smith and Bybee Lake tour.

7. ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at 3:03 p.m. and reconvene in a work session. The Metro Council will reconvene the next regular council meeting on Thursday, Feb. 17 at 2 p.m. at the Metro Council Chambers.

Prepared by,



Kelsey Newell, Regional Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEB. 10, 2011

Item	Topic	Doc. Date	Document Description	Doc. Number
	Agenda	2/10/11	Revised Feb. 10, 2011 Council meeting agenda	21011c-01
2.0	Testimony	N/A	Written testimony provided by Art Lewellan	21011c-02
2.0	Testimony	2/2/11	Written testimony provided by Charles (Skip) Ormsby	21011c-03
3.2	Resolution	N/A	Resolution No. 11-4234	21011c-04
5.1	Resolution	N/A	Updated Resolution No. 11-4230 (Redline)	21011c-05
5.1	Resolution	N/A	Updated Resolution No. 11-4230 (clean line)	21011c-06

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO. 11-4231
THE RECOMMENDATIONS OF THE)	
REGIONAL FLEXIBLE FUND TASK	)	Introduced by Carlotta Collette
FORCE)	

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects and programs in the region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, JPACT and the Metro Council provided policy direction on the objectives of the RFFA and programming of funds in the MTIP; and,

WHEREAS, JPACT charged a Task Force with developing a recommendation on the approach and criteria for allocating Regional Flexible Funds to individual projects within the newly created project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives;

WHEREAS, the Transportation Policy Alternatives Committee (TPAC) approved the Task Force recommendation report on January 28, 2011; and,

WHEREAS, JPACT approved the Task Force recommendation report on February 10, 2011; and,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of the Regional Flexible Funds Task Force for policy direction to the Regional RFFA process for federal fiscal years 2014-15 as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this ____ day of February 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

www.oregonmetro.gov

Regional Flexible Fund Task Force Report

Recommendations for the allocation of
2014-15 funds

January 13, 2011



Metro | *Making a great place*

About Metro

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

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor

Suzanne Flynn

About the Joint Policy Advisory Committee on Transportation (JPACT)

The Joint Policy Advisory Committee on Transportation is a 17-member committee of elected officials and representatives of agencies involved in transportation that make recommendations to the Metro Council on transportation needs in this region. www.oregonmetro.gov/JPACT

JPACT Members

Carlotta Collette, Metro Council, JPACT Chair

Kathryn Harrington, Metro Council

Rex Burkholder, Metro Council

Lynn Peterson, Clackamas County

Deborah Kafoury, Multnomah County

Roy Rogers, Washington County

Sam Adams, City of Portland

Donna Jordan, City of Lake Oswego

Shane Bemis, City of Gresham

Craig Dirksen, City of Tigard

Neil McFarlane, TriMet

Jason Tell, ODOT

Nina DeConcini, DEQ

Don Wagner, WSDOT

Bill Wyatt, Port of Portland

Jack Burkman, City of Vancouver

Steve Stuart, Clark County

About the Regional Flexible Funds Task Force

Charge of the Regional Flexible Fund Task Force

The Regional Flexible Funds Task Force was charged with developing a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on the needs, priorities, implementation strategies for investing Regional Flexible Funds in the active transportation/complete streets and green economy/freight initiatives focus areas. Staff will conduct a project nomination and evaluation process using those needs and strategies to recommend projects for funding. The Task Force may then advise JPACT and Metro Council on the project list.

The task force addressed the following questions:

1. From a user/practitioner perspective, what are the transportation needs in the region for active transportation/complete streets & green economy/freight initiatives?
2. What are the priorities for meeting regional transportation needs with the limited flexible funds available?
3. What strategies should be employed to further the development of active transportation/complete streets & green economy/freight initiatives in the region?
4. What are potential opportunities for collaboration between active transportation/complete streets & green economy/freight initiatives?

Task Force Members

Carlotta Collette, Task Force Chair

Scott Bricker, America Walks

Gary Cardwell, Northwest Container Services

Jill Fuglister, Coalition for a Livable Future

Steve Ganiere, Alliance Packaging

Alison Graves, Community Cycling Center

Matt Hoffman, Fred Meyer

Chips Janger, Clackamas County Urban Green

John MacArthur, OTREC/Portland State University

Alejandro Queral, Multnomah County Health Dept.

Phil Selinger, Willamette Pedestrian Coalition

Joseph Santos-Lyons, OPAL - Environmental Justice Oregon

Stephen Gomez, Bicycle Transportation Alliance

Ron Russ, Portland & Western Railroad

John Willis, CH2MHill

Philip Wu, MD, Kaiser Permanente

Jeff Marson, Marson Trucking

Pete Lehmann, Oracle Americas

Greg Osnes, SolarWorld

Jim Petsche, Nike

Sheila Martin, Portland State University

TABLE OF CONTENTS

Introduction	2
Recommendations	2
Active Transportation & Complete Streets	3
Green Economy & Freight Initiatives	4
Next Steps	5

INTRODUCTION

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused.

To achieve this, JPACT created two project "focus areas": Green Economy & Freight initiatives and Active Transportation & Complete Streets. The committee also endorsed Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying: transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas.

The task force met five times to develop policy recommendations for coordinating and focusing the impact of these funds. Staff helped it consider five ways it could direct staff to select projects within the two focus areas. First was to provide direction on what types of projects (e.g. sidewalks, traffic signal improvements) should be funded. Second was whether there were particular types of destinations (e.g. mixed-use centers, transit stops, industrial areas) that should be prioritized for access improvements. Third was whether projects should be dispersed or concentrated geographically. Fourth, was whether any funds should be set aside for the development of a regional strategy to advance long-term goals for facilities too expensive to be constructed with these funds. Finally, the task force considered what criteria staff should use to develop the project scopes (definition of project elements and location) and compare the relative priority of projects to receive funds.

Staff used a series of identification and prioritization exercises to gather input from the task force on these issues. Following is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas.

RECOMMENDATIONS

Active Transportation & Complete Streets

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of selecting travel corridor/areas and identifying project elements that would address the most critical barriers to completing non-auto trips in the corridor/area or a concentrated portion of the corridor/area. Examples of barriers could be the lack of direct pedestrian or bicycle

facilities to key destinations in the corridor, inability to safely cross streets to access destinations, or lack of access to transit stop improvements.

To implement this approach with available funding, the following parameters will be utilized:

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridor/areas within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

Recommended criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Table 1: Active Transportation & Complete Streets criteria

Relative priority	Criteria
High	Improves access to and from priority destinations:
	o Mixed-use centers
	o Large employment areas (# of jobs)
	o Schools
High	Essential services for EJ/underserved communities
	Improves safety
	o addresses site issue(s) documented in pedestrian/bike crash data
High	o separates pedestrian/bike traffic from freight and/or vehicular conflicts
	Serves underserved communities (to be further defined through analysis with help of EJ/underserved working group)
Medium	Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Medium	Completes the "last mile"
Medium	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)
Medium	Serves high density or projected high growth areas
Low	Includes outreach/education/engagement component
Low	Can leverage funds
Low	Reduces need for highway expansion

Green Economy & Freight Initiatives

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects. Eligible project types and criteria that could be utilized to scope and prioritize potential projects are described below.

Construction focus

Capital improvements will focus on:

- System management, such as Intelligent Transportation Systems (ITS), on arterial freight routes. This could include upgrading traffic signal equipment and timing or provide travel information to inform freight trip decisions.
- Small capital projects (e.g. spot widening or installation of mountable curbs to accommodate large truck turning movements). Technical measures should be developed that assess the regional impacts of nominated projects such as improving access to regionally significant industrial land or safe movements to/on the regional freight network to ensure a regional interest is served by the project.

Planning/strategy development focus

Project development for specific arterial freight routes would evaluate key barriers to the development of a green economy and freight movement and recommend operations and design improvements to address the barrier.

Funds may also be set aside to develop regional strategies for the following topics. These are areas that need further analysis and a policy development process to achieve a regional consensus on how to move forward on the issue. Potential topics include a strategy for how to pursue and accommodate higher speed inter-city passenger rail and improved freight rail facilities, and a strategy for the routing of hazardous materials in the region.

Criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Table 2: Green Economy & Freight Initiatives criteria

Relative priority	Criteria
High	Reduces freight vehicle delay
	Project increases freight access to:
High	o Industrial lands
	o Employment centers & local businesses
	o Rail facilities for regional shippers
High	Projects that help green the economy and offer economic opportunities for EJ/underserved communities
Medium	Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Medium	Reduces air toxics or particulate matter
Medium	Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
Medium	Increases freight reliability
Low	May not get funding otherwise
Low	Can leverage (or prepare for) future funds
Low	Reduces need for highway expansion
Low	Multi-modal component

NEXT STEPS

Metro staff will work with technical staff from transportation agencies in the region to design a collaborative project nomination process that utilizes these criteria to scope and prioritize projects to consider for funding. After this process has nominated projects for consideration, the task force will be asked to review and provide comments on the nominated projects.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4231, FOR THE PURPOSE OF ADOPTING THE RECOMMENDATIONS OF THE REGIONAL FLEXIBLE FUND TASK FORCE

Date: January 18, 2011

Prepared by: Ted Leybold and Amy Rose

BACKGROUND

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused. To achieve this, JPACT and the Metro Council decided to provide more specific policy direction prior to the project nomination process and directed that a more collaborative project nomination process between regional and local agencies be developed to improve the responsiveness of project nominations to this policy direction.

FOCUS AREAS AND TASK FORCE

Policy direction was provided with adoption of Metro Resolution No. 10-4160 that created two project "focus areas": Green Economy & Freight Initiatives and Active Transportation & Complete Streets. The committee also asked Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas.

Creation of the Regional Flexible Fund task force of citizen stakeholders to recommend an approach and criteria to nominate projects within these new project focus areas is a significant change from prior allocation processes. The committee provided recommended direction from citizen stakeholders prior to projects being nominated for funding for the first time. The group also represented an unprecedented collaboration between stakeholder interested in active transportation, economic, freight, and social equity interests that are relevant to the project focus areas.

The task force met five times to develop policy recommendations for coordinating and maximizing the impact of these funds. Staff helped it consider five ways it could direct us to select projects within the two focus areas. First was to provide direction on what types of projects (e.g. sidewalks, traffic signal improvements) should be funded. Second was whether there were particular types of destinations (e.g. mixed-use centers, public transit stops, industrial areas) that should be prioritized for access improvements. Third was whether projects should be dispersed or concentrated geographically. Fourth was whether any funds should be set aside for the development of a regional strategy to advance long-term goals for facilities too expensive to be built with these funds. Finally, the task force considered what criteria staff should use to develop the project scopes (definition of project elements and location) and compare the relative priority of projects to receive funds.

Staff used a series of identification and prioritization exercises to gather input from the task force on these issues. The task force then considered amendments to the draft report at its final meeting and then adopted the report as amended.

In addition to the changes made to the criteria by amendment, other items were discussed for inclusion in the solicitation materials and/or future discussions.

These additional items are:

- Add information regarding project costs and administrative efficiency for federal aid projects to the project solicitation materials.
- Add language to project solicitation materials about opportunities for women and minority owned businesses.
- Recommendation to use the criteria throughout multiple cycles was determined to be a matter for JPACT to discuss.
- Recognize oversize and weight trucks as potential topic for strategy development.

ENVIRONMENTAL JUSTICE AND UNDERSERVED

In this flexible funds allocation cycle, JPACT and the council also placed greater emphasis on prioritizing the needs of Environmental Justice (EJ) and underserved communities. To improve how we incorporate EJ into the process, Metro staff convened a working group to help us understand the needs of these communities, expand our outreach efforts and advise us on ways to approach the mapping and analysis of where EJ populations live and what transportation issues affect their communities. In two meetings and subsequent conversations, working group members shared a wide range of suggestions, including suggestions for data sources, infrastructure needs and services.

With the suggestions from the working group and staff research on EJ practices in other parts of the country, staff is improving Metro's EJ analysis methodology for the flexible funds process. Instead of just mapping where EJ and underserved populations are located and hoping local jurisdictions propose projects in those communities, staff are providing jurisdictions with more information before projects are nominated. Metro staff is developing maps that we intend to show 1) areas with high concentrations of minority and underserved populations, 2) areas with low concentrations of services critical to meeting everyday needs of underserved populations, 3) areas with poor non-auto mobility. These maps, along with maps of safety hot spots and other policy criteria, will help inform local jurisdictions and Metro staff as they collaboratively nominate and scope projects this spring.

JPACT DISCUSSION AND ACTIONS

JPACT adopted the task force report at the February 10, 2011 meeting. Discussion included comments about the relative priority of the criteria and whether criteria that fall into the "low" category are still priorities. Task Force members present at the meeting and Metro staff clarified that all criteria in the report are important considerations for projects and potential criteria that were not considered important did not make it into the final list of criteria. The labeling of "low", "medium", and "high" is only intended to describe relative importance of these priority criteria to one another.

NEXT STEPS

Metro will hold a series of workshops to aid local agencies with nominating projects for funding consideration. Once projects have been nominated and assessed for consistency with the criteria a public comment period will be held this Fall and JPACT will take action on funding the projects for 2014-15. Attachment A to this staff report has the draft schedule for the next steps in the process.

Exhibit A to Resolution 11-4231 is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas. The procedures for implementing the task force recommendation will be adopted in companion legislation, Resolution No. 11-4232.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Metro Council Resolution 10-4160 was adopted on July 8, 2010 (For the Purpose of adopting policy direction to the regional flexible fund allocation (RFFA) process for federal fiscal years 2014-15). This resolution created the policy framework for the recommendations presented for JPACT and Metro Council adoption in Exhibit A.
- 3. Anticipated Effects** Adoption of this resolution will affirm the direction recommended by the Regional Flexible Fund Task Force for the development and evaluation of transportation projects seeking 2014-2015 regional flexible funds in the Active Transportation & Complete Streets and Green Economy and Freight Initiatives categories.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4231.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 11-4232
PROCEDURES FOR THE ALLOCATION)	
OF 2014-15 REGIONAL FLEXIBLE	)	Introduced by Carlotta Collette
FUNDS TO INDIVIDUAL PROJECTS)	

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects and programs in the region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, JPACT and the Metro Council provided policy direction on the objectives of the RFFA and programming of funds in the MTIP; and,

WHEREAS, JPACT charged a Task Force with developing a recommendation on the approach and criteria for allocating Regional Flexible Funds to individual projects within the newly created project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives; and,

WHEREAS, this Resolution implements the direction provided in Resolution No. 11-4231 that adopts the Task Force recommendation; and

WHEREAS, the Task Force developed a recommendation on the approach and criteria for these project focus areas; and

WHEREAS, a process to implement this recommended approach and criteria has been developed and reviewed by the Transportation Policy Alternatives Committee and approved on January 28, 2011; and;

WHEREAS, JPACT approved the process and procedures for implementing the recommended approach and criteria on February 10, 2011; now, therefore

BE IT RESOLVED that the Metro Council hereby adopts the procedures for allocating Regional Flexible Funds Task Force for federal fiscal years 2014-15 as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this ____ day of February 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Draft 2014-15 Regional Flexible Fund Allocation Nomination and Assessment Procedures

Project nomination and assessment framework

- **Regional kick-off meeting**
 - Process description & instructions
 - i. Sub-regional allocation target at 100% of available funds
 - ii. Project scope direction (see Task Force approach to project focus area)
 - iii. Project cost minimum/maximums
 - iv. Direction on number construction or PE only applications - TBD by further discussion
 - v. Nomination materials and schedule
 - Data addressing criteria objectives
 - Identification of any areas that cross sub-regional boundaries that should be considered in sub-region workshops
 - Illustrative project and project development process description
- **Sub-regional workshops**
 - Mapping exercise to identify priority corridors/areas
 - Identification of topics for intra-agency or intra-bureau coordination during project development (project scope, lead agency, etc.)
- **Project nomination and assessment material**
 - Local/Sub-regional public process to aid in identification of projects to nominate
 - Application that solicits information on how the nominated project addresses criteria and process directions
 - Assessment of project nomination relative to project criteria (Regional Freight TAC to assist with assessment of Green Economy & Freight Initiatives)
 - Lead agency presentation of project nominations to Task Force & TPAC for comment
- **Project nomination**
 - Action by Transportation County Policy Coordinating Committees and Portland City Council to nominate project(s) consistent with nomination process instructions
 - Action from lead agency Council or board on project nominations
- **Public comment process (on scope and scale of nominated projects)**
 - Metro to provide summary of comments
 - Applicants to provide response to comment summary issues
- **Decision process**
 - TPAC recommendation
 - JPACT action
 - Metro Council adoption

Exhibit A to Resolution No. 11-4232

Applying the criteria

In addition to direction on the approach to developing projects, the criteria developed by the Task Force will be used to inform the project nomination process and help determine how well projects have been defined by eligible agencies prior to the final funding decision. The following explains how the criteria will be used in the process.

Active Transportation & Complete Streets

1. Criteria to guide scope development and for identifying priority locations for projects - pre nomination

Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of locations that:

- Improves access to and from priority destinations:
 - Mixed-use centers
 - Large employment areas (# of jobs)
 - Schools
 - Essential services for EJ/underserved communities
- Improves safety
 - addresses site issue(s) documented in pedestrian/bike crash data
 - separates pedestrian/bike traffic from freight and/or vehicular conflicts
- Serves underserved communities

2. Criteria for assessing projects

Following the nomination of projects, Metro staff will provide assessments of projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well-defined project:

- Improves access to and from priority destinations
- Improves safety
- Serves underserved communities
- Removes conflicts with freight and/or provides safety mitigation for any potential freight and/or vehicular conflicts
- Completes the “last mile”
- Increases use/ridership
- Serves high density or projected high growth areas
- Includes outreach/education/engagement component
- Reduces need for highway expansion

Exhibit A to Resolution No. 11-4232

Green Economy & Freight Initiatives

1. Criteria to guide scope development and for identifying priority locations for projects - pre nomination

Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of where:

- Project increases freight access to:
 - Industrial lands
 - Employment centers & local businesses
 - Rail facilities for regional shippers

2. Criteria for assessing projects

Following the nomination of projects, Metro staff will provide assessments of projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well-defined project:

- Increases freight access to priority destinations
- Reduces freight vehicle delay
- Helps green the economy and offers economic opportunities for EJ/underserved populations
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
- Increases freight reliability
- May not get funding otherwise
- Can leverage (or prepare for) future funds
- Reduces need for highway expansion
- Has multi-modal components

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11- 4232, FOR THE PURPOSE OF ENDORISING PROCEDURES FOR THE ALLOCATION OF 2014-15 REGIONAL FLEXIBLE FUNDS TO INDIVIDUAL PROJECTS

Date: January 18, 2011

Prepared by: Ted Leybold and Amy Rose

Background

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should produce a coordinated, focused and regional impact, rather than an array of disconnected projects.

To achieve this, JPACT in July created two project "focus areas": Green Economy & Freight Initiatives and Active Transportation & Complete Streets. The committee also endorsed Chair Carlotta Collette to appoint a Flexible Funds Task Force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying: transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further develop these focus areas, and potential opportunities for collaboration between the two focus areas. The following summarizes JPACT's and Metro Council's action:

Summary of JPACT/Council action

1. Provided more specific up-front policy direction to local projects than in previous funding cycles:
 - Established "project focus areas" to complement existing programs
 - Defined outcome based objectives
 - Established funding targets for project focus areas
 - Endorsed creation of a task force to recommend means and criteria to further coordinate projects and achieve desired outcomes
 - Endorsed creation of an Environmental Justice/Underserved working group to identify needs of EJ and underserved communities and advise on the methods by which needs are analyzed and considered within the decision process.
2. Endorsed creating a new project nomination and selection process based on Metro staff collaborating with local and regional agencies on the development of projects rather than ranking and recommending projects to JPACT and the Council.
3. Set aside funding to prepare for future regional mobility funding from other sources and for support of vehicle electrification.
4. Affirmed proceeding to decision process with existing programs at current funding levels. Requested JPACT review of the existing programs prior to decision process.

The task force recommended approaches to developing projects within each focus area and identified criteria to be utilized in developing and evaluating projects. Exhibit A to Resolution 11-4231 is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas. The Task Force recommendation from Resolution 11-4231 is provided below.

Task Force recommendation

Approach to Active Transportation & Complete Streets project focus area

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridors/area within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.
- The Task Force recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

Approach to Green Economy & Freight Initiatives focus area

Implement the following types of projects:

- regional strategy development,
- project development on regional freight system arterials/collectors,
- small capital projects and system management on regional freight system arterials/collectors,
- The Task Force recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

Options considered for project development, nomination and selection process

Metro staff met with technical staff within the region in recent weeks to consider alternative approaches for development, nomination and selection of projects. The objectives in developing this process are to:

- Effectively implement approach and criteria as recommended by RFF Task Force
- Create collaborative relationship between regional and local agencies
- Utilize local expertise of area conditions, local planning/vision, and project development & management
- Utilize regional expertise of program policies, data and analysis, and operation of transit and port services.

The task force recommended approach lends itself to a nomination process of separate Active Transportation & Complete Streets projects and Green Economy & Freight Initiatives projects. However, some of the criteria to be utilized to scope and assess projects should lead to projects that have multi-modal benefits across the project focus area categories.

Active Transportation & Complete Streets - **Recommended option in bold**

Options considered:

1. A regional process to prioritize corridors and select funding strategy (HCT model)
- 2. Sub-regional allocation & consensus recommendation: workshops in sub-regions with policy/design requirements for projects**
3. Sub-regional allocation & competitive: workshops, several applications per sub-region, Metro evaluates and recommends within each sub-region
4. Regionally competitive: project minimum/maximum size set, several applications per sub-region, Metro evaluates and recommends across region

TPAC has recommended that **Option #2** was a preferred approach to the project nomination, evaluation and selection process. The discussion of options included several comments, including:

- there is no current regional agreement or the time and resources necessary to create an agreement on prioritizing a single corridor for capital improvements for this round of funding.
- the process should provide a collaboration of regional policy direction and local project knowledge to generate the highest priority project nominations.
- whether there is a clear definition of travel corridor/area and what that should include.

Green Economy & Freight Initiatives -**Recommended option in bold**

Options considered to identify construction and project development proposals:

1. Regional Freight Technical Advisory Committee (Regional Freight TAC) to recommend a pool of potential projects consistent with priorities from the Regional Freight Plan and other sources for consideration by local agencies which would submit applications for project development or construction.
- 2. Set project criteria and application limits by sub-region. Utilize the Regional Freight TAC to evaluate and form an initial recommendation on projects for funding as nominated by local agencies through the County Transportation Coordinating Committees and City of Portland.**
3. Conduct a regional process to develop and prioritize a freight project list that reflects current needs.

Feedback from the regional freight TAC members and recommended by TPAC was that a process based on **Option #2** would be the preferred method to implement the task force recommendations for the Green Economy & Freight Initiatives project focus area.

Regardless of the option chosen for construction and project development, the regional strategy development proposals would be addressed by Metro freight staff working with the Regional Freight TAC to develop a proposal for consideration by JPACT and the Metro Council. The proposal would be designed to address priority strategy development issues from the options identified in the task force deliberations.

This approach was further developed for consideration by TPAC at its January 28th meeting. An overview of the process and a description of the criteria to be used to guide project development and criteria to be used in evaluating project nominations were presented.

Early, continuous public involvement

JPACT set the flexible funds allocation process on a path of early and continuous public involvement that Metro and local agencies intend to continue until funds are allocated later this year. The JPACT discussion last summer creating project focus areas garnered significant media attention and written comments from citizens and interest groups. The task force comprised of citizen experts from across the region helped Metro understand public concerns and aspirations, translating them into policy guidance for the program. The task force recommendation has already started to shape discussion about projects with local jurisdictions. The task force will be asked to reconvene to comment on conceptual project nominations and provide feedback on how the projects have responded to the project criteria. An informal working group shared ideas for priorities and needs of environmental justice (EJ)/underserved communities and how this program could better serve them. That has already resulted in a new, more thorough environmental justice analysis for this process.

As local agencies consider nominating projects, local/sub-regional public processes will be conducted to aid in the identification of projects to nominate. After projects are nominated, JPACT will consider the project list at a public meeting and approve a list for consideration during a formal public comment period, as required by federal agencies. Metro staff intend to engage task force and working group members to help improve public participation in that comment period.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Metro Council Resolution No. 10-4160 was adopted on July 8, 2010 (For the Purpose of adopting policy direction to the regional flexible fund allocation (RFFA) process for federal fiscal years 2014-15). This resolution created the policy framework for the recommendations presented for JPACT and Metro Council by the RFF Task Force and for the allocation procedures presented in this resolution. Resolution No. 11-4231 (For the purpose of adopting the recommendations of the regional flexible funds task force) recommends the approach to developing and evaluating projects within the Active Transportation & Complete Streets and Green Economy & Freight Initiatives categories of the regional flexible fund allocation. The procedures recommended in Exhibit A of this resolution are intended to implement the recommendations of the task force and the policies adopted in Resolution No. 10-4160.
3. **Anticipated Effects** Adoption of this resolution will affirm the direction recommended by the Regional Flexible Fund Task Force for the development and evaluation of transportation projects seeking 2014-2015 regional flexible funds in the Active Transportation & Complete Streets and Green Economy and Freight Initiatives categories.

4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4232.



METRO

Calendar

Proposed DRAFT

2014-15 Regional Flexible Funding Allocation

2010

March	JPACT retreat: Direction to modify policy and allocation process.
July	JPACT/Council action on creation of project focus areas, funding targets and creation of task force.
October - December	Task Force meetings to provide direction on project focus areas and Environmental Justice/Underserved work group review of EJ/Underserved engagement process and technical analysis.

2011

January	TPAC recommendation on project nomination and assessment procedures. EJ/Underserved work group review and comment on EJ/Underserved analysis methodology. TSMO/RTO: region wide program review at TPAC.
February	JPACT action on: <ul style="list-style-type: none"> • Task Force report (approach & criteria), and • project nomination and assessment procedures. TOD: region wide program review at JPACT.
March/April	Workshops on project nominations for project focus areas. TSMO/RTO: region wide program review at JPACT.
April - June	Local agency development of project nomination proposals.
June - July	Draft project summaries & assessments: how projects address criteria.
July	Local/Sub-regional public process on draft projects. Joint TPAC & RFF Task Force review and comment on draft projects.
August	Policy Coordinating Committees action on project nominations.
September	JPACT release of project nominations for public comment.
September - October	Public comment on project proposals (including EJ work group sponsored outreach).
November	Adoption of Regional Flexible Fund allocation (TPAC/JPACT/Council). Air quality conformity analysis begins.
December	Air quality conformity analysis completed - begin 30-day comment period in January.

2012

February - March	Adopt MTIP and Air Quality Conformity Report, including final Metro area state highway programming and TriMet/SMART transit programming, and submit MTIP to Governor for approval. Governor approves incorporation of MTIP into STIP. Oregon Transportation Commission approves submittal of STIP to USDOT.
-------------------------	---

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPOINTING A	)	RESOLUTION NO. 11-4237
REPLACEMENT COUNCILOR TO FILL THE)	
OFFICE OF METRO COUNCILOR FOR	)	Introduced by Council President
COUNCIL SUBDISTRICT NO. 6	)	Tom Hughes

WHEREAS, Metro Council declared that a vacancy existed as of January 15, 2011 at 12:00 a.m. pursuant to Metro Code Section 9.01.030, via Resolution No. 11-4227 (For the Purpose of Declaring a Vacancy in the Office of Metro Councilor for Council Subdistrict No. 6), adopted on January 20, 2011;

WHEREAS, Metro Code Section 9.01.050 provides that the vacancy in office shall be filled by the 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 2013; and

WHEREAS, Metro Code Section 9.01.060 provides for the procedures to be followed by the Metro Council in making Metro Council appointments; now therefore

BE IT RESOLVED:

1. That the Metro Council hereby appoints _____ to fill the existing vacancy in the office of Metro Councilor for Council Subdistrict No. 6 for the remaining portion of the current term ending on January 7, 2013.

ADOPTED by the Metro Council this ____ day of February 2011.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Application for Metro Councilor, District 6



Name Kenneth Randall Heggen			Date of application 2/9/11		
Address 5215 SE Harold St.		City Portland	State OR	Zip code 97206	
Do you reside in Metro Council District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Are you registered to vote in District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
How long have you been registered to vote in District 6? 5 (Years) _____ (Months)					
E-mail address Kennyrheggem@comcast.net			Phone number 503-543-3624		
Occupation Sales			Current employer Name: Columbia NW Heggen Phone: 503-543-3624 Address: 52734 NE First St. Scappoose, OR		

Check highest level of education completed:			
<input type="checkbox"/> High School (grades 9-12)	<input type="checkbox"/> College		
<input checked="" type="checkbox"/> Some college	<input type="checkbox"/> Post-graduate		

Please list your employment history in the following section. You may also attach a resume.

Past employer See attached	Job title See attached	Dates of employment
Address		Phone

Past employer	Job title	Dates of employment
Address		Phone

Past employer	Job title	Dates of employment
Address		Phone

Please continue to the next page

Please list volunteer or community projects, groups, boards, or civic organizations in which you have participated.

1. Woodstock Neighborhood Association - Board, Land Use, Media
2. 50's Bikeway Citizen Advisory Committee (PBOT)
3. Friends of Trees - Neighborhood Coordinator
4. Portland Plan, Main Street - attending community meetings, Portland State Citizen Transportation Class

Please provide three professional references.

- | | |
|---|-----------------------|
| 1. Name: Kathryn King - Chair, Woodstock Neighborhood Association | Phone: (503) 997-9035 |
| 2. Name: Chris Yake - Regional Planner, Metro | Phone: (503) 797-1931 |
| 3. Name: Rosemarie Reynolds - Executive TV, Radio Producer | Phone: (503) 939-0223 |

Have you ever been convicted of a felony? ☐ Yes ☒ No
If yes, please explain:

The District 6 appointee will begin service immediately upon appointment and serve until January 2013.
If selected, are you available to serve this term of appointment? ☒ Yes ☐ No

Please attach a written statement of no more than 500 words explaining why you are seeking this appointment, the goals you have for serving in this position, and any other experience and background information that would be helpful for the Metro Council to review in considering your application for this appointment.

All applicants will be considered without regard to race, color, religion, sex, national origin, sexual orientation, gender identity, disability, familial or veteran status.

I certify that the information I have provided in my application is, to the best of my knowledge, true and complete. I understand that this application for appointment to Metro Council, District 6, is a public record, and the information contained in this application may be disclosed and subject to public inspection. I hereby release Metro, as well as those contacted by Metro from any liability or damage, which may result from furnishing this information.

I also acknowledge that I have read and understood the Oregon Government Ethics Commission's "A Guide for Public Officials" and I agree to abide by all applicable Oregon statutes and rules relating to the conduct of public officials.

Signature Kenny R. Heggum Jr.

Date 2/9/11

Completed application materials must be submitted in person or via U.S. Mail no later than 5 p.m. on Wednesday, Feb. 9, 2011, to Metro, Attn: Tony Andersen, 600 NE Grand Ave., Portland, OR 97232. Faxed or e-mailed applications will not be accepted.

February 9th, 2011

Metro Council Office
Attn: Tony Andersen
600 NE Grand Ave.
Portland, OR 97232

To Metro Council,

It is with great enthusiasm that I am applying for the position of District 6 Council.

I have been deeply involved with various civic duties in the SE area and with my immediate neighborhood. I have excellent written and verbal communication skills, over 13 years of customer relations experience, and have volunteered for organizations to make a positive impact in my community. I enjoy working with diverse people from all walks of life, and I can tactfully convey information in regard to sensitive subjects.

I have spent several hours per week working with my neighborhood association, attended various Portland Plan presentations, the PDC Economic Development presentation at Portland State, and have attended every Main Street meeting thus so far. Recently I was sent as a representative of my neighborhood association in SE Woodstock to the Main Street conference in Albany, OR. One of my greatest passions has been to improve the livability in my neighborhood. Following these meetings I have made contacts with several folks involved with PDC and Main Street to find out how we can improve our land use, attract desirable businesses to the neighborhood and conducted a social network survey with over 170 responses.

When I discovered Woodstock was not included on the final draft of the Street Car Plan, I immediately educated the association of it's benefits to our neighborhood and researched who was involved in recommending this vital link to the network and joined the Land Use Committee. I believe in looking for answers and seeking others with a desire to make a difference in the neighborhood. Collective ideas lead to solutions.

Other related civic duties are listed on my resume; including Neighborhood Coordinator with Friends of Trees, working with the 50's Bicycle Citizen Advisory Committee/ODOT, LARKE and the Roadway Not Improved project, connecting with SE Uplift, and communicating needs/solutions with Matt Wickström SE Liaison.

I have also volunteered with KBOO and have a background/education in Radio Broadcasting on community radio stations. My media back ground, including a 2 year certificate at MHCC, has aided my abilities to effectively reach the community on the web.

I am very excited to apply for this position and continue working to improve conditions for the community in District 6.

Warm Regards,

Kenneth R. Heggem
5215 SE Harold St.
Portland OR, 97206
408-603-6252
kemyrheggem@comcast.net

KENNY HEGGEM — 5215 SE HAROLD ST. PORTLAND, OR 97206 503-775-6049 kennyrheggem@comcast.net

ABOUT ME & MY OBJECTIVES: I am a civic-minded, high energy person with an extensive background in media promotions, sales, and customer care; I would like to put my knowledge and skills to work to further causes in the areas of civic responsibility, services to beautify and protect our neighborhoods, and promote healthy, active living.

RELEVANT VOLUNTEER POSITIONS

- **Woodstock Neighborhood Association**, Portland, OR
Board Member, Media Committee Chairperson, Public Relations Committee member, Land Use Committee, Streetcar Subcommittee Chairperson | 2008 to present
Duties: Organizing and conducting committee meetings, recruiting volunteers, proposing media events and advertising plans, executing in teams on advertising and media events, online and offline social networking.
- **L.A.R.K. – Roadway Not Improved**, Portland, OR
Citizen Adviser | 2010 – to present
Duties: Meeting with and advising Urban Planning graduate student group on SE improvement project.
- **50s Bikeway Citizen Advisory Committee – Portland Bureau of Transportation (PBOT)**, Portland, OR
Citizen Adviser for SE & NE Areas | 2010 to present
Duties: Defining the projects process and objectives, evaluating planning concepts for best practices in practical application, participating in the development a specific plan for a world-class bicycle corridor.
- **Friends Of Trees**, Portland, OR
Volunteer tree planter | 2008
Duties: Assisting in tree planting in outer SE neighborhoods, photographing plantings for neighborhood media.

EMPLOYMENT

- **Oregon Heating and Air Conditioning**, Sherwood, OR
Home Depot™ Sales and Store Announcer | January 2007 - July 2009
Duties: Creating and authoring promotions for in-store announcements, voicing talent for in-store promotions, sales of high dollar heating and air conditioning products; recognized for highest volume sales storewide.
- **KJCC San Jose City College Radio**, San Jose CA
Consultant, Programming Supervisor | June 2005 - June 2006
Duties: Directing programming for a local radio station, supervising and training students enrolled in the broadcasting program in on-air radio equipment, etiquette and FCC regulations.
- **For The Love of Dogs, Inc.**, San Jose CA
Office Manager | June 2002 - December 2005
Duties: Assisting in development of pet-sitting company with CEO, arranging of clients with pet sitting staff, caregiver of animals, employee trainer.
- **Silicon Valley Animal Control Authority**, Santa Clara, CA
Customer Care Representative/Dispatcher | August 2002 - April 2003
Duties: Dispatching of assignments for officers in the field, keeping activity logs, prioritizing assignments reported by the public, updating statuses of activities according to officer reports.
- **Santa Cruz SPCA**, Santa Cruz, CA
Outplacement Coordinator | October 2000 - May 2002
Duties: Assisting community in locating pet-friendly housing, working with landlords to develop pet-friendly policies, writing articles for monthly news releases, radio advertising, assisting in shelter development.
- **Humane Society of Santa Clara Valley**, Santa Clara, CA
Adoption Supervisor, KNTV Representative | May 1997 - August 2000
Duties: Interviewing and assisting adoption clients, training and supporting staff of adoption counselors, representing as the Humane Society of SCV television spokesperson.

EDUCATION

- Mount Hood Community College, Gresham OR
Integrated Media Certification in Radio Broadcasting | Spring 2007 - Present
- Ohlone College, Fremont, CA
Courses in radio broadcasting, radio production, program management, and air talent | Fall 2006 - Summer 2006
- San Jose City College, San Jose, CA
Associate of Arts | Spring 2003 - Winter 2006
- Santa Clara University, Santa Clara, CA, - Radio DJ-KSCU Alternative Radio
Weekly Radio Program "One Vortex Beyond" and RPM Music Director | April 2000 - August 2006

KENNY HEGGEM — 5215 SE HAROLD ST. PORTLAND, OR 97206 503-775-6049 kennyrheggem@comcast.net

PROFESSIONAL REFERENCES

- Kathryn King – President, Woodstock Neighborhood Association | 503-997-9035 | kathryn@kjkproperties.com
- Rosemarie Reynolds – Executive Producer, Radio/TV | 503-939-0223 | rosemarie.glutsch@mhcc.edu
- Gordon Young – KSCU Faculty Advisor | 408-551-1890 | gyoung@scu.edu

HONORABLE MENTION

- Featured Portlander Profile – A Framework for Bicycling Policy, Portland Bicycle Plan for 2030
- Appointed as Woodstock Neighborhood Association spokesperson in all Portland Plan meetings

Application for Metro Councilor, District 6



Name JONATHAN P. LEVINE			Date of application 9 FEB. '11
Address 10614 SW 64th DR.	City PORTLAND	State OR	Zip code 97219
Do you reside in Metro Council District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Are you registered to vote in District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
How long have you been registered to vote in District 6? 7 (Years) 3 (Months)			
E-mail address jplevine.pdx@gmail.com		Phone number 503.997.4648	
Occupation FORMERLY: PROGRAM / PROJECT MANAGER		Current employer N/A Name: Address:	

Check highest level of education completed:	
<input type="checkbox"/> High School (grades 9-12)	<input checked="" type="checkbox"/> College
<input type="checkbox"/> Some college	<input type="checkbox"/> Post-graduate

Please list your employment history in the following section. You may also attach a resume.

Past employer UNIVERSITY OF WESTERN STATES	Job title RESEARCH PROJECT MANAGER	Dates of employment 10/2006 - 6/2010
Address 2900 NE 132nd AVE, PORTLAND, OR 97230		Phone 503-251-5728 (supervisor)

Past employer ROAD SCHOLAR (ELPERNOSTEL)	Job title PROGRAM MANAGER	Dates of employment 12/2001 - 8/2006
Address ** 12300 SE MALLARD WAY, #206, MILWAUKEE, OR 97222 ** OFFICE SINCE CLOSED		Phone * 800-454-5768 * HQ HQ

Past employer ELS LANGUAGE CENTERS, INC.	Job title INSTRUCTOR	Dates of employment 9/93 - 5/2001
Address ** 2129 "S" ST. NW, WASHINGTON, DC 20009 ** branch since closed		Phone * 609-514-3099 * HQ HQ

Please continue to the next page

Please list volunteer or community projects, groups, boards, or civic organizations in which you have participated.

1. OSB FEE ARBITRATION TASK FORCE, PUBLIC MEMBER
2. PPS K-5 MATH CURRICULUM ADOPTION COMMITTEE, PARENT MEMBER
3. OSB DISCIPLINARY BOARD, PUBLIC MEMBER
4. OSB FEE ARBITRATION PANEL, PUBLIC MEMBER

Please provide three professional references.

- | | |
|--------------------------|-----------------------------|
| 1. Name: SUSAN JONES | Phone: () 406 - 683 - 5606 |
| 2. Name: SARA ORR | Phone: () 471 - 506 - 7927 |
| 3. Name: JEFF WINCHESTER | Phone: () 702 - 369 - 6810 |

Have you ever been convicted of a felony? ☐ Yes ☒ No
If yes, please explain:

The District 6 appointee will begin service immediately upon appointment and serve until January 2013.
If selected, are you available to serve this term of appointment? ☒ Yes ☐ No

Please attach a written statement of no more than 500 words explaining why you are seeking this appointment, the goals you have for serving in this position, and any other experience and background information that would be helpful for the Metro Council to review in considering your application for this appointment.

All applicants will be considered without regard to race, color, religion, sex, national origin, sexual orientation, gender identity, disability, familial or veteran status.

I certify that the information I have provided in my application is, to the best of my knowledge, true and complete. I understand that this application for appointment to Metro Council, District 6, is a public record, and the information contained in this application may be disclosed and subject to public inspection. I hereby release Metro, as well as those contacted by Metro from any liability or damage, which may result from furnishing this information.

I also acknowledge that I have read and understood the Oregon Government Ethics Commission's "A Guide for Public Officials" and I agree to abide by all applicable Oregon statutes and rules relating to the conduct of public officials.

Signature

Date

Completed application materials must be submitted in person or via U.S. Mail no later than 5 p.m. on Wednesday, Feb. 9, 2011, to Metro, Attn: Tony Andersen, 600 NE Grand Ave., Portland, OR 97232. Faxed or e-mailed applications will not be accepted.

JONATHAN LEVINE ESSAY for METRO COUNCIL DISTRICT 6 APPLICATION

In order to explain why I am seeking this appointment and what goals I have for service, I must first recount a little of my background.

A native of the national capital area, I spent my formative years absorbing most of The Washington Post – an amount and quality of reading the rough equivalent of undergraduate degrees in history, government, and political science. In youth a fire-breathing liberal, at fifty-one I have come to understand that public policy should pursue the common good, and that this often requires compromise.

After college I spent most of a decade in Japan. I am effectively bilingual/bicultural. I have seen firsthand what works and what doesn't in a successful culture vastly different from our own. I have seen the same while traveling close to the ground in more than forty foreign countries and all fifty states, and while visiting virtually every U.S. city of over 250,000 in population. The applicability of this sort of perspective to an undertaking as complex and varied as regional government should not be underestimated.

About ten years ago my wife and I grew tired of what greed and contumely had done to my once-charming hometown (and much of the East Coast). I did some research on livability, economic data, and land-use laws in several western cities, and we eventually settled on a move to Portland, Oregon – our last best place. Five years ago our first and only child was born here.

It is that event which defines both my reason for wanting to be on the Metro Council and my goal for service there. My daughter is by many measures an exceptional child; the region where she is growing up is by many measures an exceptional place, one so special that it has what can only be described as a quality of refuge. My reason and my goal for wanting to serve is this: I would like to help ensure that this place maintains that quality of refuge for generations to come, so that when my child returns here from her adventures, it will be as fine a place as when she left.

If this sounds general, it is because I am a generalist. This is a world of experts, who by definition know more. But they do not always know better; sometimes they become lost in detail and swayed by their own passions. Clearly I am not a great innovator or charismatic leader. But I am a careful listener and reader, an imaginative thinker, and a talented prognosticator, ever mindful of the implications of things and of the law of unintended consequences.

In short: I am a concerned parent and citizen; I am in pursuit solely of the civic good; I would like to serve on the Metro Council to present the perspectives of, and represent the interests of, other concerned parents and citizens.

I ask you to make that possible.

Thank you for your time.

Application for Metro Councilor, District 6



Name Walt Nichols			Date of application 2-9-2011
Address 7519 SE Harold St	City Portland	State OR	Zip code 97206
Do you reside in Metro Council District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Are you registered to vote in District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
How long have you been registered to vote in District 6? 10 (Years) (Months)			
E-mail address Walt.Nichols@yahoo.com		Phone number 503-788-8911	
Occupation Bookkeeper		Current employer Watson Plumbing Co Name: Phone: 503-256-3720 Address: 7935 E Burnside	

Check highest level of education completed:	
<input checked="" type="checkbox"/> High School (grades 9-12)	<input type="checkbox"/> College
<input type="checkbox"/> Some college	<input type="checkbox"/> Post-graduate

Please list your employment history in the following section. You may also attach a resume.

Past employer Standard Supply Co	Job title Driver	Dates of employment 1997-1999
Address 935 SE 6 Ave		Phone 503-235-2167

Past employer Fujitsu	Job title Fabrication operator	Dates of employment 1994-1997
Address Gresham Plant		Phone CEASED OPERATION

Past employer Nowak Art Glass Studio	Job title Bookkeeper/Artist	Dates of employment 1990-1994
Address 96630 Sixes River Rd Sixes OR		Phone CEASED OPERATION

Please continue to the next page

Please list volunteer or community projects, groups, boards, or civic organizations in which you have participated.

1. Mt Scott-Arleta neighborhood Association / Chair
2. Portland Streetcar Planning
3. Trimet Safety (Fujitsu)
4. East Portland Involved Citizens & East Precinct Citizens Advisory

Please provide three professional references.

1. Name: Will Campbell
2. Name: Thomas RUSNAK
3. Name: MARK THUR

Phone: 503 235-2107
Phone: 503 774-3087
Phone: 503 771-2422

Have you ever been convicted of a felony? ☐ Yes ☒ No
If yes, please explain:


The District 6 appointee will begin service immediately upon appointment and serve until January 2013.
If selected, are you available to serve this term of appointment? ☒ Yes ☐ No

Please attach a written statement of no more than 500 words explaining why you are seeking this appointment, the goals you have for serving in this position, and any other experience and background information that would be helpful for the Metro Council to review in considering your application for this appointment.

All applicants will be considered without regard to race, color, religion, sex, national origin, sexual orientation, gender identity, disability, familial or veteran status.

I certify that the information I have provided in my application is, to the best of my knowledge, true and complete. I understand that this application for appointment to Metro Council, District 6, is a public record, and the information contained in this application may be disclosed and subject to public inspection. I hereby release Metro, as well as those contacted by Metro from any liability or damage, which may result from furnishing this information.

I also acknowledge that I have read and understood the Oregon Government Ethics Commission's "A Guide for Public Officials" and I agree to abide by all applicable Oregon statutes and rules relating to the conduct of public officials.


Signature

2-9-2011
Date

Completed application materials must be submitted in person or via U.S. Mail no later than 5 p.m. on Wednesday, Feb. 9, 2011, to Metro, Attn: Tony Andersen, 600 NE Grand Ave., Portland, OR 97232. Faxed or e-mailed applications will not be accepted.

To the Metro Council

I feel the need to bring to the floor the realization of the entire East county, as well as the other twenty five cities, transportation, urban growth boundary, industrial site placements for living wage jobs and maintaining the livability and not just the City of Portland. With the 30 year plan in effect, whole suburban areas are being left out of the financial "large picture" and the focus being the inner city, Which brings no employment opportunities to anywhere other than the Portland Metro area. I feel the need to be the spokesperson for the suburban and regional areas that are getting left out of the 30 year growth perspective. To make sure that the inner city consciousness doesn't over shadow these outlining communities and leave them without a voice or to raise realistic concerns

By bringing awareness to these issues, it is important to maintain a cost effective waste disposal plan along with maintaining a fair reasonable cost for disposal. We must also see that the Federal fair trade act/Oregon administrative rules and billing laws are in line with waste disposal contracts. Along with Billing software supplied by contractors that reduce the over-billing and unfair billing of all customers. This is a issue if appointed I hope to help address.

As a neighborhood leader I understand just how hot button issues are so vital to the correct information and area livability issues. Sometimes missed by all involved. ie: Light Rail/Street Car visibility and maintaining a conscious approach both internal as well as public opinion. With a thirty year plan in effect it is vitally importation to keep an open dialog and exposure to all areas and the public consciousness.

Occupation:

Bookkeeper

Occupational Background:

My job experience has given me in-depth knowledge of how to manage worthwhile community projects while keeping a steady hand on the financial reins. I have worked as a bookkeeper for the last ten years. Earlier I was a purchasing and shipping agent and project manager. I was also a gallery and art show organizer and resident artist I was historian for the Gem County Historical County Museum in Emmett Idaho

Prior community Experience:

A resident of Portland for over ten years. In both Idaho and Oregon, where I've lived all my adult life, I have been active in community projects. I was Chair, Mt. Scott-Arleta Neighborhood Association, emeritus board member; Charter member and emeritus board member of the Gem County Historical Society Museum; and a founding member of the Gem County Historical Museum.

Thank you

Walt Nichols

Application for Metro Councilor, District 6



Name <i>Alesia J. Reese</i>			Date of application <i>01-28-2011</i>	
Address <i>1905 NE Bell Dr</i>		City <i>Portland</i>	State <i>OR</i>	Zip code <i>97220</i>
Do you reside in Metro Council District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Are you registered to vote in District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
How long have you been registered to vote in District 6? <i>23</i> (Years) _____ (Months)				
E-mail address <i>alesiajmr@yahoo.com</i>		Phone number <i>503.253.4414</i>		
Occupation <i>clerk</i>		Current employer Name: <i>USPS</i> Phone: Address: <i>715 NW Hoyt street</i> <i>Portland OR 97208</i>		

Check highest level of education completed:	
<input type="checkbox"/> High School (grades 9-12)	<input checked="" type="checkbox"/> College
<input type="checkbox"/> Some college	<input type="checkbox"/> Post-graduate

Please list your employment history in the following section. You may also attach a resume.

Past employer <i>Attachment</i>	Job title	Dates of employment
Address		Phone

Past employer	Job title	Dates of employment
Address		Phone

Past employer	Job title	Dates of employment
Address		Phone

Please continue to the next page

Please list volunteer or community projects, groups, boards, or civic organizations in which you have participated.

1.	Attachment
2.	
3.	
4.	

Please provide three professional references.

1. Name:	Bonny McKnight	Phone: (	503.253.6848
2. Name:	Arlene Kimura	Phone: (	503.252.9429
3. Name:	DR. James Woods	Phone: (	503.465.4883

Have you ever been convicted of a felony? ☐ Yes ☒ No

If yes, please explain:

The District 6 appointee will begin service immediately upon appointment and serve until January 2013.

If selected, are you available to serve this term of appointment? ☐ Yes ☐ No

Please attach a written statement of no more than 500 words explaining why you are seeking this appointment, the goals you have for serving in this position, and any other experience and background information that would be helpful for the Metro Council to review in considering your application for this appointment.

All applicants will be considered without regard to race, color, religion, sex, national origin, sexual orientation, gender identity, disability, familial or veteran status.

I certify that the information I have provided in my application is, to the best of my knowledge, true and complete. I understand that this application for appointment to Metro Council, District 6, is a public record, and the information contained in this application may be disclosed and subject to public inspection. I hereby release Metro, as well as those contacted by Metro from any liability or damage, which may result from furnishing this information.

I also acknowledge that I have read and understood the Oregon Government Ethics Commission's "A Guide for Public Officials" and I agree to abide by all applicable Oregon statutes and rules relating to the conduct of public officials.

Signature Alisia J. Reese

Date 01-29-2011

Completed application materials must be submitted in person or via U.S. Mail no later than 5 p.m. on Wednesday, Feb. 9, 2011, to Metro, Attn: Tony Andersen, 600 NE Grand Ave., Portland, OR 97232. Faxed or e-mailed applications will not be accepted.

Application for Metro Councilor, District 6

Attachment

Name Alesia J. Reese

Resume

Current Employer

United States Postal Service

715 NW Hoyt Street
Portland, OR 97208
1-800-367-5690
Verification Code: 12946

July 1985 to Present

Position: Clerk

- Ergonomic Risk Reduction Process Team
- Safety Committees (Tours 1 and 2)
- On-the-Job Instructor
- Biohazard Detection System Trainer
- Emergency Evacuation Team Trainer
- Job Safety Analysis Team Leader/Site Administrator

 Date 01-29-2011
Alesia J. Reese

Application for Metro Councilor, District 6

Attachment

Name Alesia J. Reese

Please list volunteer or community projects, groups, boards or civic organizations in which you have participated.

Parkrose Board of Education

- Position # 1 2005 to Present
- Finance Committee, Chair
- Bond Committee, Chair
- Health and Wellness Committee

Airport Futures Planning Advisory Group (PAG)

- Representing the 13 Neighborhood Associations of the East Portland Neighborhood Organization.
- Public Involvement Subcommittee

East Portland Neighbors, Inc.

- Board Member
- East Portland Neighborhood Newspaper Editorial Board

East Portland Neighborhood Association, Chairs Board

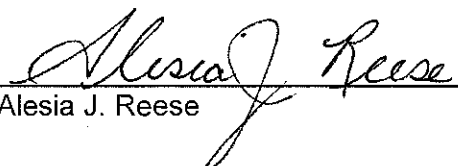
Woodland Park Neighborhood Association

- Association and Land Use Committees, Chair
- Neighborhood Clean Up 2003 to Present, Chair

Gateway Urban Renewal District-Citizen's Advisory Committee

Parks Advocacy

- Citywide Parks Team, Co-Founder
- East Portland Parks Coalition, Co-Founder/Chair
- East Portland Off Leash Site Selection Committee, Chair

 Date 01-29-2011
Alesia J. Reese

Application for Metro Councilor, District 6

Attachment

Name Alesia J. Reese

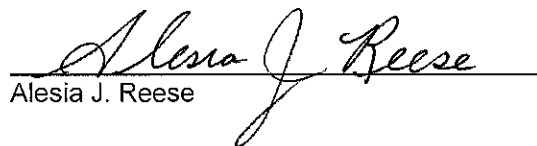
District 6 represents a diverse landscape and challenging needs. Experienced in both local and regional issues, I support Metro's efforts to move forward in areas of recycling, environmental stewardship and inclusive government.

Perhaps the most difficult measure Metro is facing is budgetary. As a member of the Parkrose School Board, difficult funding decisions have been made, based on sound educational practices and board priorities. Respect and teamwork mark the achievements of Parkrose.

As Metro redefines itself for the 21st Century and beyond, tough choices will be expected, which I can deliver.

One of my goals is to increase the public's awareness of Metro, its services and the future of the regional government in a global world. There are buzzwords which surround Metro: waste and recycling, nature and trails, urban growth and density, all important to the area's residents.

Buzzwords cannot describe Metro; instead a deeper understanding by its citizens is important for the region, where everyone, everyday is touched by Metro's actions.


Alesia J. Reese

Date 01-29-2011

Application for Metro Councilor, District 6



Metro

Name <i>Barbara Roberts</i>			Date of application <i>2-9-2011</i>
Address <i>7870 S.E. 13th #210</i>	City <i>Portland</i>	State <i>OR</i>	Zip code <i>97202</i>
Do you reside in Metro Council District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Are you registered to vote in District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
How long have you been registered to vote in District 6? <i>over 10 years</i> (Years) _____ (Months)			
E-mail address <i>roberts1@pobox.com</i>		Phone number <i>503-234-0034 (unlisted)</i>	
Occupation <i>Retired public official; author</i>		Current employer Name: _____ Phone: _____ Address: _____	

Check highest level of education completed:	
<input type="checkbox"/> High School (grades 9-12)	<input type="checkbox"/> College
<input checked="" type="checkbox"/> Some college	<input type="checkbox"/> Post-graduate

Please list your employment history in the following section. You may also attach a resume.

Past employer <i>State of Oregon</i>	Job title <i>Governor</i>	Dates of employment <i>1991-95</i>
Address		Phone

Past employer <i>Portland State University</i>	Job title <i>Associate Director of Leadership Hatfield School</i>	Dates of employment <i>1998-2002</i>
Address		Phone

Past employer <i>Harvard University</i>	Job title <i>Kennedy School of Gov. Director State & Local Gov. Exec. Programs</i>	Dates of employment <i>1995-1998</i>
Address		Phone

Please continue to the next page

Please list volunteer or community projects, groups, boards, or civic organizations in which you have participated.

1. Children's Relief Nursery - Founding Board Member 1999-2005
2. 1000 Friends of Oregon - Board Member 1998-2000
3. Parkrose School Dist. Board 1972-1982
4. National Alliance for Redesigning Government - Vice-Chair 1994-97
(Partial list)

Please provide three professional references.

1. Name: Comm. Nick Fish
2. Name: Carole Morse (PGE Foundation)
3. Name: Gov. Ted Kulongoski

Phone: 503-823-3589
Phone: (503) 464-7620
Phone: ()

Have you ever been convicted of a felony? ☐ Yes ☒ No

If yes, please explain:

The District 6 appointee will begin service immediately upon appointment and serve until January 2013.
If selected, are you available to serve this term of appointment? ☒ Yes ☐ No

Please attach a written statement of no more than 500 words explaining why you are seeking this appointment, the goals you have for serving in this position, and any other experience and background information that would be helpful for the Metro Council to review in considering your application for this appointment.

All applicants will be considered without regard to race, color, religion, sex, national origin, sexual orientation, gender identity, disability, familial or veteran status.

I certify that the information I have provided in my application is, to the best of my knowledge, true and complete. I understand that this application for appointment to Metro Council, District 6, is a public record, and the information contained in this application may be disclosed and subject to public inspection. I hereby release Metro, as well as those contacted by Metro from any liability or damage, which may result from furnishing this information.

I also acknowledge that I have read and understood the Oregon Government Ethics Commission's "A Guide for Public Officials" and I agree to abide by all applicable Oregon statutes and rules relating to the conduct of public officials.

Barbara Roberts

Signature

2-9-2011

Date

Completed application materials must be submitted in person or via U.S. Mail no later than 5 p.m. on Wednesday, Feb. 9, 2011, to Metro, Attn: Tony Andersen, 600 NE Grand Ave., Portland, OR 97232. Faxed or e-mailed applications will not be accepted.

BARBARA ROBERTS
78770 S. E. 13TH #210
Portland, Oregon 97202

My background and experience in both Oregon and the metro area give me a strong grounding in the issues that face the Metro Council. In these challenging fiscal and economic times, I would bring strong budget experience to the work of the council as well as a broad understanding of state and local governments, land use, housing, job creation, transportation and community collaboration.

My experience working with boards, both elected and non-profit, extends over forty years. I have the patience to deal with lengthy meetings and extensive public input. That was demonstrated when I chaired the Metro hearings throughout the three-county area to take testimony and hear opinions on the aspects of the Metro Charter Review.

My work on land use includes my time in the Legislature, as a board member of 1000 Friends of Oregon, my successful policy work on secondary lands during my time as Governor, the extensive behind-the-scenes work I did for Governor Kulongoski in helping shape the legislative work on Ballot Measure 49, and my current work as a member of the Columbia River Gorge Commission.

I have been active over the years on transportation choices for the metro region including my vote and leadership as a Multnomah County Commissioner in 1978 to build the original light rail from Portland to Gresham and then my work to extend funding and the rail line to Hillsboro while I was Governor.

My governmental knowledge and background have been demonstrated from school board to Governor with a strong record of hard work, preparedness, an ability to make decisions under pressure and a commitment to transparency and ethics in my many years of public service. I believe that background would be an asset to the work of the Metro Council.

I have been retired from Portland State University for five years and have spent much of that retirement writing an autobiography for publication. That manuscript is now complete with a release scheduled for this fall. This is a perfect time for me to step forward and dedicate this next two years to the important decision-making that will face Metro's council.

I look forward to the outcome of your deliberations regarding the filling of the vacancy of District Position 6.

Respectfully, Barbara Roberts

A handwritten signature in cursive script that reads "Barbara Roberts". The signature is written in dark ink and is positioned below the typed name.

BARBARA ROBERTS
7870 S.E. 13TH Unit #210
Portland, Oregon 97202
503-234-0034
roberts1@pobox.com

Barbara Roberts was elected Governor of the State of Oregon in November of 1990, becoming not only the first woman governor of her state but also one of the first ten female governors in the nation. During her four year term (1991-1995), Governor Roberts was recognized as a strong advocate for environmental management, for human rights and civil rights, and for creative workforce development. She also became a nationally acknowledged leader in the field of government redesign and reinvention.

In 1993, Oregon was recognized by *Financial World Magazine* as the 7th best managed state in the nation. The National Alliance for Business also recognized Oregon as State of the Year in 1991 for her administration's new workforce and education innovations. In 1994, the state won the prestigious Innovations in Government Award from the Ford Foundation and the Kennedy School of Government in recognition of the nationally acclaimed Oregon Benchmarks program. Roberts used the Benchmarks' measurable goals as an integral part of her budgeting and planning efforts during her term.

Governor Roberts worked with the Clinton Administration to secure federal waivers to implement the Oregon Health Plan, and she successfully pushed for state funding for the plan and for immediate start-up coverage. More than 140,000 Oregonians were insured under the new health plan after the first year of implementation.

During her four-year term Roberts doubled the number of children under Oregon's state-paid Head Start program and also established a Housing Trust Fund that financed thousands of new units of affordable housing. She led the efforts that funded and expanded programs that

helped more than 19,000 Oregonians move from welfare to the workplace and to self-sufficiency, insisting on extra support for child care and health insurance for these new workers.

Governor Roberts led funding efforts for the expansion of the light rail line linking Multnomah County to Washington County in the Portland Metropolitan area. As a Multnomah County Commissioner in 1978, she was one of the necessary votes to begin construction on the fifteen-mile light rail line from Portland to Gresham. One of the light rail cars is named in her honor. Her belief that environmental responsibility and economic health can exist side-by-side, was strengthened during her four year tenure as state CEO. When Roberts finished her term, Oregon had the lowest unemployment in 25 years and the highest investment in the state's history while preserving Oregon's comprehensive land use system, stopping construction of two unnecessary dams, and supporting the Endangered Species Act and the Clinton Forest Plan.

Roberts' "Conversation with Oregon" allowed her to use interactive television to speak with thousands of Oregonians on government, taxes, and state priorities. She also used this same educational television system to speak with thousands of Oregon teen-agers on the subject of teen pregnancy prevention. Both efforts were national "firsts."

Prior to being elected governor, Barbara Roberts was elected Oregon Secretary of State, serving from 1985-1991. In Oregon the Secretary of State also serves as Lt. Governor and State Auditor. She was a member of the Oregon House of Representative from 1981-1985 and served as Majority Leader in 1983 and 1984. Roberts also served as a county commissioner, elected school board member for 10 years and a community college board member for a four year term. She began her public service as a citizen advocate for disabled children as she fought for the educational rights of her autistic son before the Oregon Legislature in 1971.

Following her time as Governor of Oregon, Barbara Roberts held a position at Harvard University's Kennedy School of Government for four years where she served as Director of the State and Local Government Executive Programs. She was also a Senior Fellow at the Harvard Women and Public Policy Program.

Barbara returned to Oregon in 1998 taking a position at Portland State University's Hatfield School of Government. At the Hatfield School she served for five years as the Associate Director of Leadership until her retirement in early 2005.

Governor Roberts is an active public speaker now focusing on issues of leadership, women in politics, environmental stewardship, and death and grieving. Her book "Death Without Denial, Grief Without Apology" was released in 2002 and has received positive reviews from the press and public. The book was released in the fall of 2004 in its Japanese translation. She is now working on her second book, an in-depth autobiography.

A descendent of Oregon Trail pioneers and a fourth generation Oregonian, Governor Roberts was married to the late State Senator Frank Roberts. She has two adult sons, two grandchildren ages 21 and 19, and sixteen step-grandchildren ages 3 years to 30 years, including ten Chinese-born grandchildren. All of her children and grandchildren live in the Portland area.

HONORS: (Partial List)

Coretta Scott King Award – Vancouver Ave. Baptist Church	2010
Oregon Human Services Building named in her honor	2006
Oregon Statesman Award from Oregon Business Assn.	2005
Legislature approved the Barbara Roberts Human Services Building	2005
Cacadia's Barbara Roberts House (Mental Health facility)	2005
The Governor's Gold Award for Extraordinary Service to Ore.	2003
Kennedy School of Government Alumni Achievement Award	2001
Naming of Barbara Roberts High School, Salem, Oregon	1996
Women Executives in State Government: Lifetime Achievement	1995
Center for Policy Alternatives: Lifetime Achievement Award	1995
Torch of Liberty Award, B'nai B'rith (ADL)	1993
Human Rights Campaign	1993

E.B. MacNaughton Award (highest award of ACLU of Oregon)	1987
Distinguished Service Award, Or. Comm. for the Handicapped	1984
Eagle Award for Community Service, Mt. Hood Comm. College	1981

EMPLOYMENT:

Portland State University, Hatfield School of Government, Associate Director of Leadership Development	1999-2005
Harvard University, Kennedy School of Government Director of State & Local Government Executive Programs	1995-1999
Governor of Oregon	1991-1995
Secretary of State, State of Oregon	1985-1991
Member of Oregon House of Representative	1981-1985
House Majority Leader	1983-1984
House Revenue Committee	1981-1985
Multnomah County Commissioner	1978
Accounting/office Manager of construction firms	1965-1975

CURRENT PUBLIC SERVICE:

Columbia River Gorge Commissioner (Governor's appointment)
 Advisory Council, Oregon League of Conservation Voters
 Advisory Board, Oregon Compassion and Choices
 Advisory Board, Equity Foundation
 Board of New Leadership Oregon, Portland State University (Women's Leadership)
 Walk of the Heroines Committee, Portland State University
 Committee for Governor Robert Straub Library, Western Oregon University
 Advisory Council, Cascade AIDS Project
 The 1912 Committee – Honorary Co-Chair (Oregon's 100 years of women's vote)
 Member, International Women's Forum (since 1993)

PAST PUBLIC SERVICE (Partial list)

Oregon 150 Committee (Sesquicentennial)	2006-2009
Board of Population Action International, Washington, D.C.	2000-2009
Parkrose School Board Member – Elected Position	1972-1982
Mt. Hood Community College Board of Trustees-Elected Position	1978-1982
Chair, Multnomah County Juvenile Services Commission	1979-1982
Lewis & Clark Bicentennial Commission	2004-2006
Oregon Health Advisory Committee (Governor's Appointment)	2004-2005
Children's Relief Nursery, founder, (child abuse prevention)	1999-2005
American Bar Assn. Committee (Selection of state court judges)	2003
Oregon Hospice Board	1998-2002

Women of the West Museum, Colorado	1998-2003
Central City Concern, Board Member (alcohol & drug service)	1998-2000
Northwest Osteopathic Medical Foundation Board	1998-2001
All-American City Awards Selection Committee	1996-1999
1000 Friends of Oregon (statewide land use advocacy)	1999-2001
Vice Chair, National Alliance for Redesigning Government	1994-1997
Human Rights Campaign, Board of Directors	1994-2001
Fellow, National Academy of Public Administration	since 1995
Board of Directors, Women Executives in State Government	1991-1995
President's National Education Goals Panel, (1st Pres. Bush)	1991-1992
Oregon Symphony Board in Salem	1986-1992
Governor's Commission on Financing Long Term Care	1988-1989
Chair, Governor's Task Force on Worker's Compensation Reform	1986-1987
Founder, Portland Chapter, National Society for Autistic Children	1969

EDUCATION

Portland State College (part-time)	1961-1964
Harvard University, Kennedy School of Government	1989
Marylhurst College	1989-1991
Honorary Doctorate of Laws, Willamette University	1992
Honorary Doctorate of Human Letters, Portland State University	2007

BARBARA ROBERTS BIO

Barbara Roberts was elected Oregon's first woman Governor in 1990, also becoming one of the first ten female governors in America. Previously, she held public office for 24 years including Oregon House Majority Leader and Oregon Secretary of State.

Governor Roberts was recognized as a strong advocate for environmental management, human and civil rights, affordable housing, and government reinvention. She worked tirelessly to secure the successful federal waivers and state funding for the Oregon Health Plan. She advanced Head Start, the metro area light rail, and the Clinton Forest Plan.

A native Oregonian and descendant of Oregon Trail Pioneers, Roberts is a published author, active public speaker, mother of two sons, grandmother. She was married to the late state senator Frank Roberts for twenty years before his death.

Barbara began her public service as an unpaid legislative advocate for disabled children. She has served on dozens of non-profit boards over the past thirty years including Oregon Hospice, the Childrens Relief Nursery, 1000 Friends of Oregon, the National Human Rights Campaign, and Population Action International in Washington DC.

Following her time as Governor, Roberts spent a decade in higher education administration focused on state and local government leadership. She served those ten years at Harvard's Kennedy School of Government and the Hatfield School at Portland State University.

Among her many recognitions is the naming of the Dept. of Human Services Building in Salem in her honor, the Barbara Roberts High School in Salem, and honorary doctorate degrees from both Willamette and Portland State Universities. She is just completed the manuscript for her autobiography that is expected to be released in 2011 by Oregon State University Press. Roberts' first book, "Death Without Denial, Grief Without Apology" was published in 2002.

Application for Metro Councilor, District 6



Name BOB SHIPRACK			Date of application 2/3/2011
Address 4406 SE 76th AVE	City PORTLAND	State OR	Zip code 97206
Do you reside in Metro Council District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Are you registered to vote in District 6? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
How long have you been registered to vote in District 6? 4 (Years) 10 (Months)			
E-mail address bob.shiprack@gmail.com		Phone number 503-580-8622	
Occupation LABOR RELATIONS CONSULTANT (Special Projects)		Current employer Name: PAC WEST COMM. Phone: 503-685-9400 Address: 8600 SW ST. HELENS DR. #100 WILSONVILLE	

Check highest level of education completed:	
<input type="checkbox"/> High School (grades 9-12)	<input checked="" type="checkbox"/> College
<input type="checkbox"/> Some college	<input type="checkbox"/> Post-graduate

Please list your employment history in the following section. You may also attach a resume.

Past employer OREGON BUILDING TRADES COUNCIL	Job title EXECUTIVE SECRETARY	Dates of employment 1986-2010
Address 3535 SE 80th AVE., PORTLAND 97266		Phone 503-788-7153

Past employer IBEW #48	Job title JOURNEYMAN ELECTRICIAN	Dates of employment 1974-1986
Address 15937 NE AIRPORT WAY, PDX 97230		Phone 503-256-4848

Past employer OREGON LEGISLATIVE ASSEMBLY	Job title STATE REPRESENTATIVE	Dates of employment 1983-1995
Address STATE CAPITOL, SALEM OR 97310		Phone N/A

Please continue to the next page

Please list volunteer or community projects, groups, boards, or civic organizations in which you have participated.

1. LINK Community Development Corporation
2. B.U.L.L. Session Charity Golf (20 years) \$3.3m
3. Co-Ordinator: Rigler School Community Garden
4. Co-Ordinator: Washington Co. Community Thrift Store

Please provide three professional references.

1. Name: Randy Leonard
2. Name: Mike Burton
3. Name: Barbara Byrd

Phone: (503) 823-4682

Phone: (503) 725-9030

Phone: (503) 502-0601

Have you ever been convicted of a felony? ☐ Yes ☒ No
If yes, please explain:

The District 6 appointee will begin service immediately upon appointment and serve until January 2013.
If selected, are you available to serve this term of appointment? ☒ Yes ☐ No

Please attach a written statement of no more than 500 words explaining why you are seeking this appointment, the goals you have for serving in this position, and any other experience and background information that would be helpful for the Metro Council to review in considering your application for this appointment.

All applicants will be considered without regard to race, color, religion, sex, national origin, sexual orientation, gender identity, disability, familial or veteran status.

I certify that the information I have provided in my application is, to the best of my knowledge, true and complete. I understand that this application for appointment to Metro Council, District 6, is a public record, and the information contained in this application may be disclosed and subject to public inspection. I hereby release Metro, as well as those contacted by Metro from any liability or damage, which may result from furnishing this information.

I also acknowledge that I have read and understood the Oregon Government Ethics Commission's "A Guide for Public Officials" and I agree to abide by all applicable Oregon statutes and rules relating to the conduct of public officials.

Bob Shipman
Signature

2/3/11
Date

Completed application materials must be submitted in person or via U.S. Mail no later than 5 p.m. on Wednesday, Feb. 9, 2011, to Metro, Attn: Tony Andersen, 600 NE Grand Ave., Portland, OR 97232. Faxed or e-mailed applications will not be accepted.

I have been interested in this position for some time. The responsibilities of Metro that directly impact people's livelihoods and quality of life are important and I understand them.

Metro has played a key role in building a world-class public transportation network and visionary land-use system. I want to focus that innovative ability to work toward creating jobs at this critical time when Portland-metro's economy lags behind many of its peers across the nation. Creating jobs is what I have been paid to do for 25 years as Executive Secretary of the Oregon Building Trades Council, and I was pretty good at it. I helped jumpstart major projects like South Waterfront and the Brewery Blocks by helping invest private union pension funds in these and other projects all over the region. These building projects and major highway, light-rail and streetcar projects all worked to develop one of the most highly skilled workforces in the nation.

I have been involved with transportation planning and funding for 25 years at the State level. Representing part of Clackamas County in the Legislature, I closely followed and participated in local planning and I am proud of what I accomplished. I would like to devote time as a Councilor to transportation planning. Adequate streets and sidewalks, as well as multi modal transportation, are priorities for District 6.

The original intent of land-use planning was to have more efficient zoning and reduce travel times. The work is not finished. An adequate supply of buildable land is critical for good job creation and sensible residential development. I care very much about affordable housing needs and would work to see more of it in District 6. On February 8, I will speak at the Green Jobs National Conference in DC. I was invited to explain how Metro land-use and transportation policies promote good jobs.

My background as an electrician and my tenure as Chair of the State Energy Facility Siting Council has given me a great understanding of energy issues from renewable to more energy efficient buildings. I want to lend my expertise in this area to make good choices and encourage smart, sustainable uses of our existing resources.

The Convention Center and Zoo are valuable public assets that I would like to see better advertised and utilized. They are both great places to hold meetings.

Our household sorts and separates all our dry garbage, and our wet garbage is composted in three Metro (thank you) compost bins inhabited by thousands of red wigglers. Metro does an excellent job helping tri-county residents live more sustainably. I want to see this work continue.

In decades of public service and private employment I have learned to work well in partnership with key stakeholders in the tri-county region – from Intel and Genentech to Tri-Met to the Renewable Northwest Project – to improve our region. I hope to continue that as a Metro Councilor.

