

Metro | Agenda

Meeting: Metro Council
Date: Thursday, June 9, 2011
Time: 2 p.m.
Place: Metro Council Chambers

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS
2. CITIZEN COMMUNICATIONS
3. "IT'S OUR NATURE" COMMUNICATION INITIATIVE **Brennan-Hunter**
4. CONSENT AGENDA
 - 4.1 Consideration of the Minutes for May 19, 2011
 - 4.2 **Resolution No. 11-4246**, For the Purpose of Amending the 2010-2013 Metropolitan Transportation Improvement Program (MTIP) to Allocate Funds to Manage the Regional Mobility Program.
5. RESOLUTIONS
 - 5.1 **Resolution No. 11-4261**, For the Purpose of Adopting an Order on a Request for an Extension of Time for Completion of Comprehensive Planning for Bonny Slope West (Study Area 93) by Multnomah County on Appeal from an Order of the Chief Operating Officer. **Burkholder**
 - Public Hearing*
 - 5.2 **Resolution No. 11-4264**, For the Purpose of Concluding that the Concerns and Considerations Raised about the Columbia River Crossing Project in Exhibit A to Resolution No. 08-3960B have been Addressed Satisfactorily. **Burkholder**
6. CHIEF OPERATING OFFICER COMMUNICATION
7. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for June 9, 2011 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 11 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 2 p.m. Thursday, June 9 (Live)</p>	<p>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, June 12 <i>Date:</i> 2 p.m. Monday, June 13</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> 2 p.m. Monday, June 13</p>	<p>Washington County Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 11 p.m. Saturday, June 11 <i>Date:</i> 11 p.m. Sunday, June 12 <i>Date:</i> 6 a.m. Tuesday, June 14 <i>Date:</i> 4 p.m. Wednesday, June 15</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>

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

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 503-797-1804 or 503-797-1540 (Council Office).

Agenda Item Number 3.0

“It’s Our Nature” Communication Initiative

Metro Council Meeting
Thursday, June 9, 2011
Metro Council Chamber

Agenda Item Number 4.1

Consideration of the Minutes for May 19, 2011

Consent Agenda

Metro Council Meeting
Thursday, June 9, 2011
Metro Council Chamber



METRO COUNCIL MEETING

Meeting Summary

May 19, 2011

Metro Council Chambers

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

Councilors Excused: Councilor Carlotta Collette

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

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

Mark Jackson, 12152 SE 38th Ave, Milwaukie: Mr. Jackson addressed the Council on the Reaching and Empowering All People (REAP) presentation. Mr. Jackson expressed enthusiasm for the work between REAP and Metro.

3. REACHING AND EMPOWERING ALL PEOPLE (REAP) PRESENTATION

Mr. Colin Deverell of Metro introduced the presentation and the REAP student ambassadors. The ambassadors provided a PowerPoint presentation to the Metro Council highlighting REAP and Metro collaboration and outlined REAP students' desired community outcomes. The REAP ambassadors also provided information regarding outreach including methods and results.

Council discussion included support for the REAP student ambassador work. Councilor Kathryn Harrington asked clarifying questions including how Metro can best access students.

4. CONSENT AGENDA

Motion:	Councilor Kathryn Harrington moved to adopt the consent agenda: <ul style="list-style-type: none">• Consideration of the Minutes for May 12, 2011• Resolution No. 11-4263, For the Purpose of Confirming the Council President's Appointment of Heidi Guenin as a Citizen Representative the Transportation Policy Alternatives Committee (TPAC) for 2010-11, Filling a Vacancy.
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Vote: Council President Hughes and Councilors Roberts, Harrington, Craddick, Hosticka and Burkholder voted in support of the motion. The vote was 6 aye, the motion passed.

5. ORDINANCES – SECOND READING

5.1 **Ordinance No. 11-1260**, For the Purpose of Annexing into the Metro District Boundary approximately 21 Acres North of SW Tualatin-Sherwood Road, West of the Terminus of Arrow Street in the City of Sherwood and Declaring an Emergency.

Motion:	Councilor Carl Hosticka moved to adopt Ordinance No. 11-1260.
Second:	Councilor Kathryn Harrington seconded the motion.

Councilor Carl Hosticka introduced Ordinance No. 11-1260, which if approved would annex approximately 21 acres north of SW Tualatin-Sherwood Road, west of the terminus of Arrow Street. This is consistent with Metro’s intent to make areas in the Urban Growth Boundary part of a jurisdictional boundary.

Council President Hughes opened a public hearing. Seeing no citizens who wished to testify, the public hearing was closed.

Vote:	Council President Hughes and Councilors Roberts, Harrington, Craddick, Hosticka and Burkholder voted in support of the motion. The vote was 6 aye, the motion <u>passed</u> .
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5.2 **Ordinance No. 11-1261A**, For the Purpose of Adopting a Metro Council District Reapportionment Plan and Declaring an Emergency.

Motion:	Councilor Barbara Roberts moved to adopt Ordinance No. 11-1261A.
Second:	Councilor Shirley Craddick seconded the motion.

Councilor Barbara Roberts introduced Ordinance No. 11-1261A, which if approved would adopt Reapportionment Option 3 as seen in the packet.

Council President Hughes opened a public hearing on Ordinance No. 11-1261A:

- Ray Phelps, Wilsonville and Tualatin Chamber of Commerce: Mr. Phelps endorsed both Option 2 and Option 3 and provided support for the work the Council has done on the reapportionment process.

Seeing no further public comment, the public hearing was closed.

The Council asked for clarification on the adoption of the district reapportionment in regards to the future Metro Councilor election as well as clarification on annexation. Councilors discussed issues and support of Option 3.

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

6.1 Resolution No. 11-4257, For the Purpose of Approving Sixth Round Funding for Nature in Neighborhoods Restoration and Enhancement Grants.

Motion:	Councilor Carl Hosticka moved to adopt Resolution No. 11-4257.
Second:	Councilor Kathryn Harrington seconded the motion.

Councilor Carl Hosticka introduced Resolution No. 11-4257, which if adopted would award \$170,000 dollars to the 11 recommended projects. Councilor Hosticka also introduced Heather Nelson Kent of Metro who provided a PowerPoint presentation with the help of Ed Kerns of the Lents Springwater Corridor habitat restoration project. The presentation provided background on the restoration and enhancement grants to date and details on each of the selected projects. Audience members from projects introduced themselves and offered thanks for the opportunity.

Council discussion included decline of violence due to community improvement and appreciation of the work of Mr. Kerns.

Vote: Council President Hughes and Councilors Roberts, Harrington, Craddick, Hosticka and Burkholder voted in support of the motion. The vote was 6 aye, the motion passed.

6.2 Resolution No. 11-4256, For the Purpose of Approving Forth Round Funding for Nature in Neighborhoods Capital Grants.

Motion:	Councilor Carl Hosticka moved to adopt Resolution No. 11-4256.
Second:	Councilor Shirley Craddick seconded the motion.

Councilor Carl Hosticka introduced Resolution No. 11-4256, which if adopted will award \$1,423,818 to the six recommended projects and introduced Kathleen Brennan Hunter of Metro. Ms. Brennan Hunter provided background and an update of the program. Jason Tell of the Oregon Department of Transportation and Scott Fogarty of Friends of Trees provided a video of their work on Green I-20 Corridor to show an example of the partnerships that have come out of the Nature in Neighborhoods capital grants. Sue Marshall of Metro provided information on the 2011 grant review recommendations. Audience members from projects introduced themselves and offered thanks for the opportunity.

Council discussed the grants and expressed the enthusiasm for the work to date.

Vote: Council President Hughes and Councilors Roberts, Harrington, Craddick, Hosticka and Burkholder voted in support of the motion. The vote was 6 aye, the motion passed.

6.3 **Resolution No. 11-4262A**, For the Purpose of Directing the COO to Implement a Tobacco-free Grounds Policy.

Motion:	Councilor Rex Burkholder moved to adopt Resolution No. 11-4262A.
Second:	Councilor Kathryn Harrington seconded the motion.

Councilor Rex Burkholder introduced Resolution No. 11-4262A, which if adopted will start the implementation of a tobacco ban at all Metro facilities beginning the summer of 2011.

Vote:

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

7. **CHIEF OPERATING OFFICER COMMUNICATION**

Chief Operating Officer Dan Cooper extended a thank you to the staff.

8. **COUNCILOR COMMUNICATION**

Council discussion included a ceremony for the Gresham-Fairview trail, Gotter Prarie tours, and an Intertwine conservation education task force.

9. **ADJOURN**

There being no further business, Council President Hughes adjourned the regular meeting at 4:25 p.m.

The Metro Council will reconvene the next regular council meeting on Thursday, June 9 at 2 p.m. in the Metro Council Chambers.

Prepared by,



Kim Brown
Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 19, 2011

Item	Topic	Doc. Date	Document Description	Doc. Number
3.	PowerPoint	5/19/11	REAP Ambassador Metro Council Presentation	51911c-01
5.1.	Handout	5/19/11	Ordinance No. 11-1261A	51911c-02
5.1	Handout	5/19/11	Reapportionment Comments	51911c-03
5.1	Testimony	5/12/11	Written testimony submitted by Ray Phelps	51911c-04
6.1	PowerPoint	5/19/11	Nature in Neighborhoods 2011 Restoration and Enhancement Grant Awards	51911c-05
6.2	PowerPoint	5/19/11	Nature in Neighborhoods 2011 Capital Grant Awards	51911c-06
6.3	Handout	5/19/11	Resolution No. 11-4262A	51911c-07

Agenda Item Number 4.2

Resolution No. 11-4246, For the Purpose of Amending the
2010-2013 Metropolitan Transportation Improvement
Program (MTIP) to Allocate Funds to Manage the Regional
Mobility Program.

Consent Agenda

Metro Council Meeting
Thursday, June 9, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) RESOLUTION NO. 11-4246
THE 2010-2013 METROPOLITAN)
TRANSPORTATION IMPROVEMENT) Introduced by Rex Burkholder
PROGRAM (MTIP) TO ALLOCATE
FUNDS TO MANAGE THE REGIONAL
MOBILITY PROGRAM

WHEREAS, the 2035 Regional Transportation Plan establishes effective and efficient management of the transportation system as a high priority; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved Resolution No. 09-4099 accepting the Regional Transportation System Management and Operations (TSMO) Plan, which provides a ten-year investment strategy for enhanced management of the transportation system; and

WHEREAS, the Metro Regional Mobility program manages Regional TSMO Plan implementation; and

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects to receive transportation-related funding with approval from JPACT and Metro Council for the MTIP and any subsequent amendments to allocate funding to projects; and

WHEREAS, JPACT and Metro Council approved \$3,000,000 in each of the 2008-11 MTIP and 2010-13 MTIP to fund TSMO projects and conditioned the allocation on project recommendations by the TransPort Subcommittee to the Transportation Policy Alternatives Committee (TPAC); and

WHEREAS, JPACT and Metro Council approved Resolution Nos. 10-4144 and 10-4144 which sub-allocated these funds to TSMO projects; and

WHEREAS, JPACT and Metro Council approved Resolution No. 10-4160 to direct that a target \$3,000,000 of 2014-15 regional flexible funds be proposed for TSMO purposes pending public comment and final allocation decision; and

WHEREAS, the Regional Mobility program is seeking to become self-funded through a sub-allocation from the MTIP TSMO program in order to support management of regional TSMO activities; and

WHEREAS, current TSMO capital projects lead by regional partners are unaffected by the sub allocation; and

WHEREAS, TransPort recommends the allocation of funds to manage regional TSMO activities; and

WHEREAS, TPAC considered the TransPort recommendation and recommended funding program management for federal fiscal years 2011 and 2012 and to have additional consideration of funding management of the program after 2012; and

WHEREAS, JPACT approved Resolution No. 11-4246 at the May 12, 2011 meeting; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2010-13 Metropolitan Transportation Improvement Program to allocate funds to manage the Regional Mobility Program as shown in Exhibit A.

ADOPTED by the Metro Council this 12th day of May 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

Exhibit A to Resolution No. 11-4246
 2010-13 Metropolitan Transportation Improvement Plan Table 3.1 amendment

Existing Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013	2014 *	2015 *
Metro	15602/15603	ITS Programmatic allocation (to be sub-allocated)	Develop ITS program	CMAQ	Other	0	0	0	0	0	1,500,000	1,500,000
PSU		PORTAL Data Archive	Support enhancement to regional transportation data archive	CMAQ	Other	100,000	103,000	100,000	100,000	100,000		
Metro		Arterial Performance Measure RCTO	Develop concept of operations for arterial performance measurement	CMAQ	Plan		150,000					
ODOT		ITS Network	Upgrade ITS network equipment	CMAQ	Other					47,000		
Metro		Active Traffic Management RCTO	Develop concept of operations for active traffic management	STP	Plan					300,000		
ODOT		TTIP Enhancement for Arterial Traveler Information	Update software and in field systems for data transfer to TTIP	CMAQ	Other				500,000			
City of Beaverton		Canyon Rd/Beaverton-Hillsdale Hwy Adaptive Signal Timing	Install adaptive signal timing	CMAQ	Const			225,000	525,000			
Washington Co		Tualatin-Sherwood Rd ATMS Phase II (Teton – 99W)	Upgrade traffic signal systems and install video detection system	CMAQ	PE - Con				500,000	1,350,000		
City of Portland		Active Corridor Management Powell/Glisan/Sandy/Halsey/I-84	Provide real-time traveler information, updates event timing plans in I-84 corridor	STP	PE - Con				500,000	1,400,000		
Sub-total by year						100,000	103,000	1,350,000	1,100,000	3,197,000	1,500,000	1,500,000
Program Total												9,000,000

* Years 2014 and 2015 are not currently programmed but are shown for illustrative purposes as Resolution 10-4160 requests staff to propose a TSMO allocation at existing program level for consideration.

Exhibit A to Resolution No. 11-4246
 2010-13 Metropolitan Transportation Improvement Plan Table 3.1 amendment

Amended Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013	2014 *	2015 *
Metro	15602/ 15603	ITS Programmatic allocation (to be sub-allocated)	Develop ITS program	CMAQ	Other	0	0	0	0	0	1,487,738	1,500,000
Metro		Regional Mobility Management 1	Manage regional mobility coordination and projects	STP	Other			195,000	200,850	0	0	0
PSU		PORTAL Data Archive	Support enhancement to regional transportation data archive	CMAQ	Other	100,000	103,000	100,000	100,000	100,000		
Metro		Arterial Performance Measure RCTO	Develop concept of operations for arterial performance measurement	STP	Plan		150,000					
ODOT		ITS Network Equipment 2	Upgrade ITS network equipment	CMAQ	Other						47,000	
Metro		Active Traffic Management RCTO 3	Develop concept of operations for active traffic management	STP	Plan						172,137	
ODOT		TTIP Enhancement for Arterial Traveler Information 4	Update software and in field systems for arterial data transfer to TTIP	CMAQ	Other					244,275		
City of Beaverton		OR8 & OR10: Murray Blvd to 110th Ave (SCATS)	Install adaptive signal timing	CMAQ	PE			225,000				
				CMAQ	Const				525,000			
Washington Co		Tualatin-Sherwood Rd ATMS Phase 2: 99W - Teton	Upgrade traffic signal systems and install video detection system	CMAQ	PE				500,000			
				CMAQ	Const					1,350,000		
City of Portland		Active Corridor Management: Powell/Glisan/Sandy/Halsey/I-84 5	Provide real-time traveler information, updates event timing plans in I-84 corridor	CMAQ	PE				500,000			
				CMAQ	Const					1,400,000		
Sub Totals by year						100,000	253,000	520,000	1,825,850	3,301,150	1,500,000	1,500,000
Program Total												9,000,000

* Years 2014 and 2015 will not be programmed through this amendment but are shown for purposes of intent should JPACT and Metro Council fund TSMO activities at current program levels (as Resolution No. 10-4160 directs staff to propose) and as will be considered in the final allocation of 2014-15 regional flexible funds currently scheduled for November 2011.

1. Add Regional Mobility Administration project for years 2011 and 2012 based on 2010-11 funding levels. Includes 3% inflation factor.
2. Move ITS Network equipment from 2013 to 2014. Funding stays the same.
3. Move Active Traffic Management RCTO from 2013 to 2014. Reduce funding from \$300,000 to \$172,137.
4. Move TTIP Enhancement from 2012 to 2013. Reduce funding from \$500,000 to \$244,275.
5. Move Active Corridor Management PE from 2011 to 2012. Move construction from 2012 to 2013.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4246, FOR THE PURPOSE OF AMENDING THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ALLOCATE FUNDS TO MANAGE THE REGIONAL MOBILITY PROGRAM

Date: April 29, 2011

Prepared by: Ted Leybold – 503-797-1759

BACKGROUND

Since 2005, Metro has actively managed regional coordination and integration of Transportation System Management and Operations (TSMO) into the metropolitan planning functions. Initially, this function was funded by an FHWA Regional Concept of Transportation Operations demonstration grant, which provided two years of funding for a Metro-housed transportation planner to create a regional collaboration framework for TSMO. The grant's success led to a permanent planning position to oversee a new Regional Mobility program that manages collaboration and implementation of the Regional TSMO Plan, adopted in June 2010.

Currently, Metro is largely funding administration of the Regional Mobility program through its federal planning funds. With the transition from a newly-emerging program area into an established one, Metro seeks to align the administrative structure of the program with those of the Regional Travel Options and Transit Oriented Development, which fund program management through their respective regional flexible fund grants. The proposal follows the same evolution as previous programs, where an idea is nurtured until it reaches a level of maturity to be self-sustaining. This approach provides a stable footing for regional management of TSMO activities thus ensuring continuity over the next two fiscal years.. TPAC stated an interest in further consideration of how to fund management of the regional mobility program in future years. Attachment 1 includes a letter in support of the resolution from TransPort, the TSMO subcommittee to the Transportation Policy Alternatives Committee (TPAC).

JPACT and Metro Council have approved a total of \$6 million in TSMO programmatic funding for MTIP years 2010 – 2013 and have identified an additional \$3 million for allocation for the 2014-15 MTIP. In collaboration with TransPort, the TSMO subcommittee of the Transportation Policy Alternatives Committee (TPAC), developed a five-year funding recommendation for Regional Mobility program management, requesting a sub-allocation of the TSMO program funds to support management of regional TSMO activities. TPAC recommends funding program management for two years in FFY 2011 and 2012 with further discussion about how to fund program management in future years. The programming recommendation is summarized in Exhibit A. To accommodate the new project within the existing program allocation, funding for the Active Traffic Management RCTO and the TripCheck Traveler Information Portal (TTIP) Enhancement for Arterial Traveler Information was reduced and the time horizons were extended. The capital projects lead by City of Portland, City of Beaverton and Washington County are unaffected by this recommendation.

The services provided to the region through the Regional Mobility program include:

- New revenue and grant coordination – Acquire additional transportation funding to the region by coordinating grant applications with partner agencies when regional coordination creates a competitive advantage (i.e. FHWA ARRA funds, ODOT Operations Innovation grant); keep local

TSMO projects eligible and competitive for grant funds by managing the coordination and upkeep of regional ITS architecture and TSMO plan.

- Making streets safer and more efficient – Operation of the arterial street network needs to be coordinated across jurisdictional boundaries. Prior to the demonstration grant, coordination had been ad-hoc and without a common set of principals or guidelines between agencies. This program improves operations and safety through proactive oversight and implementation of the Regional TSMO Plan; administrative support for TransPort and its established and ad hoc subcommittees, including the PORTAL advisory committee and the ITS Network advisory committee; support for the Regional Safety work group and its activities; manage allocation and administrative support of TSMO-designated regional flexible funds to partner agencies.
- Investing scarce transportation resources more effectively and efficiently – Understanding how the transportation system is performing today and in the future is critical to making wise investment choices in an era of scarce resources. The Regional Mobility program at Metro supports the understanding of system performance by supporting research and development activities related to TSMO and safety. The program also coordinates TSMO professional development opportunities and manages outreach activities including web page, presentations, and informational materials.

The 2010-2013 MTIP needs to be amended to reflect the sub allocation of program funds. Additionally, the resolution demonstrates intent to program funds to TSMO program management from funds targeted to TSMO activities in the 2014-2015 allocation of regional flexible fund allocation process, pending final adoption of those funds in the 2012-15 MTIP.

This change to programming is exempt by federal rule [40 CFR 93.134] from the need for conformity determination with the State Implementation Plan for air quality.

ANALYSIS/INFORMATION

- **Known Opposition** There is no known opposition to the proposal at this time.
- **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area); Amends the Metro Council Resolution 07-3773 on March 15, 2007 (For the Purpose of Allocating Regional Flexible Funding for the Years 2010-2011); Amends the Metro Council Resolution 09-4017 on March 19, 2009 (For the Purpose of Allocating Regional Flexible Funding for the Years 2012-2013); Amends the Metro Council Resolution 10-4144 on May 13, 2010 (For the Purpose of Amending the 2008-2011 Metropolitan Transportation Improvement Program (MTIP) to Allocate Funds to Community Projects that Enhance Efficiency of the Regional Transportation System).
- **Anticipated Effects** Adoption of this resolution will allocate federal transportation funding to support implementation of the Regional TSMO plan.
- **Budget Impacts** A local agency match is required for funds allocated to Metro for the Regional Mobility program management project. The required local agency match applied to these federal funds is 10.27%. These funds, with the required local match, have been included in Metro's FY2011-12 base budget. The amendment commits Metro to providing local match for this MTIP sub-allocation in future years.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4246

Agenda Item Number 5.1

Resolution No. 11-4261, For the Purpose of Adopting an Order
on a Request for an Extension of Time for Completion of
Comprehensive Planning for Bonny Slope West (Study Area 93)
by Multnomah County on Appeal from an Order of the Chief
Operating Officer.

Metro Council Meeting
Thursday, June 9, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING AN ORDER) RESOLUTION NO. 11-4261
ON A REQUEST FOR AN EXTENSION OF)
TIME FOR COMPLETION OF) Introduced by Councilor Rex Burkholder
COMPREHENSIVE PLANNING FOR BONNY)
SLOPE WEST (STUDY AREA 93) BY)
MULTNOMAH COUNTY ON APPEAL FROM)
AN ORDER OF THE CHIEF OPERATING)
OFFICER)

WHEREAS, on February 25, 2011, Multnomah County requested an extension of time to complete comprehensive planning required by Title 11 of the Urban Growth Management Functional Plan (UGMFP) for Bonny Slope West (Study Area 93), added to the UGB by Ordinance No. 02-969B on December 5, 2002; and

WHEREAS, Metro Code section 3.07.830 establishes a process and criteria for extension of time for compliance with a requirement of the UGMFP; and

WHEREAS, section 3.07.830 authorizes the Chief Operating Officer (COO) to grant an extension if the COO finds that Multnomah County is making progress toward completion of Title 11 planning or that there is good cause for the county's inability to meet the deadline for completion of the planning; and

WHEREAS, the COO provided notice of the proposed extension pursuant to Metro Code 3.07.830A; and

WHEREAS, Metro has not granted a previous extension of time for completion of Title 11 planning for Study Area 93; and

WHEREAS, the Metro Planning Department reviewed the application and recommended approval; and

WHEREAS, the COO issued Order No. 11-053 (Relating to the Request by Multnomah County to extend the Time for Comprehensive Planning for Area 93) granting an extension of time on March 30, 2011; and

WHEREAS, James Crawford filed an appeal of Order No. 11-053 on April 4, 2011, pursuant to section 3.07.830D of the Metro Code; and

WHEREAS, the Metro Council held a public hearing on the appeal on June 2, 2011, and considered the testimony and materials presented at the hearing; now, therefore,

BE IT RESOLVED THAT the Metro Council:

1. Enters Order No. 11-055, attached to this resolution, ruling on the appeal of Chief Operating Officer's Order No. 11-053 and on the extension of time requested by Multnomah County for completion of comprehensive planning for Bonny Slope West (Study Area 93) under Title 11 of the Urban Growth Management Functional Plan.

2. Directs the Chief Operating Officer to send a copy of Order No. 11-055 to Multnomah County, the appellant and all persons who participated at the public hearing on the extension request.

ADOPTED by the Metro Council this 9th day of June, 2011

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Acting Metro Attorney

BEFORE THE METRO COUNCIL

RELATING TO THE REQUEST BY) ORDER NO. 11-055
MULTNOMAH COUNTY TO EXTEND THE)
TIME FOR COMPREHENSIVE PLANNING FOR)
AREA 93

WHEREAS, on February 25, 2011, Multnomah County requested an extension of time to complete comprehensive planning required by Title 11 of the Urban Growth Management Functional Plan (UGMFP) for Bonny Slope West (Study Area 93), added to the UGB by Ordinance No. 02-969B on December 5, 2002; and

WHEREAS, Metro Code section 3.07.830 establishes a process and criteria for extension of time for compliance with a requirement of the UGMFP; and

WHEREAS, section 3.07.830 authorizes the Chief Operating Officer (COO) to grant an extension if the COO finds either that Multnomah County is making progress toward completion of Title 11 planning or that there is good cause for the county's inability to meet the deadline for completion of the planning; and

WHEREAS, the COO issued Order No. 11-053 (Relating to the Request by Multnomah County to extend the Time for Comprehensive Planning for Area 93) granting an extension of time on March 30, 2011; and

WHEREAS, James Crawford filed an appeal of Order No. 11-053 on April 4, 2011, pursuant to section 3.07.830D of the Metro Code; and

WHEREAS, the Metro Council held a public hearing on the appeal on June 2, 2011, and considered the testimony and materials presented at the hearing; now, therefore,

IT IS HEREBY ORDERED THAT:

1. The appeal of Chief Operating Officer Order No. 11-053 is denied for the reasons set forth in the Staff Report dated May 25, 2011, attached to this order.
2. The request of Multnomah County for an extension of time under Metro Code 3.07.830 to complete comprehensive planning under Title 11 of the UGMFP for Bonny Slope West (Study Area 93) pursuant to Metro Code section 3.07.830 is approved under the terms and conditions set forth in section 3 of this order.

3. Multnomah County, or another governing body by agreement with the county pursuant to ORS chapter 195, shall adopt comprehensive plan provisions that comply with Metro Code 3.07.1120 within two years following the agreement, or within ten years of the date of this order, whichever comes earlier.

ENTERED this 2nd day of June, 2011.

Tom Hughes, Metro Council President

Approved as to form:

Alison Kean Campbell, Acting Metro Attorney

STAFF REPORT

FOR THE PURPOSE OF ADOPTING AN ORDER ON A REQUEST FOR AN EXTENSION OF TIME FOR COMPLETION OF COMPREHENSIVE PLANNING FOR BONNY SLOPE WEST (STUDY AREA 93) BY MULTNOMAH COUNTY ON APPEAL FROM AN ORDER OF THE CHIEF OPERATING OFFICER

Date: June 9, 2011

Prepared by: Ray Valone
503-797-1808

BACKGROUND

The Metro Code (3.07.830) allows for cities and counties to request an extension of time for compliance with an Urban Growth Management Functional Plan requirement. On March 1, 2011, Multnomah County applied for such an extension of time to the Chief Operating Officer for fulfilling the requirements of Title 11 (Planning for New Urban Areas) for the Bonny Slope West Concept Plan area (Attachment 1). This area, also known as Area 93, was brought into the UGB in 2002. After a delay due to interagency discussions regarding governance and provision of services for the area, the County commenced planning to fulfill Title 11 in late 2008. The effort yielded a concept plan recommended for approval by the County Planning Commission in November 2009. The Board of County Commissioners never held a hearing on the plan, citing the need for completion of the Urban and Rural Reserves process and the more pressing need to conclude the budget process.

Section 3.07.830 of the Metro Code states that the Metro Chief Operating Officer (COO) may grant an extension if the city or county is making progress toward compliance or there is good cause for failure to meet the deadline for compliance. The COO may also "establish terms and conditions for the extension in order to ensure that compliance is achieved in a timely and orderly fashion and that land use decisions made by the city or county during the extension do not undermine the ability of the city or county to achieve the purposes of the functional plan."

On March 31, 2011, the COO issued Order No. 11-053 to approve the County request for an extension, and established the following terms: "Multnomah County, or another body by agreement with the county pursuant to ORS chapter 195, shall adopt comprehensive plan provisions that comply with Metro Code 3.07.1120 within two years following an agreement, or within ten years of the date of this order, whichever comes earlier." (See Attachment 2)

ANALYSIS/INFORMATION

1. **Known Opposition:** Four area residents expressed opposition to the extension of time. On April 5, 2011, the COO order was appealed to the Metro Council by James Crawford, a resident and property owner within Area 93.
2. **Legal Antecedents:** Title 8 (Compliance Procedures) of the Urban Growth Management Functional Plan provides for extensions of time for compliance with requirements of the UGMFP, including a process and criteria for the extensions. Section 3.07.830.

3. **Anticipated Effects:** If Resolution No. 11-4261 is adopted and enters Order No. 11-055, then the appeal from Mr. Crawford will be denied, the County will be granted an extension of time to complete the Title 11 planning for Area 93 under the same terms as COO Order No. 11-053.

4. **Budget Impacts:** none

RECOMMENDED ACTION

Based on the submittal from Multnomah County and the staff record for the planning effort on Area 93, staff concludes that the County has met the criteria under Metro Code 3.07.830 for an extension of time. Staff, therefore, recommends approval of the County request. Staff has no recommendation on the amount of time that the Council should grant the applicant to complete the planning effort.

The Council may amend the conditions in the COO order.



Jeff Cogen, Multnomah County Chair

501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: (503) 988-3308
Email: mult.chair@co.multnomah.or.us

February 25, 2011

Michael Jordan
Chief Operating Officer
Metro
600 NE Grand
Portland OR 97232

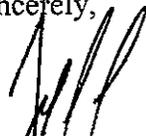
Dear Michael,

Thanks for meeting with me to discuss Area 93, aka Bonny Slope West, and the status of the Urban Concept Plan. As we discussed, the County has undertaken the Concept Plan work with due diligence but we are stymied for bringing the Plan to completion primarily due to being unable to identify a governing body. As you know the County does not provide urban planning services and the City of Portland is legally unable to provide those services for the County in this situation.

We believe that the best way we can be accountable to Metro and the citizens of the area is to request an extension of time for completion. We have acted in the best interest of the required ordinance to date, but we are still unable to complete the requirements. Please accept the enclosed application as Multnomah County's request to Metro to extend the compliance deadlines set in the Urban Growth Management Functional Plan. Extending the deadlines would amend Metro Ordinance 02-969B, dated December 5, 2002.

I appreciate your efforts to work with the County on this challenging project. Please let me know what the County can do to support this action.

Sincerely,


Jeff Cogen
Multnomah County Chair

C: Sherry Oeser

I had to send this
quickly to get there
before you abandon ship!





METRO

Extension of Compliance Deadlines

Jurisdiction: Multnomah County

January 11, 2011

Date:

Adam Barber, Senior Planner

Contact:

503-988-3043 x 22599

Telephone:

503-988-3389

Fax:

adam.t.barber@multco.us

Email:

Requests for extensions of compliance deadlines set in the Urban Growth Management Functional Plan, as authorized in Title 8 of the plan, must be filed with Metro's Chief Operating Officer on this application form.

Metro Code 3.07.850 sets forth the criteria and procedure for Metro Council consideration of extensions of compliance deadlines. The criteria, from Metro Code 3.07.850B, are as follows:

The Council may grant an extension if it finds that: (1) the city or county is making progress toward accomplishment of its compliance work program; or (2) there is good cause for failure to meet the deadline for compliance.

Please complete this application and submit it to

Sherry Oeser
Metro
600 NE Grand Avenue
Portland, OR 97232

Part I (to be completed by the local government)

a. Describe progress made toward compliance with the Functional Plan requirement(s) for which the local government needs more time.

Metro Ordinance No. 02-969B identifies Multnomah County as the agency responsible for Title 11 planning of study Area 93 which is more commonly referred to as Bonny Slope West. Title 11 of Metro's Urban Growth Management Functional Plan requires that the responsible agency develop a concept plan and comprehensive plan provisions to guide the conversion from rural to urban land. Multnomah County has made measurable progress towards this goal including -

- 1). Entering into an IGA with the City of Portland's Bureau of Planning and Sustainability to help prepare the concept plan,
- 2). Completion of an *Existing Conditions, Opportunities & Constraints Report* for study Area 93,
- 3). Coordination with the City of Portland to create and maintain a project webpage,
- 4). Formation of a (TAC) Technical Advisory Committee,
- 5). Managing a four day, three night planning charrette with members of the public and TAC,
- 6). Completion of an on-line urban concept preference study,
- 7). Exploration of urban concepts with the County Planning Commission during public worksessions in August and September of 2009, and
- 8). Conducting a Planning Commission hearing on the concept plan November 2nd, 2009.

The Multnomah County Planning Commission recommended approval of the urban concept plan to the Board of County Commissioners recognizing that although the majority of the preferred service providers have been identified, a viable governance option has not. A hearing on the concept plan in front of the Board of County Commissioners has not yet been scheduled. The concept plan, along with supporting documentation, can be viewed on the project webpage: <http://www.portlandonline.com/bps/index.cfm?c=48729>

b. Or, explain why the local government has not been able to meet the deadline set for compliance with the Functional Plan requirement(s).

Multnomah County does not have an urban development and planning program. Multnomah County Resolution A, adopted in 1983, directed the county to transition away from providing municipal services within urban areas recognizing that municipal services are more efficiently provided by cities. Over the intervening years, the county has successfully reduced urban service functions. The result is that the county provides fewer development services and those are at a rural scale.

Due to Resolution A, the county explored options with regional partners to decide who would be best suited to conduct the urban concept planning process for the county. Multnomah County contracted with the City of Portland's Bureau of Planning and Sustainability to help prepare the plan. This approach was taken because Multnomah County does not provide urban planning services and because it was assumed that Portland would ultimately govern Area 93. This outcome was recognized as a possibility in the Metro ordinance which required "Multnomah County or, upon annexation of the area to City of Portland, the city shall complete Title 11 planning for the portion of Study Area 93 shown on Exhibit N."

In 2008, Metro and Multnomah County entered into an IGA for the purposes of providing funding to the county to assist with the concept planning process. The IGA also established work product milestones and the county has completed milestones (1) execution of the IGA, (2) summarizing existing conditions, and (3) creating a draft urban growth diagram. Remaining milestones include (4) adoption of the preferred urban growth diagram, (5) adoption of comprehensive plan amendments outlining preliminary public service options and conditions under which urbanization can occur, and (6) selecting a final service option and adopting comprehensive plan and ordinance language to implement the concept plan. The IGA discusses that the county shall use its best efforts to accomplish the milestones in a timely and diligent manner, but acknowledges that milestone (6) may not be entirely within the county's control.

Continuation of this planning project requires a viable governance program. Multnomah County does not have an urban development and planning program and Portland policy restricts the city's urban serviceability to lands inside the city's urban service boundary. Area 93 falls outside of and is not contiguous to the city's urban service boundary and therefore expansion of the service boundary to include Area 93 would be required for Portland governance. The city is currently prohibited from expanding the urban service boundary to include Area 93 because the intervening land between the city and Area 93 falls outside of the urban growth boundary. The intervening rural land can not be included in the urban growth boundary for at least the next 50 years in accordance with the Rural Reserves designation recently adopted for the intervening land by the Board of Multnomah County Commissioners and Metro. The City of Portland indicated during the urban and rural reserves process in a January 11, 2010 letter to Metro that it would not be cost effective for the city to govern Area 93 suggesting challenges would still exist even if the city was not prevented from governing Area 93.

Multnomah County respectfully requests that Ordinance No. 02-969B be amended to extend completion of the urban concept plan until such time that a viable governance option is identified. This amendment recognizes Multnomah County's need for an urban planning partner to complete the concept planning

process and preserves the right for that partner to fully participate in the decisions impacting how the plan is implemented.

Thank you for considering this request.

Part II (to be completed by Metro)

- a. Metro staff recommendation

I:\gm\community_development\projects\COMPLIANCE\ExtensionRequests\Extension of Compliance Deadline Form.doc

BEFORE THE CHIEF OPERATING OFFICER

RELATING TO THE REQUEST BY MULTNOMAH)
COUNTY TO EXTEND THE TIME FOR) Order No. 11-053
COMPREHENSIVE PLANNING FOR AREA 93)

WHEREAS, on February 25, 2011, Multnomah County requested an extension of time to complete comprehensive planning required by Title 11 of the Urban Growth Management Functional Plan (UGMFP) for Bonny Slope West (Study Area 93), added to the UGB by Ordinance No. 02-969B on December 5, 2002; and

WHEREAS, Metro Code section 3.07.830 establishes a process and criteria for extension of time for compliance with a requirement of the UGMFP; and

WHEREAS, section 3.07.830 authorizes the Chief Operating Officer (COO) to grant an extension if the COO finds either that Multnomah County is making progress toward completion of Title 11 planning or that there is good cause for the county's inability to meet the deadline for completion of the planning; and

WHEREAS, the COO provided notice of the proposed extension pursuant to Metro Code 3.07.830A; and

WHEREAS, the COO has not granted a previous extension of time for completion of Title 11 planning for Study Area 93; and

WHEREAS, the Metro Planning Department has reviewed the application and recommends approval; and

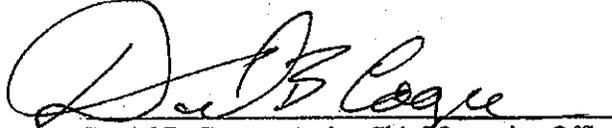
WHEREAS, the COO finds that the county is making progress toward completion of Title 11 planning by obtaining a grant from Metro for the planning of Study Area 93, executing an IGA with partner agencies, completing a summary of existing conditions and drafting an urban growth diagram for the area, and gaining a recommendation for the county's Planning Commission for the urban growth diagram; now, therefore,

IT IS HEREBY ORDERED THAT:

1. The request of Multnomah County for an extension of time under Metro Code 3.07.830 to complete comprehensive planning for Study Area 93 pursuant to Title 11 of the UGMFP is approved under the terms and conditions set forth in section 2 of this order.

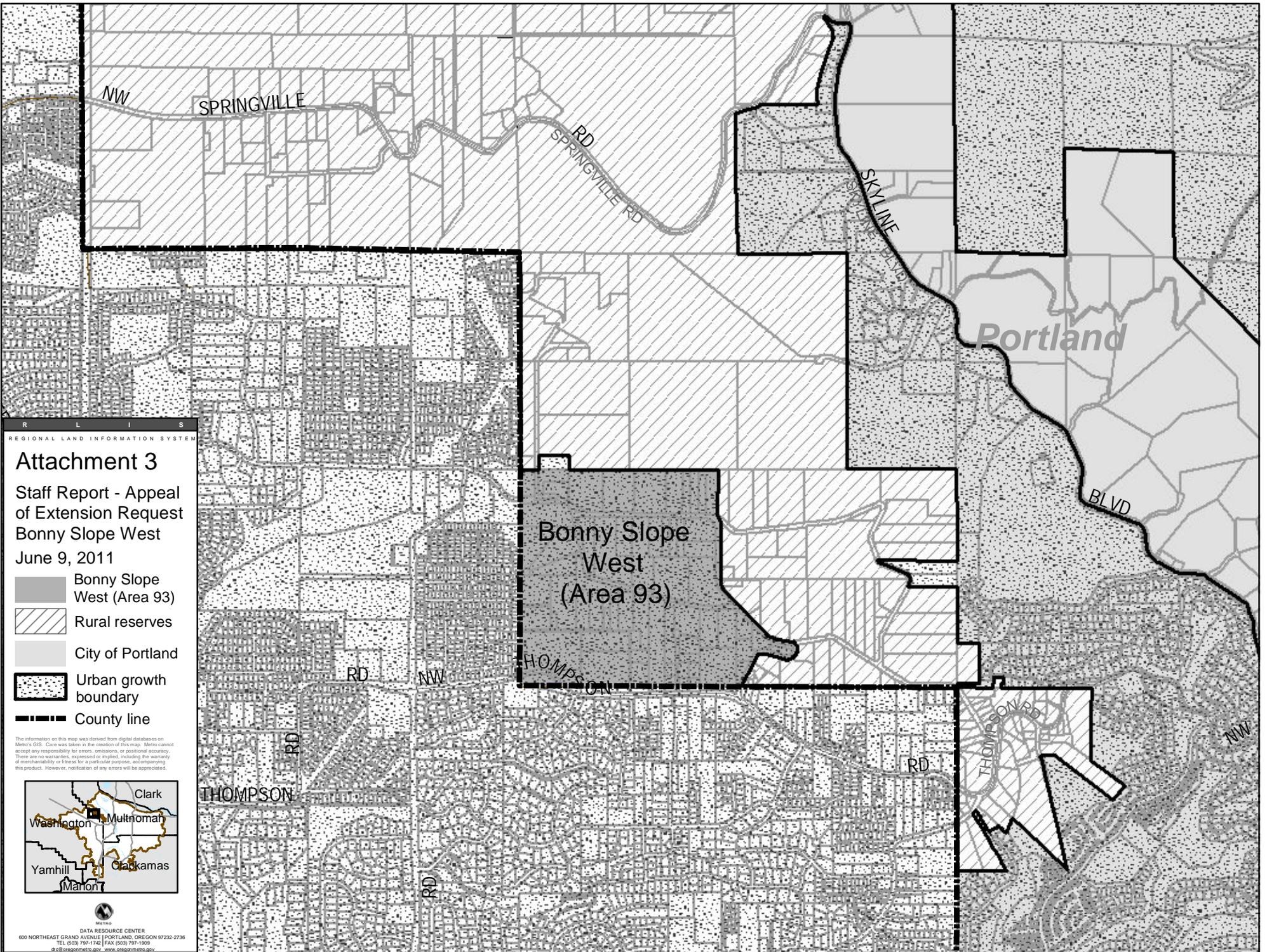
2. Multnomah County, or another governing body by agreement with the county pursuant to ORS chapter 195, shall adopt comprehensive plan provisions that comply with Metro Code 3.07.1120 within two years following the agreement, or within ten years of the date of this order, whichever comes earlier.

ENTERED this 30th day of March, 2011.


Daniel B. Cooper, Acting Chief Operating Officer

Approved as to form:


Alison Kean Campbell, Acting Metro Attorney



Agenda Item Number 5.2

Resolution No. 11-4264, For the Purpose of Concluding that the Concerns and Considerations Raised about the Columbia River Crossing Project in Exhibit A to Resolution No. 08-3960B have been Addressed Satisfactorily.

Metro Council Meeting
Thursday, June 9, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONCLUDING THAT) RESOLUTION NO. 11-4264
THE CONCERNS AND CONSIDERATIONS)
RAISED ABOUT THE COLUMBIA RIVER) Introduced by Councilor Rex Burkholder
CROSSING PROJECT IN EXHIBIT A TO
RESOLUTION NO. 08-3960B HAVE BEEN
ADDRESSED SATISFACTORILY

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) recommended and the Metro Council endorsed the Locally Preferred Alternative (LPA) for the Columbia River Crossing Project by Resolution No. 08-3960B (For the Purposes of Endorsing the Locally Preferred Alternative for the Columbia River Crossing Project and Amending the Metro 2035 Regional Transportation Plan with Conditions); and

WHEREAS, Resolution No. 08-3960B supported a Columbia River Crossing Project that includes a replacement bridge with three northbound and three southbound through lanes plus auxiliary lanes for merging and weaving, using tolls for both finance and for demand management and selecting light rail transit to Vancouver as the preferred transit mode; and

WHEREAS, among the conditions of Council endorsement of the LPA was a list of concerns and considerations, contained in Exhibit A to Resolution No. 08-3960B as reflected in Exhibit A to this resolution, to be addressed before the Council would approve a land use final order (LUFO) for the project; and

WHEREAS, Resolution No. 08-3960B indicated that the Metro Council will invite public review and discussion on the issues raised in Exhibit A; and

WHEREAS, the Columbia River Crossing Project Team in cooperation with the Integrated Project Staff and Project Sponsors Council responded to the concerns and considerations adopted by the Metro council as well as by the governing bodies of the other partner jurisdictions and agencies; and

WHEREAS, the Governors of Oregon and Washington commissioned an Independent Review Panel and a Bridge Review Panel to provide independent expert evaluation and recommendation; and

WHEREAS, the Project Team presented its assessment to JPACT on June 9, 2011, and JPACT voted to recommend that the Metro Council accept the responses as satisfactory; now, therefore,

BE IT RESOLVED THAT the Metro Council:

- 1. Accepts the responses to the concerns and considerations set forth in Exhibit A to Resolution No. 08-3960B and attached to this resolution as Exhibit A, also, as satisfactory, based upon the assessment contained in the documentation attached to this Resolution as Exhibit B **and supports completion of a Final Environmental Impact Statement for the project consistent with changes documented in this Exhibit.**
- ~~1.2.~~ Acknowledges further refinements and decisions will be made and will include effective engagement with the Metro Council.

~~2.3.~~ Directs the Chief Operating Officer to send a copy of this resolution to the Columbia River Crossing Project.

ADOPTED by the Metro Council this 9th day of June, 2011

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Acting Metro Attorney

RESOLUTION 08-3960B
Exhibit A

Metro Council Concerns and Considerations
Columbia River Crossing "Locally Preferred Alternative"

The Metro Council recognizes that endorsement of a "Locally Preferred Alternative" is one important narrowing step that enables the project management team to proceed with further analysis of a reduced range of alternatives. The Council is cognizant that many important issues are generally still unresolved at the time of endorsement of an LPA, but that clear articulation of concerns is required to make sure that such unresolved issues are appropriately resolved during the next phase of design, engineering, and financial planning, with proper participation by the local community and its elected representatives. If those sorts of outstanding issues are not satisfactorily resolved during that post-LPA selection phase, then the project risks failing to win the approval of necessary governing bodies at subsequent steps of the process.

While the Metro Council endorses the LPA, Replacement Bridge with Light Rail and Tolls, as described in Resolution 08-3960A, the Metro Council simultaneously finds that the following issues will need to be satisfactorily addressed in the upcoming refinement of design, engineering and financial planning:

FORMATION OF A LOCAL OVERSIGHT COMMITTEE TO SUCCEED THE TASK FORCE

The Metro Council concluded on June 5, 2008 through Resolution 08-3938B that further oversight of the project is needed once the Task Force's work is concluded. The Council suggested that the Governors of Oregon and Washington convene such a local oversight group. On June 19, 2008, the Governors issued a joint letter that concluded there is a need to reconvene the CRC Project Sponsor's Council as the oversight committee to succeed the Task Force, including representatives from Washington State Department of Transportation, the Oregon Department of Transportation, cities of Portland and Vancouver, Metro, the Southwest Washington RTC, TriMet and CTRAN. The Governors charged the committee with advising the two departments of transportation and two transit agencies on a consensus basis to the greatest extent possible regarding the major issues requiring further oversight and resolution.

PROJECT ISSUES REQUIRING LOCAL OVERSIGHT DURING PLANNING, DESIGN, ENGINEERING, FINANCE AND CONSTRUCTION

The Governors have charged the Project Sponsors Council with project oversight on the following issues, milestones and decision points:

- 1) Completion of the Environmental Impact Statement (EIS),
- 2) Project design, including, but not limited to: examining ways to provide an efficient solution that meets safety, transportation and environmental goals,
- 3) Timelines associated with project development,
- 4) Development and use of sustainable construction methods,
- 5) Ensuring the project is consistent with Oregon and Washington's statutory reduction goals for green house gas emissions, and
- 6) A finance plan that balances revenue generation and demand management, including the project capital and operating costs, the sources of revenue, impact to the funds required for other potential expenditures in the region.

The Metro Council has identified additional areas of concern that need to be addressed by the Project Sponsors Council as the project moves forward:

A. TOLLING

Implementation of tolls on the existing I-5 Bridge should be undertaken as soon as legally and practically permissible. Consideration should be given to potential diversion of traffic to I-205 and potential tolling I-5 and I-205 with those revenues potentially used for projects on these two facilities in the Portland-Vancouver metropolitan area.

B. NUMBER OF AUXILIARY LANES

Determine the number of auxiliary lanes in addition to the three through lanes in each direction on the replacement bridge across the Columbia River and throughout the bridge influence area.

C. IMPACT MITIGATION AND COMMUNITY ENHANCEMENT

Identify proposed mitigation for any potential adverse human health impacts related to the project and existing human health impacts in the project area, including community enhancement projects that address environmental justice.

D. DEMAND MANAGEMENT

Develop of state-of-the-art demand management techniques in addition to tolls that would influence travel behavior and reduce greenhouse gas emissions.

E. FINANCING PLAN

A detailed financing plan showing costs and sources of revenue must be proposed and presented to the partner agencies and to the public. The proposed financing plan should indicate how the federal, state and local (if any) sources of revenue proposed to be dedicated to this project would impact, or could be compared to, the funds required for other potential expenditures in the region.

F. CAPACITY CONSIDERATIONS, INDUCED DEMAND AND GREENHOUSE GASES

Further analysis is required of the greenhouse gas and induced automobile demand forecasts for this project. The results of the analysis must be prominently displayed in the Final Environmental Impact Statement. The analysis should include comparisons related to the purpose and function of the so-called "auxiliary" lanes. A reduction in vehicle miles traveled should be pursued to support stated greenhouse gas reduction targets as expressed by legislation in Oregon and Washington and by the Governors.

G. PRESERVATION OF FREIGHT ACCESS

The design and finance phase of the CRC project will need to describe specifically what physical and fiscal (tolling) methods will be employed to ensure that trucks are granted a priority which is commensurate with their contributions to the project and their important role in the economy relative to single-occupancy automobile commuting. Ensure that freight capacity at interchanges is not diminished by industrial land use conversion.

H. LIGHT RAIL

As indicated in the Item 2 "resolved" in the body of the resolution, the Metro Council's endorsement of the LPA categorically stipulates that light rail must be included in any phasing package that may move forward for construction.

I. DESIGN OF BICYCLE AND PEDESTRIAN FACILITIES

More detailed design of bicycle and pedestrian facilities is required to inform the decisions of the local oversight panel described above. The project should design “world class” bicycle and pedestrian facilities on the replacement bridge, bridge approaches and throughout the bridge influence area that meet or exceed standards and are adequate to meet the demand generated by tolls or other demand management techniques.

J. URBAN DEVELOPMENT IMPACTS AT RE-DESIGNED INTERCHANGES

More design of the interchanges related to the CRC is required to fully evaluate their community impact. The design of interchanges within the bridge influence area must take into account their impact on urban development potential. The Metro Council is also concerned that the Marine Drive access points preserve and improve the functionality of the Expo Center.

K. BRIDGE DESIGN

The bridge type and aesthetics of the final design should be an important consideration in the phase of study that follows approval of the LPA and precedes consideration of the final decision.

Metro Conditions from Exhibit A to Resolution No. 08-3960B

Overall Status Classification:



Issue is settled or on track to be settled with the conclusion of the FEIS and ROD



Issue is settled or on track to be settled with the conclusion of the FEIS and ROD but further refinement and decision-making after the FEIS/ROD will be required



Conflict or inconsistency between jurisdictions; or issue is unresolved; or issue needs additional work

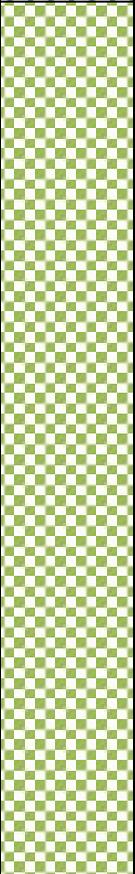
OVERALL STATUS CATEGORY	NUMBER	ISSUE	EXPLANATION OF STATUS
Blue diagonal lines	A	Tolling – Implement tolling on I-5 as soon as legally and practically permissible; consider diversion to I-205 and tolling of that facility with revenues used for projects in the region.	<p>The project has undertaken various analyses of tolls and the impact of tolling, though additional studies and analysis will need to be undertaken as the project advances. At the direction of the governors of Oregon and Washington, the project is working with the treasurers and legislators of both states to review and refine the financing plan and toll assumptions to minimize financial risk and provide accountability and oversight as the project moves toward construction. At this point, tolling of I-5 is an essential element of the project, both to manage congestion and as part of the funding package for the CRC project along with federal and state funding.</p> <p>Tolling of interstate facilities must be consistent with the provisions of Title 23 U.S.C. Section 129, the federal law that specifies the circumstances under which interstate facilities may be tolled. The CRC project qualifies, though tolling of I-205 does not because federal regulations allow tolling of existing facilities only if a project involves reconstruction or replacement of that facility. Reconstruction or replacement of I-205 is not being proposed as part of the CRC project nor is tolling being proposed for I-205 in connection with the CRC project. At this time, tolling is not being considered to fund other projects in the region. Further information on federal requirements can be found at: http://www.ops.fhwa.dot.gov/tolling_pricing/toll_agreements.htm</p> <p>Tolling of I-5 during construction of a new facility is permissible under federal statutes, but no recommendations or decisions about tolling during construction have been made. Tolling during construction could serve as a demand reduction measure to reduce traffic during the construction phase. An aggressive construction phase Transportation Demand Management (TDM) program has been developed and tolling during construction is still a possibility. Specific decisions on tolling, including the possibility of advance tolling as well as toll rates and toll structure, will be made by the appropriate bodies after consultation with the project’s local partners (including the Metro Council) and a public outreach and education process. Under current statutory authority, the Washington Transportation Commission and the Oregon Transportation Commission have tolling authority in their respective states. In Washington, the legislature reserves the authority to impose tolls on any state route or facility. The issues of tolling and tolling authority may also be explored in the forthcoming discussions on governance related to the project. If the decision is made to implement tolling during construction, this condition will be satisfied. If the project is considering not implement tolling during construction, the project will engage the Metro Council prior to the tolling decision.</p>

			<p>Analyses conducted for the CRC project included using the regional traffic forecasting model to assess the impact of various tolls on total traffic and diversion to I-205. The Tolling Study Report, released in January 2010, included analyses of a no-build scenario, a no-toll build scenario, and ten other scenarios with varying toll structures and some with tolling of the I-205 and I-5 bridges. Key findings from the analysis undertaken for the CRC project included:</p> <ul style="list-style-type: none"> • The regional travel forecasting models project that under the base tolling scenario, the CRC project will reduce auto travel on I-5 across the Columbia River, as compared to the No Build. The CRC project will also reduce overall person trips on I-5, as compared to the No Build due to the effect tolls have on shifting some cross river trip origins and destinations. • When looking at the tolled vs. no toll scenarios, tolling and transit improvements reduce auto travel across the river on I-5 by approximately 40,000 trips per day for the base tolling scenario (the numbers of trips vary by tolling scenario). • At the Columbia River, there is an approximate 4.5% shift of auto trips on an all day basis from I-5 to I-205 as compared to the Build No-Toll scenario. More diversion to I-205 is predicted in the off-peak hours when capacity is available than during peak hours. On I-205 south of I-84, the models estimate that diversion will be approximately 1% on an all day basis as compared to the no build. <p>The Tolling Study Report had three principal conclusions about diversion:</p> <ul style="list-style-type: none"> • For most of the I-5 only toll scenarios, the majority of drivers would not change their travel patterns. Some would choose a new destination or a non-tolled route. Additional diversion to transit is minimal due to the already significantly increased ridership associated with project improvements. • Higher tolls on I-5 would cause more route diversion; however, the percentage of diversion tends to be lower during peak periods when travelers’ willingness to pay tolls may be higher and/or alternative routes are congested, and thus, time-consuming and diversion during off-peak periods occurs when available capacity can accommodate the diversion. • For scenarios that toll both the I-5 and I-205 bridges, traffic levels would be higher on I-5 and lower on I-205 compared to tolling only the I-5 bridge. However, compared to the No Toll “No Build” project scenario, total cross-river traffic demand would be less on both the I-5 and I-205 bridges as many trips would divert to transit or not be made across the Columbia River. The No Toll “No Build” scenario would result in the most significant congestion in the I-205 corridor due to diversion from the I-5 corridor due to the severe congestion bottleneck in that corridor. <p>Additional information about the impact of tolling and diversion to I-205 can be found in The Tolling Study report at: http://www.columbiarivercrossing.org/FileLibrary/Tolling/CRC_TollingStudyCommitteeReport.pdf</p>
	B	<p>Number of Auxiliary Lanes – Determine the number of auxiliary lanes across the Columbia River.</p>	<p>During summer 2010, additional study was undertaken through the Integrated Project Staff (IPS) and the Project Sponsors Council (PSC). Developing performance measures and a more robust Transportation Demand Management Plan were among the actions considered to reduce the need for auxiliary lanes. The IPS recommendation forwarded to the PSC on August 5, 2010 was for a configuration with three through lanes and two auxiliary lanes in each direction and with standard 12-foot shoulders. The new recommendation results in narrower bridges as a result of reducing the project from 12 to 10 lanes. PSC concurred and forwarded its recommendation to the Governors on August 13, 2010.</p>

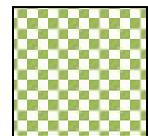
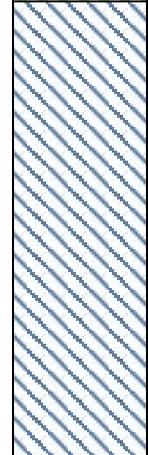
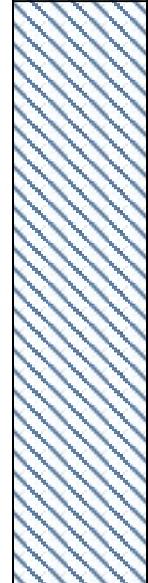
			<p>The decision on the number of lanes will be confirmed and finalized with the publication of the Final EIS and the issuance of the Record of Decision. Both are expected in 2011.</p>
	C	<p>Impact Mitigation and Community Enhancement – Mitigate for adverse human health impact of the project or existing health impacts in the project area; implement community enhancement projects that address environmental justice.</p>	<p>The project is committed to providing users and the surrounding neighborhoods with a safe and reliable transportation facility. The project is working with and within the surrounding communities to help build upon and support their community goals. The CRC project has been working with and will continue to work with the community to blend the transportation system enhancements and improvements into the fabric of the community. The project’s goals include designing and constructing the project with as little disruption to the community as possible and developing the project such that it enhances the transportation and livability of the community and preserves the environmental, scenic, aesthetic, historic, natural and social resources of the area.</p> <p>The philosophy of the project is to leave the area better off and to provide enhancements within the community as part of the overall project design rather than providing an enhancement fund-funding source for future enhancements elements separate and disjointed from the rest of the project. Many enhancements are included in the project, such as improved local street connections in downtown Vancouver and Hayden Island, the provision of light rail transit in the corridor, replacement of substandard facilities for bicyclists and pedestrians with new “world class” facilities, local auto access from North Portland to Hayden Island on a separate arterial bridge and a safer highway network for all users and inclusion of public art in the transit element of the project. In addition to these features that are part of the project’s responsibility, there is agreement to continue to explore creation of a community enhancement fund as an on-going responsibility of the Departments of Transportation. This will require consideration of alternative funding mechanisms, establishment of criteria for administration and decision-making and definition of the conditions that support creation of such a fund.</p> <p>Human health issues are embedded in the National Environmental Policy Act’s intent and in its implementation. The analyses conducted for the Columbia River Crossing DEIS, and further updates for the FEIS, address all potentially significant human health impacts that could reasonably result from the proposed action. The project, with planned mitigation, would not have adverse health impacts. Key findings leading to the conclusion that the project would not have adverse health impacts include analyses related to air quality, noise and vibration, climate change and greenhouse gases, and water quality. These four areas are highlighted below:</p> <ul style="list-style-type: none"> • All criteria air pollutants and mobile source air toxins will be lower, in some cases significantly lower, in 2030 than they are today. Some pollutants will be slightly higher in some areas with the project than with the no-build, but emissions will be substantially below today’s levels and will be well within relevant standards established to promote public health and welfare. Long-term mitigation for air quality impacts is not proposed. The FEIS will describe measures to reduce impacts from construction emissions. • Noise impacts from highway traffic will be lower with the project than without due to proposed mitigation, primarily sound walls. All light rail noise can be mitigated. • The project will reduce greenhouse gas (GHG) emissions compared to the no-build. The project will implement recommendations from the Governor’s Climate Change Integration Group regarding how transportation in Oregon can reduce GHG emissions.

			<ul style="list-style-type: none"> • Currently, all runoff from the river crossing and most runoff from I-5 in the project area discharges untreated into the Columbia River and other surface waters. The project will provide water quality treatment for 115 percent of the new impervious surface, including the entire river crossing and most of I-5 in the project area that is currently untreated. These changes are beneficial to the health of aquatic species and people. <p>The Draft EIS included and the Final EIS will include more detailed information, including analysis, applicable standards, conclusions, and mitigation where appropriate on the following topics related to human health:</p> <ul style="list-style-type: none"> · Air Quality · Noise and Vibration · Land Use and Economics · Neighborhoods · Pedestrians and bicycles · Traffic and Transit · Visual and Aesthetics · Parks and recreation · Public services · Environmental justice · Hazardous materials · Water Quality <p>The major steps to the impact analysis that followed or occurred simultaneously with data collection were: neighborhood resource mapping, the completion of displacement surveys, review of potential impacts and benefits from other disciplines (such as air quality), evaluation of potential impacts to low-income housing developments, and a robust outreach and communication program.</p> <p>In response to questions raised by various parties commenting on the DEIS, including the Multnomah County Health Department, the project team did undertake additional analyses including assessing greenhouse gases, additional air quality and noise studies. The Final EIS will include substantially more documentation than the DEIS related to health impacts.</p> <p>The CRC website will provide access to the FEIS and technical reports upon their publication.</p>
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	<p>D</p>	<p>Demand Management – Develop state-of-the-art demand management techniques in addition to tolls to influence travel behavior and reduce greenhouse gas emissions.</p>	<p>The TDM Working Group developed both a Construction Phase and a Post-Construction Phase TDM program. The recommended Construction Phase program is a bi-state, multi-pronged approach that seeks to maximize use of alternative modes of travel through targeted marketing and additional services. The IPS has also endorsed a Post-Construction TDM Program with the goal of shifting as much as an additional 11 percent of peak person trips to non-SOV modes above the level assumed in the travel forecasts generated for the project, resulting in a non-SOV mode share that could exceed 50 percent. The Construction Phase TDM Plan was endorsed by the PSC. Additional follow-on work has been recommended to move toward implementation.</p> <p>To facilitate the active management of the corridor, the PSC adopted the concept of a Mobility Council on March 6, 2009. The Mobility Council would regularly assess all aspects of the corridor and the direct and indirect impacts. The PSC vision of the Mobility Council would include active management in four areas: the toll rate structure, the use of through and auxiliary lanes; transit policies; and transportation demand management strategies. During 2009 and 2010, the PSC oversaw the development and endorsed the TDM plans. TDM Plans were presented to and endorsed by the PSC on January 22, 2010 and on August 9, 2010.</p> <p>The PSC also established a Performance Measures Advisory Group to help establish performance measures, targets and strategies to help inform the design of the CRC project and to manage the system after construction. Key performance measures focused on the following goal areas: 1) System Access, Mobility and Reliability, 2) Financial Responsibility and Asset Management, 3) Climate, Energy Security and Health, 4) Safety and Security, 5) Economic Vitality, and 6) Land Use. The Performance Measures Advisory Group recommendations were presented to and endorsed by the PSC on January 22, 2010 and August 9, 2010.</p> <p>The Governance Committee of the IPS is developing recommendations for consideration by the PSC on governance structures to implement the Mobility Council and establish its charge and authority. Further consultation will be required with the Metro Council on coordination of roles and responsibilities of the Mobility Council with Metro transportation and land use policy direction.</p>
	<p>E</p>	<p>Financing Plan – Develop a financing plan for presentation to the project partners and the public that indicates federal, state and local funding and how the project could impact other expenditures in the region.</p>	<p>A Conceptual Finance Plan was developed and shared with the PSC on January 22, 2010. The plan illustrates how the project could be funded using a combination of federal and state funds and toll revenues. On May 14, 2010, the PSC received additional presentations related to tolling and federal funding priorities. The funding plan in the FEIS is based on these concepts and will be updated as appropriate. At the direction of the governors of Oregon and Washington, the project is working with the treasurers and legislators of both states to review and refine the financing plan and toll assumptions to minimize financial risk and provide accountability and oversight as the project moves toward construction. The funding plan will be continually reviewed with the PSC as it evolves and will be finalized prior to the Federal Transit Administration (FTA) approval of entry into final design, which is anticipated in 2012. The federal funding sources being sought for the project are principally those for which no other projects in the region are eligible. The funding contribution from each state is intended as a state contribution in recognition of the statewide significance of the project and is not intended to be the region's share of a broader state funding package. The region's continued support for the project finance plan is predicated on the federal and state funding contributions accordingly. Financing issues will continue to evolve with consultation among the project partners.</p> <p>Additional work remains on the financing plan with each additional step requiring more detailed analyses in accordance with requirements of the Federal Transit Administration and Federal Highway Administration. After the approval of the Final EIS, additional financial analysis and</p>

			<p>commitment will be required before federal agencies authorize entering into final design. An even more detailed financial analysis and a higher level of commitment will be required before federal agencies enter into a full funding grant agreement. Since issuance of bonds for the construction of the project is envisioned, a formal investment grade bond revenue analysis and a determination of bonding capacity will be required in the future.</p> <p>The Tolling Study can be found at: http://www.columbiarivercrossing.org/FileLibrary/Tolling/CRC_TollingStudyCommitteeReport.pdf Information presented to the PSC about funding from federal sources can be found at: http://www.columbiarivercrossing.org/FileLibrary/MeetingMaterials/PSC/PSC_WorkshopMaterials_051410_1of2.pdf</p>
	<p>F</p>	<p>Capacity Considerations, Induced Demand and Greenhouse Gases – Conduct additional analysis of GHG and induced automobile demand; prominently display the results in the FEIS; include comparisons of the auxiliary lanes; pursue reductions in VMT in support of targets established by the states.</p>	<p>In November 2008, the Greenhouse Gas Emissions Expert Review Panel was convened to review the GHG and climate change methodology used in the project’s Draft EIS. In its report issued on January 8, 2009, the panel validated the methodology and confirmed the findings in the Draft EIS - that the CRC project would be expected to reduce GHG emissions relative to the No-Build. They made suggestions for future analyses that will be incorporated into the FEIS. This updated analysis has been completed including use of the latest EPA MOVES model, taking into account mode shift to transit, bike and pedestrian, the effect of speeds on emission rates and the reduction of emissions due to crashes and bridge lifts. This analysis shows similar results to the DEIS analysis but with even greater GHG reductions than previously estimated. Additionally, the GHG and Climate Change analysis in the CRC Draft EIS received the 2009 NEPA Excellence Award from the National Association of Environmental Professionals. The Greenhouse Gas Expert Review Panel’s report can be found at: http://www.columbiarivercrossing.org/FileLibrary/TechnicalReports/GHG_PanelReport_010809.pdf</p> <p>Since release of the DEIS, several groups, including the Transportation Demand Working Group, the Performance Measures Advisory Group, and the IPS, have worked on strategies designed to enhance mobility, especially through promotion of alternative modes of travel that reduce both GHG emissions and VMT. The strategies and plans of each of these groups have been endorsed by PSC. Additional work relating to implementation of these strategies and plans will be needed as the project advances. Further discussion relating to the recommendations and implementation of transportation demand management strategies can be found in Issue D, above.</p> <p>A qualitative analysis of the potential for induced travel demand was conducted by the Travel Demand Expert Review Panel. In its report dated November 25, 2008, the panel concluded that “the CRC project finding that the project would have a low impact to induce growth is reasonable for this corridor because the project is located in a mature urban area.” The report can be found at: http://www.columbiarivercrossing.org/FileLibrary/TechnicalReports/TravelDemandModelReview_PanelReport.pdf</p> <p>An additional study of induced growth was conducted by Metro during summer 2010 using its Metroscope model. This quantitative study also concluded “that the proposal would have negligible impact on population and employment growth in Clark County, when comparing the projected growth that would occur with the project with the projected growth that would occur even with no change to the existing bridge.” According to Metro, the three main conclusions from its summer 2010 analysis using Metroscope were:</p> <ul style="list-style-type: none"> • The CRC project produces a minor difference in regional growth relative to the no-build alternative and almost no change compared to the No-Build if tolls are imposed on I-5.

			<ul style="list-style-type: none"> • The results using Metroscope reinforce the previous qualitative analysis with its quantitative approach. • The no-build and build scenarios result in basically the same growth patterns for population and employment and confirm the validity of the approach used for forecasting traffic volumes in the Draft and Final EIS involving holding population and employment forecasts constant between the Build and No-Build scenarios. <p>Results of the Metroscope analysis were summarized by Metro in its news release that can be found at: http://news.oregonmetro.gov/1/post.cfm/metro-finds-columbia-river-crossing-toll-bridge-with-light-rail-would-have-negligible-impact-on-growth</p>
	G	<p>Preservation of Freight Access – Describe the physical improvements and tolling methods that will be used to ensure trucks are granted priority due to their importance relative to single-occupant autos; ensure that freight capacity at interchanges is not diminished by industrial land use conversion.</p>	<p>The importance of freight has been recognized throughout the project. The Freight Working Group provided key input to the design process, including the design of key interchanges such as the Marine Drive interchange. The design standards used for the project seek to accommodate trucks used in commerce. The ramp terminals, ramps, and interchanges have been sized to provide needed capacity for trucks. Freight-only lanes and ramps were considered, but were not recommended by the Freight Working Group.</p> <p>The project’s plan for the Marine Drive interchange includes a flyover ramp from eastbound Marine Drive to northbound I-5 and braided ramps on southbound I-5 between the Marine Drive and Interstate/Victory Boulevard interchanges. Analyses conducted for the project indicate that neither of these is required short-term and can be delayed until after year 2030. Both projects, however, are considered part of a long-term solution because of the importance of accommodating freight movements, particularly those associated with the Port of Portland and other industrial uses along Marine Drive. The revised plan for the Hayden Island Interchange includes provision of an arterial bridge across the Portland Harbor, connecting Hayden Island to North Interstate Avenue and Martin Luther King Blvd in lieu of ramp connections through the I-5/Hayden Island interchange complex to the Marine Drive interchange. This has a beneficial impact for freight by removing this auto traffic from the key freight access interchange, the Marine Drive interchange.</p> <p>Electronic tolling is planned for the project. It is currently assumed that trucks will pay more based on number of axles or weight.</p> <p>Both DOTs share the concern about capacity being used up by unplanned non-industrial development, but must rely upon the partners with land use authority to prevent industrial lands from being converted to other uses with unacceptable transportation impacts. One of the relatively new methods of protecting the capacity of interchanges being used in Oregon is an Interchange Area Management Plan (IAMP). An IAMP identifies long-range improvements, access management strategies, and land use tools that are used to protect the interchange. IAMPs are adopted by the local jurisdiction and by the Oregon Department of Transportation. Development of IAMPs is underway for both the Hayden Island and Marine Drive interchanges <u>and will include provisions dealing with limits on conversion of industrially zoned land to commercial. In addition, changes to industrially zoned land is controlled by Metro’s Urban Growth Management Functional Plan (Title 4) which limits non-industrial uses in areas designated Regionally Significant Industrial area which applies to significant areas near the interchanges in the CRC bridge influence area.</u> Adoption by the City of Portland and the Oregon Transportation Commission are expected sometime during 2011.</p>

	<p>H</p>	<p>Light Rail Transit – Implement light rail transit as a required element in any plan that moves forward.</p>	<p>Light rail transit was selected as the high capacity transit mode and is being advanced as a key element of the project. Confirmation of the selection of light rail transit as a project element will be with the publication of the Final EIS and the issuance of the Record of Decision. Both actions are expected in 2011. The project will pursue FTA authorization to proceed to final design in 2012 contingent on the FTA’s approval of a capital and operating financing plan. In addition, C-TRAN is considering referral of a measure to the voters for operating support for LRT.</p>
	<p>I</p>	<p>Design of Bicycle and Pedestrian Facilities – Undertake additional design to include “world class” bicycle and pedestrian facilities on the bridge, approaches and throughout the bridge influence area; meet or exceed standards; be adequate to meet the demand considering tolls and other transportation demand measures.</p>	<p>A “world class” facility for pedestrians and bicyclists is being advanced. It will feature a facility for bicyclists and pedestrians on the main span with more width than other facilities in the Portland-Vancouver region and far exceeds minimum standards. The capacity of the facility is calculated to be more than adequate for the predicted use. The Pedestrian and Bicycle Advisory Committee (PBAC) spent considerable effort helping develop a complete system that features a river crossing using one of the lower-level sections of the bridge for the main river crossing. PBAC helped develop appropriate connections at both ends of the project and for Hayden Island. PBAC also recommended development of a future maintenance and security plan that has been endorsed by PSC and committed to by the Oregon and Washington DOTs to include reliable funding for maintenance and security, programming of activity space to create “eyes on the pathway,” visible and regular monitoring by security personnel with cameras and call boxes, appropriate lighting and posting of laws and ordinances.</p> <p>Connections for bicyclists and pedestrians to the local network in downtown Vancouver, Hayden Island, and streets and multi-use paths in the vicinity of Marine Drive and Delta Park are still undergoing refinement. The project is committed to providing good connections that meet or exceed all applicable standards, such as width and grade, that avoid or minimize conflicts among modes of travel, and that seeks to improve the existing circuitous routing patterns in the area. Many features needed to implement this vision for a world class facility in the corridor, such as the precise locations, widths, grades, etc will be determined in the final design phase including consultation with local agencies and stakeholders.</p>
	<p>J</p>	<p>Urban Development Impacts at Re-designed Interchanges – Undertake additional evaluation of the impact of redesigned interchanges and urban development potential; preserve and improve access to the Expo Center.</p>	<p>Several of the interchanges, especially the Marine Drive and Hayden Island interchanges, have undergone considerable additional analyses. Key participants in these evaluations have been the Marine Drive Stakeholder Group and the Portland Working Group.</p> <p>Several options for the Marine Drive interchange were explored. Key issues considered in the designs for the Marine Drive interchange included the impact on freight movements, access to existing industrial uses in the area, access to the Expo Center, and the creation of parcels that could be put to beneficial uses.</p> <p>The Hayden Island interchange also underwent additional study designed to further the Hayden Island Plan and implement features that are supportive of transit, seek to implement a “main street” for Tomahawk Island Drive, and minimize the footprint of the project on Hayden Island. Additional analyses led to a new concept (known as Concept D) utilizing an arterial bridge to provide access between Hayden Island and N. Expo Road with a corresponding elimination of direct freeway ramps within the project design between Hayden Island and the Marine Drive interchange. Efforts are currently underway to incorporate this into a design that will be included as the preferred option in the Final EIS. Additional refinement work addressing urban design characteristics will continue as the project advances toward construction. The Portland Working Group and other stakeholders will be consulted as the project seeks to advance the design and final design details for the local streets, trails, sidewalks and crosswalks are subject to approval by the City of Portland.</p> <p>Overall, the combination of improvements at and around the Marine Drive and Hayden Island interchanges substantially improves local connectivity and access apart from the freeway improvements and the resulting removal of the congestion bottleneck.</p>

			<p>Access to/from Expo is substantially improved and representatives from Expo have been involved in the process.</p>
	K	<p>Bridge Design – Consider bridge type and aesthetics before the final design.</p>	<p>In seeking to achieve a quality design meeting aesthetic values, the project has made extensive use of advisory groups including the Urban Design Advisory Committee (UDAG), a Sustainability Working Group, the Independent Review Panel (IRP), the Hayden Island Design Group, and a constructability working group. The Urban Design Advisory Committee (UDAG) developed design guidelines and recommended a two-level, two-bridge concept that is being advanced. Overall guidance has been provided by the IPS and PSC to meet these objectives. UDAG’s recommended guidelines are currently being developed into “architectural standards” <u>to be adopted</u> by WSDOT and CRC staff to use as the project moves into final design. These standards will be shared with UDAG, the cities of Portland and Vancouver, <u>Metro</u>, and other stakeholders and will be used for the bridge and other elements of the project.</p> <p>Beginning on November 3, 2010, the Bridge Expert Review Panel began reassessing bridge types, and constraints. In its final report on February 3, 2011, the Panel offered three more feasible bridge type alternatives for consideration, a tied arch, cable-stayed and deck truss. The panel found all three options less expensive and more suitable for the crossing over the Columbia River than the open web box bridge type that had been advanced. At the direction of the governors of Oregon and Washington, the two state DOTs reviewed the Panel’s recommendation and reported back to the governors with project findings on February 25, 2011. On April 25, 2011, the governors of Oregon and Washington announced the selection of the deck truss bridge type for the replacement bridge. The governors cited several reasons for the selection including reducing and eliminating risks to schedule and budget; affordability; and the ability to secure funding.</p> <p>The Bridge Panel’s final report can be found at: http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/BRP_Report.pdf</p> <p>The Washington and Oregon DOT’s findings can be found at: http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/DOTs_Draft%20Recommendation.pdf</p> <p>The Governors’ announcement can be found at: http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/DeliverCRC_GovPR.pdf</p> <p>The governors recognized the importance of design and aesthetic considerations and committed to specific actions. They committed to engaging the design community and stakeholders in the design process. They directed the project to add an architect to the project team and establish architectural specifications for the contractor to follow. Details of these actions are being developed and will be announced and advertised by the project.</p> <p>The Governors’ April 25, 2011 announcement of the “Next Steps” can be found at: http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/Gov_BridgeRecommend.pdf</p>

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4264, for the purpose of CONCLUDING THAT THE CONCERNS AND CONSIDERATIONS RAISED ABOUT THE COLUMBIA RIVER CROSSING PROJECT IN EXHIBIT A TO RESOLUTION NO. 08-3960b HAVE BEEN ADDRESSED SATISFACTORILY

Date: May 23, 2011

Prepared by: Andy Cotugno
503-797-1763

BACKGROUND

Overview

The Columbia River Crossing (CRC) is a proposed multimodal bridge, transit, highway, bicycle and pedestrian improvement project sponsored by the Oregon and Washington transportation departments in coordination with Metro, TriMet and the City of Portland as well as the Regional Transportation Council of Southwest Washington, CTRAN and the City of Vancouver, Washington. (More detailed project information may be found at: <http://www.columbiarivercrossing.org/>).

The CRC project is designed to improve mobility and address safety problems along a five-mile corridor between State Route 500 in Vancouver, Washington, to approximately Columbia Boulevard in Portland, Oregon, including the Interstate Bridge across the Columbia River.

The project would be funded by a combination of Federal Transit Administration (FTA) New Starts funding for the transit component, Federal Highway Administration (FHWA) funding for highway, freight, bicycle and pedestrian improvements, with local match being provided by the states of Oregon and Washington through toll credits and other funding. Tolls are also proposed for a new I-5 bridge to pay for a portion of the capital project and manage transportation demand.

Locally Preferred Alternative Approval

In July, 2008 the Metro Council adopted Resolution No. 09-3960B endorsing the Locally Preferred Alternative (LPA) consisting of replacement of the I-5 Interstate Bridge with three through lanes each direction plus auxiliary merging and weaving lanes, extension of light rail transit to Vancouver, Washington, provision of bike and pedestrian facilities on the bridge and connecting to the regional network and implementation of congestion pricing as both a demand management and revenue tool.

However, that resolution also raised a number of concerns and considerations needing to be addressed prior to finalizing the project through publication of a Final Environmental Impact Statement. Some of the concerns and considerations dealt with issues that could potentially change specific aspects of the project design (such as the number of lanes or the design of the Hayden Island Interchange) while other concerns dealt with development of further information about the potential impacts of the project (such as the impact on traffic on I-205).

This staff report and Exhibit B to this resolution provide information relating to those concerns and considerations and analyses and conclusions reached since that action. The overall purpose of this resolution is to provide sufficient information to demonstrate that all of the concerns and considerations have been adequately addressed, thereby allowing the project development to be completed.

The underlying policy direction calling for the project in the first place is laid out in the Regional Transportation Plan adopted and periodically updated by Metro. In addition the staff report for Resolution No. 08-3960B approving the Locally Preferred Alternative provides considerable background on the alternatives considered, impacts evaluated and process followed to arrive at that decision, much of which is also published in the Draft Environmental impact Statement for the project.

Adoption of concerns and considerations to be addressed further

While the Metro Council expressed their support for this LPA, they also expressed concern about a number of issues they felt needed to be addressed before the project development is completed. As such the resolution also identified those concerns and considerations, calling for them to be addressed by the CRC project. Of particular concern were the following:

1. Assessment of tolling including timing of implementation and whether to extend tolls to I-205 and the traffic impacts if tolls are not extended to I-205;
2. Evaluation of the number of auxiliary lanes in addition to the three through lanes each direction;
3. Consideration of mitigation for any potential adverse human health impacts including community enhancements that address environmental justice;
4. Development of state of the art demand management techniques in addition to tolls;
5. Development of a financing plan with particular attention to how the revenue sources impact other projects in the region;
6. Assessment of greenhouse gases and the potential for induced growth and travel demand;
7. Preservation of the priority for freight access including ensuring that interchange capacity is not diminished by industrial land conversion;
8. Inclusion of light rail as part of any phasing plan that is developed;
9. Development of the bike/pedestrian facilities throughout the bridge influence area as “world-class” facilities;
10. Re-examination of interchange designs to minimize community impacts and maximize LRT station-area development opportunities. Particular attention should be paid to revisiting the Hayden Island Interchange and ensuring adequate access to the Expo Center;
11. Consideration of the bridge type and design to ensure aesthetic considerations are reflected in the final design.

CRC Response to concerns and conditions

In response to the conditions adopted by the Metro Council, as well as numerous other concerns raised by the other participating jurisdictions, the CRC Project responded through a multi-pronged approach:

1. The Project Sponsors Council (PSC) met on a much more frequent basis to review analyses and develop agreements on changes to incorporate into the project or reasons with better support documentation if changes were not warranted.
2. An Integrated Project Staff (IPS) working group was created co-chaired by the PSC co-chairs to carry-out the analyses commissioned to respond to the conditions.
3. Subcommittees of the IPS with participation by multiple partners were convened to focus on the following topics:
 - a. Hayden Island Interchange re-design or removal;
 - b. Vancouver City Center Interchange removal;
 - c. Number of auxiliary lanes;
 - d. Induced growth;
 - e. Application of performance measures to the project scope decisions;
 - f. Definition of construction mitigation travel demand management program;
 - g. Definition of post-construction travel demand management program;

- h. Post-construction governance and the role of a Mobility Council;
 - i. Phasing strategies.
4. The Governors of Oregon and Washington commissioned an Independent Review Panel which met from April to July of 2010. It was comprised of eight nationally recognized experts in developing, financing and implementing large complex multi-modal projects to do a thorough independent review of the project. They made recommendations for changes, and actions to be taken to reduce risk. The full recommendation report can be accessed at:
http://crcreview.columbiarivercrossing.org/documents/IRP_report.pdf
 5. In response to one of the recommendations of the Independent Review Panel, the Governors of Oregon and Washington commissioned a Bridge Review Panel which met from September 2010 to February 2011. It was comprised of 11 internationally recognized bridge experts plus the state bridge engineers for the states of Oregon and Washington and representatives from TriMet and C-TRAN. They were charged with evaluating the viability of the bridge type being pursued and recommend whether to proceed with the current bridge type proposal or an alternate bridge type, including consideration of whether some of the constraints that have controlled key aspects of the bridge design could be altered. The full report from the Bridge Panel can be accessed at:
http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/BRP_Report.pdf
The decision of the Governors on the recommendation of the bridge panel can be accessed at:
http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/DeliverCRC_GovPR.pdf
 6. The City of Portland contracted with the engineering consulting firm URS to provide independent expertise in examining design options to remove or revise the Hayden Island Interchange and traffic operations and engineering analysis of 8, 10 and 12 lane bridge options.

Satisfaction of Concerns and Considerations

Exhibit B to this resolution provides documentation on how each condition has been satisfied. Presented in the table is a brief restatement of the condition being addressed and a synopsis of the conclusions and recommendations about each condition. In addition, in most cases there is an electronic link to the CRC web-site providing direct access to the full report on that subject. In this manner, the reader can review the overall conclusion but also access greater detail if desired. Also presented as part of Exhibit B is an assessment by the Project Sponsors Council and the Independent Project Staff of whether the concern is fully and finally decided and will be reflected as such in the Final Environmental Impact Statement or whether there is agreement in principle with further decisions still pending later in the process. For example, there is agreement in principle about the parameters for tolling although the specific toll rates will not be made until much closer to opening day. In each case where a future decision will be necessary, the character of that future process is provided.

The conditions and conclusions presented in Exhibit B are as follows:

- A. Tolling
- B. Number of Auxiliary lanes
- C. Impact Mitigation and Community Enhancement
- D. Demand Management
- E. Financing Plan
- F. Greenhouse Gases and Induced Demand
- G. Preservation of Freight Access
- H. Light Rail Transit
- I. Bike/Pedestrian Facilities
- J. Interchange redesign and urban development impacts
- K. Bridge Design

Next Steps

The effect of adoption of this resolution is to concur that the concerns and considerations are sufficiently addressed to proceed with finalizing the Final Environmental Impact Statement (FEIS). Certain aspects are direct changes to the design, such as the number of lanes and the configuration of the Hayden Island and Marine Drive interchanges accompanied with a local access bridge across North Portland Harbor that will be reflected accordingly in the FEIS document itself. Other concerns and considerations represent an agreement in principle with a recognition that Metro will be engaged in future decision-making on project details as they develop, including the setting of toll rates, the timing of toll implementation, the specific design of demand management programs and the Mobility Council, implementation of the finance plan, development of a community enhancement fund, bike, pedestrian and local street design details, station area development and aesthetic treatment of the bridge itself. Of particular concern to the Metro Council are certain issues that require further attention as the project proceeds:

- Finalizing whether to implement tolls during construction to serve as a demand management tool to mitigate traffic impacts during construction and provide an important contribution to the financing plan.
- Further consideration of establishment of a community enhancement fund, including purpose, amount, administrative and selection criteria and source of funding.
- Ensuring the state contribution to the project recognizes the statewide significance of the project and is not at the expense of other regional priorities.

ANALYSIS/INFORMATION

1. Known Opposition

The CRC is a very large and complex transportation project. There are strong feelings – pro and con – associated with the project. Opposition to the project includes concerns raised regarding the need for the project, greenhouse gas emissions that could be generated by the project, costs, tolls, the light rail extension to Vancouver, Washington and the aesthetic qualities of the bridge type. Opposition to tolls and light rail in Clark County has been well organized and aggressive. Opposition on the Oregon side has included concern that the project will simply worsen the bottleneck on I-5 in the vicinity of the Fremont Bridge and I-84 interchange. While it does not worsen that bottleneck, there remains criticism that the project shouldn't be built if it doesn't address an equally severe bottleneck just downstream.

Support for the project includes addressing the severe bottleneck and safety issues, the impact on freight movement and the opportunity to significantly improve transit service to Vancouver.

2. Legal Antecedents

Federal

- National Environmental Policy Act
- Clean Air Act
- SAFETEA-LU
- FTA New Starts Process

State

- Statewide Planning Goals
- State Transportation Planning Rule
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan

- Oregon Bicycle and Pedestrian Plan

Metro

- Resolution No. 02-3237A, "For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations," adopted on November 14, 2002.
- Resolution No. 07-3782B, "For the Purpose of Establishing Metro Council Recommendations Concerning the Range of Alternatives to Be Advanced to a Draft Environmental Impact Statement For the Columbia River Crossing Project," adopted on February 22, 2007.
- Resolution No. 07-3831B, "For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis," adopted on December 13, 2007.
- Resolution No. 08-3911, "For the Purpose of Approving the Air Quality Conformity Determination for the Federal Component of the 2035 Regional Transportation Plan and Reconforming the 2008-2011 Metropolitan Transportation Improvement Program," adopted on February 28, 2008.
- Resolution No. 08-3938B, "For the Purpose of Providing Metro Council Direction to its Delegate Concerning Key Preliminary Decisions Leading to a Future Locally Preferred Alternative Decision for the Proposed Columbia River Crossing Project," adopted on June 5, 2008.
- Resolution No. 08-3960B "For the Purpose of Endorsing the Locally Preferred Alternative for the Columbia River Crossing Project and Amending the Metro 2035 Regional Transportation Plan with Conditions." adopted July 17, 2008.
- Ordinance 10-1241B "For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply With Federal and State Law; to Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan." Adopted on June 10, 2010.

3. Anticipated Effects

The approval of this resolution would be to "perfect" the endorsement of the Locally Preferred Alternative and remove the conditions imposed by Resolution No. 08-3960B. This would allow the project scope to be finalized through the Final Environmental Impact Statement, would allow Metro to consider approval of the Land Use Final Order and allow the Federal Highway Administration and Federal Transit Administration to issue a Record of Decision. With these actions in place, the project can proceed from the current development stage into final design.

4. Budget Impacts

If there is a role for Metro to play, the CRC project would reimburse Metro for any costs incurred for such work (this could be additional updated travel forecasting and updated rating information for the New Starts submission, for example).

RECOMMENDED ACTION

Adopt Resolution No. 11-4264 For the Purpose of Concluding that the Concerns and Considerations Raised About the Columbia River Crossing Project in Exhibit A to Resolution No. 08-3960B have been Addressed Satisfactorily.

Materials following this page were distributed at the meeting.

 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, June 9, 2011
Time: 2 p.m.
Place: Metro Council Chambers

REVISED

CALL TO ORDER AND ROLL CALL

1. **INTRODUCTIONS**
2. **CITIZEN COMMUNICATIONS**
3. **"IT'S OUR NATURE" COMMUNICATION INITIATIVE** **Brennan-Hunter**
4. **CONSIDERATION OF THE MINUTES FOR MAY 19, 2011**
5. **RESOLUTIONS**
- 5.1 **Resolution No. 11-4261**, For the Purpose of Adopting an Order on a Request for an Extension of Time for Completion of Comprehensive Planning for Bonny Slope West (Study Area 93) by Multnomah County on Appeal from an Order of the Chief Operating Officer. **Burkholder**
- Public Hearing*
- 5.2 **Resolution No. 11-4264**, For the Purpose of Concluding that the Concerns and Considerations Raised about the Columbia River Crossing Project in Exhibit A to Resolution No. 08-3960B have been Addressed Satisfactorily. **Burkholder**
6. **CHIEF OPERATING OFFICER COMMUNICATION**
7. **COUNCILOR COMMUNICATION**

ADJOURN

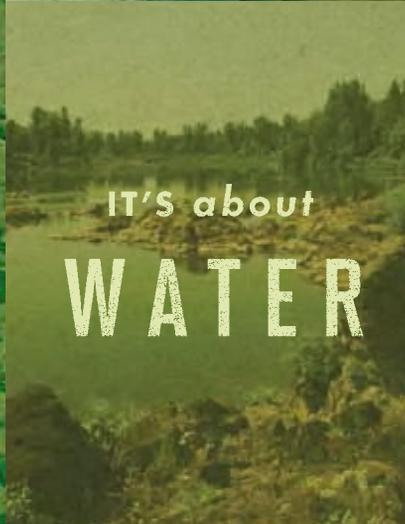
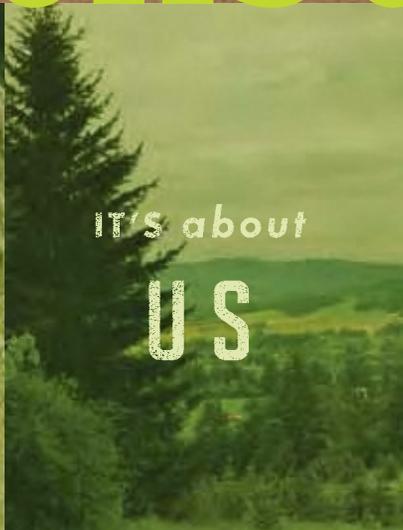
Television schedule for June 9, 2011 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 11 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 2 p.m. Thursday, June 9 (Live)</p>	<p>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, June 12 <i>Date:</i> 2 p.m. Monday, June 13</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> 2 p.m. Monday, June 13</p>	<p>Washington County Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 11 p.m. Saturday, June 11 <i>Date:</i> 11 p.m. Sunday, June 12 <i>Date:</i> 6 a.m. Tuesday, June 14 <i>Date:</i> 4 p.m. Wednesday, June 15</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>

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

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 503-797-1804 or 503-797-1540 (Council Office).

GreenScene



Thanks to voters, Metro has preserved 11,000 acres of natural areas, protected 90 miles of rivers and streams, supported hundreds of community projects and opened three large nature parks. This special edition of GreenScene brings you up to date on the latest news, views and summer events.





River Island, Clackamas County

C. Bruce Forster photo

BY THE NUMBERS 90 miles of river and stream banks

Rivers and streams aren't just pretty places to fish or float; they also nurture native fish, keep our drinking water clean and support the local economy. That's why Metro preserves land along the region's waterways, from the banks of the Clackamas River to the headwaters of the Tualatin.



Jim Cruce photo

Thanks to voters, 'It's Our Nature' – 11,000 acres of it

Across the Portland metropolitan area, salmon are returning to streams where they haven't been seen in decades. Oak trees are getting the sunlight they need to survive into old age, helping reverse their dramatic decline in the Willamette Valley. Families are hiking and bird-watching at new nature parks near Beaverton, Wilsonville and Happy Valley.

It's our nature – 11,000 acres and counting – thanks to voters who approved natural areas bond measures in 1995 and 2006. And it's our nature, as Oregonians, to protect and restore the landscape as a legacy for future generations. "Some of this is because of luck. We happen to live in a very beautiful place," Metro Council President Tom Hughes said this January at his inaugural address. "Some of it is because we have appreciated that and recognized that and planned to preserve that to the greatest degree possible."

Voters have asked Metro's Natural Areas Program to invest a total of \$360 million in protecting water quality, wildlife habitat and outdoor recreation for future generations. The land preserved so far equals two Forest Parks, or one Beaverton. And these special places – acquired in less than two decades – account for nearly one-third of the region's natural areas and parkland.

Like any good hike, this journey warrants a stop along the way to reflect on where we've come from and where we're going. That's why Metro is engaging the community this summer with the "It's Our Nature" outreach initiative. You might catch a short film during movie previews, hear a message on the radio or chat with the natural areas team at your local farmers market. You can explore with Metro's naturalists or ponder the meaning of place at an outdoor event series co-hosted by Oregon Humanities. And you'll find lots of new pictures and videos on the natural areas web pages.

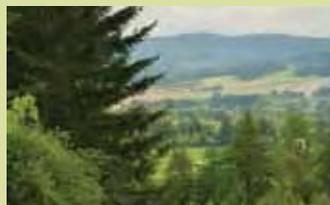
Much like the outreach blitz, the Natural Areas Program fans out across the region. About one-quarter of the most recent bond measure goes toward neighborhood nature grants and a "local share" program that allows cities, counties and park providers to invest in projects close to home.

Natural areas are being preserved; new trails and playgrounds are opening; stream banks are being restored. One partnership is even "greening" the Interstate 205 pedestrian and bicycle path with native trees and shrubs.

At a regional scale, Metro buys land from willing sellers at market value. New natural areas must be located in one of 27 "target areas" selected for their high-quality habitat and ability to make a

A natural history

1992 The region comes together around a vision for a network of natural areas, parks and trails, approving the Metropolitan Greenspaces Master Plan. It provides a blueprint for future investments in nature.



1995 Voters in Clackamas, Multnomah and Washington counties overwhelmingly approve a \$136 million bond measure to protect natural areas and complete missing sections of trails. Metro mobilizes to protect land in 21 target areas across the region.



difference, from Wapato Lake on the west to the Sandy River Gorge on the east. Several of these areas focus on closing gaps in trails, and many have the potential to improve water quality for fish, other wildlife and the humans who rely on clean drinking water.

Metro doesn't buy property to ignore it. A science and stewardship team crafts a restoration strategy for every new natural area. In the short term, that can mean fighting illegal dumping and invasive plants – and replacing them with native alternatives. Long-term partnerships have included building a side channel to the Clackamas River to help threatened salmon survive and installing water control structures to restore historical flooding patterns to the Multnomah Channel.

“We apply the collective knowledge of the world’s biologists and managers to improve the land entrusted to Metro,” says Jonathan Soll, who leads the science and stewardship team. “When we do our job right, the results are better quality wildlife habitat, cleaner water and air and a richer personal experience for the humans who visit these places.”

Some natural areas are intended to stay wild, because public access would damage the very qualities that made them worth saving. But the bond measures have allowed Metro to buy, restore and open three large-scale nature parks: Cooper

Mountain near Beaverton, Graham Oaks in Wilsonville and Mount Talbert near Happy Valley. And other properties are likely to open in the future, when Metro has the resources to plan and build parks that balance people and wildlife.

One such place is Chehalem Ridge Natural Area, which made history last year as the largest-ever purchase by Metro’s Natural Areas Program. The 1,100-acre forest features beaver ponds, valuable oak trees, streams that flow to the Tualatin River and views of five Cascade peaks. Metro is working to transform the young Douglas fir trees – a former commercial timber operation – into an old-growth forest that supports diverse wildlife.

When Lisa Sardinia heard the news, she recounts half-jokingly, she planned a party. Sardinia had two reasons to celebrate: She lives along one of the drainages from Chehalem Ridge, in a home she bought in part to nurture wildlife habitat. And she teaches biology classes at nearby Pacific University.

“As a neighbor, I am thrilled with the focus on maintaining water quality and wildlife habitat,” Sardinia says. “As a biologist and a teacher, I am looking forward to engaging students in projects at the site. Students will be able to conduct plant and animal surveys, test various waterways for chemicals and bacteria, and monitor the changes that occur as the site is restored. The property is one big learning laboratory!”

One third of the region’s natural areas and parkland

In a region known for its signature parks (the name Forest comes to mind) and outdoorsy people, how much difference can today’s voters make? A lot. Nearly one-third of all natural areas and parkland has been protected by two Metro bond measures – in just 16 years.



Chehalem Ridge Natural Area

C. Bruce Forster photo

1996 Metro begins protecting land near Clear Creek, which will grow into a 500-acre natural area beyond Carver. It provides a haven for wildlife, from endangered Coho and Chinook salmon to deer, coyote, beaver and river otter.



1998 An agreement is reached to complete a missing three-mile section of the Springwater Corridor, from just south of the Oregon Museum of Science and Industry to the Sellwood Bridge. Since opening in 2005, it has become one of the most popular trails in the region.



11,000 acres

Thanks to voters, Metro has protected enough regional natural areas to cover the entire city of Beaverton – or, put another way, the equivalent of two Forest Parks. Natural areas range from small, hidden gems to large public parks, from Forest Grove to Troutdale, from forests to wetlands.



Jim Cruce photo

Metro's voter-approved Natural Areas Program reports a steady stream of property purchases, park openings and community success stories – and an occasional brush with pop culture. Catch up on the latest news.



The Trolley Trail, as envisioned here, will connect Milwaukie and Gladstone.

Choo-choo! Trolley Trail is coming through Milwaukie and Gladstone

When the Portland to Oregon City railroad opened in 1893, Milwaukie and Gladstone were not even towns. They developed along the new line, which helped communities grow into prosperous cities.

Now, 43 years after the last freight train arrived in Portland and more than half a century after the last passengers stepped off the streetcar, the tracks between Milwaukie and Gladstone are being transformed

into a six-mile bike and pedestrian path.

When the trail opens late this fall, it will connect local neighborhoods, schools, parks, retirement communities and business districts. It also connects a lot of supporters, including Metro's voter-approved Natural Areas Program.

"The Trolley Trail is probably one of the best examples of projects that take long-term devotion and regional cooperation," Metro Councilor Carlotta Collette told nearly 100 people at a groundbreaking celebration this spring, hosted by North Clackamas Parks and Recreation District. Collette recalled being implored by community advocates, shortly after joining the Metro Council in 2007, to "get this thing built."

The trail has been a long time in the making. After the Portland

to Oregon City streetcar closed in 1958, freight trains used the tracks for another decade. By 1968, most of the rails were removed as the route fell out of use and into disarray.

Since the early 1970s, there has been consistent interest in turning the right of way into a walking and cycling path. Over the years, says Metro trails planner Mel Huie, the Trolley Trail has been added to "nearly every plan we have" – blueprints for trails, transportation and regional growth.

Supporters got their wish in 2001, when funds from Metro's first natural areas bond measure footed the bill for the historic right of way.

Metro also worked with the community to plan the trail and supported construction with federal transportation funds. The "flexible funds," which are distributed at a regional level and may be used to support alternative transportation projects, account for more than half the Portland metropolitan area's trails investments during the past decade.

Most recently, Metro awarded a Nature in Neighborhoods grant for a "green" park-and-ride station where the future Portland-Milwaukie light rail line meets up with the trail. The station will complement the trail's natural setting and provide another transportation link.

Other partners include Clackamas County, the City of Milwaukie, the Oregon Department of Transportation, the Oak Lodge Water District, Congressman Earl Blumenauer and the citizen group Friends of the Trolley Trail.

"Trails like this help connect the whole region," Clackamas County



2001 Metro and its partners install a water control structure at the Multnomah Channel natural area, restoring historic flooding patterns that support red-legged frogs – a great example of large-scale restoration made possible by voters.



2005 Metro celebrates the 10-year anniversary of the bond measure, which is winding down. The bond preserved more than 8,000 acres of natural areas, protected 74 miles of river and stream banks and supported more than 100 local park projects.



Chair Charlotte Lehan said at the groundbreaking, calling the Trolley Trail “a great milestone for Clackamas County.”

Huie should know, as he has worked on the route for more than 23 years – and his family’s connection goes back even further. His parents first rode the streetcar from their home in Gladstone to downtown Portland to celebrate their honeymoon and later used it for their daily commute to work.

“It’s funny,” Huie says, “because now I’ll be using it as a trail after my parents used it as transit.”

He plans to bring his 91-year-old mother, who lives near the historic rail line, to see its reinvention this fall.

“I know I’ll be excited to welcome her back,” Collette told the crowd at the groundbreaking. “And I know all of you will, too.”

At new Scouter Mountain Natural Area, region earns a badge in habitat protection

One minute you’re cruising past Happy Valley subdivisions, with basketball hoops in driveways and shrubs lining front yards. The next, you’re climbing a steep, narrow road with fir trees swaying overhead and birds chirping about your arrival.

Thousands of Boy Scouts have made this journey over the years – and, soon, so can everybody

else. Metro purchased part of a beloved scouting camp overlooking Happy Valley this spring, along with a smaller property next door. At nearly 100 acres, the new Scouter Mountain Natural Area will feature hiking trails, parking, restrooms and a picnic shelter.

“We don’t have many chances to protect nature on this scale in fast-growing communities,” says Metro Council President Tom Hughes. “Fortunately, in our region, we’re positioned to take advantage of these opportunities when they come along.”

Metro’s voter-approved Natural Areas Program purchased the land for a total of \$2.1 million: \$1.36 million for the 69-acre Scouts property and \$750,000 for the adjacent 30-acre parcel. The City of Happy Valley will make upgrades with its allocation from Metro’s 2006 natural areas bond measure, which set aside money for local communities to invest in nature close to home. The North Clackamas Parks and Recreation District will manage the future natural area, which could open as early as summer 2012.

Rising more than 700 feet above the valley floor, Scouter Mountain is part of a string of ancient lava domes that provide panoramic vistas across the east side of the Portland metropolitan area. The former scouting camp features a small wet meadow and a large Douglas fir forest with Western red cedar and hemlock trees.

“When you hike through the forest, you’d never guess you’re so close to streets, homes and schools,” says Metro Councilor Shirley Craddick, who represents the eastern part of the region. “We’re lucky that we don’t have

to leave town to connect with nature.”

Most of the new natural area was purchased from the Boy Scouts of America’s Cascade Pacific Council, which still owns another 110 acres next door. The 2,000 campers who visit every summer will now share Scouter Mountain with fellow hikers and bird watchers.

The Scouts plan to invest proceeds from the sale at their 17 camping properties in Northwest Oregon and Southwest Washington. More than 15,000 youth and volunteers attend overnight or day-camping programs every summer, and another 30,000 Scouts camp independently throughout the year.

Before selling part of their land at Scouter Mountain, the Scouts removed the 22,000-square-foot Chief Obie Lodge. An independent study determined that it would cost more than \$8 million to restore the deteriorating building, which had been closed since 2004 due to fire safety issues. The Scouts’ legacy will be honored, however, by incorporating salvaged pieces of the lodge in a new picnic shelter.

“Like so many others, I have very fond memories of camping and other activities on Scouter Mountain,” said the Scouts’ council president, Gene Grant, who visited as a dad and a young Scoutmaster. “I am truly excited to help create the new Scouter Mountain Natural Area.”

Three major nature parks

Mount Talbert hovers above busy shopping centers and neighborhoods in Clackamas County, offering a forested oasis. At Graham Oaks, the new Tonquin Trail meanders through a restored oak woodland in Wilsonville. And, nestled between the neighborhoods and farm fields of Washington County, Cooper Mountain provides a haven for wildlife. All three were protected, restored and opened by voters.



Mount Talbert Nature Park

C. Bruce Forster photo



• **2006** Nearly 60 percent of voters support a \$227 million bond measure to continue protecting water quality, wildlife habitat and outdoor recreation opportunities. This time, 27 target areas are selected for their high-quality habitat and ability to make a difference.



• **2007** Mount Talbert Nature Park opens in Clackamas County, providing a forested oasis for people and wildlife in a busy suburban area. It is the first of three major nature parks protected, restored and publicly opened by the two bond measures.



1.7 million native trees and shrubs

Metro doesn't ignore its natural areas. At each property, the science team develops a plan to oust invasive plants and replace them with native species that support water quality and wildlife. Some of the new additions are grown at Metro's own Native Plant Center.



Wealth Underground farmers Eric Campbell, Nolan Calisch and Chris Seigel

Fictional hippie farm on 'Portlandia' was actually a Metro natural area – and organic farm

If you watched the hit "Portlandia" this winter on the Independent Film Channel, you know that a locally grown, organic chicken named Collin ended his life as a trendy restaurant entrée.

But you probably didn't realize that Collin's buddies are alive and well – at a Metro natural area. They're actually egg-laying hens at Wealth Underground Farm, which leases Metro land near Forest Park and doubled as a filming location for the show's first episode.

As a community-supported agriculture farm, this one-acre vegetable and flower patch sells

"shares" to members who pick up a weekly haul of produce. Many make the steep, twisty trip to the farm, where boat horns rise from the Multnomah Channel below and bird calls echo from the fir trees above. Wealth Underground fulfills the college dream of three 20-something buddies, who literally wear their passion on their jackets, with matching antler-tip symbols of unity. Reflecting on the unapologetically over-the-top "Portlandia," farm co-founder Nolan Calisch jokes, "This is exactly what they wanted to make fun of."

Wealth Underground also shows exactly why Metro leases 580 acres of natural areas to farmers, bringing in nearly \$60,000 a year and supporting local agriculture.

Two voter-approved bond measures have allowed Metro to protect water quality, wildlife habitat and outdoor recreation opportunities by purchasing 11,000 acres across the Portland metropolitan area. Large properties with rich wildlife habitat sometimes include a farm field.

Without money to publicly open or restore these natural areas right away, Metro rents them. Part of Graham Oaks Nature Park in Wilsonville, for example, was leased to a wheat farmer until Metro had the resources to transform it into valuable oak habitat with hiking trails, picnic tables and other amenities.

"We're trying to use land that isn't being converted right away or restored for habitat," says Metro Councilor Carlotta Collette, who has toured some of Metro's leased farms. "It's just part of being a sustainable region. We have great soil, we have productivity. Let's use it."

Leasing property also reduces the cost of fighting invasive plants and protecting natural resources, because farmers actively care for their land. Laurie Wulf, who manages Metro's agricultural leases, works with farmers to navigate the challenges of growing crops in a natural area.

"We're keeping the land weed-free, for the most part," Wulf says. "And the farmer can make a living."

Farms on Metro's natural areas span the region, from Forest Grove to Corbett and Sauvie Island to Canby. They also span the agricultural spectrum, from permaculture to potatoes and clover to community-supported agriculture.

Calisch, the Wealth Underground co-founder, trained at another Metro-leased farm: Sauvie Island Organics. That's how he learned about a rental house and small field near Forest Park, part of a 58-acre property that might someday allow Metro to extend the Wildwood Trail.

2008 An independent citizen oversight committee releases its first report on the 2006 bond measure, praising the core work and making suggestions to improve outreach, attract a diverse mix of grant applicants and better measure progress.



2009 Cooper Mountain Nature Park opens near Beaverton, featuring high-quality wildlife habitat, vistas of the Tualatin River Valley and more than three miles of trails. The park is managed by the Tualatin Hills Park & Recreation District.



Timing was right. Calisch recruited two classmates from Denison University in Ohio, bringing Chris Seigel from the San Francisco Bay area and Eric Campbell from Washington's Olympic Peninsula to launch an organic farm. The Wealth Underground team didn't specifically look for publicly protected land, but the connection felt natural.

"It appeals to our sensibilities, putting land into conservation," Calisch says. "We're also interested in how a farm can operate in a low-impact and ecological way. You can have growing spaces in wild spaces."

They're learning to work alongside wildlife that relies on the wooded corridor in and around Forest Park. Wealth Underground planted a garden for a herd of elk, for example. And when chickens got killed, the farmers did a better job of protecting them instead of targeting the predators. As Campbell puts it, "We don't try to chase things off. It's not set up to push the animals back."

Wealth Underground was more focused on kale and rutabaga than publicity last year, when a talent scout inquired about using the farm as a filming location. It was deemed perfect for "Portlandia," the sketch comedy show created by "Saturday Night Live" star Fred Armisen and Sleater-Kinney rocker Carrie Brownstein. The storyline, the farmers were warned, would poke fun at Oregonians' obsession with living off the land.

As it turns out, a couple played by Armisen and Brownstein consider ordering chicken at

a restaurant. But they want to make sure it's local. And organic. And what about the sheep's milk, soy and hazelnuts the chicken ate? Are those local, too? Unsatisfied with details of Collin the chicken's chick-hood, Peter and Nance ask their waitress to hold the table while they visit the farm.

A true local might recognize the wooded backdrop as Peter and Nance pull up to the farm. And frequent visitors might spot their favorite rabbits and chickens, who make cameos. But that's where the similarities end. Wealth Underground is recast as Aliko Farms, named for a spiritual guru who runs the operation – and, apparently, is married to everybody else who works there. It's a sunbathed scene straight out of 1970.

"I'm just falling in love with this place. It's just beautiful," Nance gushes.

The Wealth Underground trio watched filming up-close, when they weren't busy tending crops. And they reveled in the fame just a little, naming one of the rabbits Aliko and proudly showing off the star chickens. Although "Portlandia" makes a satire of the farmers' profession and adopted city, they don't take offense. "It's not making fun of this at all in a malicious way," Seigel says. "To be able to laugh at yourself is very important."

Wealth Underground spent the off-season building a greenhouse and expanding memberships for this year. But Calisch took a break to attend the "Portlandia" premiere at the Hollywood Theatre, where he got VIP treatment.

"It's the only time in my life I can drop a farm name," he says, "and be ushered in on the red carpet."

Hundreds of community projects

Every neighborhood, city, county and park district plays a role in protecting the landscape. That's why Metro awards neighborhood nature grants and distributes money to local communities to invest in projects close to home. Some buy new natural areas, some restore them, some add trails or play areas. Without voters' investment, some of these neighborhood parks could be subdivisions or shopping centers today.



The Tualatin Hills Park & Recreation District recently improved Jackie Husen Park with support from Metro's Natural Areas Program.

Greening Interstate 205

Marcus Camby of the Portland Trail Blazers pitches in at a volunteer planting along the Interstate 205 cycling and pedestrian path. Friends of Trees, the Oregon Department of Transportation and other partners are teaming up to green the 16.5-mile path, with support from a Metro Nature in Neighborhoods grant. The project provides job training and environmental education opportunities to diverse communities and serves as a statewide model for roadside landscaping projects.



Photo by Tom Atiyeh, Friends of Trees

2010 Metro makes its largest single purchase to date, protecting a 1,143-acre forest now known as Chehalem Ridge Natural Area. Nestled in the Chehalem Mountains near Forest Grove, it features valuable oak habitat, beaver ponds and views of five Cascade peaks.



2010 Graham Oaks Nature Park in Wilsonville becomes the third major nature park, with trails traversing restored oak woodland, wetlands and a conifer forest. It also serves as an outdoor classroom for two schools with an environmental education center next door.



Naturalists, teachers, volunteers and community leaders experience the region's natural areas firsthand. Here, several nature lovers share their reflections on the places voters are protecting.

Looking for beavers and turtles? You might spot a special person, too

By James Davis, Metro naturalist

During 30 years as a naturalist, I've led hundreds of programs and helped thousands of people connect with nature. Every once in a while, I'm lucky enough to develop a longtime relationship with somebody who lives near one of "my" parks – somebody like Doolin O'Connor.

The first time I met Doolin, he was 4 years old and came with his mom for a turtle walk at Smith and Bybee Wetlands in North Portland. He carried a first aid kit in a small bucket and wore a helmet and red wool gloves. He was prepared for anything. Fortunately, Doolin took my suggestion that he could lighten his load since I already had an official first aid kit and the helmet would be way too hot in the sun. But he kept his gloves on – hardly ever a bad choice when working outdoors.

We had a great walk that day, and I got to know Doolin pretty well. I think there were a few other people along, but I was so busy keeping up with Doolin's curiosity that I can't remember. When we headed back, Doolin asked if he could hold my hand, and I said, "Sure." His mom, Sherry, says she will never forget seeing that little red-gloved hand in mine as we walked out. We were buds, that was clear.

Doolin and his family, who live in the St. Johns neighborhood, became regulars at Smith and Bybee. When his school came on field trips, he helped a younger grade because he's so familiar with the wetlands. Doolin has always liked uniforms, and I gave him one of my patches for his ranger shirt. He got some other great ones at summer nature camps, so he looks pretty official now. Doolin has volunteered at Bug Fest, an annual celebration that Metro co-hosts. His family comes to events along the Columbia Slough, too, and Doolin slips right in to take my place at the mammal pelts display if I step away for a moment. I know he wants my job, but I'm happy to make way for the next generation of naturalists – when they're ready.

It will be fun to watch how Doolin, who's 9 now, grows up. Will he stay in the naturalist groove? I know I'll stay in touch with Doolin and his



Metro naturalist James Davis and his protégé Doolin O'Connor

family, because they are my special friends from Smith and Bybee. Getting to know them is as important a part of my experience as the park naturalist as paddling among the painted turtles or seeing the beaver swimming at dusk.

The other day I ran into Doolin's mom and his younger brother, Keegan. I hadn't seen any of the family in a while. "Wow," I said, "Keegan sure looks older."

"Jamesdavis, Jamesdavis!" Keegan said, using the boys' one-word name for me. "Look at the bird we saw in our yard!" He pointed to a drawing of a varied thrush in his bird guide. Sherry let me know that Keegan, who's 6, is quite the bird watcher. Another naturalist in the making in St. Johns.

Making Tigard a 'place to call home' – and a green one at that

By Tigard Mayor Craig Dirksen

During the 1980s and 1990s, Tigard saw a period of explosive growth. It was changing from an outlying suburb, still surrounded by the remnant open fields of its agricultural past, to an integral part of the Portland metroplex with subdivision after subdivision crowding its original center on Pacific Highway. Tigard had only about eight acres of parks and open space per

Lifecycle of a natural area



- 1 Voters approve natural areas bond measure.
- 2 Natural resource and land use experts, scientists, land managers and residents help craft detailed goals for the 27 areas where Metro will protect land.
- 3 Metro's real estate team identifies property that meets Metro's goals for water quality, wildlife habitat and outdoor recreation opportunities. Working with the science and legal teams, they evaluate potential natural areas.
- 4 Metro buys land at market value from people who want to sell.
- 5 The science team crafts a short-term "stabilization" plan to control invasive plants, replace them with native plants, tear down or rent houses and deal with problems such as illegal dumping. Natural

thousand residents – far short of the 11 acres recognized as the national standard – and its population was growing. With the coming of the millennium, preserving our remaining open space and protecting the Fanno Creek Greenway had to become a priority if we were to maintain our quality of life and leave ourselves with a lasting legacy to pass on to future generations.

Over the past decade, we've managed to increase our park and open space from less than 300 acres to more than 500, but available funds kept us from making any significant purchases. One parcel we had our eye on was the Summer Creek property adjacent to Fowler Middle School, a 43-acre gem at the confluence of Fanno and Summer creeks with meadow, creek bottom and amazing mature forest. The school district had recently decided it didn't need the land, which was in danger of being lost to development.

Tigard assembled a group of local partners including Metro, Washington County and The Trust for Public Land in an attempt to buy the property. Despite negotiations, the money available wasn't enough. In 2010, after one failed attempt, Tigard voters approved a parks and open space bond measure to invest as much as \$17 million in park acquisition and development. This allowed us to finalize the purchase of the Summer Creek property and will also allow us to acquire up to 100 additional acres around

the city – including an amazing 20 acres at the crest of Bull Mountain with bluff and forested canyon and views all the way to the Coast Range. Combined with the previously purchased Cache Creek Nature Park, our residents will have a major asset in the western part of Tigard, the area that was most park-deficient. We will also make significant progress completing our segment of the Fanno Creek Trail, which eventually will reach from Willamette Park in Portland's Johns Landing all the way to the Tualatin River and beyond, linking Portland, Beaverton, Tigard and Tualatin.

With this vision, and with these resources, we will reach our goal of creating a park and trail system that will be one of Tigard's defining features and help keep the city, as we say, "a place to call home."

The City of Tigard, Metro and other partners gathered on a blustery winter day to celebrate the acquisition of Summer Creek natural area. The forested wetland, which is now Tigard's second largest park, is home to turtles, frogs, salamanders, red-tailed hawks, owls and herons. More than 40 percent of the money to buy the land came from Metro's voter-approved natural areas bond measure, through a Nature in Neighborhoods grant and "local share" funds distributed to Washington County and Tigard to invest in community projects.



C. Bruce Forster photo

Cooper Mountain Nature Park: Listen to a legacy

By Karen Mathieson, Metro volunteer

Each time I introduce friends to Cooper Mountain Nature Park, I point out the metal ear trumpets facing like fluted, otherworldly flowers toward the gentle hills and green fields of the Tualatin Valley. Bend to place an ear against the aperture at the narrow end, and you will catch the conversation of birds, and perhaps an amplified patter of rain or a swoosh of wind through dry grasses. What I hear when I stoop to listen or walk the looping, graveled paths of the 230-acre park is the past, the present and the future of humans connecting with a landscape.

Over thousands of years, native peoples established a complex relationship with the earth, plants and animals of this place and the fertile lands in the distance. Through practices such as controlled burns to halt encroaching conifers and preserve oak trees with their nourishing acorns, tribes thrived to the seventh generation and beyond. The ecosystem was affected by the human presence, but it was also held in balance.

A decade and a half ago, that ecosystem lay in shreds on Cooper Mountain. Vast mounds of Himalayan blackberries shrouded the logged-off terrain. What trees remained struggled in a stranglehold of English ivy. Small rodents sought in vain the seeds of native shrubs to keep them through the winter, and raptors circled fruitlessly above the impenetrable foliage. It seemed logical to assume that giant machinery would soon arrive to level the site for another suburban subdivision, harvesting all that remained of value: the view.

resource staff carry out much of this day-to-day work, teaming up with contract crews as necessary.

6 Metro's volunteer restoration program provides opportunities to help care for the land voters have protected.

7 After two years or so, the property graduates to a long-term restoration strategy.

8 On sites suited to public access, Metro plans amenities such as parking, trails and signage – balancing people with the natural resources that made the land worth protecting. Finding funding is a big part of

the puzzle; the bond measure paid for three major nature parks, but otherwise goes toward protecting land.



Then in November 1995, voters in Clackamas, Multnomah and Washington counties changed the future of Cooper Mountain. The passage of a visionary bond measure to preserve significant green space in the region allowed Metro to purchase the site, and an army of staff and volunteers began years of hand-to-hand combat with invasive vegetation.

My association with Cooper Mountain dates to blistering summer days in 2008, as I gingerly crouched amid poison oak to seek sparse clumps of native perennial flowers such as the rare pale larkspur. From beneath the broad brim of my straw hat, I saw fellow volunteers from Metro's Native Plant Center inch across the prairie of the past and future. The seeds we gathered have been nurtured to vigorous life, and amplified for restorative planting in areas deliberately scorched by fire as in millennia past.

In June 2009, Cooper Mountain Nature Park opened to the public, managed through a cooperative partnership between Metro and the Tualatin Hills Park & Recreation District. The Nature House – a charming red barn with firehouse doors that open to the fresh air in good weather – is a hub of activity and education throughout much of the year. Along hillside trails that pass between thousands of tiny trees and shrubs clad in protective netting, one finds coyote scat, deer tracks and reflective peace.

When I listen to Cooper Mountain Nature Park, I sense a legacy echoing across centuries to come. I can see things too, scenes that stretch from this very summer into the future: A small boy watches a red-legged frog emerge from life among the polliwogs, in a pond dug as the quarry for a logging road. The boy smiles, and a wildlife biologist is born. As night approaches on Cooper Mountain, a young girl learns from a Metro naturalist about constellations familiar to Northwest people of long ago. The girl studies the sky, and begins to dream of reaching for the stars.



Boones Ferry Primary School student artwork

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As Graham Oaks grows up, so do the students next door

By April Brenden-Locke, Boones Ferry Primary School teacher

I noticed the old oak tree when I started teaching at Boones Ferry Primary School in Wilsonville. Its lone shape seemed out of place in the middle of the rolling farm field that bordered our playground. Rumor had it Metro was going to build a park there, where the Lone Oak stood. Little did I realize that this tree would capture the imaginations of my future third graders and connect them with their community's natural environment and history.

The construction of Graham Oaks Nature Park provided a unique opportunity for my students to create something authentic and important for the community. Few people, especially newcomers and younger people, knew why this land in the school's back yard was becoming a park. For several months last year, my students explored the question "What story would the

Lone Oak tell?" and researched how different cultures have used and cared for the land that is now the park. We then wrote and published the Lone Oak's story in book form with students' art and made it available to the community.

Students developed important research skills, asking and working to answer authentic questions. At first their questions were thoughtful, but surface-level, such as "Who lived on this land?" and "Why are they making a park here?" We interviewed a local historian, read local historical accounts and visited the park with Metro staff while it was under construction. We learned that the Lone Oak is an Oregon white oak, an increasingly uncommon tree in the Willamette Valley. It is some 200 years old, which means it likely "saw" the Kalapuya, the Native Americans who summered along this part of the Willamette River and maintained the land as an oak savanna through controlled burning. My class had recently completed a study of the time of the pioneers – a period that seems so far away for 9-year-olds. I was delighted when one student burst out with an important, sudden connection: "Wait! You mean the Lone Oak was here when the pioneers came?!"

As the project went on, their questions became deeper: "Why would the Kalapuya agree to work on the Boones Ferry?"

"How did people keep the land from becoming a landfill?" "Will Metro burn the savanna to preserve it even though there are houses nearby?" Students began to realize that, over time, cultural values have changed and different groups of people have had different ideas about how to use land. We wrote the story from the point of view from the tree; we had to infer how the tree might have felt about the changes it has seen, from the time of the Kalapuya to that of the trappers and traders, the pioneers, the farmers, industry and, now, restoration.

Today the Lone Oak is no longer alone. It is becoming an integral part of a slow-growing savanna ecosystem, along with thousands of young oaks and native plants that have been planted around it. Through this park and our project, my students have become more connected, too, by providing an important book for the community and becoming part of a new chapter in the story of this place.

"What's important is that children have an opportunity to bond with the natural world, to learn to love it, before being asked to heal its wounds."

David Sobel, *Beyond Ecophobia: Reclaiming the Heart in Nature Education*

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Summer at Graham Oaks

 Get to know the region's newest nature park through a summer of special activities, from bug hunting to papermaking. Graham Oaks Nature Park in Wilsonville was protected, restored and opened by Metro's voter-approved Natural Areas Program.

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IT'S OUR NATURE EVENTS

Know your place

Exploring Metro's natural areas through language, movement and observation

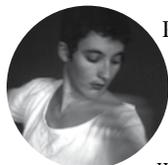
Without the magic of nature, Henry David Thoreau never would have written "Walden" and Ansel Adams would have been another struggling photographer. Nature sparks new ways of looking at the world. That's why Oregon Humanities and the Metro Natural Areas Program are bringing provocative people and ideas together on a few of the 11,000 acres that voters have protected across the Portland metropolitan area. On the last Saturdays in July, August and September, explore the forests and trails, clearings and creeks that make Oregon Oregon – with people who do the same. Wear sturdy shoes. Bring water and a picnic, if you'd like. Free. Advance registration required; visit www.oregonmetro.gov/calendar, find your event and follow the instructions. If you have questions or prefer to register by phone, call 503-797-1650 option 2.

**Saturday, July 30,
3 to 5 p.m.**
Graham Oaks Nature Park,
Wilsonville

Delta, desire path, dune: The names of landscape features intimately tie us to the places we travel to, happen upon and seek out for respite, shelter and inspiration. Barry Lopez and Debra Gwartney, editors of "Home Ground: Language for an American Landscape," explore the way that names of landscape features – their histories, stories and meanings – help you connect

with and understand the places that matter to you. Bring a notebook and pen. Meet at Graham Oaks Nature Park. (Debra Gwartney will host a small-group writing workshop at Graham Oaks on Friday, July 29, to generate material for the main event. To learn more and sign up, visit www.oregonhumanities.org.)

**Saturday, Aug. 27,
3 to 5 p.m.**
Scouter Mountain,
Happy Valley



Performance artist Linda K. Johnson leads participants in engaging with the natural environment through walking, stillness, writing and observation. Working both individually and in small groups, participants bring their deep attention to various elements of Scouter Mountain, with the intention of coming to know it kinesthetically, intellectually and aesthetically. Location provided with registration.

**Saturday, Sept. 24,
3 to 5 p.m.**
Cooper Mountain Nature
Park, Beaverton

Filmmaker Matt McCormick guides participants through discussions and exercises focusing on astute observation. Drawing on his background in making visually striking documentaries about Portland and the Pacific Northwest, McCormick describes his creative process and how thinking cinematically can yield deeper experiences with place. Bring a notebook, pen and camera. Meet at Cooper Mountain Nature Park.



See you at the market

Metro's natural areas team will rove the region's farmers markets this June, July and August. Stop by to meet the team, ask questions and pick up a free reusable shopping bag for your haul.

- June 2** Thursday Market at the Ville, Wilsonville, 4 to 8 p.m.
- June 8** Forest Grove Farmers Market, 4 to 8 p.m. Wednesday
- June 11** Portland Farmers Market at Portland State University, 8:30 a.m. to 2 p.m. Saturday
- June 12** Tigard Farmers Market, 9 a.m. to 2 p.m. Sunday
- June 18** Beaverton Farmers Market, 8 a.m. to 1:30 p.m. Saturday
- June 22** Moreland Farmers Market, 3:30 to 7:30 p.m. Wednesday
- June 25** Hillsboro Saturday Farmers Market, 8 a.m. to 1:30 p.m.
- June 30** Fairview Open Air Market, 4 to 8 p.m. Thursday
- July 9** Gresham Farmers Market, 8:30 a.m. to 2 p.m. Saturday
- July 10** Sunnyside Grange Open Air Farmers Market, 11:30 a.m. to 3 p.m. Sunday
- July 16** Oregon City Farmers Market, 9 a.m. to 2 p.m. Saturday
- July 17** Milwaukie Farmers Market, 9:30 a.m. to 2 p.m. Sunday
- July 23** St. Johns Farmers Market, 9 a.m. to 1 p.m. Saturday
- July 31** Lents Farmers Market, 9 a.m. to 2 p.m. Sunday
- Aug. 6** Parkrose Farmers Market, 8 a.m. to 2 p.m. Saturday

www.oregonmetro.gov/naturalareas

Metro's natural areas website got a makeover! Find the latest news, watch a short film that brings the landscape to life, and explore natural areas and trails on an interactive storytelling map. Don't forget to check out summer events so you can explore the old-fashioned way, too – in person.

Stay in touch

Sign up for It's Our Nature, a monthly e-newsletter that keeps you up to date on new natural areas, restoration projects, events, media coverage and volunteer opportunities. Just check the "It's Our Nature" box under email newsletters at www.oregonmetro.gov/connect.



Summer calendar

Durham City Park tree care

9 a.m. to noon Saturday, June 4

Help newly planted trees and shrubs get a jump on the invasive plant competition and ensure the success of this important planting site. Learn how to remove invasive plant species by hand as well as native plant identification skills and care techniques. Gloves, tools, breakfast treats and coffee provided. Meet at Durham City Park. For more information, call 503-282-8846, ext. 18. *Friends of Trees, Clean Water Services, City of Durham and Metro*

Gardens of eatin': edible landscaping

Get the skinny on blending edibles and ornamentals for a delicious low-maintenance landscape. Discover salad-boosting herbs and flowers, fruit trees for small spaces and native plants that hide "berried" treasures. Learn easy organic care methods. *Metro and partners*

10 to 11 a.m. Saturday, June 4

Led by regional gardening expert Glen Andresen. Meet at Tony's Garden Center. Free. Advance registration required; call 503-481-7710.

1 to 2:30 p.m. Sunday, June 19

Meet at Graham Oaks Nature Park. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. 

10 to 11 a.m. Saturday, July 30

Led by garden expert Jen Aron. Meet at Hughes Water Gardens. Free. Advance registration required; call 503-638-1709.



Acorn sculpture at Graham Oaks Nature Park

Michael D. Barton photo

Mount Talbert kids' nature walk

10 a.m. to noon Sunday, June 5

Naturalist Elaine Murphy introduces kids to plants and animals that live in the Pacific Northwest on a nature walk at Mount Talbert. Children must be accompanied by an adult. Location provided with registration. Free. Advance registration required; call 503-496-0908. *Backyard Bird Shop*

Home composting essentials

10 to 11:30 a.m. Saturday, June 11

Confused by composting? Get the real dirt on how simple it is to turn garbage into gardener's gold. Learn the dos and don'ts of composting yard waste and kitchen scraps. Discover the merits of basic, worm, hot and cold composting, and ways to master each method. Get tips on using compost as a soil amendment, mulch or tea. Plus learn where to find bins, tools and more information. Led by garden expert Lora Price. Meet at Clackamas Community College, Claimont Hall, room 117. Free event includes complimentary coupons

and publications. Advance registration required; call 503-234-3000. *Metro, Oregon State University Extension Service and Clackamas Community College*

Morning bird walk at Cooper Mountain 8:30 to 11:30 a.m. Saturday, June 11

Spring is the easiest time to see and identify birds of Cooper Mountain since they are in their best breeding plumage and singing up a storm. At this time, nesting will be in full swing, with some baby birds already out of the nest and on their own. This can be a good time to watch family activities, such as adults feeding their begging young. Learn to identify birds by sight and by sound. Join Metro naturalist and expert birder James Davis for this bird walk for beginners and intermediate birdwatchers. Bring binoculars or borrow a pair onsite; dress for standing outside on an open hilltop. Suitable for ages 10 and up. Meet at the Nature House. Registration and payment of \$10 per person required in advance; call 503-629-6350. *Metro and Tualatin Hills Park & Recreation District*

Native Plant Center volunteer ventures

9 a.m. to 1 p.m. Saturdays, June 11 and 25, July 9 and 23, and Aug. 6 and 20

Enjoy summer at Metro's Native Plant Center in Tualatin and learn to propagate native plant species used in regional restoration projects. Volunteers join together to harvest and clean seed, maintain native grow-out beds, learn propagation techniques, and work with herbaceous species from the region's prairie, oak, riparian and forested habitats. Family-friendly. No experience necessary. Gloves, tools, water and snack provided. Advance registration required; call 503-797-1653. *Metro*  by arrangement

The oaks, floods and fires of Canemah Bluff

10 a.m. to 1 p.m. Saturday, June 11

With sweeping views of the Willamette River, rare white oak woodlands and the historic Canemah Pioneer Cemetery nearby, Canemah Bluff brings a bit of the wild close-in for residents of surrounding neighborhoods. Join Metro naturalist Dan Daly to explore how floods, fires and world-class geologic events have created the woodlands, prairies and ephemeral wetlands of Canemah Bluff today. A Metro scientist is onsite to share how maintaining and enhancing the oak woodland and native prairie have been a priority for Metro's science team, as well as future plans for the site. Bring binoculars or borrow a pair onsite. Directions provided with registration. Free for children under 18. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro* 

 activity at new Graham Oaks Nature Park



wildlife watching



volunteering



nature discoveries



paddling



natural gardening



wheelchair accessible



Twilight Tuesdays at Smith and Bybee

7 to 9:30 p.m. Tuesdays, June 14, July 26 and Aug. 9

This relaxing walk takes advantage of long summer days and provides a chance to unwind after work. Dusk is one of the best times to view wildlife, especially during summer. It's about the only time most mammals such as beaver, muskrat, otter, raccoon, deer and bats can be seen. Metro naturalist James Davis teaches basic techniques of wildlife watching and identification. Bring binoculars or borrow a pair onsite. Suitable for ages 10 and up; all participants must be able to be quiet, sneaky and patient. Meet in the parking area on North Marine Drive. Free for children under 18. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro*



Father's Day walk on Mount Talbert

10 a.m. to 1 p.m. Saturday, June 18

Surprise Dad this Father's Day by exploring a cinder cone volcano on a guided nature walk. The rare oak woodlands of Mount Talbert offer welcome refuge for migrating songbirds such as warblers, tanagers, orioles and cedar waxwings. Move quietly through shaded groves in search of the elusive Western gray squirrel and learn to identify poison oak. Binoculars provided. Trails are on the rough side and steep in places. Suitable for ages 8 and up. Directions provided with registration. Free for children under 18. Registration and payment of \$5 per adult required in advance; call 503-794-8092. *North Clackamas Parks & Recreation District and Metro*



Gardens of eatin': advanced vegetable gardening

Ready to take your veggie gardening to the next level? Learn how to plan for year-round harvests with careful crop choices, vertical gardening and techniques to stretch the growing season. Plus, explore the principles of nontoxic weed and

pest management to boost your harvests and reduce the amount of time and money needed for a healthy productive garden. Free event includes complimentary coupons and publications. *Metro, Oregon State University Extension Service and Portland Nursery*

10 to 11 a.m. Saturday, June 18

Led by regional gardening expert Glen Andresen. Meet at Portland Nursery on Stark. To register, call 503-231-5050.

10 to 11:30 a.m. Saturday, June 18

Led by Oregon State University horticulturist Weston Miller. Meet at Washington County Fair Complex Demonstration Garden, Cloverleaf entrance. To register, call Metro at 503-234-3000.

10 to 11:30 a.m. Saturday, June 25

Led by garden expert Jen Aron. Meet at Metro's Natural Techniques Garden. To register, call Metro at 503-234-3000.

Lone Fir Cemetery headstone cleaning workshops

1 to 3 p.m. Saturdays, June 18, July 16 and Aug. 20

Hold history in your hands and learn techniques to properly care for headstones. Grave markers in Portland's oldest cemetery can become damaged, darkened and difficult to read. Learn safe cleaning methodology and good ethics involved in caring for these chunks of history. You may want to bring a stool. Cleaning supplies and materials provided. Family friendly. Enter on Southeast 26th Avenue between Stark and Morrison streets. Meet at the Soldiers' Monument. Free. For more information, call 503-224-9200. *Friends of Lone Fir*



Native plants for birds, bees and butterflies

Eager to see beneficial birds, butterflies and gentle native bees? Discover how beautiful native plants can bring these allies to your yard, helping fight pests and improving garden productivity.

Learn which natives might be right for your yard and how to plant and care for them without harmful chemicals. Led by garden writer Lisa Albert. Free event includes complimentary coupons and publications. *Metro, Oregon State University Extension Service, Echo Valley Natives and Tualatin Hills Park & Recreation District*

10 to 11 a.m. Saturday, June 18

Meet at Echo Valley Natives. Advance registration required; call 503-631-2451.

1 to 2:30 p.m. Saturday, Aug. 20

Meet at Cooper Mountain Nature Park. Advance registration required; call THPRD at 503-629-6350.



Family habitat hike

9:30 to 11:30 a.m.

Saturday, June 25

Join a naturalist on a guided hike through the tall meadow grass of Cooper Mountain in search of butterflies, dragonflies and other insects. Meet at Cooper

Mountain Nature Park. \$9. Ages 11 and up must register; up to two children under 10 may accompany a registered adult. For more information, call 503-629-6350. *Tualatin Hills Park & Recreation District*



Lone Fir Cemetery clean-up day

10 a.m. to 2 p.m. Saturday, June 25

Help clean up Lone Fir. This event takes place rain or shine. Wear closed-toe shoes. Bring your own rake and gloves or borrow them onsite. Water and light snacks provided. Meet at the Soldiers' Monument. For more information, call 503-224-9200. *Friends of Lone Fir*



Stayin' Alive: Fire by friction for families

10:30 a.m. to 2:30 p.m.

Saturday, June 25

Nature provides for those with know-how. The darkness of night and deep-woods cold seem worlds away in the warm glow of a crackling campfire. In this family-oriented class at Graham

Continued

Compost tips

- For the freshest, fastest, most fertile compost, never dump and run. Instead, take a moment to thoroughly mix any new material – moist, rich food scraps or grass clippings, for example – into the compost pile. This simple step helps keep wet material from clumping, which can bring odors, slow the composting process and attract flies.
- Make sure the compost pile includes plenty of "brown" material such as straw, woody prunings or dead leaves to balance the "greens," which can include food scraps, grass clippings, coffee grounds and other nitrogen-rich waste. Keeping the ratio one or two parts brown to one part green helps microbes break down the pile faster.



Did you know?

Metro now makes it even easier to turn food scraps and yard debris into organic gardener's gold with a new selection of value-priced compost bins. They're made from recycled plastic, available in different sizes and styles and a cinch to set up. Get the right bin for your garden or urban farm at the MetroPaint Swan Island store in North Portland. Open 8 a.m. to 4 p.m. Monday through Friday, and 7 a.m. to 4 p.m. Saturday.

Metro Recycling Information
503-234-3000

www.oregonmetro.gov/compost



Sunday Parkways 11 a.m. to 4 p.m.

Experience Portland from a new perspective – meet your neighbors and enjoy all kinds of entertainment along the way. The car-free routes along city streets focus on one area of the city at a time, connecting parks that host music, food and fun activities like yoga, juggling, stilt walking, hula hooping or disc golf. Sunday Parkways offer a chance to get out and enjoy walking, biking, rolling, running and skating. The events are suitable for mobility device users, seniors, adults and children. Portlanders enjoy a day of healthy physical activities right in their own neighborhoods.

Intersections are staffed by volunteers, allowing residents to get to and from their driveways, with larger streets supervised by police and

certified flaggers. For details or to volunteer, visit www.portlandsundayparkways.org or call 503-823-5358. *City of Portland Bureau of Transportation, Kaiser Permanente and Metro*

June 26 | North Portland
A 7.5-mile route connecting Peninsula Park and Rose Garden, and Trenton, Kenton and Arbor Lodge parks.

July 24 | Northwest and downtown
A 6.4-mile route along the Willamette River connecting through the city to Wallace Park in Northwest Portland.

Aug. 28 | Southeast Portland
A 6-mile route connecting Laurelhurst and Colonel Summers parks with the Hawthorne Street Fair.



Jerome Hart photo

12th annual Fourth of July fireworks and festivities

Celebrate Independence Day with music, fun and east county's largest fireworks display at Metro's Blue Lake Regional Park in Fairview. Pack a picnic, load up your loved ones and enjoy fireworks and live music alongside beautiful Blue Lake. Kids can cool off in the water spray ground and discover the new natural playground. For groups of more than 25 people, call 503-665-4995 to reserve a site. Gates open at 8 a.m.

Spray ground 11 a.m. to 6 p.m.

Live music The Stingrays will play from 4 p.m. until the fireworks begin.

Fireworks 10 p.m.

Admission \$10 per car, \$15 per bus, RV or 12-passenger van. No pets, alcohol or personal fireworks allowed.

Sponsored by
Metro
Gresham Outlook
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Special thanks to
Gresham Fire Department
Fairview Police Department
Multnomah County Sheriff River Patrol
Troutdale Police Department
Gresham Lions Group
Urgent Care NW

Oaks Nature Park, learn how to make fire without matches by carving your own "bow drill" friction fire kits to keep and learn how to use them. Topics covered include fire safety, construction and fuel selection. Participants use knives during the class and the safe conduct of young children is the responsibility of their guardians. This class is led by Metro naturalist Dan Daly. Bring a sack lunch. No pets allowed. Meet rain or shine at the Elder Oak Plaza at Graham Oaks Nature Park. Free for children under 18. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro*

Paddle Smith and Bybee Wetlands

It's a great time to get out your boat and do some paddling. Bring your own boat and gear and a 2011 boat registration from the Oregon Marine Board. Trips are water dependent; call ahead to confirm. Free. Advance registration required. *Friends of Smith and Bybee Lakes*

10 a.m. to 2 p.m. Sunday, June 26

To register, call Troy Clark at 503-249-0482.

10 a.m. to 2 p.m. Saturday, July 9

To register, call Troy Clark at 503-249-0482.

noon to 3 p.m. Saturday, Aug. 6

To register, call Dale Svart at 503-285-3084.

Bird walk at Smith and Bybee Wetlands

By the Fourth of July, a lot of the Northwest's breeding birds are finishing their nesting cycle, unless they are going to do a second nest. This is a common time to see bird families flocking and young birds getting fed by parents. Identifying the young birds can be challenging since they may not look like their parents yet. Bring binoculars or borrow a pair onsite. Suitable for ages 10 and up. Meet in the parking area on North Marine Drive. Free. Advance registration

required; see page 19 for instructions. *Metro* 

Painted turtle walk at Smith and Bybee

1 to 2:30 p.m. Saturday, July 2
Oregon's turtles are rare, shy and hard to find. Smith and Bybee Wetlands Natural Area is home to one of the largest populations of Western painted turtles in the Northwest. See these beautiful reptiles with the help of Metro naturalist James Davis, who will have small telescopes for a close look. Learn about the natural history of painted turtles and why they are so rare. Meet in the parking area on North Marine Drive. Free. Advance registration required; see page 19 for instructions. *Metro* 

Pioneer candles at Graham Oaks

1 to 3 p.m. Sunday, July 10
Learn to make candles from scratch using an old-fashioned method at Graham Oaks Nature Park. Learn the technique to make yours unique. No pets allowed. Suitable for ages 5 and up. Meet under the picnic shelter at the Gateway Plaza Trailhead. Children under 16 must be registered and accompanied by an adult. Free for adults. Registration and payment of \$3 per child required in advance; see page 19 for instructions. *Metro* 

Twilight Tuesday at Cooper Mountain

7 to 9:30 p.m. Tuesdays, July 12 and Aug. 2
What is the wildlife doing at sunset in this new park? Dusk is one of the best times to see wildlife. On this relaxing walk, Metro naturalist James Davis teaches basic techniques of wildlife watching and identification. Some mammals to watch for include deer, coyote, raccoon and bats. Bring binoculars or borrow a pair onsite. Suitable for ages 10 and up; all participants must be able to be quiet, sneaky and patient. Meet at Cooper Mountain Nature Park. Registration and payment of \$10 per person required in advance; call 503-629-6350. *Tualatin Hills Park & Recreation District and Metro*

Papermaking at Graham Oaks

10 to 11 a.m. or 1 to 2 p.m.
Thursday, July 14

Bees do it, so can you! Find out who invented the art of papermaking and participate in a skit on how paper is made. Learn how to make decorative paper from recycled materials, then dip in and get creative! Suitable for ages 5 and up. No pets allowed. Meet under the picnic shelter at the Gateway Plaza Trailhead at Graham Oaks Nature Park. Children under 16 must be registered and accompanied by an adult. Free for adults. Registration and payment of \$3 per child required in advance; see page 19 for instructions. *Metro* 

Gardens of eatin': basic vegetable gardening

Want to grow organic food but not sure how? Boost your garden IQ with simple steps to success. From picking edibles for the right spot and season to prepping the soil and watering waste-free, get the skinny on weeding, managing pests and growing a bountiful garden without toxic chemicals. Plus, learn where to find seeds and tips for easy organic gardening. Led by regional gardening expert Glen Andresen. Free event includes complimentary coupons and publications. Advance registration required. *Metro, Oregon State University Extension Service, Flat Creek Garden Center and Tualatin Hills Park & Recreation District*

1 to 2:30 p.m. Saturday,
July 16

Meet at Cooper Mountain Nature Park. To register, call THPRD at 503-629-6350.

1 to 2 p.m. Sunday, July 31

Meet at Flat Creek Garden Center. To register, call 503-663-4101.

Mount Talbert's hidden beauty

10 a.m. to 1 p.m. Sunday,
July 17

The rare oak woodlands of Mount Talbert Nature Park offer welcome refuge for migrating songbirds such as warblers, tanagers, orioles and cedar waxwings.

Move quietly through shaded groves in search of the elusive Western gray squirrel and learn to identify poison oak. Binoculars provided. Trails are on the rough side and steep in places. Suitable for ages 10 and up. Free for children under 18. Registration and payment of \$5 per adult required in advance; call 503-794-8092. *North Clackamas Parks & Recreation District and Metro*

Stories in the forest mini camp

1 to 4 p.m. Monday, July 18 through Friday, July 22

This mini nature camp is a half-day filled with fun and adventure. Create crafts, play games, learn about Oregon's best forest legends, make new friends and explore the trails and habitats of Cooper Mountain Nature Park. Suitable for ages 6 to 9. \$86 for five days of camp. For more information, call 503-629-6350. *Tualatin Hills Park & Recreation District*

Origami wildlife at Graham Oaks

11 a.m. to noon Tuesday,
July 19

Examine animal tracks and pelts, and talk with a naturalist about the wildlife of Graham Oaks, then use Origami paper to fold a paper hawk to take home. Suitable for ages 10 and up. No pets allowed. Meet under the picnic shelter at the Gateway Plaza Trailhead. Children under 16 must be registered and accompanied by an adult. Free for adults. Registration and payment of \$3 per child required in advance; see page 19 for instructions. *Metro* 

Grow a greener green lawn

Looking for easy, sustainable ways to keep your lawn looking great? Learn the latest on establishing, renovating and maintaining turf that meets your needs. Get time-tested tips practiced by golf course superintendents for mowing, mulching, watering and managing weeds without toxic chemicals. Discover eco-lawns and learn where to get more information on low-input lawn care. Led by Oregon State University horticulturist

Weston Miller. Free event includes complimentary coupons and publications. Advance registration required; call 503-234-3000. *Metro and Oregon State University Extension Service and Washington County Master Gardeners*

10 to 11:30 a.m. Saturday,
July 30

Meet at Metro's Natural Techniques Garden.

10 to 11:30 a.m. Saturday,
Aug. 13

Meet at Washington County Fair Complex Demonstration Garden, Cloverleaf entrance.

Family bug class and hunt at Graham Oaks

10 a.m. to noon Saturday,
Aug. 6

Summer time is bug time. Insects and other arthropods are busy everywhere, which is why Bug Fest is every August. This program for all "bugsters" ages 6 and up introduces ways to make sense out of the vast diversity of arthropods – insects, spiders, crustaceans, millipedes and centipedes. Then it's time to go hunt for them. Carefully and humanely catch live bugs at Graham Oaks, and then bring them to Arthropod Headquarters and try to figure out what they all are. Can you do it? Metro naturalist and Bug Fest creator James Davis heads up Metro's volunteer bugster team. All specimens returned to their habitat. Meet under the picnic shelter at the Gateway Plaza Trailhead. Free for children under 18. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro*

Water less, save more and keep your garden green

10 to 11:30 a.m. Saturday,
Aug. 6

Want to save on your water bill? Discover the secrets of low-maintenance plantscaping with beautiful water-wise plants. Learn how soil amendments, mulch and proper planting save water and prevent pest problems without toxic chemicals. Plus, get the basics of efficient irrigation

using sprinklers, soaker hoses or a drip system. Led by regional gardening expert Glen Andresen. Meet at Clackamas Community College, Clairmont Hall, room 117. Free event includes complimentary coupons and publications. Advance registration required; call 503-234-3000. *Metro, Oregon State University Extension Service and Clackamas Community College*

Native bees to the rescue

1 to 3 p.m. Sunday, Aug. 7

Concerned about honeybees? No need for pollinator pandemonium – bees just need a little help from their friends. There is a hidden world awaiting you, full of dozens of species native to the Willamette Valley, from carpenter bees to leafcutters. These gentle bees almost never sting and they provide critical pollination. At this class, identify bees and the plants they eat, and learn how to install a bee nursery. Suitable for ages 11 and up. Meet at Cooper Mountain Nature House. \$8. Children must be registered and accompanied by a registered adult. For more information or to register, call 503-645-6433. *Tualatin Hills Park & Recreation District and Metro*

Simple, safe, clean and green

11 a.m. to 4 p.m. Sunday,
Aug. 14

Learn how to save money, protect your family and the environment, and clean your home! Discuss the hazards or dangers of standard store brands, critical information that you can find on the label and recipes you can make yourself using safer, cheaper ingredients such as vinegar, baking soda and more. Participants mix two cleaners to take home at a workshop from 1 to 2 p.m. under the picnic shelter at the Gateway Plaza Trailhead. This class is led by Metro toxics reduction educator Caran Goodall. Meet at Graham Oaks Nature Park. Children under 16 must be registered and accompanied by a registered adult. Free for children under 18. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro*

Sunset sit at Graham Oaks

8:30 to 9:30 p.m. Thursday, Aug. 18

Immerse yourself in the experience known as twilight, a time when wildlife is active. Learn to use simple but profound techniques to get the most out of a short time spent in nature. Special technique used in the program allows participants to gain a “bird’s eye” perspective of the landscape, seeing more animals and their interactions than any one person can normally see. No pets allowed. Suitable for ages 11 and up. Meet under the picnic shelter at the Gateway Plaza Trailhead at Graham Oaks Nature Park. Registration and payment of \$6 per adult or \$11 per family required in advance; see page 19 for instructions. *Metro*

Meet Scouter Mountain

10 a.m. to 1 p.m. Saturday, Aug. 20

Rising 700 feet above the valley floor, the new Scouter Mountain Natural Area provides a forested oasis and an interesting

vantage point on the surrounding community of Happy Valley. Someday soon, the property will feature new trails, restrooms and a picnic shelter. For now, a sneak preview gives you insight into the birds, blooms and volcanic inspiration that made the mountain what it is today. Bring binoculars or borrow a pair onsite. Suitable for ages 8 and up. Directions provided with registration. Free. Advance registration required; see page 19 for instructions. *Metro*

Myths and legends of the stars

8:30 to 9:30 p.m. Sunday, Aug. 20

All cultures find stories in the stars. Join Metro naturalist Deb Scrivens for tales from the Northwest and other regions. This program is weather-dependent – if it is raining or more than a quarter of the sky is covered, the program is canceled. Suitable for ages 11 and up. Meet at the Cooper Mountain Nature House. \$8. Advance registration required; call 503-645-6433. *Tualatin Hills Park & Recreation District and Metro*

Bug Fest

11 a.m. to 4 p.m.

Saturday, Aug. 27

Buzz on into Bug Fest to learn about bugs of all shapes and sizes. The event combines interactive discovery stations, crafts, games and family entertainment with a range of activities that help attendees experience the boneless/spineless creatures that keep the environment healthy. All those tiny critters – such as beetles, butterflies, bees, slugs, spiders, true bugs and ants that help recycle fallen trees, pollinate flowers and get eaten by other animals – are the real heroes of our planet. Meet at the Tualatin Hills Nature Park Interpretive Center. \$2. For more information, call 503-629-6350. *Tualatin Hills Park & Recreation District and Metro*

Lend a hand at Bug Fest

9 a.m. to 5 p.m.

Volunteers take part in activities from interpretive education to assisting with crafts and games. For more information, call 503-629-6450.

Healthy soil for healthy plants

10 to 11:30 a.m. Saturday, Aug. 27

Got a lackluster landscape or veggie garden? Learn how to turn any soil into a fertile bed for roots using all-organic methods that help plants thrive without costly chemicals or harmful runoff. Plus, learn how to “read” your soil, prep it for planting, and use slow-release fertilizers, compost and other soil amendments. Led by garden expert Jen Aron. Meet at Metro’s Natural Techniques Garden. Free event includes complimentary coupons and publications. Advance registration required; call 503-234-3000. *Metro and Oregon State University Extension Service*



Oregon Shadow Theatre

Around the campfire at Oxbow

Meet around the campfire for stories and old-fashioned entertainment when you are camping at Oxbow Regional Park this summer. Enjoy live music on Friday nights and captivating nature presentations and storytellers on Saturday nights. Campfire shows are only open to overnight campers because day use ends at legal sunset when the park gates are locked. Programs are held in the outdoor forest amphitheater across from the campground, starting at 8:30 p.m. in July and 8 p.m. in August. Free. For more information, call 503-797-1650 option 2. *Metro*

Camping at Oxbow

Oxbow’s 67 campsites each include a picnic table, fire pit/cooking grill and lantern pole. Camping fee is \$20 per night and all sites are available on a first-come, first-served basis. Two restroom/shower buildings offer hot and cold running water, coin-operated showers, heated-air hand dryers, radiant floor heating and flush toilets. The restroom facilities and two campsites are accessible by wheelchair. Twelve pull-through sites are available for RVs. Pets are not allowed in Metro parks and natural areas.

www.oregonmetro.gov/oxbow

BIKE! THERE!

This summer get outside and enjoy the many biking trails and routes in the Portland metropolitan area with the eighth edition of Metro’s Bike There! map. The waterproof, tear-resistant map features:

- detailed commuter maps of central Portland and 21 area cities
- an expanded regional view showing recreational cycling destinations
- more detailed street ratings
- elevation points and identification of steep slopes
- light rail, commuter train, streetcar lines and transit stations to extend your ride with transit.

Purchase Bike There! for \$9 at many local retailers, book stores and bike shops. Find a list of retailers and more information on Metro’s website.

www.oregonmetro.gov/bikethere



Fellow Travelers

8:30 to 9:30 p.m. Friday,
July 1

Join the Fellow Travelers for harmonies that bring you back to the forgotten songs of the Oregon Trail, the Civil War and even '70s sitcoms. Consisting of a former concert violinist, a Rose Festival Queen and a card carrying ne'r-do-well, this band leaves you with a smile on your face and a spring in your step.

Salmon stories, bear tales and the legend of the swallowing monster

8:30 to 9:30 p.m. Saturday,
July 2

Join master storyteller Will Hornyak for an evening of Northwest myths, legends and tall tales. Will's storytelling never fails to please the crowd.

Old-time bluegrass tunes

8:30 to 9:30 p.m. Friday,
July 8

Come join the GTE String Band with Greg Stone on guitar, Tony Rocci on mandolin and guitar, and Eileen Rocci on upright bass for this year's bluegrass hoote-nanny around the campfire with some fun sing-along songs for the kid in everyone.

Slithering tales: Snakes and their kin

8:30 to 9:30 p.m. Saturday,
July 9

Discover the fascinating world of snakes, lizards and turtles. Metro naturalist James Davis reveals the truth behind the many myths about reptiles. Some live reptiles join this super scaly program.

Yodel away the blues with Steve Cheseborough

8:30 to 9:30 p.m. Friday,
July 15

Join a special performance with Steve Cheseborough, the blues authority, singer, guitarist – and yodeler! Steve sings and plays great old-style blues, including some yodeling numbers, and teaches the audience to yodel along on a few. With a little luck, the owls and bullfrogs might even yodel back!

The Dr. Wilderness Show

8:30 to 9:30 p.m. Saturday,
July 16

Dr. Wilderness explores the mysteries of nature in his amazing traveling magic shows. Hiking across the globe for 30 years, he returns to Oregon tonight to celebrate "Earth, the water planet."

Old-time music with Dave and Will Elliott

8:30 to 9:30 p.m. Friday,
July 22

This local father and son duo from just up the hill returns to Oxbow with great bluegrass tunes. Enjoy some old-style duets and perhaps sing along with some favorites.

Jack Tales: What's wrong with that boy?

8:30 to 9:30 p.m. Saturday,
July 23

Join storyteller Ned Leager for traditional tales of Jack, the boy hero who never looked like he'd amount to much of anything. And every time he proved them wrong! Except when he didn't.

Kate Power and Steve Einhorn

8:30 to 9:30 p.m. Friday,
July 29

Sing, listen and enjoy songs around the campfire with Kate Power and Steve Einhorn. Double guitars, banjos and ukuleles sweeten the harmonies in uplifting songs of life in the American landscape from award-winning songwriters and longtime mentors of the traditional sing-along.

How Butterflies Came to Be

8:30 to 9:30 p.m. Saturday,
July 30

Enjoy the richness of Northwest Native American culture around the campfire this summer. Listen and learn with storyteller Ed Edmo as he shares the legend of "Why Columbia River Sparkles," "How Butterflies Came to Be" and more.

Songs with Dave Orleans the Earthsinger

8 to 9 p.m. Friday, Aug. 5

Note the time change from July. Dave Orleans brings energetic and folksy songs for all ages to the campfire. Sing along with songs about trees, watersheds, toads and more.

Birds of prey of the Pacific Northwest

8 to 9 p.m. Saturday, Aug. 6

Live birds of prey visit the campfire circle from the Audubon Society of Portland's Wildlife Care Center. Find out cool raptor facts and see these beautiful birds up close.

Fiddlin' in the park with Greg Clarke

8 to 9 p.m. Friday, Aug. 12

Musician Greg Clarke brings old-time tunes around the campfire. Enjoy the sounds of banjo, fiddle and mandolin among the trees. It's a contagious performance sure to get your toes tapping.

Around the campfire with Margaret Eng

8 to 9 p.m. Saturday, Aug. 13

Did you grow up with songs and stories around the campfire? Here's a chance to relive those memories and make some new ones too! Margaret Eng, Outdoor School staff member and storyteller, shares Native American legends, songs and stories.

The Folk City duo

8 to 9 p.m. Friday, Aug. 19

Enjoy sparkling instrumentals on hammered dulcimer and guitar as Mick Doherty and Kevin Shay Johnson play great traditional songs from the last few centuries. Sing along with original songs penned here in Oregon along with favorites from the likes of Woody Guthrie and John Prine.

The waters of life with Susan Strauss

8 to 9 p.m. Saturday, Aug. 20

Join renowned story teller Susan Strauss for stories from the water: this extraordinary substance, upon which all life depends. Susan's animated tales bring the audience closer to the source with native legends from

the Pacific Northwest, along with narrative from her own exploration of this dark and shimmering elemental force of nature.

Stillway and Bonham

8 to 9 p.m. Friday,
Aug. 26

This lively duo mixes up a delightful blend of vintage musical styles, including ragtime, swing and traditional Hawaiian tunes. With wood-bodied and resonator guitars, and possibly even a ukulele in tow, they'll get your feet tapping and hands clapping in no time!

Bears!

8 to 9 p.m. Saturday, Aug. 27

No camping trip is complete without a good bear story. Join author, artist and tracker Linda Jo Hunter for lively bear tales collected from years of tracking and guiding people to see bears in the wild. Join in the rhythm of the story and practice some bear body language for a better understanding of how to live and camp with these amazing animals.

Rick Meyers' Old Time Music Show

8 to 9 p.m. Friday, Sept. 2

This lively show immerses the audience in the musical heritage of American pioneers along the Oregon Trail. Instruments and household items such as the musical saw, Jew's-harp, spoons, banjo, ukulele and washtub bass are included as part of this informative, fun-filled presentation.

Shadow puppets: Anansi the Spider

8 to 9 p.m. Saturday, Sept. 3

As the sunset fades over the campground, Oregon Shadow Theatre's magical screen is illuminated. Colorful shadow puppets come to life accompanied by live music and audience participation. In West African folk tales, Anansi the spider is clever but greedy. In this story, Anansi tracks in the forest, fishes in the river, picks a fight with a chimpanzee and plays a trick on the whole village.

Even more summer events

There are so many great nature events taking place this summer they couldn't all fit in this issue! Visit these organizations' websites or Metro's online calendar for information on work parties, bike rides, summer camps, gardening classes and more.

www.oregonmetro.gov/calendar

WEEKLY

Thursdays

Volunteer work party in Forest Park, Forest Park Conservancy

Fridays

Ladybug nature walks, various locations, Portland Parks & Recreation

Sundays

Guided tour of Magness Tree Farm in Sherwood, World Forestry Center

JUNE

- 2 Rain water harvesting and rain gardens, Tryon Creek State Natural Area**
Clackamas County Soil and Water Conservation District
- 2 Women on Bikes clinic, Historic Kenton Firehouse**
Portland Bureau of Transportation
- 4 Nature awareness and stealth**
TrackersNW
- 5 Cycle the well field in Northeast Portland**
Portland Water Bureau, Columbia Slough Watershed Council and Aloft Portland Airport at Cascade Station
- 5 Wildlife tracking taster**
TrackersNW
- 6 Birds of Portland area at Luscher Farm**
Lake Oswego Parks & Recreation
- 8 Neighborhood coordinator training**
Friends of Trees
- 9 Wise watering: Irrigation made easier, Luscher Farm**
Oregon Tilth
- 9 Women on Bikes ride from Peninsula Park Community Center**
Portland Bureau of Transportation
- 11 Nature awareness walk at Luscher Farm**
Lake Oswego Parks & Recreation
- 11 Outdoor education training**
TrackersNW
- 11 Protect Terwilliger Parkway**
Friends of Terwilliger
- 11 Sandy River Delta bird walk**
Backyard Bird Shop
- 11 Sandy River Gorge work party**
The Nature Conservancy

- 14 Healthy soil for healthy plants**
Growing Gardens
- 16 Women on Bikes ride from Grant Park**
Portland Bureau of Transportation
- 18 Explorando el Columbia Slough**
Columbia Slough Watershed Council
- 18 Survival series: Making shelter, North Clackamas Nature Park**
Cascadia Wild
- 18 Volunteer work party in Forest Park**
Forest Park Conservancy
- 18 What's blooming on the refuge? Wetland plants, at Tualatin River National Wildlife Refuge**
U.S. Fish and Wildlife Service
- 20 Tualatin River nature day camp**
Tualatin Riverkeepers
- 21 Summer solstice celebration at Tryon Creek State Natural Area**
Friends of Tryon Creek
- 23 Women on Bikes ride from Fernhill Park**
Portland Bureau of Transportation
- 25 Camassia Natural Area volunteer work party**
The Nature Conservancy
- 25 Mount Tabor Weed Warriors**
Friends of Mount Tabor Park
- 26 Portland Sunday Parkways and Women on Bikes, Peninsula Park Community Center**
Portland Bureau of Transportation

JULY

- 3 Family fun with worm bins at Tryon Creek State Natural Area**
Friends of Tryon Creek
- 8 Bat class**
Backyard Bird Shop
- 9 Survival series: Fire without matches, North Clackamas Nature Park**
Cascadia Wild
- 14 Women on Bikes ride from Peninsula Park Community Center**
Portland Bureau of Transportation
- 15 Family bat outing at the Nature Park Interpretive Center**
Tualatin Hills Park & Recreation District
- 16 Bull Run watershed tour**
City of Portland Water Bureau

- 16 Volunteer work party in Forest Park**
Forest Park Conservancy
- 21 Women on Bikes ride from Grant Park**
Portland Bureau of Transportation
- 23 Trapping and finding food, North Clackamas Nature Park**
Cascadia Wild
- 24 Ethnobotany Club: Cattails on Sauvie Island**
Cascadia Wild
- 25 Tualatin River nature day camp**
Tualatin Riverkeepers
- 27 Willamette River big canoe paddle**
Lower Columbia River Estuary Partnership
- 28 Chickens in the garden, Luscher Farm**
Oregon Tilth
- 28 Women on Bikes ride from Fernhill Park**
Portland Bureau of Transportation
- 29 Bull Run watershed tour**
City of Portland Water Bureau
- 29 Family bat outing at the Nature Park Interpretive Center**
Tualatin Hills Park & Recreation District
- 30 Mount Tabor Weed Warriors**
Friends of Mount Tabor Park
- 30 Summer barn dance and fundraiser**
Sauvie Island Center
- 31 Columbia Slough Regatta, Multnomah County Drainage District office**
Columbia Slough Watershed Council

AUGUST

- 1 Tualatin River nature day camp**
Tualatin Riverkeepers
- 11 Edible flower workshop at Luscher Farm**
Lake Oswego Parks & Recreation
- 11 Growing a fall salad, Luscher Farm**
Oregon Tilth
- 11 Women on Bikes ride from Peninsula Park Community Center**
Portland Bureau of Transportation
- 13 Bull Run watershed tour**
City of Portland Water Bureau
- 17 Willamette River big canoe paddle**
Lower Columbia River Estuary Partnership
- 18 Women on Bikes ride from Grant Park**
Portland Bureau of Transportation
- 19 Bull Run watershed tour**
City of Portland Water Bureau
- 19 Subs on the slough, Portland Water Bureau canoe launch**
City of Portland Water Bureau and Columbia Slough Watershed Council
- 20 Volunteer work party in Forest Park**
Forest Park Conservancy
- 21 Oak Island trail bird walk**
Backyard Bird Shop
- 25 Women on Bikes ride from Fernhill Park**
Portland Bureau of Transportation
- 27 Mount Tabor Weed Warriors**
Friends of Mount Tabor Park

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ONLINE PANEL

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www.oregonmetro.gov/connect

Featured places

Blue Lake Regional Park

20500 NE Marine Drive, Fairview
503-665-4995

Oxbow Regional Park

3010 SE Oxbow Parkway, east of Gresham
503-663-4708

Smith and Bybee Wetlands Natural Area

5300 N. Marine Drive, Portland
503-797-1650

Mount Talbert Nature Park

10695 SE Mather Road, Clackamas
503-742-4353

Cooper Mountain Nature Park

18892 SW Kemmer Road, Beaverton
503-629-6350

Metro's Natural Techniques Garden

6800 SE 57th Ave., Portland
503-234-3000

Graham Oaks Nature Park

11825 SW Wilsonville Road, Wilsonville
503-797-1545

Oregon Zoo

4001 SW Canyon Road, Portland
www.oregonzoo.org
503-226-1561

How to register for Metro nature activities

You can now register online for Metro activities and pay online for activities with a fee. Go to Metro's online calendar, find your event by searching or browsing, and follow the instructions.

www.oregonmetro.gov/calendar

If you have any questions or prefer to register by phone, call 503-797-1650 option 2.

Metro's family pricing is for two or more adults from the same household. Free for children under 18.

Cancellation policy

Metro's program fees are nonrefundable. If you must cancel a registration, you may transfer credit to another class upon request.

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 providing services, operating venues and 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 Council

Shirley Craddick, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Barbara Roberts, District 6

Auditor

Suzanne Flynn



Metro | *Making a great place*

If you have a disability and need accommodations, call 503-813-7565, or call Metro's TDD line at 503-797-1804. If you require a sign interpreter, call at least 48 hours in advance. Activities marked with this symbol are wheelchair accessible: 

Bus and MAX information

503-238-RIDE (7433)

To be added to the GreenScene mailing list or to make any changes to your mailing information, call 503-797-1650 option 2.



Metro

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Oxbow Adventures

10:30 a.m. to noon,
Tuesdays in July
and August

The edge of an ancient forest at Oxbow Regional Park is the setting for this series of nature programs led by Metro naturalists. Suitable for ages

5 to 10. Meet at the Alder Shelter (group picnic area A); arrive at the park entrance by 10:15 a.m. to get to the area on time. \$2 per participating child payable at event. (Bring small bills.) No charge for adults and infant siblings. For childcare centers and other organized groups, payment is required in advance. \$5 park entry fee per car, or \$7 per bus or 15-passenger vehicle. Advance registration required; call 503-797-1650 option 2. *Metro*

 by arrangement except for "River birds and river bugs" program.



Forest games

July 12
Begin the summer with a laugh in an exciting day of nature games. Search for hidden objects on an "un-nature trail," build a mini nature park and play blindfold games in the shaded woods.

Animal detectives

July 19
Explore the forest like an animal detective in search of clues left behind by mysterious wild animals. Handle plaster casts of real footprints and examine bones, bird nests and other items up close.

River birds and river bugs

July 26
Enjoy the day watching creatures in the Sandy River and those that soar above. Look for big birds like osprey and turkey vultures. Discover firsthand the many creatures

that live in and near the river by catching and releasing water bugs, crayfish and more.

Junior Ranger Day

Aug. 9
Become a Junior Ranger by learning how to protect and preserve Oxbow Regional Park. Learn to share important information about wildlife, plants and the river with friends and family. Earn your Junior Ranger badge and take part in a project working to help real park rangers.

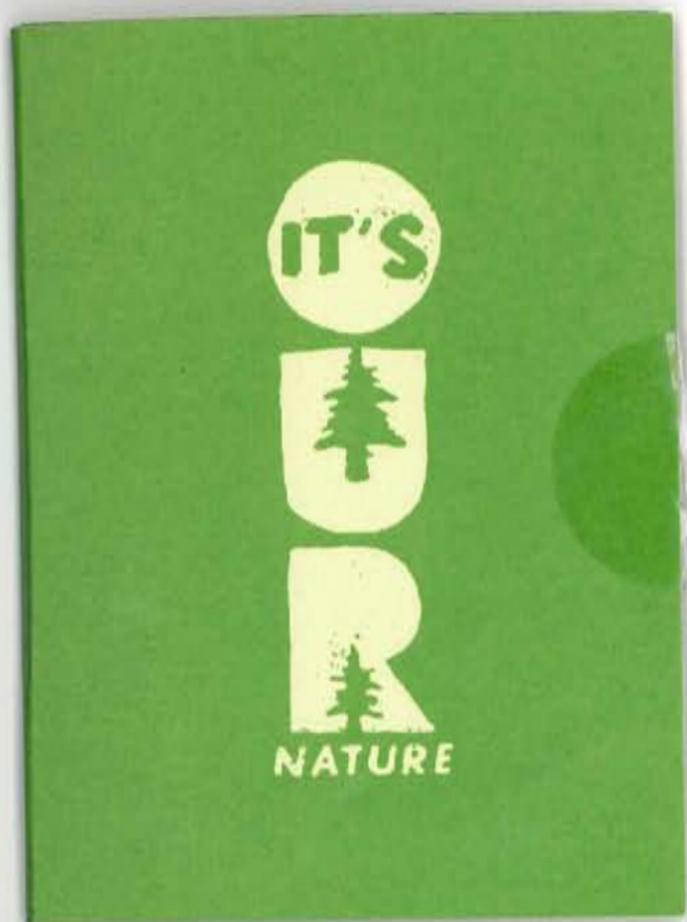
Ancient forest adventure

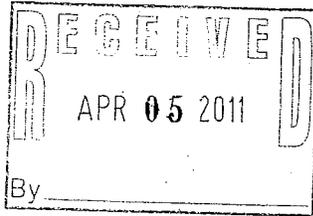
Aug. 23
Naturalists lead small teams through the deep shady forest on a fun adventure and scavenger hunt. But beware – the others might be sneaking up on you!

optin
ONLINE PANEL

Join Metro's online opinion panel today.

www.oregonmetro.gov/connect





James W Crawford
Manager,
Odus Properties LLC
JWC Properties LLC
24955 NW Oak Hill Rd
Yamhill, Oregon 97148

April 4, 2011

Tom Hughes
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Mr. Hughes:

As a land owner, I would like to formally appeal the decision by the Metro COO to grant Multnomah County an extension to accomplish the concept planning and zoning for Area 93 (aka Bonny Slope) that Metro brought into the UGB back in 2002. It has been almost a decade and all that Multnomah County has revealed to Metro is a flawed Initial Conditions Report with a Constrained Lands and Marketability Analysis that is charitably described as fraudulent and an Urban Cartoon. I am particularly concerned about the decision to conceal the far more detailed studies that were included in the briefing memos for the 11-02-09 and 01-04-10 meetings of the Multnomah County Planning Commission. These documents include feasibility studies by Clean Water Services and the Tualatin Valley Water District of Washington County that make it abundantly obvious that Bonny Slope can be urbanized for essential zero, off site system development costs. These documents also include an amended version of the Constrained Lands and Marketability Analysis by ECONorthwest that is commendably accurate and a traffic analysis that demonstrates that the traffic impact of developing Bonny Slope is negligible. I would respectfully suggest that the motivations for impeding the urbanization of Bonny Slope are political rather than practical and undermine the credibility of the ongoing Urban Reserve/Rural Reserve delineation process.

Respectfully,

A handwritten signature in black ink, appearing to read "James W Crawford".

James W Crawford
Land Owner, Area 93

**OregonLive.com**

Everything Oregon

Sherwood, the wrong site for a desperately needed new high school

Published: Monday, May 30, 2011, 4:52 AM Updated: Monday, May 30, 2011, 11:41 AM

**James W crawford**

By

The City of Beaverton should be commended for its eagerness to collaborate with the Beaverton School District's efforts to obtain a site for a new High School near the City of Sherwood by lobbying to expand its Urban Growth Boundary to include the potential school site as well as 500 acres in the surrounding area. However; the selection of this site at this time is a painful demonstration of a failure of foresight and leadership by the School District as well as Washington County, Metro and Multnomah County whose land use planners have a legal obligation under Oregon law to ensure that land for school facilities is available. Given the arduous process of expanding Beaverton's Urban Growth Boundary and the inevitability of appeals from groups such as 1000 Friends of Oregon, it will be many years before construction of a new High School can begin. Since it seems rather obvious that the City is exploiting the need for a site for a new High School as a pretext to expand its Urban Growth Boundary onto prime, Washington County farm land, it is quite probable that the appeals will be successful and the school will not be built. The Beaverton School District will then have squandered eleven-and-half million dollars of the tax payers' money on a speculative purchase of land that will remain unbuildable for decades.

The Beaverton School District's facilities Plan 2010 documents the need for a new High School.

http://www.beaverton.k12.or.us/pdf/facil/facil_FINAL_2010FacilityPlan060210wappendices%202.pdf

In fact the Facilities Plan documents that the Beaverton School District will eventually need two sites for new High Schools, one in the South portion of the District and one in the North. However; as the map on page 18 of the Facilities Plan so graphically illustrates, the most urgent need for a site for a new High School is not in the Southern portion of the District. While the yellow highlighting of the service boundaries for Southridge and Aloha High Schools indicates that these schools are operating somewhat above capacity, Beaverton's boundary is colored green to indicate a surplus capacity. In comparison, the boundaries for Sunset and Westview High Schools to the North are highlighted in red, indicating that these two High Schools are severely overcrowded. Sunset is redlined even with all of the portable class rooms that have become seemingly permanent structures on campus. While redistricting can partially alleviate this overcrowding, the impending urbanization of the North Bethany area along with infill and refill development in existing urban areas will completely overwhelm these schools. Since the quality of High Schools has traditionally been a major consideration for home buyers, the prospect of failing schools will inevitably depress property values. This prospect should be alarming to the Washington County Assessor's office as well as the City of Beaverton which will almost certainly annex the Cedar Mill and Bethany areas.

Under Oregon law, the Beaverton School District is not alone in having legal responsibility to plan for school facilities. The City of Beaverton obviously has a responsibility. However; since the the Northern portion of the District includes the unincorporated suburbs of the Bethany and Cedar Mill areas, Washington County shares the legal obligation to consider the need for schools in its land use planning decisions. The Beaverton School District's boundaries also include unincorporated

portions of Western Multnomah County, so that County and perhaps Metro also have a legal obligation to accommodate the need for schools in their land use planning decisions.

Unfortunately; there is no evidence that Washington County, Multnomah County or Metro have acknowledged the need for a new High School in their land use planning decisions. A quick perusal of a map confirms an extreme paucity of 35-40 acre blocks of undeveloped land in the Northern portion of the Beaverton School District that would be suitable for a new High School. The most obvious candidate is the Dennahenian holly farm adjacent to the Oak Hills subdivision, but locating a new High School only a few blocks away from Sunset would be absurdly redundant. The only other potential site in existing urban areas would be an aggregation of the Schmidt and Findley farms on Saltzman road adjacent to Findley Elementary. However; this potential site is topographically and geotechnically challenged. In spite of the obviously desperate need for a new High School, a potential site is conspicuously absent from the concept plan for the North Bethany area which does include sites for a Middle School and two Elementary Schools that will be needed to serve the new residents.

Washington County's oversight is somewhat excusable given the Beaverton School District's astonishing failure to procure a site for a new High School in the Bethany and Cedar Mill areas in years past. The capital improvement bond approved by the voters in 1995 included \$50 million to buy eighty-seven acres for new school sites, including a new High School. Given the prevalent land values at the time, the School District could have, if it had moved adroitly and entered into good faith negotiations with willing land owners, obtained the acreage that it needed for only about ten million dollars. Aside from exploiting the opportunity to buy at low prices in a rapidly escalating market, the School District would have had several potential sites that would be suitable for a new High School to choose from before they were developed. Unfortunately; the School District procrastinated. The bureaucrat's oversight inspired many "concerned citizens" to attend hearings for Metro's Urban Growth Boundary expansion where they pleaded with Metro to exclude certain lands from the UGB so that the District would have an opportunity to purchase school sites at affordable prices. Back then, the Metro councilors at the hearings had the intelligence and integrity to explain that colluding with the District to devalue a Citizen's land so that it could be purchased cheaply would be an unethical and illegal abuse of government authority.

While the politicians and the bureaucrats should be castigated for their dereliction of duty, the need to procure a site for a new High School in the Bethany and Cedar Mill area is far more important and urgent. Fortunately; one large block of underdeveloped, rural residential land that would be suitable for a new High School is still available in the Bonny Slope area. This site bounded by the County line to the west, Thompson Road to the South, 124th to the East and Bronson Creek to the North would make an extraordinarily beautiful school site. The Bonny Slope area also includes a site to the North of Bronson creek that could accommodate the Community Recreation Center that the Tualatin Hills Parks and Recreation District needs. These sites remain available because of bureaucratic intransigence that has impeded the concept planning and zoning process that is needed to enable development.

Unfortunately; the politicians and the land use planning bureaucrats seem to be eager to squander the only remaining, viable site for the new High School that the Bethany and Cedar Mill Communities so desperately need. In a recent, informal meeting organized by State Representative Mitch Greenlick, politicians and bureaucrats representing various governments and agencies reached an agreement that the area should be ejected from the Urban Growth Boundary as well as the Urban Reserve. If this happens, it will become illegal to build a High School on the only, viable site. If the citizens of Cedar Mill and Bethany wish to ensure a quality education for their children, they are going to have to put some political pressure on their elected officials to make some sentient decisions for a change.



Jeff Cogen, Multnomah County Chair

501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: (503) 988-3308
Email: mult.chair@co.multnomah.or.us

June 9, 2011

Metro Council President Hughes and Members of the Council:

I would like to thank Metro's Interim Chief Operating Officer Dan Cooper for granting Multnomah County's Title 11 extension request for the Bonny Slope West (Area 93) planning project on March 30th, 2011 and I trust the Metro Council will vote to uphold the extension approval after considering the unique circumstances around this project.

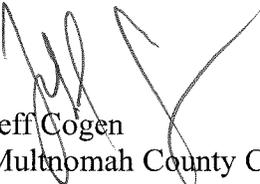
As you know, Multnomah County has not provided urban planning services since the mid-1980s. This was a deliberate decision by Multnomah County and it is one I continue to support. This decision recognized that urban services are more efficiently provided by cities and we cannot now enter into providing urban services to small isolated areas. As you are also aware, the City of Portland is legally unable to provide urban services and is currently committed to focusing on development within their service boundary. Despite many conversations, no other local jurisdiction has expressed an interest in serving this area.

Even in light of these monumental constraints we still initiated the concept planning process in good faith once funding for the planning became available. We worked with the community to create a concept plan and are now stuck with no path to move forward towards implementation. These are the very unusual circumstances around why the extension request was submitted and ultimately approved by your staff.

Recognizing our situation, I still understand why landowners are upset around the inability to develop at urban densities. This project has frustrated the public and I think it is safe to say that we all would have preferred a different outcome. But the facts remain that we have acted to the best of our ability with the best intentions for a positive outcome, and that we simply are not in a position to complete the Title 11 requirements due to lack of an implementing agency.

Thank you for your collaborative efforts to work with us through the challenges of this project.

Sincerely,



Jeff Cogen
Multnomah County Chair



Department of Community Services
MULTNOMAH COUNTY OREGON

Land Use and Transportation Program
1600 SE 190th Avenue
Portland, Oregon 97233-5910
PH. (503) 988-3043 Fax (503) 988-3389
<http://www.multco.us/landuse>

Metro Council
600 NE Grand Ave.
Portland, OR 97232

June 9, 2011

Council President and Councilors,

I would like to focus my testimony this afternoon on explaining how Multnomah County meets the Metro Title 11 extension criteria considering you were aptly briefed by your staff on the history and status of the Area 93 (aka Bonny Slope West) project at your May 24th work session.

Metro code 3.07.830(B) states ***“The Council may grant an extension if it finds that the city or county is making progress toward accomplishment of its compliance work program; or there is good cause for failure to meet the deadline for compliance.”***

This is an either / or test and an extension is justifiable when either the first standard (*making progress*) or second standard (*good cause for failure*) is met. Multnomah County satisfies both standards and therefore goes beyond the minimum necessary for approval. Your COO agreed and appropriately approved the extension March 30th, 2011 which was subsequently appealed.

With respect to the first standard, *making progress*, I can point to a number of measurable steps that Multnomah County has taken including acquisition of (CET) Construction Excise Tax funding from Metro for concept planning efforts, entering into an IGA with Portland to assist in the planning process and release of an *Existing Conditions Opportunities & Constraints* report for Area 93. The most notable step was creation of the concept plan itself which was born from a four day, three night public planning charrette effort and was ultimately supported by Multnomah County's Planning Commission after two public work sessions and a public hearing.

Metro's incremental release of funding to Multnomah County after completion of CET Grant IGA Milestones #1, #2 and #3 also confirms measurable progress has been made towards Title 11 concept planning completion in compliance with the IGA.

The second standard requires demonstration of good cause for failure to meet the deadline which is justified in this case because no one is available to govern an urban Area 93. Multnomah County does not have an urban development program as you heard during your work session. Multnomah County Resolution A,

adopted in 1983, directed the county to transition away from providing municipal services within urban areas recognizing these services are more efficiently provided by cities. Over time, Multnomah County has transferred urban planning, building permit and sanitation services to local cities. The result is that the county now directly provides only rural development services.

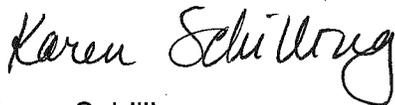
Multnomah County originally contracted with Portland to help prepare the concept plan because, again, the County is not in this business and because Portland appeared to be the most likely future provider. Portland is unable to govern Area 93 because it is outside their (USB) Urban Service Boundary and the City has made it clear that their priority is to focus on development within their City and not in expansion areas. Additionally, the intervening land between the City and Area 93 has now been designated Rural Reserves.

Metro Council is charged with deciding whether Metro Code has been met. This is the focus of the hearing and the evidence is clear: Multnomah County has both made progress and there is good cause for failure to meet the deadline.

Metro Council should deny the appeal and affirm the interim COO's approval of the county's extension request. This action would be consistent with, and arguably is required by Metro Code section 3.07.830(B). Affirming the extension request would recognize Multnomah County's need for an urban planning partner to complete the process and will preserve the right for that partner to fully participate in the decisions that will impact how the plan is ultimately implemented.

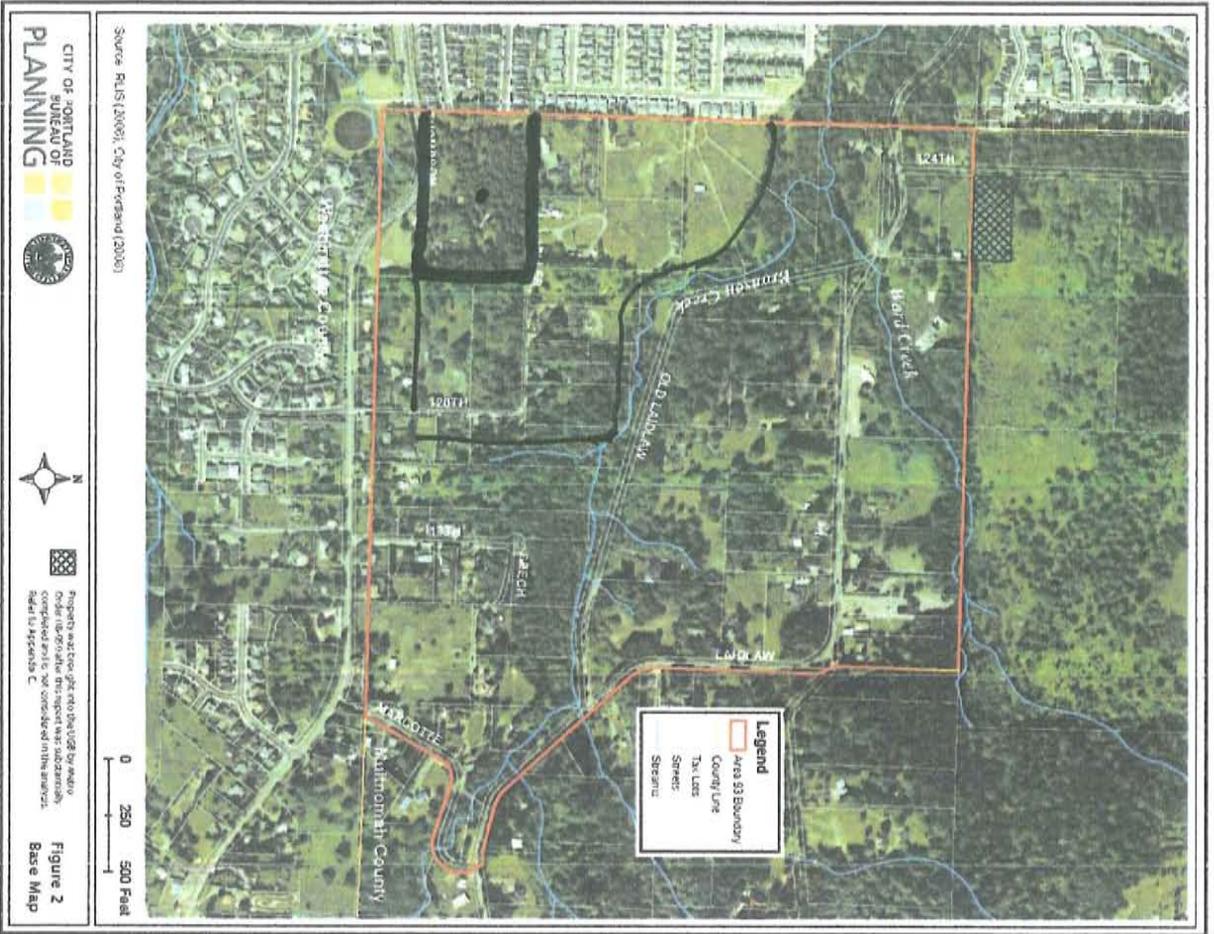
Thank you for allowing me the opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Karen Schilling". The signature is written in a cursive, flowing style.

Karen Schilling
Multnomah County Planning Director

Mike Nelson
12401 NW Thompson Rd



Base map from existing conditions report

Bonny Slope West Concept Plan



Commercial at NW Salzman Road & NW Thompson Road



Residential west of the site



NW Thompson Road



remington



fence

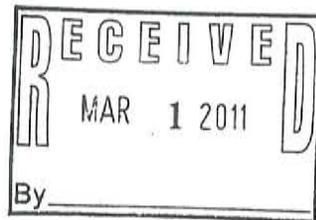
Jeff Cogen, Multnomah County Chair



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February 25, 2011

Michael Jordan
Chief Operating Officer
Metro
600 NE Grand
Portland OR 97232



Dear Michael,

Thanks for meeting with me to discuss Area 93, aka Bonny Slope West, and the status of the Urban Concept Plan. As we discussed, the County has undertaken the Concept Plan work with due diligence but we are stymied for bringing the Plan to completion primarily due to being unable to identify a governing body. As you know the County does not provide urban planning services and the City of Portland is legally unable to provide those services for the County in this situation.

We believe that the best way we can be accountable to Metro and the citizens of the area is to request an extension of time for completion. We have acted in the best interest of the required ordinance to date, but we are still unable to complete the requirements. Please accept the enclosed application as Multnomah County's request to Metro to extend the compliance deadlines set in the Urban Growth Management Functional Plan. Extending the deadlines would amend Metro Ordinance 02-969B, dated December 5, 2002.

I appreciate your efforts to work with the County on this challenging project. Please let me know what the County can do to support this action.

Sincerely,


Jeff Cogen
Multnomah County Chair

C: Sherry Oeser

I had to send this quickly to get there before you abandon ship!





Extension of Compliance Deadlines

Jurisdiction: Multnomah County

Date: January 11, 2011

Contact: Adam Barber, Senior Planner

Telephone: 503-988-3043 x 22599

Fax: 503-988-3389

Email: adam.t.barber@multco.us

Requests for extensions of compliance deadlines set in the Urban Growth Management Functional Plan, as authorized in Title 8 of the plan, must be filed with Metro's Chief Operating Officer on this application form.

Metro Code 3.07.850 sets forth the criteria and procedure for Metro Council consideration of extensions of compliance deadlines. The criteria, from Metro Code 3.07.850B, are as follows:

The Council may grant an extension if it finds that: (1) the city or county is making progress toward accomplishment of its compliance work program; or (2) there is good cause for failure to meet the deadline for compliance.

Please complete this application and submit it to

Sherry Oeser
Metro
600 NE Grand Avenue
Portland, OR 97232

Part I (to be completed by the local government)

a. Describe progress made toward compliance with the Functional Plan requirement(s) for which the local government needs more time.

Metro Ordinance No. 02-969B identifies Multnomah County as the agency responsible for Title 11 planning of study Area 93 which is more commonly referred to as Bonny Slope West. Title 11 of Metro's Urban Growth Management Functional Plan requires that the responsible agency develop a concept plan and comprehensive plan provisions to guide the conversion from rural to urban land. Multnomah County has made measurable progress towards this goal including -

- 1). Entering into an IGA with the City of Portland's Bureau of Planning and Sustainability to help prepare the concept plan,
- 2). Completion of an *Existing Conditions, Opportunities & Constraints Report* for study Area 93,
- 3). Coordination with the City of Portland to create and maintain a project webpage,
- 4). Formation of a (TAC) Technical Advisory Committee,
- 5). Managing a four day, three night planning charrette with members of the public and TAC,
- 6). Completion of an on-line urban concept preference study,
- 7). Exploration of urban concepts with the County Planning Commission during public worksessions in August and September of 2009, and
- 8). Conducting a Planning Commission hearing on the concept plan November 2nd, 2009.

The Multnomah County Planning Commission recommended approval of the urban concept plan to the Board of County Commissioners recognizing that although the majority of the preferred service providers have been identified, a viable governance option has not. A hearing on the concept plan in front of the Board of County Commissioners has not yet been scheduled. The concept plan, along with supporting documentation, can be viewed on the project webpage: <http://www.portlandonline.com/bps/index.cfm?c=48729>

b. Or, explain why the local government has not been able to meet the deadline set for compliance with the Functional Plan requirement(s).

Multnomah County does not have an urban development and planning program. Multnomah County Resolution A, adopted in 1983, directed the county to transition away from providing municipal services within urban areas recognizing that municipal services are more efficiently provided by cities. Over the intervening years, the county has successfully reduced urban service functions. The result is that the county provides fewer development services and those are at a rural scale.

Due to Resolution A, the county explored options with regional partners to decide who would be best suited to conduct the urban concept planning process for the county. Multnomah County contracted with the City of Portland's Bureau of Planning and Sustainability to help prepare the plan. This approach was taken because Multnomah County does not provide urban planning services and because it was assumed that Portland would ultimately govern Area 93. This outcome was recognized as a possibility in the Metro ordinance which required "Multnomah County or, upon annexation of the area to City of Portland, the city shall complete Title 11 planning for the portion of Study Area 93 shown on Exhibit N."

In 2008, Metro and Multnomah County entered into an IGA for the purposes of providing funding to the county to assist with the concept planning process. The IGA also established work product milestones and the county has completed milestones (1) execution of the IGA, (2) summarizing existing conditions, and (3) creating a draft urban growth diagram. Remaining milestones include (4) adoption of the preferred urban growth diagram, (5) adoption of comprehensive plan amendments outlining preliminary public service options and conditions under which urbanization can occur, and (6) selecting a final service option and adopting comprehensive plan and ordinance language to implement the concept plan. The IGA discusses that the county shall use its best efforts to accomplish the milestones in a timely and diligent manner, but acknowledges that milestone (6) may not be entirely within the county's control.

Continuation of this planning project requires a viable governance program. Multnomah County does not have an urban development and planning program and Portland policy restricts the city's urban serviceability to lands inside the city's urban service boundary. Area 93 falls outside of and is not contiguous to the city's urban service boundary and therefore expansion of the service boundary to include Area 93 would be required for Portland governance. The city is currently prohibited from expanding the urban service boundary to include Area 93 because the intervening land between the city and Area 93 falls outside of the urban growth boundary. The intervening rural land can not be included in the urban growth boundary for at least the next 50 years in accordance with the Rural Reserves designation recently adopted for the intervening land by the Board of Multnomah County Commissioners and Metro. The City of Portland indicated during the urban and rural reserves process in a January 11, 2010 letter to Metro that it would not be cost effective for the city to govern Area 93 suggesting challenges would still exist even if the city was not prevented from governing Area 93.

Multnomah County respectfully requests that Ordinance No. 02-969B be amended to extend completion of the urban concept plan until such time that a viable governance option is identified. This amendment recognizes Multnomah County's need for an urban planning partner to complete the concept planning

process and preserves the right for that partner to fully participate in the decisions impacting how the plan is implemented.

Thank you for considering this request.

Part II (to be completed by Metro)

a. Metro staff recommendation

Metro staff recommend approval of Multnomah County's extension request

I:\gm\community_development\projects\COMPLIANCE\ExtensionRequests\Extension of Compliance Deadline Form.doc



MULTNOMAH COUNTY
LAND USE AND TRANSPORTATION PROGRAM
1600 SE 190th Avenue Portland, OR 97233
PH: 503-988-3043 FAX: 503-988-3389
<http://www.co.multnomah.or.us/landuse>

Exhibit 2 Pg.

STAFF REPORT TO THE PLANNING COMMISSION

PREFERRED URBAN GROWTH DIAGRAM AND SERVICE DELIVERY OPTIONS FOR BONNY SLOPE WEST (AREA 93)

**Planning Commission Hearing
November 2nd, 2009
Case File# PC-08-006**

INTRODUCTION

Title 11 of Metro's Urban Growth Management Functional Plan requires that urban development concept plans be prepared for urban expansion areas such as Bonny Slope West (Area 93). A key consideration in this effort is determining who should be the governing authority moving forward (Multnomah County no longer provides urban services) and how urban services would be made available and financed. On August 3rd, staff presented three different draft urban growth concepts created by the public to the Planning Commission, summarized results from the on-line urban growth diagram preference survey and discussed options relating to future governance and urban serviceability. On September 14th, Staff presented a draft preferred urban concept plan to the Planning Commission which has since been refined and will be presented at the November 2nd public hearing.

The concept plan for Bonny Slope West is attached as Exhibit 1 and has been designed as a stand alone document complete with background information captured in earlier staff report packets. Staff has chosen not to re-iterate information contained in the concept plan, or the plan's appendices, within this staff report. Letters of public comment are presented as Exhibit 2 that have been received since the September work session.

STAFF RECOMMENDATIONS

Staff respectfully requests that the Planning Commission forward a recommendation of approval to the Board of County Commissioners for the Bonny Slope West Concept Plan. Staff agrees with the preferred service providers identified within the concept plan for water (Tualatin Valley Water District, sanitary sewer and stormwater (Clean Water Services), parks & recreation, open space (Tualatin Hills Park and Recreation District), transit (TriMet) and schools (Beaverton School District). Staff understands police and fire service could either be provided by the Multnomah County sheriff's office and Tualatin Valley Fire & Rescue, respectively, or by the City of Portland who could provide both services. Multnomah County supports the City of Portland governance option but recognizes additional work needs to be completed to confirm viability.

Governance

Two governance and service models for Bonny Slope West were identified by Multnomah County, City of Portland, and Metro planning and legal staff as potentially viable options:

1. Multnomah County with service district services provided via annexation or IGA.
2. Portland with services provided by a combination of the City of Portland bureaus and service districts through IGA.

Current Policy

Multnomah County Resolution A, passed in 1983, states that "County services generally described as "municipal services" at a level considered "urban" rather than "rural" shall be proportionately reduced...to establish a minimal and essentially rural level of municipal services throughout Multnomah County." The resolution defines "municipal services" as including planning. This policy would not allow urban services to be provided to Bonny Slope West by multiple service districts.

City of Portland Comprehensive Plan policies contain ambiguity as to whether planning and zoning would be defined (as in COP Policy 11.1 A) as an urban service. Based on an analysis of other policies, which do not list planning and zoning as an urban service, it could be interpreted that planning and zoning for these purposes is not an urban service. Accordingly, we believe that the decision of providing planning and zoning services is not a legal question but rather a policy and political matter to be determined by the Portland City Council.

Currently, the City of Portland provides urban services, including planning and zoning, to the urban (USB) areas of Multnomah County through an IGA. In 2005, the City of Portland amended its Comprehensive Plan to include an urban services policy that states "the City shall not provide new urban services, or expand the capacity of existing services, to areas outside its boundaries of incorporation" (Comprehensive Plan Goal 11, 11.1.C). In this context, the new policy was referring to delivery of physical urban services such as water, sewer and streets. The purpose of this policy was to clarify that when the city extends physical urban services (water, sewer, streets) that those lands are annexed to Portland. Bonny Slope West is outside the

City's urban service boundary and city limits. It is also not contiguous to the City's urban service boundary or city limits. Thus, the City cannot amend its urban service boundary or annex to include Bonny Slope West within its boundaries of incorporation. The lack of physical contiguity prohibits the City from providing urban services, (but not necessarily planning and zoning), to Bonny Slope West. As a legal matter, the city staff concludes the city could provide planning and zoning services without contiguity, but it is highly likely that several conditions must be met. City Council would need to interpret plan policies to allow a contract for planning and zoning services only where an urban area is not contiguous. Further, the city practice is also to require the county to adopt city planning and zoning designations. It is important to recognize that City Council would be deviating from existing practice of providing planning services for existing unincorporated pocket areas inside the Portland Urban Service Boundary.



Governance Options

In order for Bonny Slope West to receive physical urban services, a UGB expansion making Bonny Slope contiguous to Portland is required or Multnomah County must amend Resolution A Policy regarding its role in providing urban services.

It would be possible under existing Comprehensive Plan policies, for the city to contract for planning and zoning services only, however several aforementioned conditions would be required or would likely need to be satisfied.

Option 1: Multnomah County Governance

In order for Multnomah County to govern an urban Bonny Slope West, the County would need to amend its urban service policy (Resolution A, 1983) to allow the County to provide urban services. No UGB expansion in Bonny Slope East would be required.

Option 2: City of Portland Governance

A UGB expansion between the western edge of the Portland city limits/urban service boundary and the eastern boundary of Bonny Slope West would provide the contiguity required to allow Portland to amend its urban service boundary, annex the area, and

provide urban services, including planning. The UGB expansion does not need to be a large, but it must provide a connection between the current city urban service boundary and Bonny Slope West. Amending the UGB to include the parcels south of Laidlaw Road and two parcels east of Laidlaw Road through what is known as Bonny Slope East was discussed as an example of the smallest defensible UGB expansion possible that would connect Bonny Slope West to the City of Portland. However, this example was based purely on lot lines and location with no consideration to property ownership, willingness to annex, topography, logical service delivery, etc. The viability of this UGB expansion option would clearly need further evaluation. Such a connection would also implicate a star-shape area to the south east adjacent to Portland, as this area would become an island surrounded by the UGB. To keep this option available, this area must be designated Urban Reserve as an outcome of the current Metro process for determining Urban and Rural Reserve areas.

1

METROPOLITAN COORDINATION**GOAL:**

- 1 **The Comprehensive Plan shall be coordinated with federal and state law and support regional goals, objectives and plans adopted by the Columbia Region Association of Governments and its successor, the Metropolitan Service District, to promote a regional planning framework.**

POLICIES & OBJECTIVES:**1.1 Urban Growth Boundary**

Support the concept of an Urban Growth Boundary for the Portland metropolitan area.

1.2 Urban Planning Area Boundary

Identify and adopt an Urban Planning Area Boundary outside the current city limits. Land use within the boundary will be maintained by the City in cooperation with other local jurisdictions. Proposals for annexation to the city will be considered within the Urban Planning Area Boundary if consistent with the Urban Growth Boundary. The City will conclude agreements with abutting jurisdictions to coordinate and monitor land use.

1.3 Urban Services Boundary ¹

The City shall establish and maintain, in cooperation with neighboring jurisdictions, an Urban Services Boundary for the City of Portland that defines a rational service area within which the City can meet the service needs most effectively and at the lowest cost. The Urban Services Boundary shall be consistent with the regional Urban Growth Boundary and may be amended from time to time in accordance with the Comprehensive Plan.

1.4 Intergovernmental Coordination

Insure continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds.

1.5 Compliance with Future Metro Planning Efforts ²

Review and update Portland's Comprehensive Plan to comply with the regional Framework Plan adopted by Metro.

¹ Amended by Ordinance No. 155002, August 1983

² Amended by Ordinance No. 170136, May 1996

ENB-1.01 - Urban Services Policy - Printable Version

URBAN SERVICES POLICY

Binding City Policy
BCP-ENB-1.01

Table of Contents

ENB-1.01 - Urban Services Policy

[ENB-1.02 - Urban Services Program](#)

[ENB-1.03 - Expedited Process for Minor Boundary Changes](#)

PURPOSE

WHEREAS, the City of Portland finds there is a need for a higher level of urban services in the urbanized, unincorporated area surrounding Portland, and that it is in the City's interest to participate in resolving the service needs; and

WHEREAS, the City recognizes that integrated nature of the metropolitan area and the essential role of the central city and wishes to enhance the economic well-being of the entire area; and

WHEREAS, the present lack of services constrains the region's economic growth and its residential, commercial and industrial development; and

WHEREAS, the service deficiencies may also create long-term health hazards for the region; and

WHEREAS, the City has established the existing physical, financial and institutional capacity to serve a wider area, particularly for the most costly, capital-intensive services such as sanitary sewage collection and treatment and drinking water; and

WHEREAS, future jobs for City residents depend upon timely provision of a full range of urban services to developable industrial sites, while many of the region's potential industrial sites presently unserved are located within the City's rational service area, but outside present City boundaries; and

WHEREAS, the City finds it must establish an urban services boundary to know where it will ultimately be responsible for providing service so that it may efficiently plan, design, finance, and construct facilities to serve both existing and prospective areas; and

WHEREAS, the City's comprehensive Plan calls for an urban services boundary, prepared in coordination with Multnomah County and adjacent jurisdictions; and

WHEREAS, the City of Portland finds Portland taxpayers may bear a significant cost of future services to the urbanized, unincorporated area surrounding Portland, even if these services are delivered by other jurisdictions, and that there is a need to spread the cost of providing urban services in the region more equitably among all residents and property owners receiving services; and

WHEREAS, the City finds that the most cost effective and rational method for the delivery of urban services within the urban services boundary is through full-service city government but is prepared to consider other service delivery approaches that may be effective and efficient, such as contract agreements with those desiring City services; and

WHEREAS, the City is prepared to provide property owners and residents in portions of the urbanized, unincorporated area with the option of receiving urban services from Portland upon request of those desiring such services;

POLICY

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Portland that the City of Portland hereby adopts the following Urban Services Policy:

1. The City shall establish, in cooperation with neighboring jurisdictions, an urban services boundary for the City of Portland that defines a rational service area within which the City can meet the service needs most effectively and at the lowest cost. The urban services boundary shall be approved by the City Council upon completion of the

public process provided for amendment of the City's Comprehensive Plan and may be amended from time to time in accordance with this policy and the Comprehensive Plan.

2. The City shall acknowledge its role as principal provider of urban services within the established boundary and plan for the eventual delivery of urban services according to a phased program of improvements meeting the service needs of individual areas.

3. The City shall coordinate closely with other jurisdictions providing services within the established Portland urban services boundary to ensure continuing delivery of effective and efficient urban services.

4. The City shall consider requests for delivery of services within the urban services boundary wherever the following conditions exist:

- A majority of residents and property owners within an area to be served desire delivery of services by the City of Portland.
- The City can meet the new demands without diminishing its ability to serve existing City of Portland residents and businesses.
- The City can supply the needed services most effectively and efficiently.
- The City can expect to recapture its service investment.

5. The City shall deliver services within the urban services boundary by means of annexation to Portland or, on an interim basis, through alternative approaches that are demonstrated to be in the best long-term interest of both the City and future service areas.

6. The City shall consider delivery of services to areas outside the established City of Portland urban services boundary only where the City determines that there is a clearly defined need for each service, that expansion of the urban services boundary and full-service provision by the City are not appropriate, that the conditions in number 4., above, are met and that improved services may be expected to enhance the City's ability to meet the service needs of existing City residents and businesses.

7. The city shall initiate and maintain a public education program within the Portland urban services boundary to inform residents and property owners of the need, benefits and costs to deliver City of Portland services within that area. The City will coordinate this public education program with similar efforts by service providers and community organizations operating in the Portland metropolitan area.

8. The City shall provide for a process of public participation in the implementation of this policy, assuring that property owners, residents, and existing community organizations in areas affected by proposed changes in service delivery have opportunity to review and comment on plans for such changes.

BE IT FURTHER RESOLVED that nothing in the Urban Services Policy shall be construed to amend or repeal the City of Portland's existing service and annexation commitments stated in Resolutions 31762 and 32750.

HISTORY

Resolution No. 33327, adopted by Council February 23, 1983.

ORS 195.065(4)

(4) For purposes of ORS 195.020, 195.070, 195.075, 197.005 and

this section, 'urban services' means:

- (a) Sanitary sewers;
- (b) Water;
- (c) Fire protection;
- (d) Parks;
- (e) Open space;
- (f) Recreation; { - and - }
- (g) Streets, roads and mass transit { + ; and
- (h) City government + }.

(5) Whether the requirement of subsection (1) of this

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(503) 988-3043 x22599[Joan Frederiksen](#)Bureau of Planning and
Sustainability
503-823-3111

Bonny Slope West (Area 93) Concept Plan Project

The purpose of this project is to plan for how the Bonny Slope West area will urbanize in the future, considering Metro requirements and providing opportunities for meaningful input from area residents and stakeholders.

Concept planning will start with an assessment of buildable lands that looks at development opportunities and constraints such as steep slopes, natural areas, and wetlands. Diagrams are then prepared illustrating where different urban uses and densities could occur, including analysis of infrastructure needs and preliminary public service options. From the draft alternatives, a preferred urban growth concept is selected outlining service options, costs, and conditions under which urbanization can occur. This work is expected to be completed by the fall of 2009.

A final service option must then be selected and implementing land use ordinances adopted before the area will be development-ready. This last step of the planning process is expected to occur by January 1, 2011 and will coincide with region-wide decisions about how and where the Urban Growth Boundary (UGB) should be expanded. If you want to know more about the region-wide process, please visit [Metro's Urban and Rural Reserves](#).

Over the next year, a land use and transportation concept plan for the Bonny Slope West area will be developed. The Bonny Slope West planning study will identify how this 160-acre area west of Portland city limits will urbanize. So far in the project, existing conditions of the site have been assessed and land use and transportation alternatives for urbanization have been created. Please click [here](#) to find out more about how the concepts were developed.

Currently, three alternative concepts are available for public review and comment. Each uses the same general principles of urbanization, but approach the development of Bonny Slope West with a different focus. Please click [here](#) to find out more about the three land use and transportation alternative concepts.

Your input on the alternatives is needed!

Please take a few minutes to participate in our survey of the alternatives. The survey results will be relayed to the County's Planning Commission late this summer. The Planning Commission will forward a recommendation to the Board of County Commissioners in September. An open house in September will provide additional opportunity for public input on the final recommended concept plan. The preferred plan selected by Multnomah County's Board will set the stage for how the area will urbanize and will identify urban service costs and options for future development. Please click [here](#) for details about the next steps and a description of how the alternatives will be evaluated.

Common Threads of the Alternative Concepts

After hearing from the public on the desired future characteristics, opportunities, and constraints of Bonny Slope West, the following key principles were established to guide the creation of the three land use and transportation alternative concepts:

Provide transportation choices (Circulation)

- Improve north-south connectivity between Laidlaw and Thompson roads.
- Provide safe pedestrian routes.



- Support the proposed transit service on Thompson Road.
- Connect Bonny Slope West with existing adjacent neighborhood streets.

Create distinctive neighborhoods (Development Areas and Land Use)

- Focus development in three areas where it is most appropriate.
- Respect the transitions between land uses and topography.
- Create opportunity for small-scale neighborhood services within Bonny Slope West.
- Provide a variety of housing types with a minimum average density of 10 units per acre.
- Locate more intense land uses south of Bronson Creek.

Provide a variety of opportunities to experience the outdoors (Open Space)

- Celebrate Bronson Creek and its tributaries by preserving and enhancing their natural features.
- Connect Bonny Slope West with the regional trail system.
- Provide a variety of active and passive recreation opportunities.
- Maximize visual access to parks, open space, and views to the creeks.

Create a sustainable environment (Sustainability)

- Protect and enhance air and water quality.
- Protect significant wildlife habitat areas.
- Minimize energy use.

City/County Partnership

Multnomah County has contracted with the City of Portland Bureau of Planning and Sustainability to prepare the concept plan. This was done because the City may be a future service provider and has an interest in ensuring that the plan complements the surrounding development pattern and landscape. Because the area is unincorporated and is currently outside the City's urban service boundary (USB), the County will adopt the concept plan. County staff will also respond to day-to-day inquiries about the project.



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Columbia River CROSSING

A long-term, comprehensive solution

JPACT/Metro Council: Status of LPA Conditions

Andy Cotugno
June 9, 2011





 Federal Transit Administration • Federal Highway Administration
 City of Vancouver • City of Portland • SW Washington Regional Transportation Council • Metro • C-TRAN • TriMet

I-5 Transportation/Trade Partnership Recommendations for BIA

- **Fix three I-5 bottlenecks:**
 - I-5 Salmon Creek in Clark County - **Completed 2006**
 - Delta Park in Portland - **Completed 2010**
 - Interstate Bridge and nearby interchanges - **FEIS to be submitted 2011**




2

Columbia River CROSSING	Regional Planning	Problems & Solutions	Preliminary Alternatives	Draft EIS	Preferred Alternative	Final EIS & R.O.D.	Engineering & Construction
	1999-02	2005	2006	2007-08	2008-11	2011	2012 →

Purpose and Need: Address Six Problems

- **Congestion**
Growing travel demand exceeds capacity
- **Public transit**
Service and reliability are limited by congestion
- **Freight**
Mobility through the area is impaired
- **Safety**
Crash rates are too high
- **Bicyclists and pedestrians**
Paths and connections are inadequate
- **Earthquake safety**
Bridges don't meet current seismic standards



Congestion



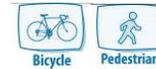
Transit



Freight



Safety



Bicycle

Pedestrian



Earthquake Safety

3

70 Ideas to Solve Transportation Problems

- **Six categories:**
 - River Crossing – 23 ideas
 - Transit – 14 ideas
 - Bicycle and Pedestrian – 6 ideas
 - Freight – 5 ideas
 - Transportation Demand/System Management – 18 ideas
 - Roadways North and South – 2 ideas

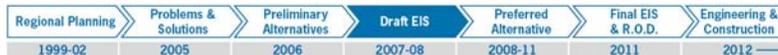
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Alternatives in Draft Environmental Impact Statement published May 2008

1. No build
2. Replacement bridge with bus rapid transit
3. Replacement bridge with light rail
4. Supplemental bridge with bus rapid transit
5. Supplemental bridge with light rail

All “build” alternatives include peak tolling, interchanges, freight, and pedestrian/bicycle improvements between SR-500 and Delta Park.

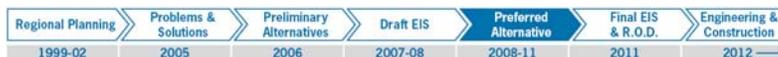
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LPA Endorsement with Conditions

- July 2008 - All 6 local sponsor agencies vote in favor of LPA resolutions
- Some sponsor agency leaders had questions for the FEIS process, including:
 - Need independent review of travel demand analysis
 - Need independent review of GHG analysis
 - Can tolling or other TDM strategies further reduce demand?
 - Can increasing transit service further reduce demand?
 - Raised concern over induced growth and costs
 - Consider specific design changes, including number of lanes and interchange designs
 - Interest in community enhancement fund
- Adopted into MTP and RTP in July 2008

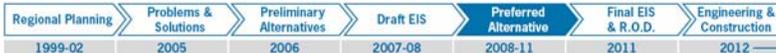
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Locally Preferred Alternative

- **Replacement I-5 bridge**
 - 3 through lanes with up to 3 auxiliary lanes; now decided upon 2 auxiliary lanes
 - 2 or 3 bridge structures; now decided upon 2 bridges
- **Improvements to closely-spaced highway interchanges**
- **Light rail extension to Clark College**
- **Pedestrian and bicycle facility improvements**
- **Tolling as a finance and demand management tool**

7



Status report on Metro's LPA conditions



Federal Transit Administration • Federal Highway Administration
 City of Vancouver • City of Portland • SW Washington Regional Transportation Council • Metro • C-TRAN • TriMet

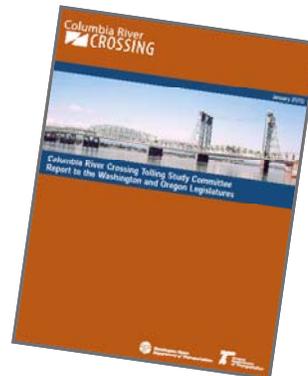
Metro's Conditions (from Resolution 08-3960B)

- A. Tolling
- B. Number of Auxiliary Lanes
- C. Impact Mitigation and Community Enhancement
- D. Demand Management
- E. Financing Plan
- F. Capacity Considerations, Induced Demand and Greenhouse Gases
- G. Preservation of Freight Access
- H. Light Rail
- I. Design of Bicycle and Pedestrian Facilities
- J. Urban Development Impacts at Redesigned Interchanges
- K. Bridge Design

A. Tolling

• Analyses of Tolling

- Tolling analysis for DEIS/FEIS (2008 – 2011)
- Tolling Study Report to the Legislatures (2009 – 2010)
- Oregon Treasurer's Analysis (Underway)
- Investment Grade Analysis (Future)



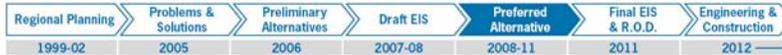
Tolling Study Scenarios

	Scenarios Analyzed	Min/Max Toll Rate (2006\$)	Min/Max Toll Rate (2018\$)	Tolls Collected	Toll Schedule Type	Tolling Start Date
Tolling I-5 Only	Scenario 1A <i>DEIS Toll Rate</i>	\$1.00 / \$2.00	\$1.34 / \$2.69	Each Way	Symmetric Variable Toll Schedule	July 1, 2018 (FY 2019)
	Scenario 1B <i>Lower than DEIS Toll Rate</i>	\$1.00 / \$1.50	\$1.34 / \$2.02			
	Scenario 1C <i>Flat Toll Rate</i>	\$1.65	\$2.22		Symmetric Fixed Toll Schedule	
	Scenario 1D <i>Additional Price Points</i>	\$1.00 / \$2.50	\$1.34 / \$3.36		Symmetric Variable Toll Schedule	
	Scenario 1E <i>1.5x DEIS Toll Rate</i>	\$1.50 / \$3.00	\$2.02 / \$4.03			
	Scenario 1F <i>2x DEIS Toll Rate</i>	\$2.00 / \$4.00	\$2.69 / \$5.38			
	Scenario 1G <i>3x DEIS Toll Rate</i>	\$3.00 / \$6.00	\$4.03 / \$8.07			
	Pre-Completion Tolling¹ <i>DEIS Toll Rate</i>	\$1.00 / \$2.00	\$1.34 / \$2.69	Each Way	Symmetric Variable Toll Schedule	July 1, 2019 (FY 2014)
Tolling I-5 and I-205	Scenario 2A <i>DEIS Toll Rate</i>	\$2.00 / \$4.00	\$2.69 / \$5.38	Southbound Only ²	Symmetric Variable Toll Schedule	July 1, 2018 (FY 2019)
	Scenario 2B <i>Lower than DEIS Toll Rate</i>	\$2.00 / \$3.00	\$2.69 / \$4.03			
	Scenario 2C <i>Lower I-205 Toll</i>	I-5: \$2.00 / \$4.00 I-205: \$2.00 / \$3.00	I-5: \$2.69 / \$5.38 I-205: \$2.69 / \$4.03			

¹ Pre-Completion Tolling to be added to any other scenario

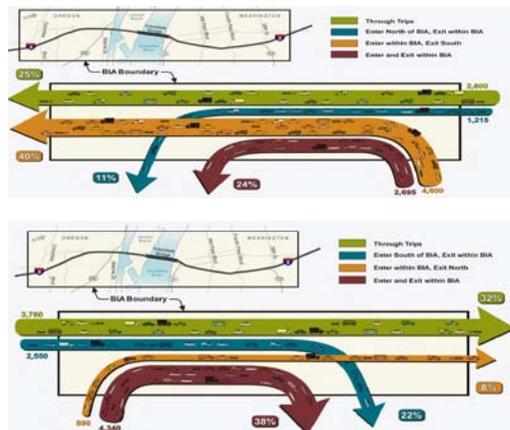
² A round-trip toll is collected on scenarios tolling Southbound only

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B. Number of Auxiliary Lanes

- Closely spaced interchanges and high volumes of traffic entering and exiting the corridor complicate operations and design.



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Number of auxiliary lanes recommendation and decision

- Additional study during summer 2010 through Integrated Project Staff (IPS) and Project Sponsors Council (PSC) and included 8, 10, and 12 lane scenarios.
- Recommendation for three through lanes and two auxiliary lanes across the bridge.
- Results in a narrower bridge section and two fewer lanes than studied in DEIS.



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C. Conclusions related to health impacts

- **Project increases opportunities for physical activity:**
 - Improved pedestrian and bicycle facilities
 - Transit Oriented Development
- **Noise impact from highway traffic will be lower than no-build due to mitigation, including sound walls. All light rail transit noise can be mitigated.**
- **Currently, all runoff from river crossing and much of I-5 is untreated. Project will treat all runoff from river crossing plus much of I-5.**
- **All criteria air pollutants and mobile source air toxins will be lower in 2030 than today. Long-term mitigation for air quality is not proposed.**

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C. Community enhancements

- **Project will provide multi-modal transportation improvements and enhancements for the community within the project area:**
 - Light rail transit in the corridor
 - A safer system for all users
 - Local street improvements, including Tomahawk Island Dr.
 - Separate arterial bridge from north Portland to Hayden Island
 - Public art component of transit element
 - Significantly improved bicycle and pedestrian pathways and connections
- **Will continue to examine setting up a Community Enhancement Fund**

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D. Transportation Demand Management

TDM Working Group developed a comprehensive program with:

- **Construction phase – focused on “saving vehicle trips” in the corridor to reduce possible capacity losses resulting from construction**
- **Post-construction phase – to be implemented by the Mobility Council**

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Post-construction TDM programs

- The Mobility Council could direct the post-construction TDM program to achieve desired results based on the framework developed by the Performance Measures Advisory Group (PMAG).
- PMAG's goal areas covered:
 - System access, mobility, and reliability
 - Financial responsibility and asset management
 - Climate, energy security, and health
 - Safety and security
 - Economic vitality
 - Land use

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Post-construction TDM programs

- PMAG's identified a need to coordinate:
 - Traditional transportation actions under state DOT jurisdiction (tolls, freeway operations)
 - Other agencies' transportation actions (arterial operations, transit service and fares)
 - Other agencies' indirect policies and actions (land use, parking policies)

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E. Finance plan

Conceptual Financing Plan presented to PSC in January 2010

New Starts Assumes full FTA New Starts request granted. CRC may fulfill FTA local match requirements using local highway expenditures, per Congressional action.	\$850 million
Projects of National Significance Additional funding above and beyond existing allocations. Assumed likely based on scope of CRC project and historical success in securing Federal discretionary funding.	\$400 million
Additional WSDOT/ODOT Funding Assumes additional funding generated from both DOTs.	\$900 million
Toll Bond Proceeds	\$1.1 - \$1.4 billion

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Status of finance plan activities

- Updated financial element for Final EIS is being prepared.
- At the direction of the Oregon governor, the state treasurer is currently conducting an independent review.
- An investment grade study will be conducted prior to bonding.
- Request for state and federal funds intended to not be at the expense of other regional priorities

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F. Capacity considerations, induced demand and greenhouse gases

Capacity Considerations and Induced Demand

- Strategies to enhance mobility and reduce traffic volumes were developed by the Transportation Demand Management Working Group, the Performance Measures Advisory Group and Integrated Project Staff (IPS).
- Metro conducted a quantitative study using Metroscope and concluded the project would have negligible impact on population and employment growth in Clark County.

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Capacity considerations, induced demand and greenhouse gases

Greenhouse Gases

- DEIS analysis showed that the project would reduce GHG emissions relative to no-build.
- Greenhouse Gas Emissions Analysis Expert Review Panel, convened in 2008, validated methodology and findings in DEIS and recommended refinements.
- Updated analysis using latest EPA model (MOVES) showed greater emission reductions than previously estimated.
- The GHG and Climate Change analysis was recognized with a 2009 NEPA Excellence Award from National Association of Environmental Professionals.

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G. Preservation of freight access

- The Freight Working Group has been a key participant, especially with regard to the Marine Drive interchange.
- A flyover ramp to further improve freight access could be constructed later at the Marine Drive interchange.



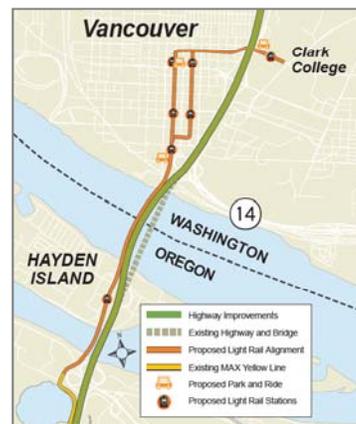
- An arterial bridge connect to Hayden Island, instead of additional ramp connections to I-5, frees capacity for freight movements at the Marine Drive and Hayden Island interchanges.
- Interchange Area Management Plans for Marine Drive and Hayden Island interchanges use access management strategies and land use tools to help protect the interchanges.

Columbia River
CROSSING

23

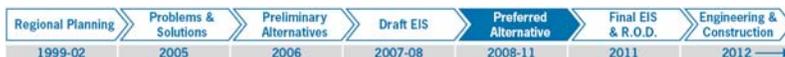
H. Light rail transit

- Light rail transit is being advanced as a key element of the project.
- The terminus selected is near Clark College.
- The route through Vancouver and station locations have been identified and are included in the project.
- Three park-and-ride facilities have been identified for Vancouver and are included in the project.



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Columbia River
CROSSING



I. Bicycle and pedestrian facilities

- The project is seeking to implement a “world class” facility.
- The width on the main span will be greater than other crossings in the region and far exceed minimum standards.
- Connections will be provided to north Portland, Hayden Island and Vancouver.
- Special efforts are being made to improve upon the existing, circuitous routing.



PBAC Recommendations: Maintenance and Security Program Summary

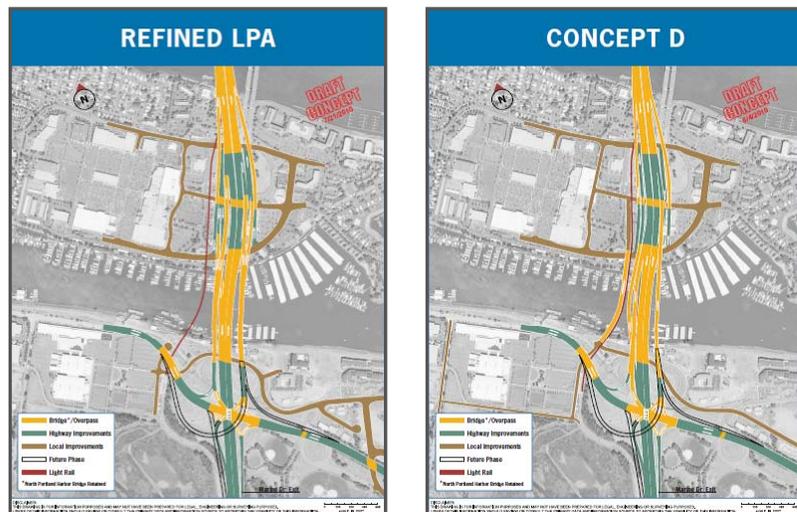
- Reliable funding for maintenance and security
- Programming of activity space for “eyes on the pathway”
- Visible and regular monitoring by security personnel with cameras, and call boxes
- Appropriate lighting
- Posting of laws and ordinances
- Citizen and volunteer participation for maintenance, operations and programming

J. Urban development impacts at redesigned interchanges

- The Marine Drive Stakeholder Group and Portland Working Group have been key participants in redesign efforts.
- The Hayden Island interchange was redesigned to further the Hayden Island Plan, to support transit, and implement a “main street” concept for Tomahawk Island Drive.
- The Hayden Island and Marine Drive interchange designs are matched with the arterial bridge connecting Hayden Island to a better connected local street system to access north Portland.

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Hayden Island interchange examples – refined LPA vs Concept D



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K. Bridge design

- Beginning in November 2010, the Bridge Review Panel reviewed project constraints (marine and aviation) and the bridge type.
- The Bridge Review Panel identified three bridge types more suitable than the open web truss design that had been advanced: cable-stayed, tied-arch and composite truss.
- The governors of Oregon and Washington selected a bridge type on April 25, 2011 and directed that the project add a bridge architect to the project.

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Bridge design

- The Governors' decision to select the bridge truss type was based on:
 - Reducing and eliminating risks to schedule and budget
 - Affordability
 - Securing funding



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Status of Metro's LPA conditions

- Resolved or will be resolved with FEIS/ROD
 - On track, but requires additional actions/decisions beyond FEIS/ROD
 - Unresolved
-
- A. Tolling
 - B. Number of Auxiliary Lanes
 - C. Impact Mitigation and Community Enhancement
 - D. Demand Management
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Metro Resolution No. 11-4264

- Accepts responses to the concerns and considerations from LPA resolution
- Supports proceeding with publishing FEIS
- Acknowledges further refinements and decisions will be made and Metro will be involved



Existing Problems

The Columbia River Crossing (CRC) project is a long term, comprehensive solution to address problems on five miles of Interstate 5 between Portland and Vancouver. The project will address six issues that currently affect people's safety, quality of life and the regional economy:

COLLISIONS: An average of more than one crash per day occurs in the project area. Collisions are more likely to occur when the Interstate Bridge lifts and traffic stops.

CONGESTION: Four to six hours of congestion occur on and around the Interstate Bridge each day and could grow to 15 hours a workday by 2030 if no action is taken.

LIMITED TRANSIT OPTIONS:

Buses are the only transit option crossing the Interstate Bridge and they get caught in traffic just like cars.

FREIGHT IMMOBILITY: Congestion and outdated interchange designs negatively impact the annual flow of \$40 billion worth of interstate and international commerce across the Interstate Bridge to nearby ports, businesses and distribution facilities.

NARROW BIKE AND PEDESTRIAN PATH:

The four foot wide path across the Columbia River is hard to access, close to traffic and discourages people from using it.

EARTHQUAKE RISK: The Interstate Bridge pilings sit in sandy river soils which could behave like liquid during an earthquake, causing the bridge to fail.

Transportation and planning agencies are working together at the local, state and federal level to address the problems and maximize environmental, economic and community benefits in the CRC project area.

Project Benefits

Benefits to local residents, the natural environment and the regional economy include:

- Reduced congestion on I-5 and adjacent neighborhoods
- A more reliable trip for freight, autos, and transit
- 20,000 new and sustained jobs with improved access to ports and highways
- Seventy percent fewer collisions per year
- No bridge lifts
- Reduced emissions and improved water quality
- Earthquake protection

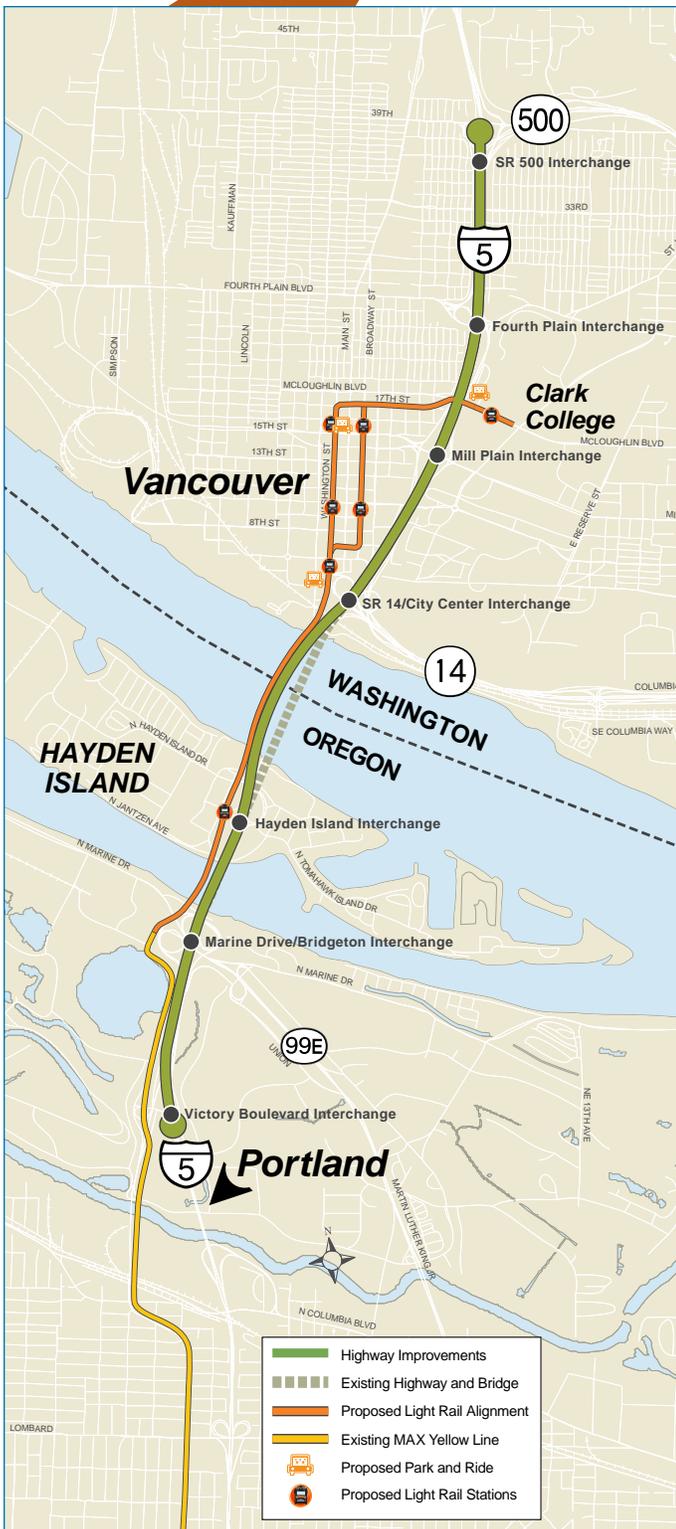


The CRC project will provide a safer and more reliable trip for pedestrians, bicyclists, freight, autos, and transit.

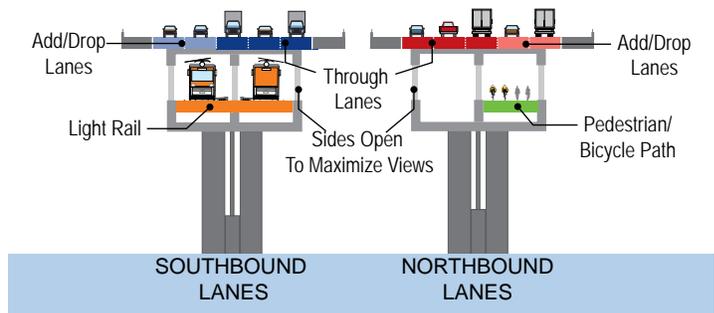
Moving Forward

Columbia River Crossing local partners have reached consensus on the major project elements.

- Replace the I-5 bridge
- Enhance pedestrian and bicycle paths
- Extend light rail to Vancouver
- Improve closely-spaced interchanges



The CRC project area is a five-mile segment of I-5 from Columbia Boulevard in Portland to SR 500 in Vancouver.



Current design calls for two structures with a total of 10 lanes and full safety shoulders.

Replacement I-5 Bridge

A new river crossing will replace the existing Interstate Bridge structures to carry I-5 traffic, light rail, pedestrians and bicyclists. The design currently calls for two structures with a total of 10 lanes (three through lanes plus two lanes to connect interchanges in each travel direction) and full safety shoulders. The new crossing will allow marine traffic to travel without bridge lifts and will meet current earthquake standards.

In April 2011, the governors of Oregon and Washington directed project staff to continue development of the bridge design using a deck truss bridge type. As part of this process an architect will be hired to work with design engineers and stakeholders on bridge aesthetics.

Enhanced Pedestrian and Bicycle Routes

New and improved pathways will meet disability standards and provide a safer trip across the bridge and in the project area. The multiuse path on the I-5 bridge will be widened from its current four feet. The bridge path will have views looking east to Mt. Hood. The pathways, lanes and sidewalks on land in north Portland and in Vancouver will connect to regional trails and facilities.





Light rail station concept for downtown Vancouver.

Light Rail Extension

Light rail will be extended from Portland’s Expo Center MAX station to Clark College in Vancouver. The 2.9-mile extension will include one station on Hayden Island, four transit stations in Vancouver and three Vancouver park and rides. This new extension will provide easier connections to the region’s light rail and streetcar lines, Amtrak passenger rail and C-TRAN and TriMet bus routes. The route runs adjacent to I-5 from the Expo Center to the Columbia River. In downtown Vancouver, trains will travel north on Broadway Street and south on Washington Street in a dedicated lane. Trains will travel east and west on 17th Street. The terminus station will be located at a park and ride near Clark College and the Marshall/Luepke Center. CRC’s community advisory groups are working closely with the project on transit-related issues, including safety, security and design.

Interchange Improvements

I-5 will be improved for safety and freight mobility within the five-mile project area. Plans call for improving links to and

from arterials and state highways, connecting interchanges via merge lanes and lengthening on/off ramps. The following interchanges will be improved: Marine Drive, Hayden Island/Jantzen Beach, SR 14/City Center, Mill Plain and Fourth Plain. The Hayden Island interchange has undergone recent design refinements developed in conjunction with island residents and businesses that minimize impacts. The design provides I-5 access, as well as local access via an arterial bridge over North Portland Harbor.

Cost and Funding

Construction is expected to cost \$3.2 to \$3.6 billion (in year of expenditure dollars). Funding is expected from federal and state sources and tolling. This cost estimate will be refined in spring 2011 to include a deck truss bridge type.

Electronic Tolling

Tolls will be collected electronically, without the use of toll booths, to keep traffic moving. In addition, the project assumes the toll amount would vary by time of day with drivers traveling outside peak hours paying a lower toll. Toll rates and policies will be set in the future by the state legislatures and transportation commissions.

Schedule and Next Steps

In July 2008, local project partners reached consensus that a replacement bridge and light rail extension would best meet project goals and community needs. Since then, partner agencies have worked collaboratively to review and refine designs to move the project closer to construction.

In 2011, cost estimates and the financial plan will be revised.

Analysis of the project’s environmental and community effects will be included in a Final Environmental Impact Statement, which is required to request a Record of Decision (ROD) from the federal government. With a ROD, the project may begin final design and property acquisition.





Concept rendering of deck truss bridge for replacement I-5 bridge.

Project Sponsors Council

The governors of Oregon and Washington formed the Project Sponsors Council (PSC) in 2008 to advise the departments of transportation on project development. Members include two citizen co-chairs; the directors of the Oregon and Washington transportation departments; elected officials from the governing boards of Portland, Vancouver, Metro, RTC and C-TRAN; and the TriMet executive director. This group is charged with advising the departments of transportation on: completion of the Environmental Impact Statement, project design, project timeline, sustainable construction methods, compliance with greenhouse gas emission reduction goals and the financial plan.

Tribal Consultation

CRC is committed to government-to-government consultation with tribes that may be affected by this project. The CRC tribal consultation process is designed to encourage early and continued feedback from, and involvement by, tribes potentially affected by the project and to ensure their input is incorporated into the decision-making process.

Community Involvement

Since October 2005, CRC staff has had over 26,000 face-to-face conversations at more than 875 events on evenings, weekends and work days. Public comments received as a result of this comprehensive outreach program were, and will continue to be, considered by local partners to inform project development.

CRC has received advice from several community advisory groups that represent diverse interests and inform decision-making. Advisory groups have provided feedback to CRC staff and the Project Sponsors Council on the following topics:

- Freight mobility
- Pedestrian and bicycle pathway designs
- Urban design
- Transit alignment and station design
- Interchange design
- Community outreach

HOW CAN I GET INVOLVED?

- Visit www.ColumbiaRiverCrossing.org to sign up for updates and view the project calendar
- Attend an advisory group meeting
- Invite CRC staff to your group to discuss the project
- Contact the project office to talk with a staff member

E-mail: feedback@columbiarivercrossing.org

Mail: 700 Washington Street, Suite 300
Vancouver, WA 98660

Phone: 360-737-2726 or 503-256-2726

Fax: 360-737-0294



AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Columbia River Crossing (CRC) project office at (866) 396-2726. Persons who are deaf or hard of hearing may contact the CRC project through the Telecommunications Relay Service at 7-1-1.

TITLE VI NOTICE TO PUBLIC WSDOT and ODOT ensure full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at (360) 705-7098. For questions regarding ODOT's Title VI Program, you may contact the Department's Civil Rights Office at (503) 986-4350.

UPDATED: May 12, 2011

www.ColumbiaRiverCrossing.org

Errata Sheet:
Resolution No. 11-4264, Exhibit B
Revisions adopted by JPACT on 6/9/11

	E	<p>Financing Plan – Develop a financing plan for presentation to the project partners and the public that indicates federal, state and local funding and how the project could impact other expenditures in the region.</p>	<p>A Conceptual Finance Plan was developed and shared with the PSC on January 22, 2010. The plan illustrates how the project could be funded using a combination of federal and state funds and toll revenues. On May 14, 2010, the PSC received additional presentations related to tolling and federal funding priorities. The funding plan in the FEIS is based on these concepts and will be updated as appropriate. At the direction of the governors of Oregon and Washington, the project is working with the treasurers and legislators of both states to review and refine the financing plan and toll assumptions to minimize financial risk and provide accountability and oversight as the project moves toward construction. The funding plan will be continually reviewed with the PSC as it evolves and will be finalized prior to the Federal Transit Administration (FTA) approval of entry into final design, which is anticipated in 2012. The federal funding sources being sought for the project are principally those for which no other projects in the region are eligible. The funding contribution from each state is intended as a state contribution in recognition of the statewide significance of the project and is not intended to be the region’s share of a broader state funding package. The region’s continued support for the project finance plan is predicated on the federal and state funding contributions accordingly. Financing issues will continue to evolve with consultation among the project partners.</p> <p>Additional work remains on the financing plan with each additional step requiring more detailed analyses in accordance with requirements of the Federal Transit Administration and Federal Highway Administration. After the approval of the Final EIS, additional financial analysis and commitment will be required before federal agencies authorize entering into final design. An even more detailed financial analysis and a higher level of commitment will be required before federal agencies enter into a full funding grant agreement. Since issuance of bonds for the construction of the project is envisioned, a formal investment grade bond revenue analysis and a determination of bonding capacity will be required in the future. <u>As the finance plan is finalized, it will take into account the impact on phasing.</u></p> <p>The Tolling Study can be found at: http://www.columbiarivercrossing.org/FileLibrary/Tolling/CRC_TollingStudyCommitteeReport.pdf Information presented to the PSC about funding from federal sources can be found at: http://www.columbiarivercrossing.org/FileLibrary/MeetingMaterials/PSC/PSC_WorkshopMaterials_051410_1of2.pdf</p>
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**TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503**

Subject: Testimony to Metro Council on the Columbia River Crossing, May 9, 2011

Even though a more cost effective Columbia River Crossing could be built by constructing a new through traffic six to eight lane freeway bridge only, and retaining the current historical bridges for Main Street type local traffic, transit operations including light rail, bicycles and pedestrians; the Locally Preferred Alternative comes close to meeting the primary transport needs of a new river crossing with one glaring exception.

What's missing from the CRC is an equitable financing plan. While there is a bunch of freeloaders wanting a world class ride and a group of transit advocates whom also want their mode choice paid for by somebody else, both hypocritically offering up an oratory of negative of lip service about the highway components of project; currently the only true "stakeholders" – a term reserved for investor shareholders and actual financial contributors - are the highway users that have been targeted to fund the entire project through excessive tolling and from motorist paid taxes and fees. When nearly one third of the price tag is for light rail and \$300 million plus is for an array of lavish bicycle infrastructure - be it federal, state or local, directly or indirectly - the only funding source is being placed on the backs of just the highway users. This mindset clearly demonstrates the current financial plan is a complete injustice equating to a show of prejudice that embraces arrogant discrimination and in legitimacy, lacks any kind of across the board equity.

Charging motorists high and excessive tolls will only have a negative impact on jobs and the local economy, especially for small businesses. People that drive across the bridge to go to work will have less discretionary dollars to maintain a vibrant economy. I for one will no longer cross the river from the Expo Center - where I participate in a number of events - just to have dinner with friends at their favorite restaurant in downtown Vancouver. Congestion priced tolls will simply make it too expensive, so I'll just eat at home.

To remedy this political indiscretion and bias, special interests need to be set a side, and a "change of direction cultural shift" needs to be endorsed that broadens the tolling base by distributing the costs for a new CRC to the users of all vehicle modes. Each transport mode needs to pay its own way for the specific infrastructure utilized. This can be done by establishing an equity policy of fairness principals that adds tolls for bicycles and adds a surcharge to transit fares while minimizing the highway tolls for tax abused motorists.

In closing, the CRC is NOT a social engineering project as some narrow-minded people are attempting to make it out to be. It is a transportation project to better connect the two sides of the Columbia that must be designed to provide for better traffic flow by reducing the current bottlenecks while meeting the basic needs of all user groups. That's not to say any of the infrastructure should be lavish, world class or even a costly monumental work of art. "Basic" however must also pertain to fairness that includes requiring all user groups to be equally treated when it comes to paying their share of the costs for the infrastructure they use.

Respectfully,

Terry Parker

If the highway component of the CRC is the local match for light rail, then transit fare surcharges need to help pay for the highway component - that's called "equity"

Ron Buel No on 11-4264

The Columbia River Crossing should be regarded as a question for this Metro Council: What legacy do you want to leave for Metro?

When the CRC finally realizes it can't get the financing for construction from Oregon, Washington or the Feds, will you be proud that you have helped the DOTS spend more than \$200 million planning, promoting and lobbying for this project? Are you proud that Oregon's half share didn't go to construction projects that would provide real construction jobs today, like the Sellwood Bridge, Milwaukie Light Rail, widening of 217 or the Sunrise Parkway out to your Damascus?

Are you proud of supporting a CRC project that the CRC finance plans says will need to collect \$5.8 billion from tolls over the next 30 years -- so the CRC can get \$1.4 billion of construction money?

When Clark County voters turn down light rail in November of 2012, and the CRC becomes simply a big, expensive freeway expansion project, will you be proud?

When the \$3.8 billion project is built and traffic congestion on I-5 in the bridge impact area is worse, not better, will you be proud?

When the region and state fail to meet their ambitious greenhouse gas emission reduction goals because Metro still thinks we can build our way out of traffic congestion, will you be proud? And are you really proud of the panel's statement you are approving today, that it was okay to look only at carbon from the crossings themselves, as if this CRC project will have no impact on Vehicle Miles Traveled in the region, or congestion on arterials, or congestion on entrances and exits to I-5, or congestion further South on I-5? As if climate change didn't matter. That's the legacy you will leave.

When the housing slowdown finally comes to an end and Clark County begins to sprawl out again on the 5,000 acres of un-developed land near I-5 that is today zoned for housing, and the big, new bridge helps those developers sell their newly-built homes in Battleground, La Center, Ridgefield and Three Rivers, will you be proud of that sprawl?

When the federal court gets the lawsuit that this state's major environmental organizations will file on the CRC Environmental Impact Statement, and the court decides against the CRC project plans, will you be proud of your decisions, because you are saying today you are confident that EIS is just fine?

Are you proud of the options you are giving this region for crossing the Columbia? Have you personally decided that there isn't a better, cheaper and faster plan? You like the 17 lanes across Hayden Island and the \$1.5 billion for six interchanges, including \$880 million for the grand, combined Marine Drive/Hayden Island interchange?

What is the legacy that this Council wants to leave for Metro?

Douglas R. Allen
734 SE 47th Ave.
Portland, OR 97215
June 9, 2011

TO: METRO COUNCIL
SUBJECT: Resolution 11-4264

Council President and members of council:

I oppose the resolution.

The Project Sponsors Council was supposed to make sure that the project is consistent with State goals for reducing green house gas emissions.

They failed us.

Whether this project costs \$3 billion or \$10 billion, the math comes out the same. We are spending multiple billions of dollars, yet making no net progress on reducing greenhouse gas emissions from our highway system.

The "expert review panels" and "Metroscope" modeling don't contradict this dismal assessment. They confirm it. The real story, though, is much worse.

The Draft EIS climate change analysis was based on travel demand forecasts. This means "garbage in/ garbage out." The Expert Review Panel approved the technical calculations, but the assumptions about growth in Clark County, and about the project alternatives, were dictated by the CRC, not by science.

The travel demand modeling, and the more recent "Metroscope" analysis all use politically-based assumptions about growth in Clark County. This means that the baseline "No Build" numbers are totally bogus.

This project is built on fear – fear of what will happen if it isn't built. Predictions are that mobility across the Columbia will grind to a halt, devastating our economy. They are based on straight line projections that have already been proven wrong.

We have seen this before.

In the 1980's, Metro, ODOT, and the City of Portland fought tooth and nail to prevent light rail from being considered as an alternative to widening McLoughlin Boulevard north of Tacoma street. Traffic growth was going to swamp Sellwood and Westmoreland, and only widening would do the job. But McLoughlin was not widened, and traffic today is no worse.

On the other hand, after the I-205 bridge was built, it became overcrowded much sooner than predicted.

Our travel forecasting models may have advanced since the 1980's, but for medium to long range predictions they are no better, and are just as much based on political mandates as they ever were.

Let's stop attempting to predict the future of traffic, and let's start deciding what we want. Real science, of the type being done today at Portland State's Center for Transportation Studies, shows that attempting to reduce motor vehicle emissions by adding general purpose travel lanes, is a fools errand.

A standard of "NO WORSE THAN NO-BUILD" is also not acceptable.

The Council must demand a higher rate of return, in terms of environmental benefits, on the public money that is to be poured into this project.

The project is not there yet. Do not pass any resolution claiming otherwise.

TESTIMONY

On behalf of the Iron Workers and as an Advisor to the Columbia River Crossing Coalition, I'd like to offer testimony in support of the CRC Resolution. The CRC Coalition represents over 400 labor organizations, businesses and individuals that support the project including the Oregon State Building and Construction Trades, OregonAFL-CIO, and all three major business organizations in the state.

Kevin Jensen

First I'd like to thank the METRO Council and JPACT for their good, thorough work on this issue. We appreciate and respect the process, are happy to be a part of it, and believe that it will yield a better project.

I urge you all to support the CRC Resolution (No. 11-4264). This Resolution is an important step that will allow the CRC to move forward.

The CRC continues to be a critical project for our region. The CRC offers a comprehensive transportation plan, designed to address the needs associated with our region's continued growth. Additionally, the Crossing supports both Washington and Oregon's larger transportation plan.

A Columbia River Crossing replacement bridge will provide safer travel, more commuter choice and better freight mobility. The new Crossing will not only solve a wide range of transportation issues, it will ensure the vitality of our northwest economy and uphold the environmental ethics

6/9/2011

of our region.

Page 2 of 2

The Crossing will also generate upwards of 20,000 jobs and reduce congestion by 70%.

An improved Columbia River Crossing is needed to improve mobility, accessibility, prosperity and safety for years to come.

- Mobility – Easier to move \$40 billion of freight; reduces congestion by 70 percent.
- Accessibility – Removes barriers to commerce and services in a critical trade corridor.
- Prosperity – Improves our competitiveness in attracting successful businesses.
- Safety – New bridge designed for 2,500 year seismic standard (1), plus safer travel, no bridge lifts.

Progress on the Crossing is consistent, as was evident with Governors Gregoire and Kitzhaber's decision to move forward with the composite deck-truss design.

Please help move the project forward by supporting the CRC resolution.

WESTSIDE
ECONOMIC ALLIANCE

*The leader in advocating
for a healthy economic environment*

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Where Westside Commuters Live and Work

Washington County Work Force (2009)

Total Primary Jobs = 222,766

Numbers Of Jobs And The Counties Where Workers Live (Share of total county workforce)

Washington County	113,664	(51.0%)
Multnomah County	42,465	(19.1%)
Clackamas County	23,679	(10.6%)
Marion County	7,879	(3.5%)
→ Clark County	7,561	(3.4%)
Yamhill County	6,842	(3.1%)
Columbia County	3,469	(1.6%)
Lane County	2,962	(1.3%)
Polk County	1,585	(0.7%)
Deschutes County	1,427	(0.6%)
All Other Locations	11,233	(5.0%)

Clackamas County Work Force (2009)

Total Primary Jobs = 133,283

Numbers Of Jobs And The Counties Where Workers Live (Share of total county workforce)

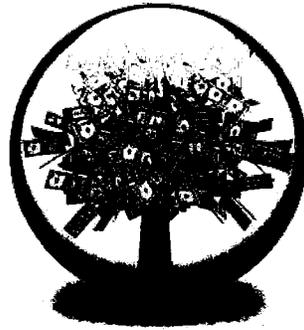
Clackamas County	55,539	(41.7%)
Multnomah County	32,004	(24.0%)
Washington County	18,509	(13.9%)
Marion County	6,741	(5.1%)
→ Clark County, Wash.	5,172	(3.9%)
Yamhill County	2,172	(1.6%)
Lane County	1,805	(1.4%)
Linn County	1,058	(0.8%)
Deschutes County	1,036	(0.8%)
Columbia County	1,020	(0.8%)
All Other Locations	8,227	(6.2%)

Data Source: WorkSource Oregon, 2010

Compilation and Graphic by: Westside Economic Alliance (6-3-11)



How much do Oregonians earn--- and who pays the highest taxes?



Does it seem like you are earning less but spending more than you were in 2007? Take a look around---you are in good company.

Oregonians earned \$15 billion less in 2009 than we reported earning just two years earlier, according to new data released this week by Oregon's Department of Revenue. Based on personal income tax filings for the 2007 and 2009 tax years, Oregonian's adjusted gross incomes fell from a record \$98.7 billion to \$83.7 billion in the latest year for which information is available.

Among 1.8 million Oregon tax returns, residents on the Westside of the Portland metropolitan region continued to lead the state with annual income levels and tax contributions paid in the 2009 tax year.

Washington and Clackamas County residents finished the year in a statistical dead-heat, paying an average of \$3,643 and \$3,641 in personal income taxes respectively. Clackamas County taxpayers narrowly edged their neighbors by reporting the highest gross incomes in the state, earning an average of \$62,155 in 2009 compared to \$61,983 in Washington County.

In fourth place among Oregon taxpayers, residents of Multnomah County reported earnings of \$53,250 and paid an average of \$3,099. Surrounding Hood River, Columbia and Yamhill counties were also in the top ten among Oregon counties.

Together, Oregon's three largest counties accounted for 48.4 percent of the adjusted gross earning of the state and just over half (51 percent) of the personal income tax revenue collected by the Department of Revenue for the 2009 tax year.

Taxpayers living in Clark County, Washington, reported earnings of more than \$2.2 billion from Oregon employers, and paid more than \$126 million in Oregon income taxes in 2009, making them the eighth largest county contributing to Oregon state coffers.

Among Oregon's 36 counties, rural Wheeler in north central Oregon reported the lowest incomes among its 566 taxpayers, averaging just \$27,736 and a tax contribution of \$1,326 in 2009. In fact, all seven counties in eastern and south eastern Oregon reported incomes and tax contributions that were barely half the average earnings and tax contributions from the Portland metropolitan region.

Statewide the adjusted gross income of 2009 Oregon tax filers fell to \$83.7 billion, down 7.1 percent from \$90.1 billion reported the year before, and the lowest earnings seen in our state since 2005. As a result, the 2009 tax liability for all filers also fell to \$4.7 billion, down 7.2 percent from the \$5.0 billion collected in 2008.

Among 29,854 newcomers to the state of Oregon, nearly 52 percent were attracted to live in Multnomah, Washington and Clackamas counties. Lane and Deschutes counties were the next most popular destinations.

In 2009, more than 26,000 Oregon taxpayers also left the state. To no one's surprise, the majority went looking for new opportunities in our bordering states of Washington (24.5 percent) and California (18.1 percent), followed by Arizona (5.6 percent) and Idaho (4.1 percent).

What is remarkable about these latest figures is that these trends have remained virtually unchanged---through good times and bad---over the past 10 years. While the numbers of Oregonians abandoning our state have declined since 1999, their preferred destinations and the percentages of total out migration remain almost identical for the past decade to all four western states.

For an updated copy of the economic and demographic indicators in the five metropolitan counties of our service region, see WEA's website.

Westside Economic Alliance
10220 SW Nimbus Ave., Suite K-12
Portland, Oregon 97223
503-968-3100

Tri-County Economic and Demographic Indicators

	<i>Clackamas</i>	<i>Multnomah</i>	<i>Washington</i>	<i>Oregon / U.S.</i>
Resident Population (April 1, 2010)	375,992	735,334	529,710	3,831,074
Total non-farm employment:	135,200	430,000	237,000	1,624,500
Public and Private Sectors (April 2011)				
Percentage of resident work force who are currently unemployed (April 2011)	8.9%	8.7%	7.8%	9.6% (Oregon) 9.0% (U.S.)
Adjusted Gross Income (2009 tax returns)	\$10.0 billion (11.9% of statewide totals) (24.6% of tri-county totals)	\$16.9 billion (20.2% of statewide totals) (41.7% of tri-county totals)	\$13.6 billion (16.3% of statewide totals) (33.6% of tri-county totals)	\$83.7 billion
State Income Taxes Paid (2009 tax returns)	\$585.5 million (12.6% of statewide totals) (24.7% of tri-county totals)	\$985.7 million (21.2% of statewide totals) (41.5% of tri-county totals)	\$801.5 million (17.2% of statewide totals) (33.8% of tri-county totals)	\$4.6 billion
Median Household Income (2009)	\$59,876	\$50,733	\$60,963	\$48,457 (Oregon) \$50,221 (U.S.)
Average age of county residents	39.4 years	35.3 years	34.9 years	37.0 years
Education attainment levels:				
High School Diploma or GED among residents age 25 or older	91.6%	89.0%	90.5%	85.3% U.S. Average
Bachelor's degree or higher among residents age 25 or older	32.7%	39.1%	38.3%	27.9% U.S. Average
<i>Note: The figures shown here in blue represent <u>all-time record highs</u></i>				
<i>Sources:</i>				
<i>U.S. Census Bureau.</i>	<i>WorkSource Oregon</i>	<i>Updated: 6/1/11</i>		
<i>Portland State Center for Urban Studies</i>	<i>Oregon Dept. of Revenue</i>			

Prosperity and Poverty in Oregon & SW Washington

	Clackamas	Clark	Multnomah	Washington	Yamhill
Median household income (2009)	\$59,876	\$56,074	\$50,773	\$60,963	\$64,889
Average wage per job (2010)	\$42,158	41,158 (2009)	\$47,216	\$53,983	\$34,468
Percent receiving Food Stamps	11%	13.8% (2008)	19%	12%	18%
Unemployment rate April 2011	8.9%	10.2% *	8.7%	7.8%	9.6%
Job gains / losses since April 2010	300	NA	+2200	+3900	+190

Sources: U.S. Census Bureau
 WorkSource Oregon
 Wash. Dept. of Employment Security

* Clark County estimates are not seasonally adjusted

Report updated: June 2, 2011

**Testimony to the Metro Council
On Resolution No. 11-4261
Bob Stacey
June 9, 2011**

Last summer, the Independent Review Panel appointed by Governors Kulongoski and Gregoire endorsed building a ten to twelve lane CRC. Their reasoning was simple: traffic will grow as the region grows. In fact, they said, building a bigger bridge is just the first step toward rebuilding the region's entire freeway system to accommodate future increases in traffic.

I don't agree with the Panel's conclusion. But they laid out the only reason for building a ten-lane bridge that makes a particular kind of sense. If it's inevitable that our region will have a lot more traffic as it grows, we'll need a big bridge and wider freeways to accommodate that massive growth in driving.

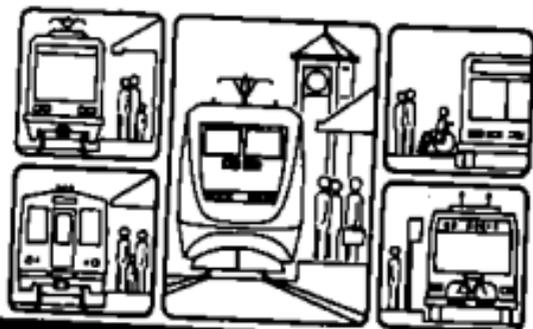
Of course, many of us believe that it's not possible to build our way out of congestion. Instead, we need to build our communities and transportation systems to give us all more choices in how we get around. We believe that tolling the I-5 and I-205 crossings—and building world class transit and bike-ped facilities—will enable us to reduce peak-hour driving and allow freight to move reliably. Many supporters of the ten-lane CRC agree with those ideas as well.

And therein lies a paradox. If we build the ten-lane bridge, adopt effective peak hour tolls, and build light rail, we won't need ten lanes, or even eight, to serve the resulting traffic. But we'll end up with a huge, underused and very expensive white elephant—sort of a WPPS for wheels. On the other hand, if we fail to manage the big bridge with congestion pricing, traffic will grow, swamping I-5 and raising pressure to widen the freeway in Oregon to match the capacity of the bridge.

So the choice before you is every bit as important as the decisions this region made in the past to stop the Mt Hood Freeway and the Western Bypass, and to build light rail to Gresham and Hillsboro. This vote will either continue a 40 year strategy to build compact communities served by a balanced transportation system, or make a big U-turn toward investing in more and wider roads.

If we intend to strengthen our neighborhoods and protect the planet, we will invest in transit, active transportation and freight mobility, not commuter peak hour driving. We won't waste dollars we don't even have on an oversized CRC.

Nearly everyone in the region wants some kind of improvement in the I-5 crossing. We should continue to move forward thoughtfully. That means you should advise the departments of transportation and FHWA that you will continue to withhold final approval of the locally preferred alternative until it is modified to reduce its size and cost.



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Friday, June 1, 2007

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Cars should be our servants, not masters

Your Tuesday, May 22, 2007 headline on biodiesel requires some comment.

"In Biodiesel we trust" ... and ethanol, too, on and on. Instead, we should be facing honestly another inconvenient truth. The urban automobile is a mixed bag at best: It has created quite a series of problems; some have been clearly identified, like air pollution, energy consumption, accidents, aggressive behaviors; others are less obvious, but no less visible and identifiable.

A very important one is provided by the fact that with the advent of mass production of automobiles these have shaped, or reshaped, our cities, replacing good public transit. Since then cities have been shaping or reshaping us and the environment in which we live, for better but certainly also for worse. It's high time we recognize this reality and focus on corrective measures because cities are where most people live, work, and play.

If we recognize and face this inconvenient truth, it becomes obvious that not all urban problems will be solved by hybrids, biodiesels; ethanol, and smaller autos. Land overuse and underuse still will be with us and will adversely affect our lives in so many ways.

So what are we to do? We must change, we must fit the auto to the city, not the city to the auto; let autos be our servants, not masters.

As the famous "Pogo" cartoonist Walt Kelly said, "We have met the enemy and he is us." We need to quit catering to automobiles; we need an alternative to move the people of our cities. The most comprehensive and efficient way is with greatly improved, usable transit, a true transit alternative, and there are plenty of good examples around if we only look, especially outside our country. We need to shed our hubris and look at Europe, Japan, and other places, for that matter. Or, closer to home, maybe just Canada-- Vancouver, British Columbia, or Toronto.

Let us then face this inconvenient truth and act now. Let us change Portland with people in mind, not automobiles-- the hour is late, but not too late.

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June 9, 2011

Testimony of Tom Buchele, PEAC Managing Attorney, on behalf of Northwest Environmental Defense Center, Coalition for a Livable Future, Columbia Riverkeeper, Audubon Society of Portland, Organizing People-Activating Leaders, Community Health Partnership, Upstream Public Health, the Association of Oregon Rail and Transit Advocates, and the Rosemere Neighborhood Association.

Because the time for testimony has been so severely limited, I will focus my testimony on one legal issue—the violation of NEPA that is likely going to occur because of the CRC’s refusal to issue a Supplemental DEIS, rather than moving immediately to an FEIS. I realize that METRO’s primary concern is not how or whether the CRC and FHWA have complied with all aspects of federal law or with the specific requirements of NEPA, but your May 23, 2011 Staff Report references the pending FEIS repeatedly and acknowledges that NEPA is one of the “legal antecedents” that METRO should at least consider.

And with respect to NEPA, that staff report repeats one of the fundamental legal errors regarding NEPA that the CRC, FHWA, and now METRO, continue to repeat—namely that the actual scope of this mammoth project need not be finalized and thoroughly analyzed until the FEIS stage. The CEQ regulations could not be more clear on this point: “scoping” is process

required under NEPA that is used to determine the issues that must be addressed in the DEIS/FEIS. Such scoping must occur BEFORE the DEIS is drafted and released for comment. 40 CFR § 1501.7. If the FHWA/CRC had complied with the proper procedure, based on the scoping process, the FHWA/CRC should have issued a DEIS that “fulfill[s] and satisfy[s] to the fullest extent possible the requirements established for final statements [under NEPA].” 40 CFR §1502.9(a). Then, the primary purpose of the FEIS is to add responses and opposing points of view based on the comments submitted regarding the DEIS. 40 CFR § 1502.9(b). If an agency makes “substantial changes to the proposed action” or finds or develops “significant new.... information relevant to environmental concerns and bearing on the proposed action or its impacts,” the appropriate legal course of action is not to simply dump all of that new analysis into the FEIS and call it good. NEPA specifically requires that the CRC and FHWA issue a supplemental DEIS that gathers all of the new analysis into one public document, allows the public to comment on that new information, and requires the CRC and FHWA to directly respond to those comments. 40 CFR § 1502.9(c).

No one can seriously dispute that, since the CRC DEIS was issued in 2008, the CRC has made “substantial changes” to the proposed project—indeed METRO is one of the entities that has insisted on such changes—and, even more obviously, the CRC has developed an enormous volume of significant new analysis and information regarding the environmental impacts of the proposal, and METRO was one of many entities insisting that this new information was both significant and necessary in order to fully understand and evaluate the environmental impacts and overall merits of this proposal. The only legal course under NEPA, in light of these changes and substantial new information, is for the CRC to issue a Supplemental DEIS. But today METRO apparently will be endorsing the patently illegal option of simply dumping all of this

new information into a FINAL EIS and denying the public a meaningful opportunity to comment on all of these changes and new information.

The scope of this project and the analysis required for the project should have been determined during the SCOPING process. Then, the DEIS should have been a near final version of the required EIS, containing all of the necessary information and analysis that the CRC is only now completing. Instead, as is made obvious by the significant changes and substantial, subsequent analysis, the FHWA/CRC issued a DEIS that was nothing more than a lengthy NEPA scoping document. Only after the public has had an opportunity to comment on all of the required analysis, presented at the same time and in one comprehensive document, in this case in a Supplemental DEIS, should the FHWA and CRC even consider issuing an FEIS. Any other course of action clearly violates mandatory federal law.

The CRC process and the “Myth of sunk Costs”

② Some of you actually believe the CRC is a viable project but I suspect that some of you have your doubts but are inclined to vote for the resolution because of all the time and money that has already been spent. The following is a quote from an essay “The Myth of Sunk Costs” by Paul Lemberg, a well-respected business coaching expert and growth strategist.

④ **“When we make decisions about the future, many of us base a good part of our analysis on the resources we have invested thus far. It’s a natural thing to do; you’ve put time, energy, money, perhaps other things - and perhaps most important, your reputation - on the line, and it’s quite reasonable to consider the totality of that investment when thinking about what you do next.**

Actually, it isn't. It isn't reasonable at all.

The only reasonable thing that to consider is the impact of your actions on the future.”

This is sage advice and I recommend you Google “The Myth of Sunk Costs” to read the whole essay.

① The current CRC plan lacks credibility, despite being endorsed by both Governors at a recent CRC pep rally. It fails on so many levels. It will not reduce traffic congestion, it will not reduce pollution and greenhouse gas emissions, it will not improve freight movement and it will not create jobs because it cannot be financed and will be tied up in court.

③ It is time for public officials like you to admit that this massive freeway project should not and cannot be built and that the 7 years and \$130 million of taxpayer’s money expended so far is “sunk costs” and cannot be recovered.

⑤ **Please do not vote for Res. #11-4264. Rather, recommend to the Oregon Transportation Commission that they pull the plug on this massive freeway project and initiate common sense alternatives.**

June 8, 2011

Metro President Hughes
Metro Councilors Burkholder, Colette, Craddick, Harrington, Hosticka, Roberts
Metro
800 NE Grand Avenue
Portland, OR 97232

RE: Proposed Resolution 11-4264

Dear President Hughes and Metro Councilors:

I want to strongly urge you not to adopt Resolution 11-4264, as proposed. Fundamental questions about the proposed Columbia River Crossing remain unanswered. To give your approval at this point would be premature at best and at worst a dereliction of your duty to the region's citizens.

While there are a wealth of reasons to oppose moving forward with this project, I will restrict my analysis only to those instances in which the advocates of the Columbia River Crossing have simply failed to meet the conditions identified by Metro Council when it deliberated on a locally preferred alternative nearly three years ago.

1. CRC traffic projections are incorrect

The traffic projections used to justify the project's construction, to analyze the project's environmental impact, and to establish its financial viability are simply wrong. We have five full years of data since the base year of the CRC projections (2005); this is 20 percent of the planning period. Rather than increasing by 7,000 vehicles per day as the model predicted, ODOT's own published data show that traffic has decreased by 7,000 vehicles per day. This clearly shows that the traffic projections are already inaccurate. Calendar Year 2010 daily traffic on the I-5 bridges is about 17,000 vehicles per day below the level estimated by the CRC models. The traffic modeling is based on incorrect assumptions about low gasoline prices and a very high value of user time. In addition, the Independent Review Panel appointed by the two governors identified the need to address the likelihood that the CRC would simply shift the I-5 bottleneck to the Rose Quarter, and recommended that additional traffic studies be performed. Nothing further has been done on this issue since that panel's report.

2. CRC traffic and greenhouse gas review panels ignored contrary data

The purportedly independent reviews of the projects traffic modeling and greenhouse gas emissions estimates are flawed and inadequate. The so-called “peer review” panel for traffic modeling met for two days and consisted of members chosen by the CRC. The panel was not provided with analyses that criticized the CRC projections, and it did not examine actual post-2005 data on traffic counts (as illustrated in the preceding paragraph) show that the forecasts are already demonstrably wrong. This is one of many examples in which the CRC has received substantive public testimony questioning and contradicting its methodology and conclusions and then simply ignored these questions and criticisms. Similarly, the greenhouse gas review panel did not review the accuracy of traffic modeling, which created an artificially inflated “no-build” emissions estimate, and ignored the effects of induced demand from additional highway capacity.

3. The CRC has no financial plan

The Columbia River Crossing has not prepared a credible financial plan which gives this Council any basis for understanding how this project will be financed, how that financing will affect other projects in this region, or—perhaps most importantly—an honest and accurate assessment of the fiscal risks to the state and region from moving ahead with this project.

Nearly three years have elapsed since the Council imposed these conditions, and essentially nothing has been done to address project financing. The Metro staff report makes reference to an un-adopted “conceptual” finance plan floated more than a year ago, on which no action has been taken. There has been no opportunity for public scrutiny of or debate on financial issues; my own analysis of CRC toll financing was only possible because I was able to obtain key financial documents through a public records request. Neither the Oregon nor the Washington Legislatures has approved even one cent for project construction. The Washington Legislature has not approved necessary tolling authority for the bridge. No agreement has been reached between the two states about financial responsibility for the project, or for any cost overruns. Voters in Clark County have not provided the necessary voter approval of transit operations. It is a fair summary of CRC finances and project approval to say that no one who has voted for the project will pay for it, and no one who would need to pay for the project has voted for it.

Fundamental questions about financial risks to the state and region remain unanswered. The CRC has eliminated plans to undertake a “Funding Risk Analysis Memo” from its project schedule. I have reviewed several successive iterations of the CRC’s project schedule, including versions obtained in response to public records requests. The November 2009 version of the schedule identifies task FN 1520: Funding Risk Analysis Memo. The August 2010 version of the schedule indicates that this task is “no longer

required.” This task does not appear in the December 2010 version of the project schedule, and no more recent schedule has been prepared.

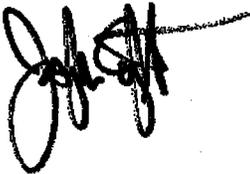
An independent, investment grade financial analysis is essential. This was a key recommendation of the Independent Review Panel appointed by Governors Kulongoski and Gregoire. Its recommendations were accepted by the two state DOT directors. The report said, in part:

It is clear that if tolling is to be part of the investment package, where tolls are the source for paying back revenue bonds, an investment grade analysis will have to be conducted. Such an analysis will have to be at a much higher level of specificity, for example, knowing what the tolling schedule will be. This investment grade analysis will include another travel demand analysis, most likely requiring a more up-to-date database upon which to calibrate the model. Project financiers typically will only accept as investment grade quality work that is performed by certain entities who typically have proven experience in conducting such studies.
Independent Review Panel 2010, page 176.

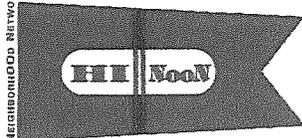
The Metro Council cannot reasonably ascertain whether its project financing conditions have been met until it is in receipt of an independent, investment grade analysis. Governor Kitzhaber has recently committed to undertake such an analysis; the Council should wait until this is complete before taking action. It would not be prudent to do otherwise.

In sum, none of the issues that the Metro Council identified three years ago are close to being resolved. The project’s traffic projections are demonstrably wrong, and as a consequence so too is its analysis of greenhouse gas emissions. The project has no financial plan, nor has anyone committed to funding project construction. The risks the CRC poses for transportation finance in the region have simply not been examined. The essential independent, investment grade analysis has not been performed. The questions that citizens and leaders appropriately posed three years ago remain unanswered to this day. It would be a serious error to proceed further with the CRC in these circumstances. The Council should insist on real answers to its questions before taking further action.

Best regards,



Joseph Cortright



June 9, 2011

Tom Hughes, President
Metro Council
Hand Carried

re: RESOLUTION 11-4264

Dear President Hughes:

Regarding

Hayden Island Neighborhood Network (HINooN) believes that METRO's findings relative to Exhibit B, Item J, Urban Development Impact do not adequately address the on-going dispute between Hayden Island residents and the CRC on several key Land Use issues. We are particularly concerned that some of CRC's plans ARE NOT CONSISTENT WITH THE RECENTLY ADOPTED HAYDEN ISLAND PLAN (the "HIP").

Exhibit A to Resolution 08-3960 said in part:

"More design of the interchanges related to the CRC is required to fully evaluate their community impact. The design of interchanges within the bridge influence area must take into account their impact on urban development potential."

Since METRO's resolution was passed, a great deal of positive and creative work has been accomplished to plan Hayden Island facilities with the goal of avoiding adverse impacts on the community. The Hayden Island Plan was developed and adopted, in part to adjust the Island's future growth to incorporate the CRC Project. CRC and City staff, Island Stakeholders, and Island residents then spent many hundreds of hours working on preliminary designs of Island facilities. This work is continuing but there are unresolved conflicts that should be officially recognized now and incorporated into your resolution as items to be resolved. Here are our concerns:

1. **Neighborhood Retail Center:** The Hayden Island Plan specifically designates areas adjacent to the east side of the freeway as a neighborhood retail center. This is a critically important part of the HIP, meant to provide space for local-service retail businesses that might not be viable in the Regional (big box, big business) Retail Center on the west side of the freeway. The proposed FEIS shows these areas as storm water treatment wetlands to treat runoff from the bridges. We have consistently reminded the CRC of this conflict but they have been non-responsive.
2. **Storm Water Treatment Wetlands:** The storm water treatment wetlands, in addition to being in conflict with the HIP, appear to be an inappropriate use of the areas. They will be fenced to keep the public out of the contaminated water and sediments. They will be a long term maintenance problem and may well attract more undesirable wildlife like

raccoons and coyotes to the Island. They are a solution that seems more appropriate for a rural area rather than the center of an urban area. Other storm water treatment solutions are available, including on-bridge systems that have been researched by WSDOT for other bridge projects.

3. **Park and Ride on The Island:** Kiss and ride drop off points. HINooN's strong feeling, since there is no transit service planned within the community, is that we need to see clear provisions to establish permanent facilities that will serve the needs of our aging and mobility challenged population.
4. **The East side Multi-use Path:** Plans for elements of this part of the project should be included in the FEIS. They seriously need additional discussion and clarification.
5. **Public areas and Park Facility under the Main Bridge on Columbia River and Marine Park on the North Portland Harbor:** These are part of the HIP. These are important enhancements to the Island and the region that the project could provide. The Island has one small park currently, insufficient for Island residents and the multitude of visitors who come to The Island.
6. **Local Street Design:** The HIP lays out much of the criteria, but these designs need to be further refined for the interchange area, including ped/bike/scooter/auto circulation. Access to commercial properties should be no less convenient than current conditions provide. These points are critical to the timely and appropriate post-project redevelopment of The Island.

HINooN, our residents and business and all those who have contributed to The Island's work on the CRC thank the CRC and the regional leaders for the great effort made together to make the massive Island intersection better. We look forward to working with the CRC to further refine the concepts. We want these specific points to be recorded with the metro resolution that there is a commitment to refine these land use. The community expects to continue to be involved in the details.

Sincerely,

Hayden Island Neighborhood Network


By: Roger Staver, Chair

Cc: Metro Council Members

Victor Viets, P.E.

Civil Engineer (Retired) / Project Manager
USCG Licensed Captain: 100 Ton Vessels
Community Planning Volunteer

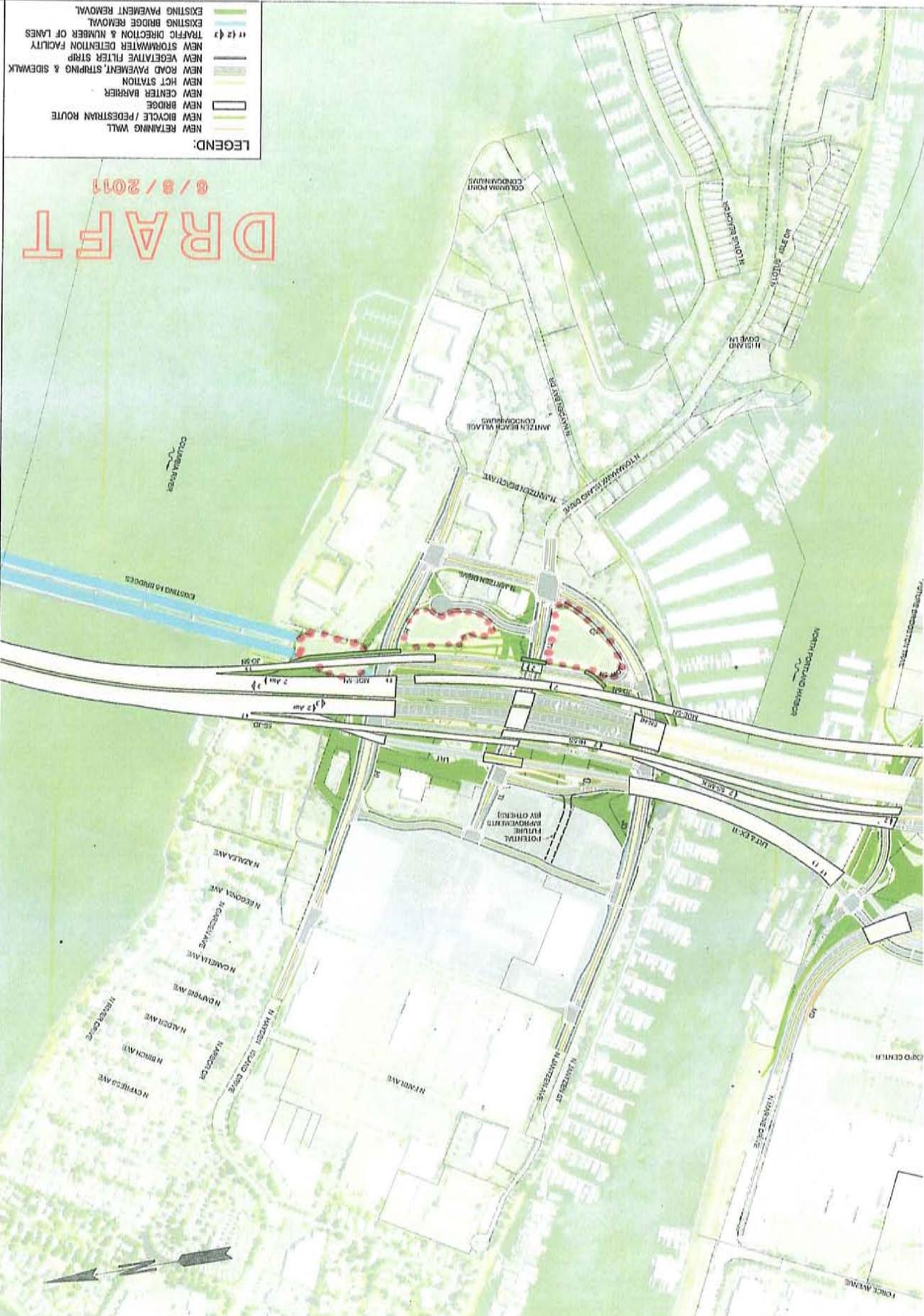
421 N. Tomahawk Island Dr.
Portland, OR 97217
503/307-4131
v.viets@comcast.net

Hayden Island Adopted Neighborhood Plan

*Gateway Park
Columbia River*



*New Light Rail
and MAX Station*

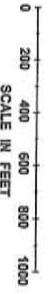


- LEGEND:**
- NEW RETAINING WALL
 - NEW BICYCLE / PEDESTRIAN ROUTE
 - NEW BRIDGE
 - NEW CENTER BARRIER
 - NEW HCT STATION
 - NEW ROAD PAVEMENT, STRIPING & SIDEWALK
 - NEW VEGETATIVE FILTER STRIP
 - NEW STORMWATER DETENTION FACILITY
 - TRAFFIC DIRECTION & NUMBER OF LANES
 - EXISTING PAVEMENT REMOVAL
 - EXISTING BRIDGE REMOVAL

DRAFT

6 / 8 / 2011

LPA PHASE I



DISCLAIMER:
THIS DRAWING IS FOR INFORMATION PURPOSES AND MAY NOT HAVE BEEN PREPARED FOR LEGAL, ENGINEERING OR SURVEYING PURPOSES. USERS OF THIS INFORMATION SHOULD REFER TO CONSULT THE PRIMARY DATA AND INFORMATION SOURCE TO ASCERTAIN THE VALIDITY OF THIS INFORMATION.

June 8, 2011

To: Metro Commissioner Carl Hosticka

Re: Columbia River Crossing Improper Alternative Analysis and Purpose and Need for Environmental Impact Statement of NEPA.

Dear Commissioner Hosticka,

Before more funding is designated for the planning or development of the Columbia River Crossing (CRC) it is important to realize that a critical alternative analysis has not been completed as required by the National Environmental Policy Act.

According to the Council on Environmental Quality (CEQ) Regulations for implementing NEPA, the analysis and comparison of alternatives is considered "the heart" of the National Environmental Policy Act. A full range of alternatives should be included in the analysis to ensure that the government has fulfilled its mandate and requirements under NEPA statutes, otherwise more time and money will be wasted by governing jurisdictions.

The alternatives accepted into the CRC process during NEPA scoping were removed without being considered, vetted and/or thoroughly studied. During the first phase of the CRC analysis study, documents were handed out by staff stating that all concepts recommended during the scoping process needed to be considered. Unfortunately viable new bridge alternatives that would relieve congestion with the ability to connect local traffic, freight, high speed and commuter rail were never seriously studied.

An alternative third bridge in an alternative corridor, (once in the CRC study area) west of the existing Burlington Northern Santa Fe (BNSF) freight/Amtrak bridge was recommended for further study in the I-5 Partnership Study, I-5 Partnership Bridge Influence Area Study, and the SW Regional Transportation Council Visioning Corridor's Study in 2008. Similar alignments in this location are in adopted regional transportation plans in both states, but no research data regarding alignment, capacity or demand modeling was conducted for a third bridge alternative west of the BNSF bridge.

A properly conducted Environmental Impact Statement (EIS) of the new CRC bridge, as proposed by both Oregon and Washington's Department of Transportation, compared to a new third bridge will show striking differences in cost and impact to the environment. The third bridge could facilitate four new tracks; double tracks for high-speed rail and double tracks for freight. The long distance high-speed rail corridor could also serve as a one stop seven minute commute line between a 4th Plain Blvd Vancouver, Washington Station to the new Portland Rose Quarter Transit hub which could immensely reduce congestion on I-5 and connect with other alternative transportation systems.

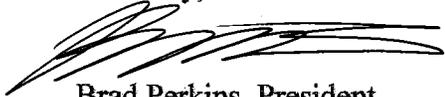
The following are documented attempts by local, state and federal officials and appointed groups encouraging the CRC to complete a thorough alternative study:

1. On March 22, 2006, the Washington Co-Chair at the beginning of the CRC Advisory Task Force states that the third Bridge is not going to be studied in this process.
2. On March 22, 2006, the CRC Task Force, an Advisory Committee to the CRC Sponsor Council, was strongly encouraged to vote on removing project alternatives without review.
3. Letters from Clark County Commissioners dated July 12, 2006, December 18, 2006 and February 22, 2007, stated concerns that alternatives are not being studied for NEPA.
4. The NEPA process has not been followed. There exists 4 (f) Resources or significant historical sites in the plan area, such as the following: Fort Vancouver, Pearson Airport, Northbound CRC Bridge, the Apple Tree, Native American Archeological sites and Delta Park . (see SHPO Officer Tim Wood letter dated March 6, 2007).
5. Letter from U.S. Representative Earl Blumenauer dated January 7, 2008, expressed concerns that the NEPA process has not followed NEPA criteria.
6. Letter from State Senator Benton that was signed by 13 elected officials recommends a thorough study of RC-14 "port to port" that must commence immediately in order to follow the NEPA requirements.
7. Clark County Commissioners who sit on the South West Washington Regional Transportation Council and CTRAN stated "the third bridge option was not fully vetted". (see letter dated July 23, 2010)
8. South West Washington Regional transportation Council, A CRC Sponsor Agency, letter dated November 15, 2010 sates "The third bridge option....WAS NOT FULLY VETTED."

We also question the purpose and need statements by ODOT and WSDOT for the Columbia River Crossing. Relief of congestion and job creation are the two most popular reasons given for a new bridge. Compared to a third bridge alternative both reasons for need could be satisfied with less impact to the environment. Another reason given for a new bridge is because the existing I-5 bridges are considered too old and unsafe and yet studies show that seismic upgrades could be conducted with a fraction of the cost of a replacement bridge and greatly improve safety. Lastly the I-5 draw bridge is said to be outdated and the use needs to be minimized. This problem could be relieved by centering the draw bridge on the BNSF train bridge for better alignment for water cargo and/or boats to the taller center span on the I-5 bridges. Thus the use of the draw bridge on I-5 could be reduced by 95%.

Thank you for your time and consideration into this important matter.

Sincerely,



Brad Perkins, President
Cascadia High Speed Rail Advocates,
cascadiahsr@aol.com

cc: Representative Peter DeFazio, Representative Earl Blumenauer, Representative John Mica, Senator Ron Wyden, Senator Jeff Merkeley, Governor John Kitzhaber, State of Oregon House and Senate, Metro Commissioners, Transportation Secretary Ray LaHood



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CLARK COUNTY
WASHINGTON

BOARD OF CLARK COUNTY COMMISSIONERS

Betty Sue Morris • Marc Boldt • Steve Stuart

July 12, 2006

Columbia River Crossing
Project Sponsors Council
Project Task Force
WSDOT and ODOT Project Directors
700 Washington St. Suite 300
Vancouver, WA 98860

With this letter we wish to enter into all relevant forums and records the unanimous policy statement of the Board of Clark County Commissioners regarding the Columbia River Crossing project, as follows:

The people who live and do business in Clark County are likely to pay a substantial share of any tolls, taxes, or fees associated with future crossings. By the same token, local residents and businesses will bear additional costs for public and private transportation associated with the crossing. Our citizens already are paying considerable state and federal taxes for public facilities and services in both Washington and Oregon.

Congestion surrounding the Interstate Bridge has become intolerable. Our top priority is immediate relief for freight and other through traffic that supports the region's economic vitality. *The challenge of building consensus and securing financing for public transit must not stand in the way of this goal.*

Specifically, we favor:

- A new supplemental crossing west of the existing Interstate Bridge. This would enhance public safety and greatly reduce the risk of serious delays and disruptions in transporting people and freight. The supplemental crossing should not preclude future uses for existing spans.
- Maximum flexibility for high-capacity transit, including options to change or combine types of transit over time.
- Public involvement and consensus building, including elections if necessary, to secure multi-jurisdictional funding for related projects. In particular, this should focus on capital investment and operating expenses to connect public transit facilities and services in Washington and Oregon.

Given the county's enormous stake in this project, we are seeking maximum consideration for the many Southwest Washington interests that are represented by Clark County, apart from those represented by the City of Vancouver. We look forward to your response.

Sincerely,



Marc Boldt, Chair



Steve Stuart, Commissioner



Betty Sue Morris, Commissioner

BOCC/mk



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CLARK COUNTY
WASHINGTON

December 18, 2006

Mr. Douglas B. MacDonald
Secretary of Transportation
Washington State Department of Transportation
Post Office Box 47300
Olympia, WA 98504-7300

Dear Secretary MacDonald:

We write to share our concerns regarding the National Environmental Policy Act as it relates to the Columbia River Crossing project. The Board of Clark County Commissioners believes that the NEPA process is substantially flawed and any recent action taken by the Columbia River Task Force is arguably illegitimate.

On the evening of Wednesday, November 29th, the Columbia River Task Force met in regular session. During the proceedings, the Chairman, Hal Dengerick, deviated from the agenda by accepting a motion from Rex Burkholder Burkholder "to accept the project team's recommendations... and forward the report to the public for comment." The motion was seconded, voted on, and passed.

The Board of Clark County Commissioners takes objection to this deviation. The agreed upon and predetermined process would have allowed each member of the Task Force to go back to their respective bodies and present the staff alternatives. The motion as passed denied Clark County this opportunity.

Unfortunately for the residents of Clark County and the customers of C-Tran, Commissioner Stuart and Commissioner Morris had to depart the meeting early to attend the Clark County Planning Commission hearing on the Comprehension Growth Management Plan. Since there was no prior notification, each Commissioner was unaware of the vote and therefore, had not appointed an alternate to vote on their behalf.

The Board believes that a decision of this magnitude should have followed the agreed upon process. We should have had plenty of advance notice and a printed copy of the text. We believe this vote undermined the integrity of the NEPA process, for there needs to be a higher degree of consensus, and not a vote that was passed marginally or for the ease of a few.

On a night in which Governor Gregoire addressed the Task Force as a whole and urged our region to not be competitors but partners in the CRC project, we find it inappropriate what transpired. Over 400,000 residents live in Clark County, and as the duly elected Board, we find it unacceptable to be left out of this process. Therefore, we seek a fair and objective analysis as well as a reasonable opportunity to comment on the project. There needs to be a frank and honest discussion about the staff recommended alternatives, and Clark County needs to be involved.

Sincerely,

Marc Boldt
Chair

Betty Sue Morris
Commissioner

Steve Stuart
Commissioner

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov



2434



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CLARK COUNTY
WASHINGTON

BOARD OF CLARK COUNTY COMMISSIONERS

Betty Sue Morris • Marc Baldr • Steve Stuart

February 22, 2007

Columbia River Crossing
Project Task Force
700 Washington Street
Suite 300
Vancouver, WA 98660

Dear Fellow Task Force Members:

With this letter we wish to enter once again into all relevant forums and records the unanimous policy statement of the Board of Clark County Commissioners regarding the Columbia River Crossing project, as follows:

The outcome of this project will have a long lasting impact on our communities, for our progeny will bear the burden of its price and the social habits it will promote. Therefore, we believe we have an opportunity to be visionary yet practical while being ever vigilant with our public coffers.

From the first ferry boats to the original Interstate Bridge, some 167 years have been dedicated to shuttling people across the river. Now, more than 120,000 vehicles cross the river throughout each day, which results in intense congestion that frustrates commuters and slows down delivery of goods throughout the region. We need to address those issues. However, it is our firm belief that we cannot end rush-hour congestion on the I-5 corridor by simply building a new bridge over the Columbia River, no matter how much we spend on it.

If we were to build a new bridge, complete the Delta Park widening project, and eventually widen both the I-5/I-405 split and Rose Garden, we will still only have three freeway lanes from here to downtown Portland. Each one of those lanes can handle about 2,000 vehicles per hour, so 3 lanes can handle a maximum of 6,000 vehicles per hour. As of 2005, there were already about 5,000 vehicles per hour traveling along the I-5 corridor during the peak travel hours. By 2030 that number will jump to at least 7,500 – more than I-5 can handle under the best circumstances. Put another way, Columbia River Crossing staff estimates that congestion during the commute southbound every morning will increase from 2 hours in 2005 to 4.75 hours in 2030. That is with a new 12-lane replacement bridge, high capacity transit, and a toll to pay the multi-billion dollar price tag.

The bottom line is: build a new 12-lane bridge, and shortly thereafter, congestion will return.

Let us be clear, we know doing nothing is not an alternative that should be considered. If we do nothing, people and goods will be stuck in a "rush hour" that extends through most of the day. That is not acceptable for our commuters or the neighborhoods that will suffer greater health risks caused by the increased car exhaust from stalled traffic. What we are saying is that because our carrying capacity is limited, we need to look at how to move traffic at different times, different directions, and using a variety of modes to clear that capacity for freight and commuters who have to drive.

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: (360) 397-2232 • fax: (360) 397-6058 • www.clark.wa.gov

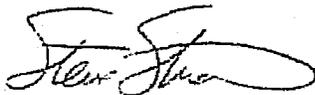
This means an alternative that is a complete departure from the business as usual approach of just building a big, new, expensive I-5 bridge. So let us start looking at doing something different, with an eye toward a more positive result. Together, we could:

- Increase transit ridership with more efficient service that works for people's busy schedules, which means pairing bus service with a new bridge structure for either bus rapid transit or light rail and lanes to clear on- and off-ramp traffic.
- Prioritize signals, ramp meters, and lanes for vehicles with more than one person.
- Fix the interchange system around the I-5 bridge to clear the congestion that happens when people try to weave on and off at Hayden Island, SR-14, and downtown Vancouver.
- Move the swing arm on the rail bridge to the center channel and make it a lift span. This \$40 million fix would eliminate the need to use the I-5 Bridge lift for barge traffic.
- Work with employers to provide incentives for flexible schedules that allow workers to commute south during non-peak hours when there is no congestion.
- Aggressively bring jobs to Clark County so people can live and work closer together and avoid the hours of commuting that keep them away from family and community.

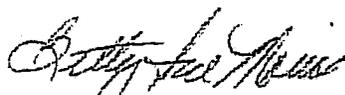
Only by changing how, when, and where we travel will there ever be hope for true congestion relief on the I-5 corridor. We have an opportunity right now to show true vision and leadership that addresses the root of our congestion instead of just putting a band-aid on it.

Please understand that we are not giving you an answer to what the preferred alternative should be for the Columbia River Crossing project. We are simply asking that an alternative is included in the study that shows vision, creativity, and lower costs to move more people. We believe that together we can achieve this goal.

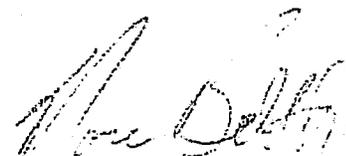
Sincerely,



Steve Stuart
Chair



Betty Sue Morris
Commissioner



Marc Boldt
Commissioner



Oregon

Theodore R. Kufonzo, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St. NE, Suite C
Salem, OR 97301-1266
(503) 986-0707
FAX (503) 986-0793
www.hcd.state.or.us



March 6, 2007

Hal Dengerink
Henry Hewitt
Columbia River Crossing Task Force
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Co-Chairs Dengerink and Hewitt:

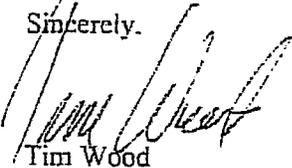
I am writing to express our concerns about the Columbia River Crossing (CRC) staff recommendations considered by the CRC Task Force on February 27, 2007.

The recommendations do not appear to adequately address the cultural resource review process. The northbound bridge is listed in the National Register of Historic Places. The southbound bridge appears to be eligible for National Register designation. Yet there are no alternatives in the Draft Environmental Impact Statement (DEIS) that explore the re-use of either bridge for future use.

I believe that the CRC project and staff would be well served by including alternatives for both bridges in the DEIS. If a legitimate exploration of re-use options does not take place, and the reasons against re-using the bridges are not justified, then the entire project could be exposed to criticism and procedural challenges in the future. Various engineering and transportation studies have no doubt examined options for both bridges. I recommend including the results of those studies and the accompanying rationale for their viability in the DEIS.

We would welcome any discussions from the CRC staff regarding this issue. Our comments are offered with the intent of ensuring CRC's compliance with the cultural resource regulations as well as the spirit of preservation of these historic bridges, if possible. We look forward to a continued dialogue on this issue, and to assisting with an improved crossing over the Columbia River.

Sincerely,



Tim Wood

State Historic Preservation Officer

EARL BLUMENAUER
THIRD DISTRICT, OREGON

COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEES:

TRADE

SELECT REVENUE MEASURES

COMMITTEE ON BUDGET



Congress of the United States
House of Representatives
Washington, DC 20515-3703

WASHINGTON OFFICE:
2267 RAYBURN BUILDING
WASHINGTON, DC 20515
(202) 225-4811
FAX: (202) 225-8941

DISTRICT OFFICE:
729 N.E. OREGON STREET
SUITE 115
PORTLAND, OR 97232
(503) 231-2300
FAX: (503) 230-5413

website: blumenauer.house.gov

January 7, 2008

Matthew Garrett, Director
Oregon Department of Transportation
355 Capitol Street NE Rm 135
Salem, OR 97301

Dear Director Garrett:

Attached please find correspondence from my constituent, Ms. Sharon Nasset regarding the process for the proposed Columbia River Crossing project. Ms. Nasset is concerned that one option—known as the “port-to-port connector”—was removed from consideration without being subject to a complete NEPA analysis, and leaves the project vulnerable to legal challenges that may result in crippling delays.

Ms. Nasset believes that the CRC project should immediately commence with a supplemental EIS to fully study the “port-to-port connector” option.

As ODOT is one of the agencies leading the efforts on this project, I’m sharing her concerns with you. I would appreciate a response from ODOT or the CRC project addressing how the “port-to-port connector” option was removed from consideration as it relates to the NEPA process.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Earl Blumenauer".

Earl Blumenauer
Member of Congress

Cc: Sharon Nasset



Washington State Senate

109B Irv Newhouse Building
P.O. Box 40417
Olympia, WA 98504-0417

Senator Don Benton
17th Legislative District

Olympia Ph: (360) 786-7632
District Ph: (360) 576-6059
E-mail: benton.don@leg.wa.gov

February 11, 2009

**Dear Governors' Christine Gregoire and Ted Kulongoski, Sponsor Agencies;
Southwest Washington Regional Transportation Council and CTRAN,**

Attached please find correspondence from Congressman Earl Blumenauer to the Director of the Oregon Department of Transportation, dated January 7, 2009

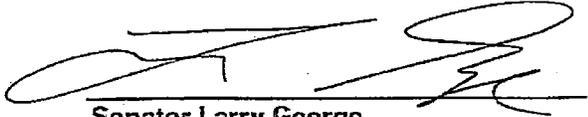
We would like to thank Congressman Earl Blumenauer for his leadership on the Columbia River Crossing project's need to follow the National Environmental Policy Act (NEPA) requirements, that all alternatives are thoroughly studied. A thorough study of all options to include data is a necessary requirement in the NEPA process. This valuable step in the NEPA process brings the best options to the forefront and creates cooperation between the sponsoring agencies, stakeholders, and taxpayers, and the ability to receive Federal funding for the project:

We are asking that the CRC project immediately commence a Supplemental EIS to fully study the "port-to-port connector" option RC-14.

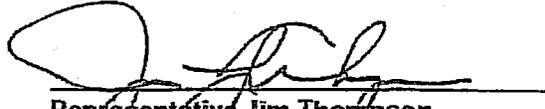
The foci of the Columbia River Crossing are the economy, safety, and the environment. A thorough NEPA process will create comparable data that will answer questions of cost, land use, environmental justice, mobility, congestion relief, regional freight, the distribution of benefits, and impacts.

In summary, adherence to the National Environmental Policy Act is essential for promoting consensus among various stakeholders and for demonstrating transparency. The I-5 international highway system's importance is internationally known. An open and transparent process is needed to build stakeholders consensus that will propel and help develop this project to completion. A project as important and enormous as the Columbia River Crossing must have transparency and must provide credible comparable data on the "port to port connector."

In support of Senator Benton's letter to Governors Christine Gregoire and Ted Kulongoski, Sponsor Agencies; Southwest Washington Regional Transportation Council and CTRAN.



Senator Larry George
OR State Senator 13th District
Senator's Joint CRC Oversight Committee
Business and Transportation Committee



Representative Jim Thompson
OR Representative District 23
Ways and Means Subcommittee Natural Resources



proud past, promising future

CLARK COUNTY
WASHINGTON

Regional Transportation Council
RECEIVED
AUG 4 2010

July 23, 2010

The Southwest Washington Regional Transportation Council (RTC)
c/o Ms. Molly Coston, Chair
1300 Franklin Street, 4th Floor
Clark County Public Service Center
Vancouver, Washington 98666-1366

RE: Columbia River Crossing (CRC) Environmental Impact Study / Third Bridge Analysis

Dear Chair Coston and Council Members:

This correspondence is in follow up to a repeated request to RTC by concerned citizens about the lack of a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). The specific area these citizens are interested in includes a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Dr., and connecting with HWY-30 near Newberry Hill.

The CRC project references in a March 22, 2006, document, RC-14. RC-14 was used to create a possible transportation alternative in the Draft Environmental Impact Study. RC-14 modeled a multilane, multimodal bi-state industrial arterial or corridor starting near I-5 and Mill Plain, crossing next to the BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5/Columbia River Bridge and therefore was not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address freeway congestion.

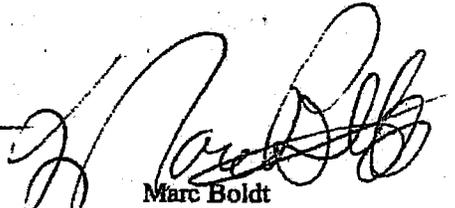
A new freeway corridor alternative was also studied. It was identified as RC-16 (New Western Highway). This alternative functioned as a new freeway bypass to I-5, but did not directly connect to I-5 via Mill Plain. The proposed corridor started near Ridgefield and went around the ports.

Given the specific concern, as stated above, the answer is no. A "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,


Steve Stuart, Chair

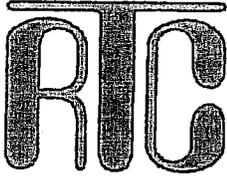

Tom Mielke


Marc Boldt

cc: Ms. Sharon Nasset
Ms. Tamara McLane

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov

10/5/10 Referenced by Tamara McLane



1300 Franklin Street, Floor 4
P.O. Box 1366
Vancouver, WA 98666-1366

360-397-6067
360-397-6132 fax
<http://www.rtc.wa.gov/>

Member Jurisdictions

- Clark County
- Skamania County
- Klickitat County
- City of Vancouver
- City of Camas
- City of Washougal
- City of Battle Ground
- City of Ridgefield
- City of La Center
- Town of Yacolt
- City of Stevenson
- City of North Bonneville
- City of White Salmon
- City of Bingen
- City of Goldendale
- C-TRAN
- Washington DOT
- Port of Vancouver
- Port of Camas-Washougal
- Port of Ridgefield
- Port of Skamania County
- Port of Klickitat
- Metro
- Oregon DOT
- 15th Legislative District
- 17th Legislative District
- 18th Legislative District
- 49th Legislative District

15

November 22, 2010

Ms. Sharon Nasset
1113 N. Baldwin Street
Portland, OR 97217

Dear Ms. Nasset:

This letter is in follow up to your request about a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). Your specific area of interest is about a project described as a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Drive, and connecting with highway 30 near Newberry Hill.

The CRC project references in a March 22, 2006 document, RC-14. RC-14 was a possible transportation alternative in the DEIS. RC-14 modeled a multilane, multimodal bi-state industrial corridor starting near I-5 and Mill Plain crossing next to the current BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5 Columbian River Bridge and therefore not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address I-5 traffic congestion.

A new freeway corridor alternative corridor was also studied. It was identified as RC-16, a New Western Highway. This alternative functioned as a new freeway bypass to I-5 but did not provide direct freeway access to I-5 via Mill Plain.

It is also worth noting that in 2008 RTC completed a Transportation Corridor Visioning Study (<http://www.rtc.wa.gov/reports/vision/VisioningCorridors.pdf>) that studied new freeway corridors throughout Clark County per a new 50-year growth scenario and given those corridors how a corridor to the east and west might be connected across the Columbia River.

Given your specific concern as stated above, no a "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,

RTC Chair, Washougal Councilperson Molly Coston.

cc: RTC Board of Directors

**Oregon Live.com**

Everything Oregon

High-speed rail could be a major stimulus for the Northwest's economy

Published: Tuesday, May 03, 2011, 7:00 AM

**Guest Columnist**

By

By Brad Perkins

Over this past year, \$10.4 billion in federal funds have been designated to states with the most advanced plans for high-speed rail passenger service. President Barack Obama plans to distribute billions more over the next six years to state transportation departments that have advanced rail plans.

Development and operation of a high-speed rail system in the Cascadia corridor could be a major stimulus for thousands of jobs in the Northwest. Properly connecting rail stations to highways, light rail, streetcar and bike networks would cause less damage to the environment and not be dependent on escalating gas prices that are adjusted or manipulated by forces beyond our control. Fully electrified high-speed rail systems connecting centrally located transportation hubs, less than 500 miles apart, have proven to be the fastest and safest transit systems that avoid the delays of congested freeways and invasive security checks at airports.

Gov. John Kitzhaber should recommend that ODOT conduct a serious study for an exclusive corridor for a double-track, electrified, publicly owned high-speed system as part of the agency's upcoming \$10 million environmental impact statement study for the Cascadia corridor between Eugene and Portland. So far ODOT has limited its studies to two 140-year-old freight rail corridors that are privately owned by freight companies that will perpetually maintain control of both the speed and capacity of passenger trains and therefore limit the success of both systems.

A separate, publicly owned high-speed rail corridor, with grade crossings, already exists in the Willamette Valley. Most of the relatively flat and straight 100-mile I-5 corridor between Eugene and Tualatin has a median strip wide enough to accommodate two electrified high-speed rail tracks for 150 mph trains. Two commuter networks could share the rails with the inter-city system. From Tualatin, a 12-minute commuter link to the Rose Quarter could be developed by using existing rail right of ways and boring a tunnel under Lake Oswego. From Vancouver, Wash., to the Rose Quarter, a new tall passenger/freight rail bridge west of the existing BNSF bridge can transport commuters in seven minutes through a new tunnel below North Portland's bluff and share Union Pacific's right of way along the east side of the Willamette River. Both regional park-and-ride commuter train options from Tualatin and Vancouver to the Rose Quarter could significantly reduce congestion on the I-5 corridor during rush hours if planned for convenience, frequency and speed.

The new Rose Quarter Transportation and Tourism Station could be the hub of activity transitioning over 30,000 commuters a day with connections to MAX, the Portland streetcar and bikeways. This overwhelming amount of foot traffic could create the critical mass of activity needed to give an economic boost to a moribund sports and entertainment district. Developers could satisfy market demand and develop a more exciting and sustainable 24-hour livable community with housing, hotels, offices and retail with great city views of downtown Portland and the Willamette River.

Oregonians and Washingtonians deserve innovative transportation projects that seriously reduce carbon monoxide levels and travel time by offering commuter rail on an exclusive high-speed rail corridor. Unfortunately, ODOT's studies and environmental impact statement have not given serious consideration to high-speed rail, commuter rail and freight rail as an alternative to relieving congestion and creating sustainable jobs. Japan and Europe have shown that rail investment has paid its way over the long term. Unlike a highway, the cost of high-speed rail development is recovered directly from the operators who use it. Leasing the tracks for light-weight freight movement at night could also help the financial return on public capital investment. With enough support and serious analysis of alternatives, Cascadia high-speed rail could prove to be the American example of what's happening in the rest of the world.

Brad Perkins lives in Northeast Portland. More on the Cascadia high speed rail corridor from Eugene to Vancouver can be found at www.cascadiahighspeedrail.org.

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Testimony of Robert Liberty
3431 SE Tibbetts Street, Portland, Oregon 97202

Before the Metro Council
On Resolution No.11-4264
June 9, 2011

Members of the Metro Council:

I urge you to table Resolution No. 11-4264 to a time certain - your first regular meeting in June of 2012. A one year delay is required because the Columbia River Crossing has failed to satisfy several critical conditions you established for the project in July 2008.

These conditions are; early implementation of tolling, addressing environmental justice issues, developing a state-of –the-art demand management program, preparation of a detailed financing plan, the promise of co-development of light rail, preservation of freight access and inclusion of state-of-the-art bike and pedestrian facilities.

The CRC study has been fatally flawed from the outset because of the narrow way in which the problems were defined, the inappropriately small study area and the elimination of cheaper, smarter greener alternatives prior to any substantive comparison of their costs and benefits with the preferred alternative.

Nonetheless, should the project ever be built in something like its current form, the satisfaction of these conditions could greatly reduce cost and improve performance. What you have before you is not the satisfaction of you conditions, but rather descriptions of how they might be satisfied in the future. That has been the pattern established by the project staff for the last five years, since the Council first began asking it address various important questions.

I have a few comments on one of the conditions; the requirement of a “detailed financing plan showing costs and sources of revenue”

Three years after the Council gave initial approval to the project, there is still no detailed financing plan. The prospects for increased gas taxes and increased spending on transportation projects by the Federal, state and local governments has sharply decreased since 2008. I said then, and I say now, “Show me the money.”

But the second part of the condition you imposed is even more important. In addition to showing the sources of money, the financing plan was required to explain “how the federal, state and local (if any) sources of revenue proposed to be dedicated to this project would impact, or could be compared to, the funds required for other potential expenditures in the region.” This requirement is not even addressed in the staff report.

I believe the decision makers, and the public, are entitled to understand the public and private benefits and costs of this project and how they compare to the costs and benefits of other projects competing for the same taxpayer money. This should be standard practice, not something that requires a special resolution.

The Metro Council is the elected voice of the people of the region. I hope you will exercise independent judgment and genuine leadership on behalf of the people you represent rather than defer to vague assurances about future study of these issues, promises made by un-elected state agency staffs and committees.

Thank you for your attention and your work on behalf of our region.

Robert Liberty
Southeast Portland

KATIE EYRE BREWER
STATE REPRESENTATIVE
HD 29



HOUSE OF REPRESENTATIVES
900 COURT ST NE
SALEM, OR 97301

June 8, 2011

Tom Hughes, Metro Council President
Metro Council
600 NE Grand Ave.
Portland, OR 97232

Re: Adoption of Resolution No. 11-4264, for the purpose of Concluding that the Concerns and Considerations Raised about the Columbia River Crossing Project in Exhibit A to Resolution No. 08-3960B Have Been Addressed Satisfactorily

Tom,

I understand that the Council will be voting on Resolution No. 11-4264 on June 9, 2011. I am writing to ask you to delay this vote, pending legislative action.

Financing Plan

Metro's concern was to have a financing plan developed for presentation to the project partners and the public that indicates federal, state and local funding and how the project could impact other expenditures in the region. I do not believe that the financing plan has been fully developed nor presented to all project partners, as the Oregon Legislature has not yet reviewed any official financing plan. In a draft finance plan, Oregon's contribution exclusive of tolling will be one half of \$900,000,000. The draft plan mentions that these will likely come from new revenue, and specifically increased motor carrier fees, gas taxes and registration fees. None of this has been presented to the Legislature and the Legislature has not yet weighed in on the propriety of this funding or a potential tax increase. In fact, the initial informal response from many legislators to this prospect has been unfavorable. Therefore, because neither the finance plan nor the state funding has been finalized, I do not believe that this concern has yet been satisfied.

Preservation of Freight Access

Recognizing that this is a critical piece of the CRC project, Metro raised this as an area of concern. In the explanation of status, Item G of Exhibit B to Resolution No. 11-4264 states that the Marine Drive interchange can be delayed until after year 2030. As a Legislator, and as part

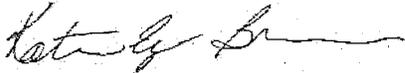
503-986-1429 email: rep.katieeyrebrewer@state.or.us
District: P.O. Box 3027, Hillsboro, OR 97123

of my consideration of any future tax increase of which freight carriers will be required to pay, I find delaying this until 2030 unacceptable. In fact, the draft finance plan contemplates that any interchange not directly connected to the bridge is considered a "deferred component" and can be delayed in the case of cost overruns. The draft finance plan states that the new revenues, in the case of cost overruns, can be extended to pay for the deferred components. I am concerned about the project elements for freight access and freight mobility being largely delayed through phasing or as a "deferred component", and therefore believe that this concern has not yet been satisfied.

If Oregon Department of Transportation's budget passes both Chambers of the Oregon Legislature in its current form, ODOT will be required to report to the Legislature in February 2012 with a developed phased master plan of CRC, allowing for legislative oversight and approval by the Legislature at key decision points. At this point, legislative approval has not occurred, nor should be assumed.

Tom, I am a supporter of infrastructure and of sound planning. You know this, as you appointed me to Hillsboro's Planning Commission many years ago. I am also appreciative of Metro's diligent review of any solution to the I-5 congestion. Based on the above two points, a general lack of a clear and approved plan, and uncertain financing, I do not believe Metro's concerns outlined in Resolution 08-3960B have been addressed satisfactorily at this time, and therefore respectfully request that the Metro Council delay voting on Resolution No. 11-4264.

Respectfully,



Katie Eyre Brewer
State Representative
House District 29

cc: Metro Council members

June 9, 2011

Columbia River Crossing: A Need for a Realistic Alternative

Even though many well intentioned people have worked and opined on the CRC, there is little that makes one believe that the project will ever be built. Much of the research in support of building the bridge project is questionable and some even illogical. The potential funding of the project is questionable at best at all three government levels— federal, state and local. The project if it continues to progress will be challenged in court on environmental grounds, and at a minimum, setting the project back even further than its unsure financing.

Leadership is required to support the need for improved commercial access to the Interstate system and lucky for us there are alternatives. If the business and labor forces could see objectively they would get behind a third bridge alternative that has been proposed by the opponents of the CRC. The issue for the opponents isn't a need for new and improved transportation across the Columbia, but the hugely expensive solution advocated by the CRC committee.

By designing and building a third bridge west of the current I-5 bridge, realigning the railroad bridge to remove the "s" turn for commercial river traffic, building a small commuter bridge to service Hayden Island homeowners and re-designating I-205 to I-5 near Wilsonville overall traffic would be greatly improved. The most interesting part of this approach is to spend billions less to remedy the real problem.

It is a shame so many people (public and private) have been mistaken about how to remedy this transportation issue and that includes the editorial sections of our newspapers.

Let's get off the "snide" and do the workable thing.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael C. Powers". The signature is fluid and cursive, with a large, stylized initial "M" and "P".

Michael C. powers

1538 ne 24th

Portland, Oregon 97232