

Metro | Agenda

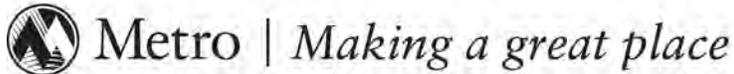
Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, Jan. 11, 2012
Time: 5 to 7 p.m.
Place: Council Chambers

- | | | | |
|---------|-----|---|----------------------------------|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Jerry Willey, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Jerry Willey, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>COUNCIL UPDATE</u> | |
| | 5. | <u>CONSENT AGENDA</u> | |
| 5:15 PM | 5.1 | * • Consideration of the Dec. 14, 2011 Minutes | |
| | | # • 2012 MTAC Nominations | |
| | 6. | <u>ACTION ITEMS</u> | |
| 5:20 PM | 6.1 | * Climate Smart Communities Scenarios Project – Accept Phase 1 Findings Report– <u>RECOMMEND THAT THE METRO COUNCIL ACCEPT THE PHASE 1 FINDINGS REPORT</u> | Kim Ellis |
| | | • <i>Outcome:</i> MPAC receives the Phase 1 Findings Report officially and forwards the report to the Metro Council to accept. | |
| | 7. | <u>INFORMATION/DISCUSSION ITEMS</u> | |
| 5:50 PM | 7.1 | * Regional Industrial Site Readiness Project Update – <u>INFORMATION</u> | Ted Reid
Bernie Bottomly, PBA |
| | | • <i>Outcome:</i> Develop a shared understanding of the local and regional actions and investments needed to make more large industrial sites development-ready. | |
| 6:20 PM | 7.2 | 2012 MPAC Work Program – <u>INFORMATION</u> | Jerry Willey, Chair |
| | | • <i>Outcome:</i> Discussion on 2012 MPAC topics. | |
| 6:55 PM | 8. | <u>MPAC MEMBER COMMUNICATION</u> | |
| 7 PM | 9. | <u>ADJOURN</u> | Jerry Willey, Chair |

* Material included in the packet.

Material available at the meeting.

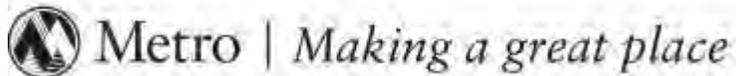
For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov. To check on closure or cancellations during inclement weather please call 503-797-1700.



2012 MPAC Tentative Agendas

Tentative as of Jan. 3, 2012

<u>MPAC Meeting</u> January 11 <ul style="list-style-type: none">Climate Smart Communities (endorse Briefing Book and transmittal letter)Industrial Site Readiness	<u>MPAC Meeting</u> January 25 <ul style="list-style-type: none">Southwest Corridor Project Update and Land Use WorkPopulation and Employment Forecast and Growth DistributionGreater Portland Pulse
<u>MPAC Meeting</u> February 8	<u>MPAC Meeting</u> February 22
<u>MPAC Meeting</u> March 14	<u>MPAC Meeting</u> March 28
<u>MPAC Meeting</u> April 11	<u>MPAC Meeting</u> April 25
<u>MPAC Meeting</u> May 9	<u>MPAC Meeting</u> May 23
<u>MPAC Meeting</u> June 13	<u>MPAC Meeting</u> June 27
<u>MPAC Meeting</u> July 11	<u>MPAC Meeting</u> July 25
<u>MPAC Meeting</u> August 8	<u>MPAC Meeting</u> August 22
<u>MPAC Meeting</u> September 12	<u>MPAC Meeting</u> September 19
<u>MPAC Meeting</u> October 10	<u>MPAC Meeting</u> October 24
<u>MPAC Meeting</u> November 14	<u>MPAC Meeting</u> November 28
<u>MPAC Meeting</u> December 12	<u>MPAC Meeting</u> December 19



METRO POLICY ADVISORY COMMITTEE

December 14, 2011

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Sam Adams
Matt Berkow
Jody Carson
Steve Clark
Nathalie Darcy
Amanda Fritz
Kathryn Harrington
Carl Hosticka
Charlotte Lehan, Chair
Annette Mattson
Keith Mays
Marilyn McWilliams
Wilda Parks
William Wild
Jerry Willey, Vice Chair

AFFILIATION

City of Portland Council
Multnomah County Citizen
City of West Linn, representing Clackamas Co. Other Cities
Trimet Board of Directors
Washington County Citizen
City of Portland Council
Metro Council
Metro Council
Clackamas County Commission
Governing Body of School Districts
City of Sherwood, representing Washington Co. Other Cities
Washington County Special Districts
Clackamas County Citizen
Clackamas County Special Districts
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Ken Allen
Shane Bemis
Pat Campbell
Michael Demagalski
Dennis Doyle
Andy Duyck
Jack Hoffman
Doug Neeley
Barbara Roberts
Jim Rue
Loretta Smith, 2nd Vice Chair
Steve Stuart
Norm Thomas

AFFILIATION

Oregon AFSCME Council 75
City of Gresham, representing Multnomah Co. 2nd Largest City
City of Vancouver
City of North Plains, representing Washington Co. outside UGB
City of Beaverton, representing Washington Co. 2nd Largest City
Washington County Commission
City of Lake Oswego, representing Clackamas Co. Largest City
City of Oregon City, representing Clackamas Co. 2nd Largest City
Metro Council
Oregon Dept. of Land Conservation & Development
Multnomah County Commission
Clark County, Washington Commission
City of Troutdale, representing other cities in Multnomah Co.

ALTERNATES PRESENT

Karylinn Echols
Donna Jordan
Peter Truax
Kathy Roth
Marc San Soucie

AFFILIATION

City of Gresham, representing Multnomah Co. 2nd Largest City
City of Lake Oswego, representing Clackamas Co. Largest City
City of Forest Grove, representing Washington Co. Other Cities
City of Oregon City, representing Clackamas Co. 2nd Largest City
City of Beaverton, representing Washington Co. 2nd Largest City

STAFF:

Jessica Atwater, Nick Christensen, Andy Cotugno, Kim Ellis, Mike Hogle, Alison Kean-Campbell, Nui-Tara Key, Kelsey Newell, Sherry Oeser, Ken Ray, Dylan Rivera, John Williams, Ina Zucker.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Charlotte Lehan declared a quorum and called the meeting to order at 5:05 p.m.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

All attendees introduced themselves.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COUNCIL UPDATE

Councilor Hosticka updated the group on the following points:

- Gave an overview of the Regional Flexible Funds projects currently being considered for funding. The Metro Council will vote on which RFF projects will be funded on Thursday, December 15, 2011.
- The Metro Council partnered with City of Hillsboro to purchase the Orenco Woods property; each party contributed \$2 million. This project is unique because 11 acres will be resold for private development while the rest will be left for a nature park.
- Highlighted Metro reporter, Nick Christensen's, regional reset articles that feature interviews with several mayors who also serve on MPAC. The articles can be found online at www.oregonmetro.gov/news.
- Presented Chair Lehan with a certificate of appreciation for her service as MPAC chair for 2011.

5. CONSIDERATION OF THE MPAC MINUTES FOR NOVEMBER 9, 2011

MOTION: Councilor Jody Carson moved, Ms. Nathalie Darcy seconded to adopt the November 9, 2011 MPAC minutes.

ACTION TAKEN: With all in favor, the motion passed (Councilor Marc San Soucie and Ms. Marilyn McWilliams abstained).

6.0 ACTION ITEMS

6.1 2012 MPAC OFFICER NOMINATIONS

Ms. Annette Mattson introduced the nominees for the 2012 MPAC Officers. Mayor Willey was nominated for Chair (Washington Co.), Commissioner Loretta Smith (Multnomah Co.) was nominated for Vice Chair, and Councilor Jody Carson (Clackamas Co.) was nominated for 2nd Vice Chair.

MOTION: Ms. Wilda Parks moved, Councilor Donna Jordan seconded to accept the nominations for the 2012 MPAC Officers: Chair, Mayor Jerry Willey (Washington Co.), Vice Chair, Commissioner Loretta Smith (Multnomah Co.), and 2nd Vice Chair, Councilor Jody Carson (Clackamas Co.).

ACTION TAKEN: With all in favor, the motion passed.

7.0 INFORMATION/DISCUSSION ITEMS

7.1 CLIMATE SMART COMMUNITIES SCENARIOS—ROLL-OUT OF DRAFT PHASE 1 FINDINGS REPORT

Ms. Kim Ellis and Mr. Mike Hogle of Metro gave an overview of the draft phase 1 findings report, as well as the overall process and next steps for the Climate Smart Communities Scenarios project. In January, Metro will request that MPAC take action to accept this findings report.

Overview of process and next steps for the CSCS Project:

While HB 2001 requires the reduction of green house gasses (GHG) emissions from light duty vehicles, Metro is taking this as an opportunity to focus on advancing all 6 of the region's desired outcomes. HB 2001 requires that local plans be updated to match the adopted preferred scenario. In light of these facts a collaborative approach is important. The project has emphasized collaborative work and will continue to do so throughout. At the end of the process, the region will need to adopt a preferred scenario.

Phase 1 is coming to a close; its focus has been to learn what the current policies and programs will achieve in GHG reduction, and understand what choices the region has to meet state GHG reduction goals. The Phase 1 findings report will be submitted to Oregon Department of Transportation and Oregon Department of Land Conservation and Development in January. ODOT and DLCD will then include this report in their progress report to the joint interim Senate and House Transportation Committee by February 1, 2012. MPAC will be asked to accept the draft Phase 1 findings report at the January 11th, 2012 meeting, prior to submission to ODOT and DLCD. JPACT will be asked to accept the report as well, on January 12. The CSCS project staff and Council liaisons have met with some elected officials and local agency staff in the region, and Ms. Ellis offered to schedule group meetings to connect with more jurisdictions as the project moves forward.

Phase 2 will begin in early 2012, and will start by sharing findings with stakeholders, including elected officials and jurisdictions within the region as well as business and community stakeholders. The goal for Phase 2 will be to begin to identify the preferred strategies to be implemented in the region.

Overview of the draft Phase 1 findings report:

The report focuses not only on the options for strategies which will lower GHGs, but also on how these strategies will advance jurisdictions' individual plans and the 2040 growth concept (see pages 6 & 7 of the report). It is important to note that the 2011 Urban Growth Boundary decision is not in effect until January 18, 2012, although the updated boundary has been reflected in the report for context.

There are many states, communities, and regions that are also engaging in scenario planning to reduce GHGs. Staff have looked at these different approaches. The Oregon University System and Oregon Global Warming Commission have done research to identify specific climate challenges for Oregon and our region (see page 9 of report). Reductions in GHG will occur from changes in different categories and sectors (see page 10 in report). The CSCS project has conducted a review of published research that created a strategy toolbox to address how best to meet the targeted GHG

reduction; the combination of the strategy toolbox and scenario analysis has provided a foundation from which to move forward.

Ms. Ellis gave examples for the various types of building blocks for strategies and touched on their level of ambition (see page 13 of the report). Examples include expanding transit service, increasing bicycle mode share for shorter trips, a carbon fee, a transfer of the gas tax to a road use fee, driver education, and car sharing. JPACT discussions identified the fleet mix estimates may be a bit modest, but they are the state's projections. Community design and pricing, in addition to fleet mix, provided the largest reductions (see page 15 of the report). The other strategies have an important role as low-cost options, in terms of capital and political costs, to fill the gaps.

1.2 metric tons of GHG per capita is the equivalent of the state mandated 20% reduction goal for the year 2035. Phase 1 research showed the region can achieve 1.8 metric tons of GHG per capita if we implement the plans and policies already in place in the region. In 93 of the 144 scenarios, we can meet the overall target. It will take additional effort and action in the region to meet the target. We need to look at it at the regional and local level. Phase 2 will focus on which actions to take. Most of the strategies in scenarios are already in place in the region, but will need to be updated to meet the target.

No single category of strategies will meet the target, it must be a mix of strategies (see page 14 of the report).

The results reflect the assumptions made in Phase 1 in regards to the regional and local plans in place. In the end, the region's preferred scenario may not be one of the scenarios tested in Phase 1. Determining what is most effective for the region is significant portion of Phase 2 work (see pages 30 and 31 of the report).

There is implementation possible at all levels of government. Leadership, partnership, and coordination are all important factors in the success of the Scenarios Project and the policies that will be adopted to meet GHG reduction targets. It will also be vital to build in flexibility into the adopted preferred scenario.

The project has not yet looked at cost, cost-effectiveness, economic development or equity; this will be part of Phase 2. These next factors will be important in deciding what direction policies will take.

The key preliminary findings are:

1. Current local and regional plans and policies are ambitious and provide a strong foundation
2. Targets are achievable but will take additional effort and action
3. The best approach is a mix of policies and strategies
4. Partnerships and collaboration are keys to success

Group discussion included:

Some members were concerned about pedestrian and bicycle safety. Staff responded that system design and building out pedestrian/bicycle systems is an effective method to increase safety. Councilor Harrington referred to the 2035 Regional Transportation Plan which has been updated to include policy changes for pedestrian and bicycle safety. Local TSPs need to be updated to reflect these changes. To learn more, search Local TSP on the Metro website, www.oregonmetro.gov/tsp, to see a 5 minute summary video of these changes and implementation strategies.

Staff shared that the most surprising results of the analysis were that so many mixes of strategies, 93 of 140, met or exceeded the target, and that there is significant federal activity that supports this type of scenario planning.

Some members expressed concern that there was not a level 3 option (most ambitious level) for electric vehicles, EV, (the strategies use the state's projection of 8% for EV/hybrid fleet mix), and would like to see a more ambitious approach for this category. Staff is looking into more aggressive EV projections.

Members expressed concern as to how fleet mix may affect communities on the edge, or to account for differences in local communities in general. Staff responded that Phase 2 and 3 will include more close local analysis and traffic patterns. As for accounting for differences in local communities, CSCS used the Metropolitan GreenSTEP model which allows for analysis at subarea levels. When creating specific local plans, there will have to be flexibility to support local jurisdictions goals and policies. Phases 2 and 3 will focus on how to bring all the different pieces from local jurisdictions to support the regional goal.

Some members called pages 32 and 33 of the report to the group's attention. These pages highlight what expectations are part of each scenario's success. The significant increases in effort between the varying levels of ambition of strategies were highlighted. Some strategies may be conflicting (e.g. EV drivers paying parking fees to account for GHG emissions that an EV doesn't have). The group was encouraged to take a close look at this report, as MPAC will be working with this project for the next 2 years.

Some members asked how accurate scenarios for specific jurisdictions will be. Staff responded that within the Metropolitan GreenSTEP model there are 20 regional subdistricts, which represent groupings of census tracts. The model will not provide information at a city level, but data can be aggregated and disaggregated at the district level.

Members expressed some concern for approaching their communities in regards to cost-benefit analysis. Staff responded that cost-effectiveness will be very important to relative cost-benefit, in addition to other impacts and benefits. State-level staff are working to produce more cost information, which Metro staff will proceed to tailor to the region in Phase 2.

Members expressed concern for potentially inequitable strategy implementation in the region and state-level compliance requirements. Staff explained that there are no state statutes that call for sanctions for non-compliance with HB 2001. HB 2001 is intended to make scenario planning happen and integrate it into regional transportation plans. The Oregon Land Conservation and Development Commission is scheduled to review the targets again in 2015; there will be an ongoing dialogue throughout the CSCS process to address compliance issues. The Oregon MPO is looking at the Metro region as a leader to see how other communities may follow similar scenario planning. Metro staff member, Mr. Andy Cotugno emphasized that other sources aside from light trucks and motor vehicles produce significant GHG emissions, including electricity generation, heating homes, etc.... There is movement in these categories as well, but achieving CSCS goals will help to create a model for action in these other categories.

Some members expressed that community design is going to be important; the fact that the region is growing will probably make implementing the community design more feasible.

Some members inquired into the margin of error in these scenarios and each scenario's flexibility in shifting reduction targets to other strategies. Staff responded that should a scenario fall-short for the state target, the model can be used to identify what additional strategies or levels of implementation are needed. The intent is to apply different strategies and match those appropriately with community aspirations and needs– but in the end the preferred scenario will be a regional strategy that meets the state target. It was noted that changing one strategy assumption could change another strategy's GHG reduction potential; these strategies do not occur independently of each other and this is accounted for in the Metropolitan GreenSTEP model.

There are revenue raising opportunities with some of these strategies, but there are trade-offs with loss of revenue, e.g. decrease utility of gas tax as fleet mix improves. This will be further explored in Phase 2 and Phase 3.

Staff clarified that the data on the relationship of fuel economy and carbon intensity of fuels was provided by the Department of Energy and the Department of Transportation. This topic is very political on the national level and is still under debate. Compressed natural gas may also be considered in fuel type for this section.

It was noted that the Metropolitan GreenSTEP model also takes shifting demographics, like age, income and household size, into account.

7.2 SUSTAINABLE CITY YEAR PROGRAM

Professor Robert Liberty of the University of Oregon and Salem City Manager Linda Norris presented to the group on the University of Oregon Sustainable City Initiative's Sustainable City Year Program (SCYP). SCI staff are soon making a decision on which city, county, or Metropolitan Planning Organization to partner with for 2012-2013. Their presentation offered an opportunity for the group to learn about the program and ask questions.

Three cities have completed the SCYP: Gresham (pilot), Salem, and Springfield, OR. Ms. Linda Norris presented on Salem's experience in the SCYP. Salem had been very interested in sustainability, but, like many other jurisdictions, has had to reduce staff. This program was a great opportunity to partnership on research with the U of O when the city didn't have the staff to reach goals. The city council handed over forward thinking projects to the students in the program. Students are coming from a different perspective staff. They are creative, and they work in the community. They did an excellent job moving goals forward quickly and involving the community successfully. The community was very supportive of this program. Citizens and decision-makers often recall the students' research and use it to make decisions and observe their projections come into being.

Professor Liberty distributed some materials related to completed projects and examples of student's work, as well as comments on both, and circulated a few reports on completed projects. He highlighted that green taxes are also a topic of interest to participants in SCYP. He asked that if MPAC members have a particular project interest to let him know, SCYP can find faculty to work with them.

Professor Liberty then overviewed SCYP costs. There is a minimum fee of \$250,000 for participation in this project. This money is to pay for the program coordinators that work on SCYP, as well as to pay university back for utilities, class support, prepare reports, etc....The fees are variable because of the variable nature of the SCYP—if you ask for more complicated classes or projects, the costs will go up. SCYP does not devise your city's project, you and your city do. Faculty is available to help develop the project.

Group discussion included:

Some members asked if, in light of comprehensive plan reviews and area redevelopment, if the SCYP will be available in future years. The presenters related that the program will most likely continue, it is in its third year. The University of Iowa has also recently begun a similar program.

There is political risk in the word sustainability, but the general SCYP program experience has been that it is quickly overcome when you explore the categories within sustainability.

Some members asked about the logistics of project management. Ms Norris responded that each department had a project leader, with a corresponding coordinator; it was not a drain on staff.

Some members wondered if one year enough is enough time to successfully complete projects. Ms. Norris affirmed that it is as they watched time management closely. Projects continued on for multiple courses, and SCYP and Salem made sure they were completed; some completed in 9 months.

Projects offer a great opportunity for engagement with students and the community.

Some members noted that a county with a large urban population may be a good candidate, and that Clackamas County meets that criterion. Professor Liberty stated that the SCYP is very interested in that unincorporated urban population. Clackamas County is in contention.

A few members inquired as to whether or not any of the recommendations from students' studies were implemented in Salem. Ms. Norris responded that Salem has budgeted for some of these recommended projects and is taking next steps. She also clarified that Salem is still meeting with a private company that was able to benefit from working with the SCYP.

6. MPAC MEMBER COMMUNICATIONS

Mayor Peter Truax reminded the group that Washington County is welcoming Martha Bennett, Metro's new Chief Operating Officer, with a reception on Thursday, December 15, 2011. Metro Councilors Hosticka and Harrington will attend. Washington County is happy to have the opportunity to welcome the new COO and suggested other counts may be interested in hosting a similar event.

Chair Lehan noted Councilor Hosticka's comment that MPAC's work for the last couple of years has been obligatory work. She emphasized that CSCS is the only obligatory work for MPAC for 2012, and the group should consider what work members would prefer to pursue. Vice Chair Willey asked people to review the suggested topics on the work program. Metro staff will send out a list of topics, and MPAC members should prioritize these topics, as well as suggest topics that they feel are

important. Ms. Nathalie Darcy informed the group that she feels more area tours within the regional would be beneficial to the group.

Vice Chair Willey also asked that members be sure to review all MPAC meeting materials prior to the meetings, so that members may have a more time for discussion and more opportunities to communicate with Metro staff.

Vice Chair Willey thanked the Metro Council for the Orenco Park partnership with Hillsboro.

Vice Chair Willey informed the group that the Regional Mayors group have been considering compression (property tax) and how it will affect revenues within the region; as well as projects like CSCS and the Community Investment Initiative.

8. ADJOURN

Chair Lehan adjourned the meeting at 6:41 p.m.

Respectfully submitted,



Jessica Atwater
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR 12/14/11:

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
7.1	PPT Presentation	12/14/11	Climate Smart Communities Scenarios Project	121411m-01
7.2	Article	12/14/11	Sustainable Cities Initiative: What people are saying about the Sustainable City Year Program	121411m-02
7.2	Article	12/14/11	New York Times: The Sustainable City Year Program	121411m-03
7.2	Memo	12/14/11	City of Gresham: Sustainable City Year Program	121411m-04

MPAC Worksheet

▫ **Agenda Item Title:** Climate Smart Communities Scenarios Project – Acceptance of Phase 1 Findings

Presenter(s): Kim Ellis

Contact for this worksheet/presentation: Kim Ellis

Date of MPAC Meeting: January 11, 2012

Purpose/Objective

MPAC consideration of accepting the Phase 1 Findings (Understanding Our Land Use and Transportation Choices) to receive officially and forward to the Metro Council to accept.

Action Requested/Outcome

- Accept the Phase 1 Findings (Understanding Our Land Use and Transportation Choices).

Acceptance of the findings will acknowledge the work completed to date and forward the findings to the Metro Council to accept and initiate Phase 2 of the Scenarios Project.

How does this issue affect local governments or citizens in the region?

The goal of the Scenarios Project is to collaborate across all levels of government and public and private sectors to find the right combination of actions that will help the region build healthy, prosperous, equitable and environmentally-sound communities that advance local aspirations and meet state climate goals.

While reducing greenhouse gas (GHG) emissions is important to the health of the region and the planet, the Scenarios Project will demonstrate that the region can progress toward the GHG reduction goals set by the state within the context of achieving outcomes of equal importance to communities, businesses and residents: a healthy economy; clean air and water; and access to good jobs, affordable housing, transportation options, nature, trails and recreational opportunities.

What has changed since MPAC last considered this issue/item?

- Metro Councilor Collette and staff briefed the Land Conservation and Development Commission on the Scenarios Project and draft Phase 1 Findings. The Commission commended the work completed to date.
- Key findings from the research conducted to date have been finalized in a final draft Phase 1 Findings report, in consultation with the technical work group and Metro technical advisory committees.
- On December 20, the Scenarios Technical Work Group reviewed and identified refinements that are incorporated in the December 27 draft. Refinements focused on clarification of implications and considerations for Phase 2 and Phase 3 of the Scenarios Project.
- MTAC and TPAC made recommendations on acceptance of the final draft Phase 1 Findings on January 4 and 6, respectively. MTAC's unanimously accepted the Phase 1 Findings and recommended that MPAC accept the findings to receive officially and forward to the Metro Council to accept.

What packet material do you plan to include?

- **Final Draft Phase 1 Findings** (December 27, 2011)

BACKGROUND

Joining other states around the country, Oregon has been a leader in addressing climate change with ambitious goals to reduce greenhouse gas (GHG) emissions from all sources to 75 percent below 1990 levels by the year 2050. In 2009, the Oregon Legislature passed the Jobs and Transportation Act (also known as House Bill 2001). Section 37 of the Act requires Metro to develop two or more alternative land use and transportation scenarios designed to accommodate planned population and job growth for the year 2035 and reduce GHG emissions from light vehicles. Section 37 also requires Metro to adopt a preferred scenario after public review and consultation with local governments, and calls for local governments in the Portland metropolitan region to implement the adopted scenario.

To guide Metro's scenario planning work, the Land Conservation and Development Commission (LCDC) adopted the Metropolitan Greenhouse Gas Reduction Targets Rule in May 2011. Also required by section 37 of the JTA, the rule identifies GHG emissions reduction targets for each of Oregon's six metropolitan areas for the year 2035. The targets identify the percentage reduction in per capita GHG emissions from light vehicle travel that is needed to help Oregon meet its GHG emissions reduction goals. The adopted target for the region is the equivalent of 1.2 MT CO₂e per capita by the year 2035.

The Portland metropolitan region is undertaking greenhouse gas scenario planning in three phases as part of the Climate Smart Communities Scenarios Project to demonstrate climate change leadership and respond to the Oregon Jobs and Transportation Act (also known as House Bill 2001). The Scenarios Project is building on the land use and transportation strategies contained in the 2040 Growth Concept adopted in 1995, as well as the 2035 Regional Transportation Plan and the Community Investment Strategy adopted in 2010.

Since 1995, Metro and its partners have collaborated to help communities realize their local aspirations while moving the region toward its goals for making a great place: vibrant communities, economic prosperity, transportation choices, equity, clean air and water, and regional climate change leadership. Local and regional efforts to implement the 2040 Growth Concept, 2035 RTP and the Community Investment Strategy provide a good basis for the GHG scenario planning work required of the region.

The region has completed the first of three phases of the Scenarios Project – Understanding Choices. Phase 1 focused on understanding the region's land use and transportation choices by conducting a review of published research and testing 144 regional scenarios.

The Strategy Toolbox summarizes published local, national and international research on strategies that can help reduce transportation-related GHG emissions and meet other policy objectives. The report documents benefits of different strategies to a community, synergies between strategies and implementation opportunities and challenges to be addressed in Phases 2 and 3.

While some strategies are new to the region, many of the strategies tested are already being implemented to varying degrees in the region to realize the 2040 Growth Concept and the aspirations of communities across the region. The Phase 1 scenarios tested demonstrate the GHG emissions reduction potential of current plans and policies, as well as which combinations of more ambitious land use and transportation strategies are needed to meet the state target. The assumptions used in the Phase 1 scenarios are ambitious and were based on the need to create a starting point to test scenarios.

The region's decision-makers will use the Phase 1 research and subsequent stakeholder engagement to direct development and evaluation of additional scenarios in Phases 2 and 3. Future project phases will likely identify additional policies and strategies needed to achieve the needed GHG emissions reductions while meeting other economic, social and environmental goals and

supporting the individual needs and aspirations of communities in the region. In Phase 2, the level of implementation of these strategies as well as their timing and sequencing will be explored and further refined to develop alternative scenarios. Phase 2 will also include integrating new state, regional and local plans and policies that are under development – including the Statewide Transportation Strategy, SW Corridor Plan, East Metro Connections Plan, the Regional Active Transportation Plan and local plan updates such as the Portland Plan.

NEXT STEPS

MPAC action to officially accept the Phase 1 Findings would acknowledge the work completed to date, and marks the end of Phase 1. The Phase 1 Findings report provides a vehicle for engaging project stakeholders during Phase 2. The findings and Strategy Toolbox will also be submitted to the Oregon Department of Transportation and the Department of Land Conservation and Development in January for inclusion in their joint progress report to the 2012 Legislature by February 1, 2012.

From February to April 2012, staff will work with Metro’s technical and policy advisory committees to finalize the Phase 2 and Phase 3 work plan and engagement strategy. In addition, upcoming Metro Council, MPAC and JPACT discussions will focus on the Phase 1 findings and policy choices presented by the research. Planning is also underway for a JPACT/MPAC/Council work session in April 2012 to more formally kick-off Phase 2 of the process.

A summary of upcoming discussions and milestones is provided for reference:

Jan. 11	MPAC considers acceptance of the Phase 1 findings
Jan. 12	JPACT considers acceptance of the Phase 1 findings
Jan. 26	Metro Council considers acceptance of the Phase 1 findings and the Strategy Toolbox
Jan. 27	Phase 1 Findings and the Strategy Toolbox submitted to ODOT and DLCD
Feb. – April	Staff initiates Phase 2 and finalizes Phase 2 and Phase 3 work plan and engagement strategy in collaboration with Metro’s technical and policy advisory committees
April	JPACT/MPAC/Council work session on Scenarios Project



Climate Smart Communities Scenarios Project

Understanding Our Land Use and Transportation Choices

FINAL DRAFT PHASE 1 FINDINGS | DECEMBER 27, 2011

[PLEASE CLICK HERE TO ACCESS THE CLIMATE SMART COMMUNITIES REPORT ONLINE.](#)

MPAC Worksheet

Agenda Item Title: Regional Industrial Site Readiness project update

Presenter:

Ted Reid (Metro)

Bernie Bottomly (Portland Business Alliance)

Contact for this worksheet/presentation:

Ted Reid ted.reid@oregonmetro.gov

Council Liaison Sponsor:

Councilors Harrington and Collette

Purpose of this item (check no more than 2):

Information

Update

Discussion

Action

MPAC Target Meeting Date: January 11, 2012

Amount of time needed for:

Presentation 20

Discussion 10

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's* agenda):

Develop a shared understanding of the local and regional actions and investments needed to make more large industrial sites development-ready.

Action Requested/Outcome (What action do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered.)

No policy questions at this time.

Background and context:

Metro's Industrial and Employment Areas work program, part of the Community Investment Strategy, is aimed at identifying barriers, developing and promoting tools, and coordinating investments to support a regional economic development strategy. Program objectives include:

- Create development-ready employment sites
- Support job growth in industrial and employment areas
- Promote equitable jobs access for all populations
- Foster energy efficient and environmentally sustainable industrial and employment areas
- Increase regional coordination of employment forecasts, data and strategies

- Coordinate a regional investment strategy in support of the regional economic development strategy

As one element of Metro's Industrial and Employment Areas work program, Metro has partnered with NAIOP, the Portland Business Alliance, Business Oregon, and the Port of Portland to conduct an inventory of large industrial sites (greater than 25 buildable acres) that describes actions and investments that are needed to make sites development-ready. Enhancing the development readiness of large industrial sites is one way to support the growth and recruitment of traded-sector companies, which sell goods to buyers outside of the Metro region, bringing additional wealth into the region. To that end, the focus of the Regional Industrial Site Readiness project is to:

- Achieve a better understanding of the development readiness of the region's inventory of large industrial sites
- Identify actions and investments that are needed to make more of the region's large industrial sites development-ready
- Identify 5-10 strategic large industrial sites and assess in more detail the costs and actions necessary to make them development ready for traded sector employment

Phase I of the Regional Industrial Site Readiness project (the regional inventory) is now complete and members of the project team wish to bring Phase I findings to MPAC for discussion. Phase II (detailed analysis of 5 to 10 strategic sites) will be completed in early 2012.

What has changed since MPAC last considered this issue/item?

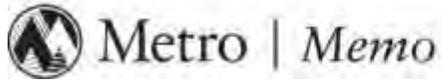
This is MPAC's first introduction to this specific project. However, since MPAC last discussed industrial lands, the Metro Council expanded the UGB to add 330 acres for large-lot industrial uses. Investments in these and other large industrial sites are needed to make them development-ready.

What packet material do you plan to include? (must be provided 8-days prior to the actual meeting for distribution)

- Memo summarizing Phase I inventory
- Matrix listing inventory of large industrial sites
- Copy of presentation

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate):

Results of Phase II of this project will be brought to MTAC, MPAC, and the Metro Council in late winter 2012.



Date: January 4, 2012
To: MPAC
From: Ted Reid, Metro Land Use Planning
Re: Industrial site readiness project update

Background

Traded-sector companies sell goods and services to buyers outside of the Metro region, bringing additional wealth into the region. Attracting and retaining traded-sector industrial companies is important for the Portland region's long-term economic prosperity. Because the Portland region must compete with other metropolitan areas to attract these firms, it must be able to provide a reasonable inventory of development-ready sites. While providing large industrial sites (over 25 buildable acres) is not the only means to traded-sector job creation, a diverse supply of development-ready sites is important to the region's ability remain competitive in global markets.

The Project

As one element of Metro's Industrial and Employment Areas work program, Metro has partnered with the Port of Portland, the Portland Business Alliance, the National Association of Industrial and Office Properties (NAIOP), and Business Oregon to conduct a market-based study of barriers to development of large industrial sites. For this study, staff from these agencies and organizations have served on a project management team with Group Mackenzie conducting the analysis.

There are two phases of this project. In Phase 1 of the project, an inventory of vacant large parcels zoned for industrial use was developed. The inventory identified the development constraints and market readiness of these parcels. This work began in June 2011 and concluded in October 2011. Phase 2 will identify 10 strategic sites in the region for more detailed site analysis. This will include outlining a development scenario for each site, defining investments and actions needed to bring these sites to market readiness, and summarizing the economic benefit associated with these investments. This work will occur between November 2011 and February 2012.

The deliverable of the two-phase project will be a report which will provide a better understanding of the need for policy actions and investments to support economic development goals and make efficient use of lands inside the urban growth boundary. This report will support the regional economic development strategy and help ensure our region can retain and attract the industries critical for job and investment growth; inform the work of local jurisdictions, Greater Portland, Community Investment Initiative Leadership Council, Metro, Port of Portland, and the State; and lay a foundation for innovative financing tools and approaches needed to make sites ready for traded-sector investment.

Phase 1 methodology

In establishing the inventory of market-ready industrial land, the project management team looked at all vacant industrial parcels inside the UGB and several Urban Reserves using Metro's 2009 Buildable Lands Inventory as a base. Metro's inventory was supplemented with land inventories from local governments in the region. Sites that have the potential for redevelopment were also identified using a methodology that assesses land and improvement values. However, potential redevelopment sites have not been included in the tiered inventory due to the preliminary nature of the analysis. Further study of redevelopment sites in the region is merited.

Using the buildable land inventory, the first step was to identify single-owner parcels with 25+ vacant acres and opportunities for multiple-owner aggregation to achieve 25+ acre parcels zoned or planned industrial. These gross-acre parcels were evaluated for on-site development constraints (e.g., wetlands, flood plain, slope) to determine net developable acres.

Parcels that are user-owned and held for future development (e.g., Intel, Genentech, Providence) were removed from further analysis. These parcels are being held (land banked) by their owners and not available to the general market.

These sites were then analyzed and put into one of three tiers based on their market readiness. Factors used to determine tiers included infrastructure needs, brownfield status, annexation requirements, land assembly needs, transportation conditions, and availability (for lease or sale, or owner being willing to transact):

Tier 1: Market ready in less than 180 days

Tier 2: Market ready in 7 to 30 months

Tier 3: Over 30 months to market readiness

Phase I findings

56 sites were identified in the Metro region that are larger than 25 net acres and are zoned, concept planned, or designated for future industrial uses. The inventory is summarized in a matrix, which is included in the meeting packet. As noted, these 56 sites do not include potential redevelopment sites, sites held by users for future business expansion, or sites in the three-county area that are outside of Metro's jurisdictional boundaries.

- There are 9 Tier 1 sites that are, or can be, shovel ready within 6 months.
- 5 of the 9 Tier 1 sites have broad marketability.
- There are few 50+ and 100+ acre sites in the region and only 2 of these sites are Tier 1.
- Tier 2 and 3 sites have multiple development constraints that will require significant investments and policy actions to make them development-ready.
- All but 4 of the sites are located in Multnomah County and Washington County.

Tier 1 site findings

The region's immediate inventory of Tier 1 sites includes 9 sites that are, or can be, shovel ready within 6 months or 180 days. 5 of these Tier 1 sites have broad marketability. There is only one 100+ and one 50+ acre site within this Tier 1 category.

Tier 2 site findings

The mid-term inventory of Tier 2 sites that can be shovel ready in 7 to 30 months requires investments and policy actions to bring these sites to market. There are 16 Tier 2 sites in the Metro region. Four of these sites are not in single ownership and require land assembly. There are no sites of 100+ acres and only 4 sites of 50+ acres within this Tier 2 category.

Tier 3 site findings

The pipeline of industrial sites in the region - Tier 3 sites requiring more than 30 months to development readiness - includes 31 sites with multiple challenges requiring significant investments and policy actions such as annexation. Ten of these sites require land assembly involving multiple owners. There are 6 sites of 100+ acres and 4 sites of 50+ acres. Three Tier 3 sites are outside the UGB (located in Urban Reserves) and will be considered for inclusion in the 2016 periodic review process. Three Tier 3 sites are located in the Lower Willamette Superfund area which means complex cleanup, uncertainty, high costs and delay to market readiness.

Conclusions

Phase 1 of the project confirms that investments and policy actions are needed to make more sites development ready to accommodate traded-sector employers. Tier 2 and Tier 3 have a broad range of potential development constraints associated with them that limit the region's ability to attract new employers. To make more of these sites development ready, recommended actions include:

- Brownfields/cleanup;
- Natural resource mitigation and permitting;
- Infrastructure improvements (sewer, water, storm);
- Transportation improvements;
- Acquisition of parcels for land assembly; and
- Legislative actions, including annexation, concept planning, and UGB expansion.

REGIONAL INDUSTRIAL LAND INVENTORY - November 7, 2011

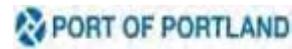
Site ID	Preliminary Tier	State Certified	Trade Sector Industry	Owner/Site	Location	County	Gross Acres	SITE CHARACTERISTICS																	INFRASTRUCTURE			TRANSPORTATION				AVAILABILITY/OWNERSHIP					Notes					
								Wetlands (RLIS)	Wetland Acreage (Jurisdictions)*	Flood 96 Acres (RLIS)	FEMA Flood AC (RLIS)	Floodplain AC (Jurisdictions)*	Streams AC (RLIS)	Stream AC (Jurisdictions)*	7-25% Slope Acres (RLIS)	10-25% Slope Acres (Jurisdiction/RLIS)*	All Constraints (RLIS)	All Constraints (Jurisdictions)*	% Constraints (RLIS)	% Constraints (Jurisdictions)*	Net Developable Acreage (RLIS)	Net Developable Acreage (Mariner/Knowledge)	Use Restriction	Brownfield	Annexation Required	Number of Taxlots	Number of Owners	Sewer Score	Water Score	Storm Score	Surrounding System Quality	Access to Interstate Highway	Access to Freight Route (Roadway)	Access to Freight System (All Modes)	Currently for Sale/Lease	Willing to Transact		Private Ownership	Investor	Public	User	Site ID
1	1	YES	C, D, H	RIVERGATE (PORT)	PORTLAND	Multnomah	51.25	0.00		0.21	43.20	0	0.00																										1	Lease only		
11	1		D, H	PORTLAND INTERNATIONAL CENTER - EAST (PORT)	PORTLAND	Multnomah	43.50	0.34		0.00	0.00		0.79																									11	Lease only			
21	1		A, B, D, F, H, I	LSI EAST (PORT)	GRESHAM	Multnomah	115.98	0.00		0.00	0.00		0.00																									21	Delineation # 11-0203; no jurisdictional wetlands on site			
32	1		F	ELLSGEN RALPH H & SHIRLEY L	WILSONVILLE	Clackamas	32.34	0.00		0.00	0.00		0.00																									32	Price constrained; currently not at industrial price; No further wetland investigation warranted - per DSL			
44	1		D, F	INTEL CORPORATION	HILLSBORO	Washington	31.39	0.00	0.00	0.00	0.00		0.00		1.28	0	1.28	0	4.08%	0.00%	30.11	31.39																	44	Irregular site shape; can not get square/rectangle net developable 25 acres; No further wetland investigation warranted - per DSL		
46	1	YES	D, F	DEV. SERVICES OF AMERICA (WESTMARK SITE)	HILLSBORO	Washington	30.02	0.00	0.00	0.00	0.00		0.00		1.02	0	1.02	0	3.40%	0.00%	29.00	30.02																	46	Delineation # 07-0165; valid for 5 years. New delineation required in March 2012; No further investigation warranted - per DSL		
48	1	YES	A, F	WAFFORD DEWAYNE (BAKER/BINDEWALD SITE)	HILLSBORO	Washington	50.78	0.00	1.48	0.00	0.54	0.05	0.78		8.86	0.47	9.40	3.84	18.51%	7.56%	41.38	46.94																	48	Delineation # 08-0396; Wetland acreage provided by DSL; No further wetland investigation warranted - per DSL		
49	1	YES	A, F	NIKE FOUNDATION	HILLSBORO	Washington	73.88	0.98	0.98	0.00	6.84	13.75	1.13		0.35	0.04	7.16	14.02	9.69%	18.98%	66.72	59.86																		49	Wetland acreage provided by City of Hillsboro; Wetland delineation expires April 2012; No further wetland investigation warranted - per DSL	
57	1	YES	D, F	MERIX CORPORATION	FOREST GROVE	Washington	34.25	0.66		0.00	0.00		0.00		0.30		0.83		2.42%		33.42																			57	Delineation # 06-0248; no further site investigation warranted - per DSL	
9	2		D, H	NE MARINE DR & 33rd AVE (PORT)	PORTLAND	Multnomah	66.74	4.61	0.60	1.86	16.48	18	1.56		11.25	0	26.84		40.22%		39.89	26.84																		9	Lease only; requires transportation improvements; Located in managed floodplain	
13	2		D, H	ICDC LLC	PORTLAND	Multnomah	28.11	0.00		0.00	0.00		0.00		5.24	1.59	5.24	1.59	18.63%	5.66%	22.87	26.52																		13	Local Wetland Inventory does not exist; Site lacks wetland delineation; 100% hydric soils on site and on site wetlands are expected by DSL; Based on wetland findings site may fall below 25 net developable acres	
22	2		A, B, D, F, H	LSI WEST (PORT)	GRESHAM	Multnomah	87.69	0.00	3.70	0.00	0.00		0.67		23.77	15.45	24.40		27.82%	17.62%	63.29	68.60																		22	Multi year farming leases on property require buy out resulting in Tier 2; No longer a brownfield; Net developable acres is only south of sloped hill; Delineation # 11-0203; Wetland acreage provided by DSL; Per DSL, approximately 1 acre of wetland exists in net developable area on south portion of the site; No further site investigation warranted - per DSL	
29	2		C, D, H	CLACKAMAS COUNTY DEVELOPMENT	CLACKAMAS	Clackamas	61.93	0.00		1.85	6.71		3.82		26.47		32.32		52.20%		29.60	40.00																		29	Can mitigate brownfield within 6 months (completed phase 2 assessment); Development Agency estimates net developable 40 acres; Tier 2 because wetlands analysis and mitigation plan requires more than 180 days and not shovel ready within 180; No further wetland investigation warranted - per DSL	
38	2		D	BILES FAMILY LLC	SHERWOOD	Washington	39.60	0.00		0.00	0.00		0.00		8.72		8.72		22.01%		30.89																			38	No further wetland investigation warranted - per DSL	
40	2		D	PACIFIC REALTY ASSOCIATES LP	TUALATIN	Washington	26.80	0.00		0.00	0.00		0.00		2.95	0	3.04	0	11.34%	0.00%	23.76	26.80																		40	Needs intersection improvements. Permit timing > 6 months; No further wetland investigation warranted - per DSL	
50	2	YES	A, F	KEITH BERGER / HERBERT MOORE / BOYLES TRUST	HILLSBORO	Washington	72.40	0.00	0.07	0.00	7.16	5.78	0.00	1.88	0.86	0	8.02	6.26	11.08%	8.65%	64.38	66.14																		50	Known SNRO on site; Required extension of Huffman Rd for site access is greater than 6 month timeline; Wetland delineation reconurred 11/09; Wetland acreage provided by DSL; No further wetland investigation warranted - per DSL; North portion of Moore parcel is included as part of this site; 2 property owners	
52	2	YES	A, F	BERGER PROPERTIES / HERBERT MOORE	HILLSBORO	Washington	52.00	0.00	0.00	0.00	0.00	0	0.00		0.00	0	0.00	0	0.00%	0.00%	52.00	48.10																		52	Gross acreage includes area designated for Huffman Rd extension and net developable acreage does not; Required extension of Huffman Rd for site access is greater than 6 month timeline; Southern portion of Moore parcel is included as part of this site; 3 property owners	
54	2		D, F	5305 NW 253RD AVENUE LLC	HILLSBORO	Washington	38.49	0.75	1.01	0.00	8.34	7.25	0.00		2.47	0	9.08	9.9	23.59%	25.72%	29.41	28.59																		54	Willingness to transact is unknown	
55	2		B, D, F	SPOKANE HUMANE SOCIETY	HILLSBORO	Washington	45.49	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0	0.00		0.00%	0.00%	45.49																			55	Known SNRO on site; Multiple owners own this parcel but listed as 1 LLC; could be aggregated with site 56 for a 116 acre site	
56	2		A, F	EAST EVERGREEN SITE	HILLSBORO	Washington	71.11	0.00	5.16	0.88	0.00	0.00	0.00		0.44	0	0.88	7.26	1.24%	10.21%	70.23	71.11																		56	Floodplain and SNRO on site; Net developable acres assumes mitigated floodplain and SNRO; 9 parcels/7 property owners; 6 parcels/4 owners currently for sale; Remaining owners have in past expressed willingness to transact; could be aggregate with site 55 for a 116 acre site	
62	2		D, F	ROCK CREEK SITE	HAPPY VALLEY	Clackamas	40.83	0.00		0.00	0.00		0.00		6.65		6.65		16.29%		34.18																			62	2 parcels currently for sale; remaining parcels are willing to transact to aggregate a larger site; 2 property owners and 5 parcels	
63	2		D	WOODBURN INDUSTRIAL CAPITAL	FOREST GROVE	Washington	25.10	0.30	0.10	0.75	0.00		0.00		0.98		0.98		3.90%		24.12	25.10																		63	Net developable acres assumes floodplain and wetland mitigation	
66	2		D, F, H	ITEL, KENNETH	TUALATIN	Washington	46.25	0.00	0.00	0.00	0.00	0.00%	0.00		1.58	1.58			3.42%		44.67																		66	Designated as Manufacturing Business Park; falls under commercial services overlay in SW Concept plan		
67	2		Aviation	PORTLAND INTERNATIONAL CENTER - WEST (PORT)	PORTLAND	Washington	69.45	6.22	3.80	0.00	0.00	5.95	2.74	0.00	18.16	0.74	21.16	10.49	30.47%	15.10%	48.29	58.96	YES																	67	Lease only; Aviation use only	
68	2		Aviation	HILLSBORO AIRPORT (PORT)	HILLSBORO	Washington	39.22	0.00	5.07	0.00	0.00		0.00		0.00	0.00	5.07	0.00%	12.93%	39.22	34.15	YES																		68	Lease only; Aviation use only	
2	3		C, D, H, stc. marine	TIME OIL CO	PORTLAND	Multnomah	43.50	0.00		35.32	2.21		0.24		4.47		37.62		86.48%		5.88	25.00																			2	Net developable is less than 25AC but assumes cut/fill balance can be achieved
4	3		C, D, H	ESCO CORP	PORTLAND	Multnomah	37.62	0.00		0.00	0.00		0.00		13.78	4.29	5.10	4.29	13.57%	11.40%	23.13	33.33																		4	3 property owners; 6 parcels	
5	3		C, D, H	ATOFINA CHEMICALS INC	PORTLAND	Multnomah	59.76	0.00		5.49	8.87	13	0.49		13.78		11.05	13	18.49%	21.76%	48.71	46.76																			5	
6	3		D	MC CORMICK & BAXTER CREOSOTING	PORTLAND	Multnomah	42.39	0.00		4.57	2.24	8	1.10		6.97		8.27	9	19.50%	21.23%	34.12	33.39																			6	Poor truck access because of severe slope hill
7	3		C, Marine	WEST HAYDEN ISLAND (PORT)	PORTLAND	Multnomah	472.00														404.00	YES																		7	Marine use only; Gross and net development acres are taken from Metro's Large Lot Inventory. Data is not available to explain the net development acreage from this source. This site is entirely constrained by floodplain.	
10	3		Aviation	SW QUAD (PORT)	PORTLAND	Multnomah	212.56	0.50	0.00	0.07	106.63	53	0.99		28.35	5.11	118.82	59.10	55.90%	27.80%	93.74	206.47	YES																		10	Lease only; Aviation use only; Net developable acres assumes floodplain mitigation. 10% slope and streams acreage is subtracted from net dev acreage; Located in managed floodplain
15	3		D, H	BT PROPERTY LLC (UPS)	GRESHAM	Multnomah	51.45	0.00	0.00	0.00	5.14	9.77	0.00		5.36	0	9.10	9.77	17.69%	18.99%	42.35	49.45																		15	In managed floodplain; net developable acres assumes complete mitigation strategy (> 6 month timeline); drainage ditches (2 acres) to remain; On site investigation warranted by DSL; No delineation on site and 100% hydric soil	
16	3		D, F, H	CEREGHINO MICHAEL	GRESHAM	Multnomah	41.63	1.28	0.00	26.37	36.80	0	0.92		3.49	0	41.05	0	98.60%	0.00%	0.58	25.00																			16	In managed floodplain; net developable AC assumes complete mitigation strategy; On site wetland investigation is warranted - per DSL
17	3		D, H	TRIP - PHASE 3 (PORT)	FAIRVIEW	Multnomah	34.14	0.13	4.14	0.00	0.00		0.00		4.47	0	4.60	4.14	13.47%	12.13%	29.55	30.00																		17		
18	3		A, D, H	TRIP - PHASE 2 (PORT)	TROUTDALE	Multnomah	42.25	14.94	12.07	0.00	0.00		0.00		4.38	0	19.02	12.07	45.00%	28.57%	23.24	30.18																		18		
19	3		A, D, H, I	TRIP - PHASE 2 (PORT)	TROUTDALE	Multnomah	81.10	26.34	1																																	

Site ID	Preliminary Tier	State Certified	Traded-Sector Industry	Owner/Site	Location	County	Gross Acres	Wetlands (RLIS)	Wetland Acreage (Jurisdictions)*	Flood 96 Acres (RLIS)	FEMA Flood AC (RLIS)	Floodplain AC (Jurisdictions)*	Streams AC (RLIS)	Stream AC (Jurisdictions)*	7-25% Slope Acres (RLIS)	10-25% Slope Acres (Jurisdiction/RLIS)*	All Constraints (RLIS)	All Constraints (Jurisdictions)*	% Constraints (RLIS)	% Constraints (Jurisdictions)*	Net Developable Acreage (RLIS)	Net Developable Acreage (Market Knowledge)	Use Restriction	Brownfield	Annexation Required	Number of Taxlots	Number of Owners	Sewer Score	Water Score	Storm Score	Surrounding System Quality	Access to Interstate Highway	Access to Freight Route (Roadway)	Access to Freight System (All Modes)	Currently for Sale/Lease	Willing to Transact	Private Ownership	Investor	Public	User	Site ID	Notes
35	3		C, D	TONQUIN INDUSTRIAL AREA	TUALATIN	Washington	49.70	0.83	0.50	0.00	0.00		0.15		9.18		9.73	9.40	19.58%	18.91%	39.97	40.30			YES	8	7	B	C	B	B	B	A	A		YES					35	Property owners have expressed willingness to aggregate - per City of Tualatin
36	3		B, C, D	TIGARD SAND & GRAVEL SITE	TUALATIN	Washington	296.88	9.33		0.00			1.02		163.71		168.78		56.85%		128.10			YES	15	3	C	C	B	C	B	A	A		NO					36	Tigard Sand & Gravel owns 12 parcels	
37	3		D	ORR FAMILY FARM LLC	SHERWOOD	Washington	96.26	4.20		0.00			0.00		49.60		53.42		55.50%		42.84			YES	1		C	A	B	C	B	B	A		NO	YES					37	Preparing for spring 2012 annexation
47	3		D, F	CRANFORD JULIAN F & SHARON D	HILLSBORO	Washington	28.51	0.44	0.44	0.55	2.32	0.52	0.00	0.50	5.63	0.47	7.93	1.22	27.82%	4.28%	20.57	27.29				1		C	B	B	A	A	A	A	NO	YES					47	Combination of hydric and partially hydric soils present; On site wetland investigation warranted - per DSL
59	3		C, D, H	COFFEE CREEK INDUSTRIAL AREA - site 2	WILSONVILLE	Washington	46.37	0.00	0.00	0.00	0.00	0.00	0.00		0.10		0.10	0	0.22%		46.27			YES	12	8	B	B	A	B	B	C	B		NO	YES					59	8 property owners; ability to aggregate has not been discussed
60	3		C, D, H	COFFEE CREEK INDUSTRIAL AREA - site 3	WILSONVILLE	Washington	29.65	0.00	0.00	0.00	0.00	0.00	0.00		2.60		2.60	0	8.77%		27.05		X	YES	10	7	B	A	A	B	B	C	C		NO	YES					60	7 property owners; No expressed willingness to aggregate; Site includes parcels that are split by County lines; Potential underground storage tank on site but exact location is unclear (Metro database); UST could be also located in parcel 61 to the north
61	3		C, D, H	COFFEE CREEK INDUSTRIAL AREA - site 4	WILSONVILLE	Washington	48.56	0.00	0.00	0.00	0.00	0.00	0.00				0.00	0	0.00%		48.56			YES	12	8	B	A	A	B	B	B	C		NO	YES					61	8 property owners; No expressed willingness to aggregate
64	3		D	WOODFOLD-MARCO MFG INC (East Oak St)	FOREST GROVE	Washington	25.46	0.00		0.00	0.00		0.00		0.00		0.00		0.00%		25.46				2	2	B	B	B	A	C	A	C		NO	YES					64	2 parcels; 2 property owners
65	3		D	WOODFOLD-MARCO MFG INC (West Oak St)	FOREST GROVE	Washington	53.93	0.02		0.00	0.00		0.00		0.00		0.02		0.04%		53.91				5		B	B	C	A	C	A	C		NO	YES					65	
100	3		A, B, D, F	HOLZMEYER RICHARD HENRY ET AL	FOREST GROVE	Washington	111.37	0.00		0.00	0.00		0.00		11.63		11.25		10.10%		100.12			YES	1		C	--	B	A	C	C	B		N/A	YES					100	Water service information was not available at the time of this analysis
101	3		A, B, F	VANROSE FARMS and VANDERZANDEN	HILLSBORO	Washington	270.5	18.45		9.08	27.34	22.85	12.14		29.99	23.41	35.77	45.67	13.22%	16.88%	234.73	224.83		YES	2	2	C	B	B	B	C	B	B		YES	YES					101	Aggregated per C of Hillsboro request; On site wetland investigation is warranted per DSL
104	3		A, B, F	HILLSBORO URBAN RESERVES (Aggregate)	HILLSBORO	Washington	320	0.00	0.00	0.00	14.96	9.24	0.00		4.54	1.36	19.50	10.60	6.09%	3.31%	300.50	309.40		YES	9	8	C	B	B	C	C	B	B		YES	YES					104	Property owners have expressed willingness to aggregate and transact - per City of Hillsboro; On site wetland investigation is warranted - per DSL
109	3		A, D, H	MORSE BROS INC	TUALATIN	Washington	85.31	3.98		0.00	0.00		0.00		21.26		23.59		27.65%		61.73		C	YES	7		C	C	B	C	C	C	B		NO				YES		109	

* These columns indicate that environmental constraint information was provided by jurisdictions, Port of Portland, or Group Mackenzie knowledge and are not from Metro RLIS data. These columns supplement the previous RLIS columns. Net developable acreage (market knowledge) supplements the net developable acreage (RLIS) column.

** Indicates a seller is willing to transact but not within in tier 1 timeframe of 180 days.

TRADED-SECTOR INDUSTRY:
A: Regionally to nationally scaled clean-tech manufacturer
B: Globally scaled clean technology campus
C: Heavy industrial/manufacturing
D: General manufacturing
E: Food processing
F: High-tech manufacturing or campus industrial
G: Regional (multi-state) distribution center
H: Warehouse/distribution
I: Portland regional distribution center
J: Call center/business services
K: Data centers
L: Rural/frontier industrial



Regional Industrial Lands Inventory Findings

MPAC
January 11, 2012



Background

- Traded sector industries requiring large industrial sites are foundation of state, regional and local economic strategies
- Market ready industrial land supply is critical for the region's competitiveness and trade strategy
- Metro's Regionally Significant Industrial Areas created in 2002 to preserve larger sites
- Business Oregon's certified site program established in 2003 to support market ready supply
- 2009 Metro's Urban Growth Report forecasted shortage of large lot industrial sites in the Metro region

Project Purpose

- Determine supply and readiness of vacant, large lot industrial sites **within the Metro UGB and selected Urban Reserves**
- Inform the work of local jurisdictions, Community Investment Initiative Leadership Council, Greater Portland, Metro, the Port of Portland, and the State
- Lay foundation for innovative financing tools and approaches to meet market demand

Project Overview

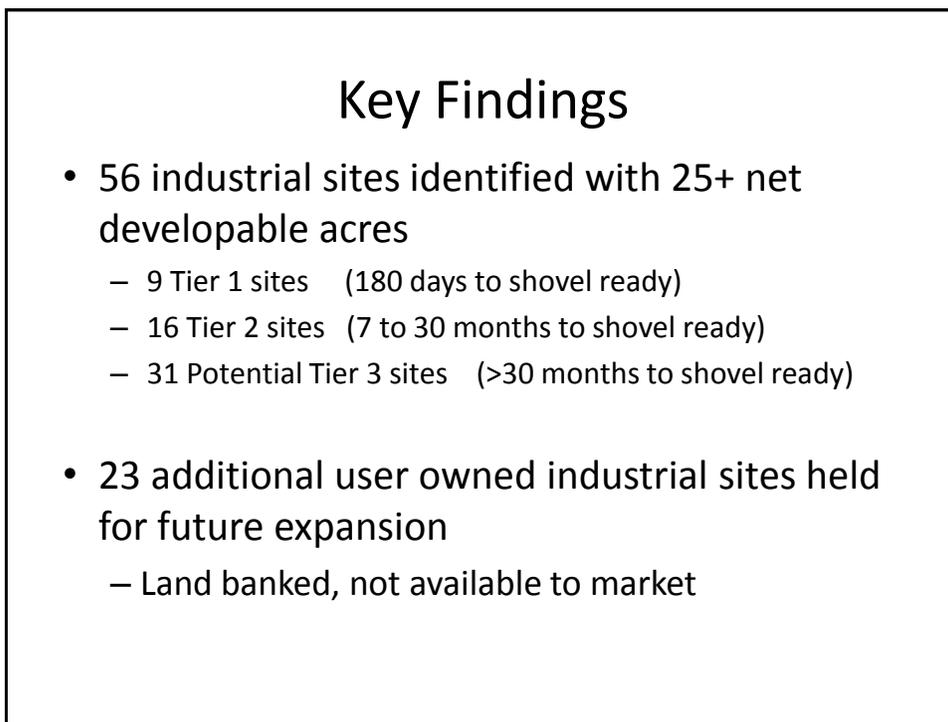
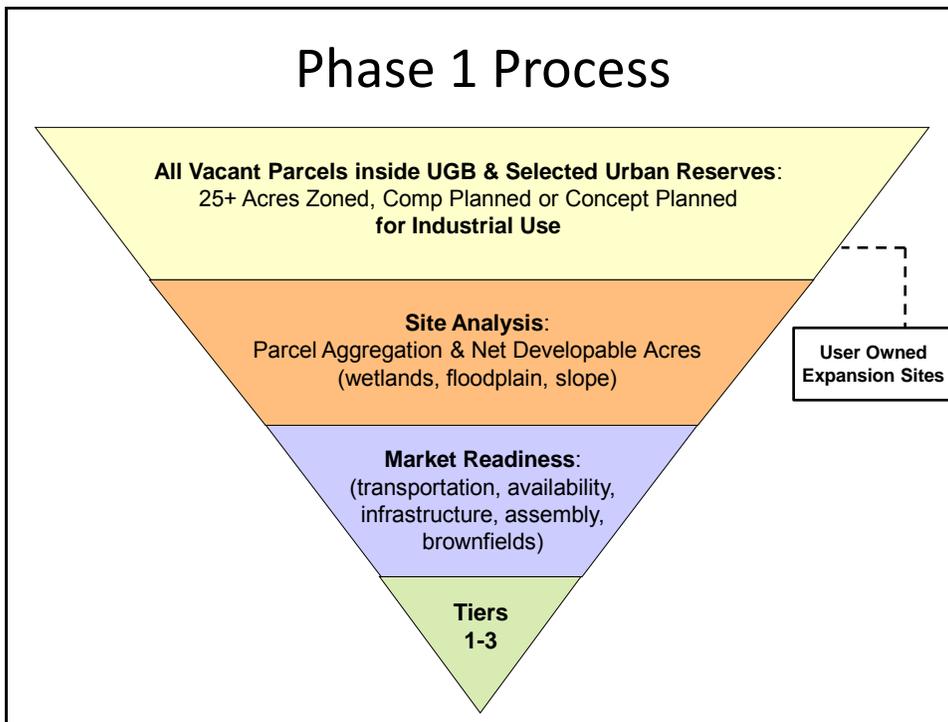
Phase 1

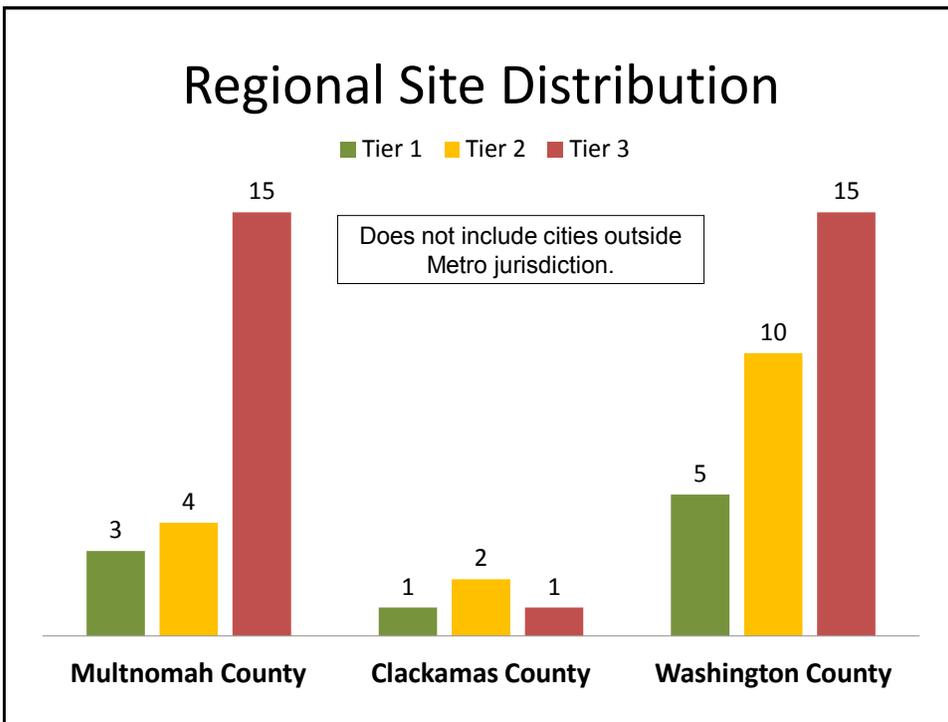
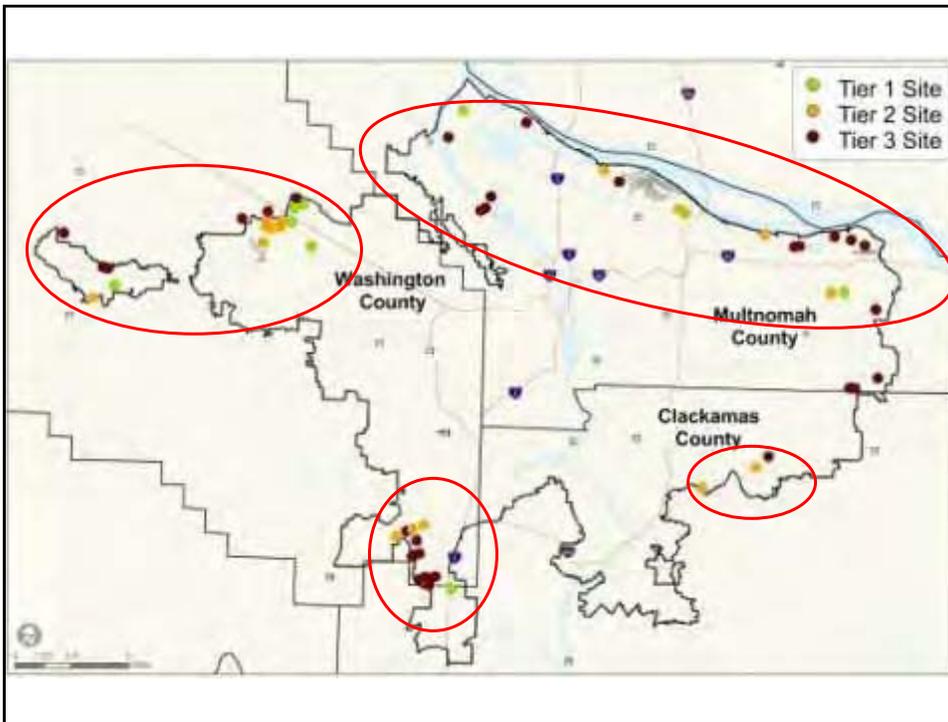
Inventory All Potential Sites
Categorize by Market Readiness (Tier 1-3)
Identify Development Constraints (high level)



Phase 2

Detailed Analysis of 10 Sites in Tier 2 or 3
Identify Investments and Actions Needed to Move
to Development Ready
Economic Impact of Investments



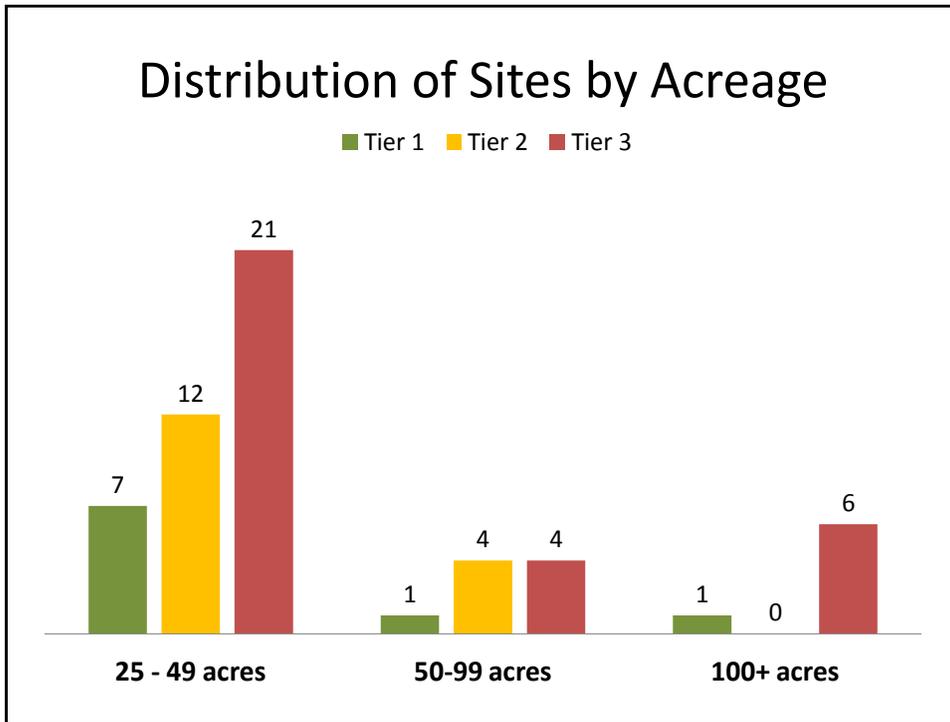


5 Tier 1 Sites Broad Market Appeal



Tier 2 and 3 Potential Development Constraints

	TOTAL
BROWNFIELD / CLEANUP	8
NATURAL RESOURCES	13
INFRASTRUCTURE	19
TRANSPORTATION	18
LAND ASSEMBLY	14
LEGISLATIVE ACTIONS	20
NOT WILLING TO TRANSACT	18



Traded Sector Industry

Acreage Requirements for Majority of Leads

	Regional/ National Scaled Clean Tech	Globally Scaled Clean Tech	Heavy Ind./ Mfrg	General Mfrg	High Tech Mfrg/ Campus Industrial	Warehouse/ Distribution	Regional Dist. Centers
Competitive Acreage Required	50 acres	100 acres	25 acres	10 acres	25 acres	25 acres	80 acres

Study Conclusions

- **Tier 1:** Few market ready sites and choice for traded-sector opportunities in near term
 - 9 sites shovel ready within 6 months
 - 5 with broad marketability
- **Tier 2:** Modest supply of mid-term sites requiring investment and policy actions to bring to market
 - 16 sites, 4 require assembly
- **Tier 3:** Multiple challenges and significant investment and time to market required
 - 31 potential sites, 10 require assembly

Study Conclusions – continued

- Few 50+ and 100+ acre sites
 - Tier 1: 1 100+ acre site
 - Tier 2: No 100+ acre sites
 - Tier 3: 6 potential 100+ acre sites – 3 require assembly
- Uneven geographic distribution of all sites
- Broad range of potential development constraints for Tier 2 and 3 sites

Next Steps: Nov. – Feb.

- Phase 1 – Nov.-Jan.
 - Briefings on findings
- Phase 2 – Nov.-Jan.
 - Conduct more detailed assessment of 10 diverse sites (size, location, barriers) for large lot users
 - Includes development scenarios, investments required, and economic benefit of development
 - Independent, market-oriented analytic approach
- Final report – Feb.

Proposed Phase 2 Sites	Location	Tier / Size Net acres	Ownership	Traded-Sector Industry	Potential Development Constraints
13. ICDC LLC	Portland Mult. Co.	Tier 2 26.5+ acres	Private	D, H	Natural Resources; Infrastructure
29. Clackamas Co. Dev.	Clackamas Clack. Co.	Tier 2 40 acres	Public	C, D, H	Natural Resources
55/56. Spokane Humane Society & East Evergreen	Hillsboro Wash. Co.	Tier 2 116 comb. ac.	Private	B, D, F A, F	Nat Res; Infrastructure; Transportation; Assembly
62. Rock Creek	Happy Valley Clack. Co.	Tier 2 34 acres	Private	D, F	Infrastructure; Assembly
19. Troutdale Reynolds Phase 2	Troutdale Mult. Co.	Tier 2 80 acres	Public	A, D, H, I	Infrastructure; Transp; Nat Res; Brownfield
2. Time Oil Co.	Portland Mult. Co.	Tier 3 25+ acres	Private	C, D, H, Marine	Nat Res; Transp; Brownfield
15/16. BT Property (UPS) & Michael Cereghino	Gresham Mult. Co.	Tier 3 74.45 comb. ac.	Private	D, F, H	Nat Res; Transp; Not Willing to Transact; Assembly
24. Jean Johnson	Gresham Mult. Co.	Tier 3 33.2 acres	Private	D, F	Legislative Action; Infra
33. Coffee Creek site 1	Wilsonville Wash. Co.	Tier 3 80.3 comb. ac.	Private	C, D, F, H, I	Transp; Infrastructure; Assembly
37. Orr Family Farm	Sherwood Wash. Co.	Tier 3 42.8 acres	Private	D	Leg Action; Infra; Transp; Not Willing to Transact
104. Hillsboro Urban Reserves	Hillsboro Wash. Co.	Tier 3 309 comb. ac.	Private	A-2 50 ac, B-1 100 ac, F- 25 ac	Nat Res; Infr; Transp; Assembly; Leg Action

Traded-Sector Industry Key

based on Business Oregon Industry Siting Requirements

A = Regionally to nationally scaled clean-tech manufacturer

B = Globally scaled clean technology campus

C = Heavy industrial/manufacturing

D = General manufacturing

F = High-tech manufacturing or campus industrial

G = Regional (multi-state) distribution center

H = Warehouse/distribution

I = Portland regional distribution center

Project Contact Information

Ted Reid

Metro Land Use Planning

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Bernie Bottomly

Portland Business Alliance

BBottomly@portlandalliance.com



Metro | Memo

Date: January 1, 2012
To: Metro Council, MPAC
From: Martha Bennett, Chief Operating Officer
Subject: 2011 annual report on amendments to the Employment and Industrial Areas Map

Background

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map. Title 4 also sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances.

Title 4 also requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2011.

Summary of Title 4 map amendments in 2011

In 2011, amendments to the Employment and Industrial Areas Map were made in two locations, Springwater (Gresham) and Rock Creek (E. Happy Valley). These two areas were added to the urban growth boundary (UGB) in 2002. Concurrent with the UGB expansion, the Metro Council assigned preliminary 2040 design types and Title 4 designations. Since that time, the cities of Gresham and Happy Valley have completed comprehensive planning for these areas. These planning efforts have led to a more refined sense of appropriate uses and designations for these areas.

Metro staff has worked with the cities of Gresham and Happy Valley throughout their Title 11 planning efforts and has formally concluded that their adopted comprehensive plans are in compliance with the Urban Growth Management Functional Plan, including Titles 11 (Planning for New Urban Areas) and Title 4. In order to bring the Title 4 map into conformance with completed planning for these areas, amendments to the map were made under section 3.07.450 D of Title 4, by executive order (No. 11-054). Those amendments are summarized in Table 1.

Table 1: Amendments made to the Employment and Industrial Areas Map in 2011

Location	Acres	Preliminary designation upon addition to UGB	Final designation after completion of planning
Gresham	206	RSIA	Industrial
Gresham	309	RSIA	Neighborhood
Happy Valley	51	Neighborhood	Employment
Happy Valley	48	Industrial	Employment
Happy Valley	453	Employment	Neighborhood
Happy Valley	78	Industrial	Neighborhood
Happy Valley	24	Industrial	RSIA
Happy Valley	73	RSIA	Employment
Happy Valley	18	RSIA	Neighborhood

Chief Operating Officer recommendations for 2012

The Title 4 map amendments described in this memo represent refinement of plans, not losses of industrial land capacity. Staff does not, at this time, recommend changes to Title 4 policies. Staff does, however, anticipate bringing additional Title 4 map amendments to the Council for consideration in early 2012. Those to-be-proposed amendments are intended to correct mapping errors and to recognize pre-existing zoning designations that do not conform to Title 4. In the interest of efficient use of the Council's time, proposed amendments will be bundled together in one ordinance.

Finally, it is useful to remember that Title 4 compliance is only one aspect of the region's efforts to stimulate economic activity and job creation. Many of Metro's efforts are ultimately aimed at fostering the conditions that will encourage private investment in centers, corridors, main streets, station areas, and employment areas.

Materials following this page were distributed at the meeting.



Date: January 5, 2012

To: Metro Policy Advisory Committee

From: John Williams
Deputy Director, Planning & Placemaking
Chair, MTAC

Re: MTAC Nominees for MPAC Approval

Please see the 2012 nominations for the Metro Technical Advisory Committee in the attached table. As per MPAC bylaws, MPAC may approve or reject any nomination.

Any vacant positions are still pending and will be submitted for MPAC consideration as soon as they are received.

If you have any questions or comments, do not hesitate to contact me.

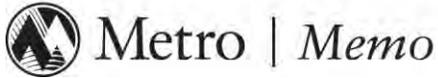
Thank you.

**METRO TECHNICAL ADVISORY COMMITTEE
2012 MEMBERS**

	<i>Position</i>	<i>Member</i>	<i>Alternate</i>
1.	Clackamas County Citizen	Jerry Andersen	Susan Nielsen
2.	Multnomah County Citizen	Kay Durtschi	<i>Vacant</i>
3.	Washington County Citizen	<i>Vacant (coming late Jan.)</i>	<i>Vacant</i>
4.	Largest City in the Region: Portland	Susan Anderson	Joe Zehnder (1st), Tom Armstrong (2nd)
5.	Largest City in Clackamas County: Lake Oswego	Denny Egner	<i>Vacant</i>
6.	Largest City in Multnomah County: Gresham	Jonathan Harker	Stacy Humphrey
7.	Largest City in Washington County: Hillsboro	Pat Ribellia	Colin Cooper (1st), Alwin Turiel (2nd)
8.	2nd Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2nd Largest City in Washington County: Beaverton	Don Mazziotti	Tyler Ryerson
10.	Clackamas County: Other Cities	John Sonnen, West Linn	Katie Mangle, Milwaukie (1st), Michael Walter, Happy Valley (2nd)
11.	Multnomah County: Other Cities	Lindsey Nesbitt, Fairview	Rich Faith, Troutdale
12.	Washington County: Other Cities	Julia Hajduk, Sherwood	Jon Holan, Forest Grove (1st), Aquilla Hurd-Ravich, Tualatin (2nd), Richard Meyer, Cornelius (3rd)
13.	City of Vancouver	Laura Hudson	Matt Ransom
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Chuck Beasley	Karen Schilling (1st), Jane McFarland (2nd)

16.	Washington County	Brent Curtis	Andy Back (1st), Joanne Rice (2nd)
17.	Clark County	<i>Vacant</i>	<i>Vacant</i>
18.	ODOT	Lainie Smith	Kirsten Pennington (1st), Lidwien Rahman (2nd)
19.	DLCD	Jennifer Donnelly	Anne Debbaut
20.	Service Providers: Water and Sewer	Kevin Hanway (Water)	Dean Marriott (Sewer)
21.	Service Providers: Parks	Hal Bergsma	<i>Vacant</i>
22.	Service Providers: School Districts	Tony Magliano (Portland Public Schools)	Dick Steinbrugge (1st – Beaverton); Ron Stewart (2nd – N. Clackamas)
23.	Service Providers: Private Utilities	Shanna Brownstein	<i>Vacant</i>
24.	Service Providers: Port of Portland	Susie Lahsene	Tom Bouillion
25.	Service Providers: TriMet	Jessica Engelmann	Alan Lehto
26.	Private Economic Development Associations	Peter Livingston	<i>Vacant</i>
27.	Public Economic Development Organizations	<i>Vacant</i>	<i>Vacant</i>
28.	Land Use Advocacy Organization	Mary Kyle McCurdy	Tara Sulzen
29.	Environmental Advocacy Organization	Jim Labbe	Bob Sallinger
30.	Housing Affordability Organization	Ramsay Weit	<i>Vacant</i>
31.	Residential Development	Justin Wood	Ryan O'Brien (1st), Dave Nielsen (2nd)
32.	Redevelopment / Urban Design	David Berniker	Joseph Readdy

33.	Commercial / Industrial	Dana Krawczuk	<i>Vacant</i>
34.	Green Infrastructure, Design, & Sustainability	Mike O'Brien	<i>Vacant</i>
35.	Public Health & Urban Form	Moriah McSharry McGrath	Paul Lewis (1st), Jennifer Vines (2nd)
	Non-voting Chair	Robin McArthur	John Williams



Date: January 5, 2012

To: Metro Policy Advisory Committee

From: John Williams
Deputy Director, Planning & Placemaking
Chair, MTAC

Re: Recommendation from MTAC

On the January 11, 2012 meeting, MPAC will be considering a recommendation to Council to accept the final draft of the Climate Smart Communities Scenarios Project – Phase 1 Findings (Understanding Our Land Use and Transportation Choices). At the January 4, 2012 MTAC meeting, MTAC members unanimously voted to recommend acceptance of this final draft.

www.oregonmetro.gov/climatescenarios



Climate Smart Communities Scenarios Project

Metro Policy Advisory Committee
January 11, 2012

 Metro | *Making a great place*

1

Scenarios Project timeline



We are here.

 Metro

2

Phase 1 purpose

- How far do current plans and policies get us?
- What is the relative GHG emissions reduction potential of different policies?



Policy areas tested in Phase 1

Understand choices, not to choose a preferred alternative



3

Next steps

Oct. – Nov.	Technical committees review findings and frame choices
Nov. – Dec.	Report back to JPACT and MPAC
Jan. 2012	Request JPACT, MPAC and Metro Council action on Phase 1 findings ODOT and DLCD submit progress report to Legislature
Early 2012	Begin Phase 2 and share findings with stakeholders Request Metro Council, JPACT and MPAC direction on Phase 2 work plan

4

Action Requested

Accept Phase 1 Findings
to receive officially and forward
to the Metro Council to accept

To: MPAC
From: Mayor Jerry Willey, incoming MPAC Chair
Subject: MPAC discussion of 2012 work program and topic list
Date: January 5, 2011

Your 2012 MPAC officers would like to start the new year with a discussion of MPAC's upcoming work program. On January 11 we have time set aside for this topic and we would like to have a good discussion in order to ensure the best use of your time this year. We believe MPAC has an opportunity to explore new topics and to work cooperatively in new ways to move the region and our local communities ahead.

MPAC of course has a formal role in advising the Metro Council on land use legislation, including the UGB. Recently, our time has focused on these topics. However, with major required land use actions complete, Metro will be focusing more on implementation of the regional vision and 2040 growth concept, and MPAC will have more ability to focus on items of interest to the group.

Before the next meeting, please think about the work Metro is doing and the work you are doing. Please come prepared to talk about MPAC in 2012.

As a starting point, a suggested, prioritized list of items based on staff's 2012 preliminary agenda list and on MPAC's parking lot list from past discussions is attached for your consideration and discussion. The prioritized list generally reflects my best recollection of some of the past MPAC discussions about the listed items over the last 2-3 years.

Which of these topics are most important to you? Why is it important that MPAC devote time to individual topics? How can we best add value? If you are interested in these topics, what formats would be most productive – staff reports, member reports, group conversation, outside speakers, tours, subcommittee work? Attached is an MPAC Topic List Survey to help you and staff on establishing a consensus MPAC work program for 2012.

Regional Projects, Initiatives & Topics:

- Major regional projects, initiatives or topics (first prioritized list):
 - Climate Smart Communities scenarios work (developing land use and transportation scenarios to respond to state mandate to reduce vehicle greenhouse gas emissions) and resilience/adaptation work (developing strategies to adapt to the predicted effects of climate change)
 - Quarterly MPAC/JPACT Regional Information/Coordination Discussions (i.e. Climate Smart Communities Scenarios; Regional Population and Employment Forecast & Growth Distribution; MPO (federal transportation funding) process/priorities, other matters)
 - Community Investment Initiative (independent group looking at regional investment strategies for economic growth)
 - Affordable housing/housing equity (reviewing the region's housing needs and strategies for meeting those needs equitably)
 - Coordination with Greater Portland Inc. on economic development (the region's public/private partnership for economic development and job creation)

- Significant regional initiatives & topics (second prioritized list):
 - TriMet Region Rail & Transit System/Services Briefing(s)?
 - Southwest Corridor Planning (comprehensive planning effort to create livable and sustainable communities along the corridor between Portland, Tigard and Sherwood through integrated investments in land use and transportation)
 - East Metro Connections Plan (community investment strategy that identifies specific transportation, community, economic development projects and their phasing over the next 20 years)
 - Greater Portland Pulse (a regional partnership that uses data and dialogue to encourage coordinated action in such areas as the economy, environment, housing, and transportation)
 - Regional Active Transportation Strategic Plan (integrating non-motorized transportation such as bicycling and walking, with public transportation)

Regional Tools; Best Practice s:

- Tools and best practices (first prioritized list):
 - Population and Employment Forecast and Local Growth Distribution
 - Downtowns, main streets, station community development and redevelopment
 - Large-site Industrial Inventory and action planning
 - Brownfield tools, research and best practices
- Tools and best practices (second prioritized list):
 - Concept planning of new urban areas and urban reserves and funding of concept planning
 - Opportunity mapping (using a variety of data to illustrate areas where investment opportunities exist in order to improve access and enhance equity of services)
- Tours (e.g., McLoughlin Corridor, Willamette Falls/Blue heron site (Oregon City), Oregon City Main Street, Borland/Stafford area, Villebois/Wilsonville, and Seattle)

Thank you in advance for your participation at MPAC and commitment to making our region a Great Place to live and work.

2012 Potential MPAC Topics List Survey

On a scale from 1 to 5 with 1 being most important and 5 being least important, indicate which of the following topics are most important to you and ones that you believe MPAC should address and indicate what your preferred format is for each topic:

Regional Projects, Initiatives & Topics

Climate Smart Communities

1 2 3 4 5

Preferred Format:

Staff Report, Member Report, Discussion, Outside Speakers, Tours

Quarterly MPAC/JPACT Regional Information/Coordination Discussions

1 2 3 4 5

Preferred Format:

Staff Report, Member Report, Discussion, Outside Speakers, Tours

Community Investment Initiative

1 2 3 4 5

Preferred Format:

Staff Report, Member Report, Discussion, Outside Speakers, Tours

Affordable housing/housing equity

1 2 3 4 5

Preferred Format:

Staff Report, Member Report, Discussion, Outside Speakers, Tours

Coordination with Greater Portland Inc.

1 2 3 4 5

Preferred Format:

Staff Report, Member Report, Discussion, Outside Speakers, Tours

TriMet Region Rail & Transit System/Services Briefings

1 2 3 4 5

Preferred Format:
Staff Report, Member Report, Discussion, Outside Speakers, Tours

Southwest Corridor Planning

1 2 3 4 5

Preferred Format:
Staff Report, Member Report, Discussion, Outside Speakers, Tours

East Metro Connections

1 2 3 4 5

Preferred Format:
Staff Report, Member Report, Discussion, Outside Speakers, Tours

Greater Portland Pulse

1 2 3 4 5

Preferred Format:
Staff Report, Member Report, Discussion, Outside Speakers, Tours

Regional Active Transportation Strategic Plan

1 2 3 4 5

Preferred Format:
Staff Report, Member Report, Discussion, Outside Speakers, Tours

Regional Tools and Best Practices

Population and Employment Forecast and Local Growth Distributions.

1 2 3 4 5

Preferred Format:
Staff Report, Member Report, Discussion, Outside Speakers, Tours

Downtowns, Main Streets, Station Community Development and Redevelopment

1 2 3 4 5

Preferred Format:
Staff Report, Member Report, Discussion, Outside Speakers, Tours

Large site industrial inventory and action planning

1 2 3 4 5

Preferred Format:
Staff Report, Member Report, Discussion, Outside Speakers, Tours

Brownfield tools, research and best practices

1 2 3 4 5

Preferred Format:
Staff Report, Member Report, Discussion, Outside Speakers, Tours

Concept planning

1 2 3 4 5

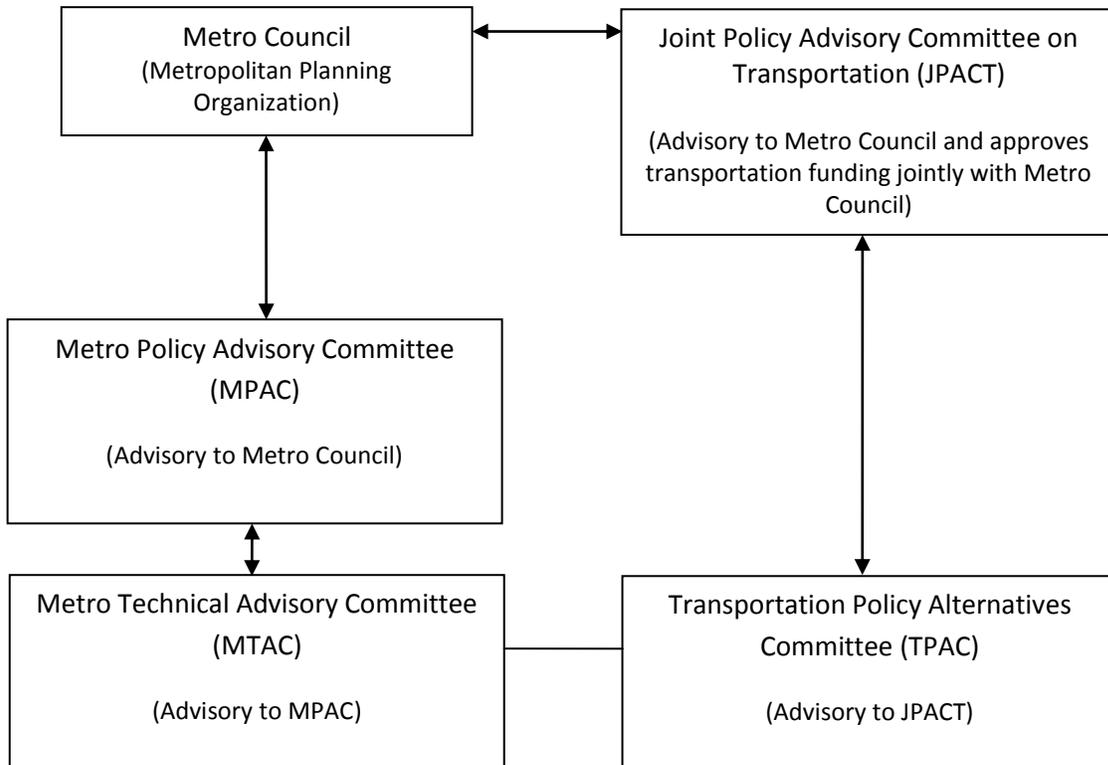
Preferred Format:
Staff Report, Member Report, Discussion, Outside Speakers, Tours

Opportunity mapping

1 2 3 4 5

Preferred Format:
Staff Report, Member Report, Discussion, Outside Speakers, Tours

Metro Advisory Committee Relationships



**METRO POLICY ADVISORY COMMITTEE
2012 MEMBERS**

<i>Position</i>	<i>Member</i>	<i>Alternate</i>
Multnomah County	Commissioner Loretta Smith	Commissioner Judy Shiprack
Multnomah County 2nd Largest City	Mayor Shane Bemis	Councilor Karylenn Echols
Multnomah County Other Cities	Councilor Norm Thomas	Councilor Stanley Dirks
Multnomah County Special Districts	Vacant	Vacant
City of Portland Council	Mayor Sam Adams	Commissioner Nick Fish
City of Portland Council	Commissioner Amanda Fritz	Commissioner Nick Fish
Clackamas County	Commissioner Charlotte Lehan	Commissioner Jim Bernard
Clackamas County Largest City	Mayor Jack Hoffman	Councilor Donna Jordan
Clackamas County 2nd Largest City	Mayor Doug Neely	Commissioner Kathy Roth
Clackamas County Other Cities	Councilor Jody Carson	Mayor Lori DeRemer
Clackamas County City Outside UGB	Vacant	Vacant
Clackamas County Special Districts	Chair William Wild	Vice Chair John Hartsock
Washington County	Chair Andy Duyck	Commissioner Bob Terry
Washington County Largest City	Mayor Jerry Willey	Councilor Aron Carleson
Washington County 2nd Largest City	Mayor Denny Doyle	Councilor Marc San Soucie

Washington County Other Cities	Mayor Keith Mays	Mayor Peter Truax
Washington County City Outside UGB	Councilor Michael Demagalski	Councilor Teri Lenahan
Washington County Special Districts	Marilyn McWilliams	Clark Balfour
Multnomah County Citizen Representative	Matt Berkow	Paul Manson
Clackamas County Citizen Representative	Wilda Parks	Ed Gronke
Washington County Citizen Representative	Nathalie Darcy	Dresden Skees-Gregory
Clark County	Commissioner Steve Stuart	Pete Capell
City of Vancouver	Vacant	Laura Hudson
Department of Land Conservation and Development	Jim Rue	Jennifer Donnelly
Metro Council	Councilor Carl Hosticka	
Metro Council	Councilor Barbara Roberts	
Metro Council	Councilor Kathryn Harrington	
Governing Body of School Districts	Vice Chair Annette Mattson	Vacant
TriMet Board of Directors	Steve Clark	Vacant
Port of Portland	Vacant	Vacant
Total Voting Positions: 21		

**METRO TECHNICAL ADVISORY COMMITTEE
2012 MEMBERS**

<i>Position</i>	<i>Member</i>	<i>Alternate</i>
Multnomah County	Chuck Beasley	Karen Schilling (1st), Jane McFarland (2nd)
Multnomah County 2nd Largest City	Jonathan Harker	Stacy Humphrey
Multnomah County Other Cities	Lindsey Nesbitt, Fairview	Rich Faith, Troutdale
Largest City in the Region: Portland	Susan Anderson	Joe Zehnder (1st), Tom Armstrong (2nd)
Clackamas County	Dan Chandler	Jennifer Hughes
Largest City in Clackamas County: Lake Oswego	Denny Egner	<i>Vacant</i>
2nd Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
Clackamas County: Other Cities	John Sonnen	Katie Mangle (1st), Michael Walter (2nd)
Washington County	Brent Curtis	Andy Back (1st), Joanne Rice (2nd)
Largest City in Washington County: Hillsboro	Pat Ribellia	Colin Cooper (1st), Alwin Turiel (2nd)
2nd Largest City in Washington County: Beaverton	Don Mazziotti	Tyler Ryerson
Washington County: Other Cities	Julia Hajduk, Sherwood	Jon Holan, Forest Grove (1st), Aquilla Hurd-Ravich, Tualatin (2nd), Richard Meyer, Cornelius (3rd)
Multnomah County Citizen Representative	Kay Durtschi	<i>Vacant</i>
Washington County Citizen Representative	<i>Vacant</i>	<i>Vacant</i>
Clackamas County Citizen Representative	Jerry Andersen	Susan Nielsen

Clark County	<i>Vacant</i>	<i>Vacant</i>
City of Vancouver	Laura Hudson	Matt Ransom
Department of Land Conservation and Development	Jennifer Donnelly	Anne Debbaut
Oregon Department of Transportation	Lainie Smith	Kirsten Pennington (1st), Lidwien Rahman (2nd)
Service Providers: School Districts	Tony Magliano (Portland Public Schools)	Dick Steinbrugge (1st - Beaverton); Ron Stewart (2nd - N. Clackamas)
Service Providers: TriMet	Jessica Engelmann	Alan Lehto
Service Providers: Port of Portland	Susie Lahsene	Tom Bouillion
Service Providers: Water and Sewer	Kevin Hanway (Water)	Dean Marriott (Sewer)
Service Providers: Parks	Hal Bergsma	<i>Vacant</i>
Service Providers: Private Utilities	Shanna Brownstein	<i>Vacant</i>
Private Economic Development Associations	Peter Livingston	<i>Vacant</i>
Public Economic Development Organizations	<i>Vacant</i>	<i>Vacant</i>
Land Use Advocacy Organization	Mary Kyle McCurdy	Tara Sulzen
Environmental Advocacy Organization	Jim Labbe	Bob Sallinger
Housing Affordability Organization	Ramsay Weit	<i>Vacant</i>
Residential Development	Justin Wood	Ryan O'Brien (1st), Dave Nielsen (2nd)

Redevelopment / Urban Design	David Berniker	Joseph Readdy
Commercial / Industrial	Dana Krawczuk	<i>Vacant</i>
Green Infrastructure, Design, & Sustainability	Mike O'Brien	<i>Vacant</i>
Public Health & Urban Form	Moriah McSharry McGrath	Paul Lewis (1st), Jennifer Vines (2nd)
Non-voting Chair	Robin McArthur	John Williams
Total Voting Positions: 35		

WINTER 2012

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Raptor Road Trip

Annual event celebrates birds of prey

9 a.m. to 2 p.m. Saturday, Feb. 4

Explore Sauvie Island in search of magnificent bald eagles, hawks and falcons that spend the winter on the island. On this special day devoted to raptors, experienced naturalists and hawk experts host activities and answer questions at four locations around the island. Enjoy guided bird viewing, meet live raptors up close and sharpen hawk identification skills. Hot drinks and doughnuts are available in the morning. Have breakfast with the birds!

How does the road trip work?

Begin at Kruger's Farm Market and pick up an event map and raptor identification guide. The event fee is \$10 per vehicle, cash only, and includes a Sauvie Island Wildlife Area parking permit, which is needed to park at the sites. To reach Kruger's, take Highway 30 to the Sauvie Island Bridge and go straight on Sauvie Island Road 1.5 miles (past Howell Territorial Park). Kruger's Farm Market is located on the right. Carpooling is encouraged.

Spotting scopes help with raptor identification and are provided, with naturalists on hand to point out the birds. Field guides are available. Bring binoculars and dress for the weather. This event takes place rain or shine. The road trip is suitable for birders of all ages and skill levels, and families are welcome. While you don't have to be an early bird and get up at the crack of dawn to see these birds of prey, allow approximately three hours to visit all four locations.

What will you see?

It all depends on what nature has in store. Regularly sighted raptors include bald eagles, red-tailed hawks, American kestrels and Northern harriers. With a little luck, you might spot a rough-legged hawk, Cooper's hawk, merlin or peregrine falcon. Beautiful snow geese, sandhill cranes and great blue herons are commonly seen at this time of year, as well as abundant waterfowl.

Get ready for the day with a raptor identification class, 7 to 9:30 p.m. Thursday, Jan. 26. See page 12 for details.

For more information about the Raptor Road Trip, call 503-797-1650, option 2. Three of the four event locations offer wheelchair access.

Sponsored by Metro, Audubon Society of Portland, Oregon Department of Fish and Wildlife and HawkWatch International

Fantastic four

Metro naturalist James Davis offers identification tips for the most common raptors seen on the Raptor Road Trip or on any winter day in the region.

Arranged from the largest to the smallest

Bald eagle

Long, broad wings look plank-like

Big head and beak

Adults have white head and tail

Biggest raptor in Oregon

Red-tailed hawk

Broad, fairly long wings

Short, broad tail; red on adults

Underside has "dark head, white breast, dark belly" pattern

Most common raptor in the Portland area

Northern harrier

Has a bright, white rump patch

Long wings and long tail

Flies low over fields with wings held up in a shallow "V"

American kestrel (falcon)

Streamlined shape

Narrow, pointed wings

Long, narrow tail

Perches on wires and hovers over fields

Smallest hawk-like bird in the Portland area

The view from the parking lot

By Karen Mathieson, volunteer

Recent Raptor Road Trips on Sauvie Island have found me serving doughnuts and mopping hot chocolate spills at a table beside a parking lot, or out on the wing with a bright flag and a reflective vest waving vehicles into place. I'll be volunteering this year, too, because even if I never make it out of the parking lot, it's so much fun to watch flocks of folks sharing nature and community on a chilly February day.



Raptor Road Trip brings out the well-weathered birder and the barely fledged. It attracts people carrying camera lenses as long as a heron's leg, as well as those who take snapshots with their phones. Some vehicles carry rambunctious children, others sidle gently into slots for the disabled. Picking their way through the parking lot, perfect strangers seem eager to exchange reports on what they've seen, like users of that antiquated telephone service called the party line.

Spotting scopes, binoculars and field guides abound at each formal viewing area. Tour participants also find expert naturalists from the Audubon Society of Portland and from Metro ready to add context and understanding to the vistas of birds on the ground and water or forming avian calligraphy in the air. As they migrate from one viewing site to the next, I know each person who splashes through my parking lot carries a warmth derived from watching abundant, beautiful wild creatures in the presence of convivial human company. Perhaps the hot chocolate helps, too.



Wild in the City

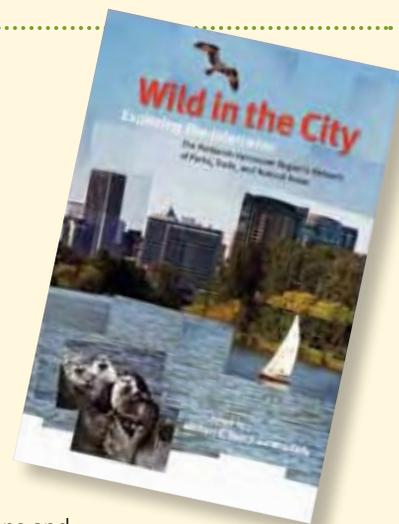
Exploring the Intertwine: The Portland-Vancouver Region's Network of Parks, Trails, and Natural Areas –

Edited by Michael C. Houck and M. J. Cody

This comprehensive "must-have" reference will be the go-to field guide for hikers, cyclists, paddlers, bird watchers and nature enthusiasts. The second edition of the popular Wild in the City book contains new maps and 28 unique rambles that explore multiple sites for recreation, wildlife viewing or simply contemplating the joys of nature.

Natural history essays by Ursula K. Le Guin, Kim Stafford, Robin Cody, Judy BlueHorse Skelton, Robert Michael Pyle, Jonathan Nicholas and Richard Louv, author of Last Child in the Woods, offer fresh perspectives on the region's wild environs. The book describes innovative strategies for creating an ecologically sustainable region.

\$24.95, available at the Audubon Society of Portland's Nature Store and in bookstores throughout the region.



The Intertwine is all around you

If you've ever biked along a local trail, played with children in the neighborhood park, gone for a hike in Forest Park or relaxed on a bench beside a nearby river or lake, then you've experienced The Intertwine. It's the region's amazing network of parks, trails and natural areas.

Now it is even easier to explore! For the first time, tour The Intertwine online and find information on all the region's parks, trails and natural areas in one interactive map. The new Intertwine website offers a wealth of opportunities to discover great places, find new adventures, learn about habitats and wildlife, and enjoy outdoor activities all around the Portland metropolitan area.

Get started and stay connected with this new online resource. There are so many ways to find yourself in The Intertwine!

www.theintertwine.org





Who's the boss? Stop stuff from taking over

A rgh! Doesn't it always come to this? What started out great turns into a tug of war. First, it seems like the perfect roommate. Then it spreads, brings more friends, claims nearly every room in the house and won't take "no" for an answer. It lurks behind each closet door and gets dibs on the attic, basement and garage, too. The sheer size is scaring the cat, and you don't know what to do. It's your stuff, and you've had enough.

Is your stuff running your life? Read on for signs that it's taking over, and get tips for reducing, reusing and recycling in the new year.



Five signs that your stuff is in charge

- Unused rooms are heated and cooled just to store stuff.
- Home exercise equipment doubles as shelving for knickknacks and what-nots.
- You're holding on to those piles of old clothes in case the poodle skirt makes a comeback.
- Your stuff kicked the car, bike and skateboard out of the garage.
- You can't find your stuff ... because of your stuff.

Simple ways to reclaim your space – and your life – in 2012

- Weigh the potential impact before buying something new. Nearly half the United States' greenhouse gas emissions come from making and distributing goods and food.
- Share or exchange items with family, friends and neighbors to avoid unnecessary buys.
- Start composting yard debris and kitchen scraps, turning leftover trimmings into organic gardeners' gold and reducing your carbon footprint.
- Set aside unwanted, still-good items such as clothes, furniture and supplies for

schools, shelters and other organizations that accept them.

- Freebies are tempting, but avoid accepting gifts you really won't use.
- From paints and pesticides to solvents and spa chemicals, take household toxic trash to one of Metro's two transfer stations year-round for proper recycling or disposal, or participate in one of Metro's household hazardous waste collection events available March through November.

Get more tips on reducing waste, reusing materials and stopping stuff in its tracks at www.oregonmetro.gov/sustainableliving



Did you know?

Revamped recycler tool

Metro's online Find a Recycler tool, offering sustainable solutions for unwanted materials from packing peanuts to propane tanks, has gotten a makeover. The searchable online directory of more than 400 local recycling and reuse sites is now mobile-friendly and even easier to use. Check it out today for newly-added reuse options, easier keyword search, convenient driving directions and interactive maps to quickly find a match for your items.

www.oregonmetro.gov/findrecycler



Linda Beutler shares natural garden wisdom

Planning for pretty plantings starts in winter



The yard around Linda Beutler's Sellwood cottage is packed with plants, from fruit trees to orange rose hips to bright berries that last through winter. Her yard provides food and habitat for birds and other wildlife in her neighborhood.

"You can't have an effective organic garden without having birds in your yard," she says. "They're such good little pest-getters."

Her plants supply a great view from the cozy indoors through the rainy months. She's planned it that way, and you can, too. Winter is the perfect time to plan, and it starts, Beutler says, with looking out the window right now. Look for gaps in foliage that can be filled for better views. Then you can develop a garden design that's pretty and nurtures nature year round – one plant at a time.

That's what Beutler did. She and her husband Larry moved to Sellwood 20 years ago, and they have planted nearly every plant in their yard, which they share with their 2-year-old black lab Tessie, and cats Coco and Rufus.

Beutler offers expertise at free Metro workshops

Beutler teaches free workshops that are part of the natural gardening program Metro offers in partnership with the Oregon State University Extension Service. She also teaches horticulture at Clackamas Community College and has written two books, *Gardening with Clematis* and *Garden to Vase*, both published by Timber Press.

Her expertise spans decades. She has had gardens everywhere she's lived, "even if it was just pots on a fire escape." Sure, she has a special love for plants. But, she says, it's the gardening community that's kept her at it. She and dear friend Lucy Hardiman, along with other regional gardening experts like Mike Darcy, worked to find a permanent home for the Rogerson Clematis Collection, which now lives at Luscher Farm in Lake Oswego. Beutler curates the collection.

Berries and rose hips: Winter color isn't just for the birds

At home, Beutler and her husband started with the vegetable garden. Last October, giant Roma tomatoes were still ripening on the vine amid purple leeks, herbs and flowers, including a 5-foot tall fuchsia and dahlias just starting to bloom. She attributes the size of the Romas to the neighboring flowers, which help attract pollinators.

Such symbiosis is apparent all over Beutler's yard. A towering pear tree creates a natural trellis for the Purpleleaf grape (*Vitis vinifera* "Purpurea") with its giant clusters of seedy grapes, which emerge in early fall and feed the birds in winter. Beutler loves its fall foliage – some leaves speckled, some splashed with color, and intensifying over weeks before dropping.

Nearby, the bright berries of a European cranberry bush (*Viburnum opulus* "compacta") are spectacular. They start yellow after summer flowers, then go orange, then turn red and stay that way. The birds like

them when they're more shriveled and raisiny, Beutler says, which happens in December and January.

Beutler also grows snowberry. Native to Oregon, this deciduous shrub sets its berries in the fall. The bright white orbs linger on elegant leafless stems, providing a starchy snack for resident thrushes, robins and cedar waxwings in late winter after they've finished off the rose hips. Two giant rose bushes in the south-facing parking strip fill with bright orange fruits in early fall, providing sweet nutritious snacks for the birds (and color to Beutler's holiday wreaths). Her disease-resistant pink Meidiland rose, unsprayed, unpruned and unwatered, is more than 10 feet tall.

"If you're growing the right roses, you don't have to prune them and you don't have to water them," Beutler says.

It started in East Multnomah County

Beutler traces her gardening roots back to East Multnomah County, to the 3-foot by 3-foot garden plot her mother gave her when she was 5 years old.

"My first crop was radishes," she says. "But the slugs got most of 'em."

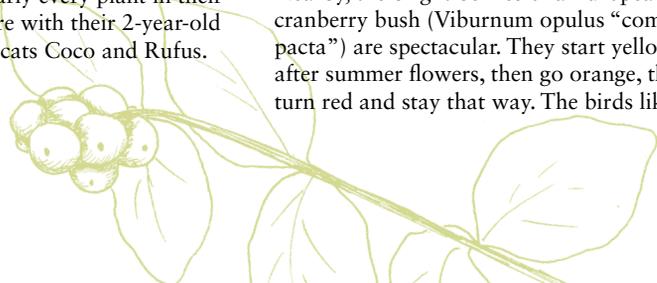
Maybe that's when it dawned on her that she might need some help. And that doesn't mean using chemicals. Beutler does it naturally, attracting feathered pest control with a garden that is vibrant and colorful year round and offers great views from every window in the house.

Meet Metro's natural gardening instructors, learn about free workshops and tours, get tips on gardening year-round, watch videos, download a coupon and more.

www.oregonmetro.gov/garden

Turn your backyard into a certified wildlife habitat.

www.audubonportland.org



WALK THERE!

Sherwood Old Town walk

Sherwood was platted out in 1889 around the rail depot. This walk explores Old Town Sherwood's historic buildings and loops through the woods and wetlands of Stella Olsen Memorial Park before returning to Old Town with its many shops, restaurants and antique stores.

Begin at Southwest Pine and Second streets. In the northwest corner is one of the state's largest Atlas cedars. Walk south on Pine. At the southwest corner of Pine and First is the site of the livery

stable, origin of the great fire of 1911 that destroyed much of downtown.

From Pine, turn right onto Railroad Street. A visitor information center is at Pine and Railroad. The Old Sherwood Hotel, from the 1890s, sits at the northeast corner of Washington and Railroad. A vital element to any railroad town, the hotel also doubled as the town bank for a time. Across Railroad is the Graves Cannery, from 1918. It processed fruits picked by child laborers from nearby farms. It closed in 1971.

Where Washington crosses Railroad is the site of a civic protest. In the 1910s, homes had been built on the south side of Railroad. Residents needed to safely cross the tracks, but the Southern Pacific refused a request for a signaled crossing. Citizens then built a crossing during the middle of the night and spent

the next 24 hours in a constant parade across it. The necessary signal was soon installed.

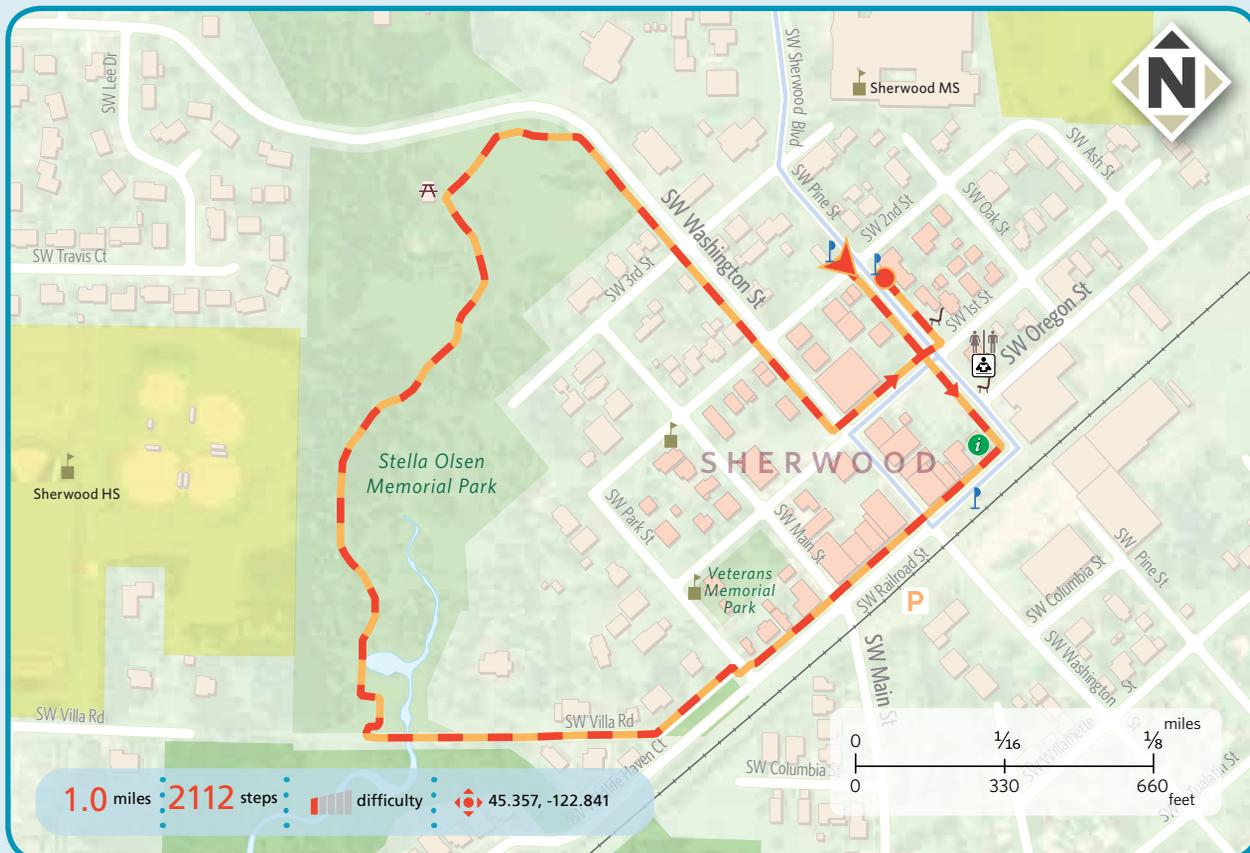
On the left between Washington and Main is the site of the town's train depot. After Park Street, the road jogs right and becomes Southwest Villa Road. Take Villa into Stella Olsen Memorial Park, centered on two islands created by the meandering Cedar Creek as it flows north to the Tualatin River. Turn right to walk along a boardwalk over wetlands. At the end, cross the creek. A covered picnic area is to the left. Continue through the park to the sidewalk on Washington Street.

Turn right on Washington past historic homes. At Second is the charming 150-square-foot Rudy Olsen Gas Pump Park. Turn left on First. At the corner is the 1911 Colfelt building, where a saloon has operated since 1896. At Pine, turn left and walk one block to the start.



Rudy Olsen Gas Pump Park

Get tips and tools at www.oregonmetro.gov/walkthere





C. Bruce Forster photo

Drive Less Connect helps save money, time and fuel

Introducing Drive Less Connect, the secure, simple tool that matches you with others who are going your way for work and play.

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Benefits of starting or joining a carpool

Driving alone can put a strain on your budget, so share the ride with others to cut costs. The benefits go beyond keeping cash in your pocket. Carpooling can improve your mood, lead to friendships and reduce the wear and tear on your car.

Check out these other carpool benefits. You can:

- save hundreds, even thousands of dollars each year
- reduce your stress and read, relax or even work while commuting

- reduce your family's need for more cars
- carpool even if you don't drive, allowing you to consider jobs throughout the area
- make new friendships and enjoy the company during your commute
- reduce air pollution and traffic congestion, which benefits everyone.

Let the savings begin! Register with Drive Less Connect today.

Live or work in Clark County, Washington? Check out www.clarkcommute.org for online ride matching services.

Tales from the road

Ali Brown makes her commute work with carpool options



Ali Brown juggles a home in Portland, a job in Forest Grove and graduate school that takes her to Bainbridge Island, near Seattle, once a month.

When Brown bought a house in Northeast Portland last year, many people thought she was crazy because her job is in Forest Grove at Adelante Mujeres, a nonprofit that helps empower Latino women and families. No sweat. She makes it work, thanks to carpooling.

Brown has carpooled since she started at Adelante Mujeres four years ago. In that time, she's had eight different carpool-mates, as she calls them. Sometimes they are coworkers. Other times, people from Pacific University, Montinore Vineyards and Via Systems joined the ride through Drive Less Connect (formerly Carpool Match NW).

At its height, Brown's carpool had six people on a given day. At its lowest, it's just her and one other person. It's still worth it for her because she gets to avoid the stress of being the driver every day.

Brown's route from Portland to Forest Grove takes her along Highway 26. The drive to work normally takes about 45 minutes, but the drive home is a different story. On a crowded Highway 26, it takes between an hour and 15 minutes to an hour and 45 minutes to get home.

So what do they do during that carpooling time? They talk, listen to a book on tape or just enjoy each other's company.

Besides escaping the stress of always being the driver, Brown also enjoys the savings. When she drives, she pays for the gas, but on the days other carpool-mates are behind the wheel, they pick up the tab. If someone doesn't have a car, he or she chips in for the gas or brings tasty treats for the carpool.

Her secret to ridesharing success? Don't do it every day. Whether you are new in town and considering carpooling to get around or you're tired of paying so much for gas, Brown believes a daily commitment can be a deterrent to keep you from trying carpooling at all.

"Don't stress about it," she says. If she felt compelled to carpool each and every day, Brown would have stopped years ago.

Brown telecommutes on Friday and goes it alone on days when she needs a little more sleep. With all that she is juggling right now, she's down to carpooling about a third of the time. When life calms down, she expects to carpool more because ridesharing lets her sit back, relax and enjoy the ride.



Bright ideas can help you be seen, be safe this winter

Although daylight saving time ended in November, don't let that darken your spirits ... or your clothing. People biking and walking in the evening are likely to find themselves in the dark earlier during winter months. There are many easy, inexpensive ways to be seen – and safe – this winter.

Bike lights (front and rear), reflectors and reflective tape make it easier for others to see you. Use them at dawn, dusk or night. Use white lights in front and red lights in the rear. High-quality halogen lights help you see and be seen when riding a long distance or on roads where the lighting is poor.

Increase the chance of drivers seeing you by putting reflective tape or bands on the front and

back of your jacket, your helmet, wheel spokes and even your pant legs. Side reflectors and a flashing light on your jacket or pack also increase visibility.

A rearview mirror lets you monitor what is happening behind you without turning your head. You can get rearview mirrors that attach to your bicycle, helmet or glasses.

Staying active by biking or walking for short trips is great for the planet, your health and your wallet. Households who walk and cycle as the primary modes of travel save an average of \$694 per month.

There are lots of great resources to help you plan your trips and stay safe while walking or biking. Get tips and tools and watch how-to videos online.

www.oregonmetro.gov/bikethere

www.oregonmetro.gov/walkthere



Get moving with the free Walk There! app

Treks from the popular Walk There! guidebook jump from their pages and onto your iPhone screen.

Metro and Kaiser Permanente teamed up to develop an app featuring 10 walks that take you throughout the region, from Fort Vancouver to Wilsonville's Graham Oaks Nature Park and from the Pacific University campus in Forest Grove to the Gresham stretch of the Springwater Trail. Download the free app and other walks by visiting www.oregonmetro.gov/walkthere.

Metro offers electric vehicle charging stations for visitors at three of its buildings

Visitors to the Oregon Convention Center, Portland Expo Center and Metro Regional Center can now charge their electric cars at new onsite charging stations.

The new charging stations are part of ECOtality's Willamette Valley E/V charging station network. Metro added the stations in order to support the use of electric vehicles and reduce transportation-related greenhouse gas emissions. Use of the charging stations requires a Blink Card (similar to a credit, debit or fuel card), which can be obtained free of charge.

Order a Blink card or find a local charging station at www.blinknetwork.com or by calling 888-998-2546.



In downtown Cornelius, Metro grant helps transform concrete alley into a ribbon of green

Methodically piled heaps of steel and cement mark a block in downtown Cornelius under development. In the coming months, an informal parking lot and alley will be transformed into a full-service medical campus, complemented with a green ribbon of natural walkway funded by a Metro Nature in Neighborhoods capital grant.

The salvaged building materials will go back into a modernized Virginia Garcia Wellness Center on the lot, replacing the converted house and garage in which the center was housed. Along with allowing more patients to be seen throughout the year, the new campus is designed to more efficiently achieve the center's longstanding goal: providing health care and wellness education to uninsured and low-income families in the area.

Running east to west through the lot is a crumbling alleyway. Devoid of much green aside from a pair of unhealthy trees, the blacktop path has been an eyesore and walking hazard for years. But plans to reinvigorate the walkway that served the center needed a concept and capital.

The Scott Edwards Architecture firm provided the vision, and the Metro grant provided part of the funding.

"It's going to be incredible," said Michele Horn, foundation relations officer for Virginia Garcia Memorial Health Center. "We envision the space as a gathering place, not just for patients but for the community.

"We really see this as a community enhancement."

Metro has awarded \$4.7 million to 18 projects using funds from the voter-approved 2006 natural areas bond measure. Across the region, grant recipients are restoring salmon habitat, planting trees and creating great places in their communities. Successful projects have fallen in four major categories: land acquisition, restoration, neighborhood projects and urban redevelopment efforts such as the alley at Virginia Garcia.

The block-long path will soon be outfitted with permeable pavers, a dozen benches, 16 native trees and as many as 2,500 new plants and shrubs. The architects will also work with Jackson Bottom Wetlands Preserve to create new interpretive signs that give passersby more information about the bioswales and water-saving features of the campus.

"We wanted to look at the bigger picture of how a building contributes to the water environment in the area and how it can have a positive impact," Horn explained.

The Virginia Garcia Foundation worked with Richard Meyer, development and operations director with the City of Cornelius, on the application that secured the \$322,234 Nature in Neighborhoods capital grant. He praised the greenway project as a model for how the city hopes to revitalize three adjacent blocks of alleyway on both sides of the property.

"It's what the community has wanted for some time," he said. "We're really happy to get the resources to expand the great services of Virginia Garcia and at the same time build a green walkway in the Main Street area of Cornelius."

The space, frequently used for parking, will soon be a car-free oasis for neighbors and patients at the center. Meyer said the city plans to create parking on the street fronts as each piece of the walkway is completed.

He pointed to the development's well-rounded emphasis on health care, active transportation, education and environmentalism as an asset to the City of Cornelius.

"All of these causes are overlapping and addressed nicely in this project," he said.

Learn more about grants

Metro is proud to inspire real change by awarding grants to support hundreds of improvement projects around the region – large and small – to help make great places.

Nature in Neighborhoods capital grants, like the one awarded to Virginia Garcia, are distributed through the region's natural areas bond measure. Communities across the region are finding innovative ways to enhance neighborhoods and restore nature in the urban area. Letters of interest are accepted anytime. To discuss your project idea, contact Mary Rose Navarro at 503-797-1781 or maryrose.navarro@oregonmetro.gov.

Find information about all Metro grant opportunities online.

www.oregonmetro.gov/grants



Winter calendar

Garden reading groups

11 a.m. to 12:30 p.m. every Thursday

Join group readings that range from “how-to” manuals to garden-based fiction. Each session begins with an overview by the facilitator of the main points of the featured selection. Participants are encouraged to share reactions and responses. Meet at Rain City Coffee. \$5. Advance registration required; call 503-929-7170.

Independence Gardens 

Preschool story and stroll

1 to 2 p.m. every Friday

Join a park naturalist for nature story time and a brief stroll through Tryon Creek State Natural Area. This program is geared toward families with children ages 3 to 6, but all are welcome. Meet at the nature center. Free. Call a week in advance to make arrangements for large groups. Advance registration required; call 503-636-9886, ext. 225. *Friends of Tryon Creek*

Saturday guided nature hikes

10 to 11:30 a.m. every Saturday

Join a park naturalist for a guided nature hike to explore the forest and stream ecosystems and natural history at Tryon Creek State Natural Area. Topics vary from week to week but are appropriate for all ages. Parents must accompany children. Meet at the nature center. Free. Call a week in advance to make arrangements for large groups. For more information, call 503-636-9886, ext. 225. *Friends of Tryon Creek*

Volunteer work party in Forest Park

9 a.m. to 12:30 p.m. Thursday, Dec. 15

Help restore habitat in Forest Park. No experience required. Tools, materials and training provided. Bring work gloves and wear sturdy footwear. Locations vary. To register, call 503-223-5449, ext. 104. *Forest Park Conservancy*

Native Plant Center volunteer ventures

9 a.m. to 1 p.m. Saturdays, Dec. 17, Jan. 7 and 21, and Feb. 11 and 25

Volunteer at Metro’s Native Plant Center in Tualatin and help care for the rare native seeds, bulbs and plant materials that support regional restoration projects. Winter activities include harvesting and planting native bulbs, planting seeds, and transplanting seedlings and nursery maintenance tasks. No experience necessary. Gloves, tools, water and snack provided. Advance registration required; call 503-797-1653. *Metro*  by arrangement

Winter solstice walk

6 to 7:30 p.m. Wednesday, Dec. 21

Join a naturalist on a stroll at Whitaker Ponds Natural Area during the longest night of the year. Listen for animals settling in for the night as well as those that are coming out to hunt. View beavers, owls, otters and other creatures. Suitable for families but an adult must accompany all children under 12. Babies must be in slings or packs. \$2 per person or \$5 per family. Advance registration required; call 503-823-3601. *Portland Parks & Recreation*

Winter break nature camps for children and teens

Holiday school breaks offer a great opportunity to get outdoors and learn about nature. Here are several programs that may intrigue your junior ranger:

Day off nature camp

Monday, Dec. 19, through Friday, Dec. 23, and Wednesday, Dec. 28, through Friday, Dec. 30, offers hiking adventures, crafts, games and fun with friends for children ages 7 to 11. \$49 to \$65 per day. Advance registration required; call 503-629-6350. *Tualatin Hills Park & Recreation District*

Wild Things: Winter wildlife wonders

Monday, Dec. 19, through Friday, Dec. 23, offers children ages 4 to 6 a chance to build a sense of wonder about nature, learn about wildlife and make holiday gifts. \$86 for the week. Advance registration required; call 503-629-6350. *Tualatin Hills Park & Recreation District*

Winter adventure days for teens

Monday, Dec. 19, through Thursday, Dec. 22, offer four days of outdoor hikes, snow days, city exploration and even a cave crawl. No outdoor experience necessary. Meet at Mt. Scott Community Center. \$50 per day or \$180 for all four events. Refund deadline is 10 business days prior to trip. \$20 discount is applied to the last day when registering for all four days. For more information or to register, call 503-823-8840. *Portland Parks & Recreation*

Puddle stompers

10 to 11:30 a.m. Tuesdays and Wednesdays, Jan. 10 and 25, and Feb. 7 and 22

Know a little one who enjoys being outdoors? Wondering what to do during the rainy season? Bring that littlest naturalist to the refuge to stomp in puddles and learn to appreciate the wet weather that makes Oregon so green! Be prepared to get wet and wild. The refuge supplies rain gear for kids, but adults should bring their own. Free. Meet at Tualatin River National Wildlife

Refuge. Advance registration required; call 503-625-5944. *U.S. Fish and Wildlife Service*

Get digging at Fairview Creek

9 a.m. to noon Saturday, Jan. 14

Like to dig? Enjoy a little mud? Plant native trees and shrubs at Fairview Creek, one of the few surface streams within the watershed. Explore and restore this cool creek in East Portland. Meet at Conifer Park. Free. For more information, call 503-281-1132. *Columbia Slough Watershed Council*



wildlife watching



sustainable living



volunteering



nature discoveries



natural gardening



wheelchair accessible

MLK Weekend of Service planting
8:45 a.m. to 1 p.m. Saturday, Jan. 14

Plant trees in the Lents and Powellhurst-Gilbert neighborhoods as part of the MLK Weekend of Service. Volunteers planted more than 100 trees in this area last January. Help reach a goal of planting more than 5,000 street and yard trees in Portland this season. Meet at 8:45 a.m. to register and get a planting crew assignment. Gloves, tools, training, coffee and breakfast treats provided. Wear sturdy shoes. For more information, call 503-282-8846, ext. 24. *Friends of Trees*

Restoration work parties

9 a.m. to noon Saturdays, Jan. 14 and Feb. 11
Tualatin River National Wildlife Refuge offers monthly restoration work parties. Volunteers assist with conservation activities such as habitat restoration, trail maintenance, invasive species treatment and biological monitoring. Volunteers also receive free admission to a nature education class the prior Thursday. For more information or to register, call 503-625-5944, ext. 227. *Friends of the Tualatin Refuge*

Shade our Streams work party

9 a.m. to noon Saturday, Jan. 14
Join event organizers to plant trees and remove blackberry in order to improve local stream-side habitat. Tools, gloves and training provided. Free. Unaccompanied minors will need to provide a signed parental permission form. For more information or to receive the permission form, call 503-558-0550. *Clackamas River Basin Council*

Wapato winter birding walk

9 a.m. to noon Saturday, Jan. 14
Start the morning with a quick introduction to birding at the picnic shelter, then walk the loop around Virginia Lake. Bring a sack lunch and stay to eat with

the birds and rangers, or take an optional caravan to Coon Point to try to double your bird count for the day. Free. Advance registration required; call 503-636-9886, ext. 225. *Friends of Tryon Creek*

Green the I-205 multi-use path

8:45 a.m. to 1 p.m. Monday, Jan. 16
Celebrate the life of Dr. Martin Luther King Jr. Help plant trees along the I-205 multi-use path in Northeast Portland with Friends of Trees as part of the MLK Weekend of Service. Volunteers have planted thousands of trees over the past two years along the 15-mile stretch between the Columbia River and Clackamas. Help add to the numbers! Meet at a location to be determined at 8:45 a.m. to register, be assigned to a planting crew, and enjoy hot coffee and breakfast treats. Gloves, tools and guidance provided. Wear sturdy shoes. For more information, call 503-282-8846, ext. 24. *Friends of Trees*

Volunteers needed for habitat restoration

9 a.m. to 12:30 p.m. Monday, Jan. 16, and Saturdays, Jan. 21 and Feb. 4
Join staff for a volunteer work day planting trees at the Carty Unit of Ridgefield National Wildlife Refuge. Wear waterproof footwear and bring gloves. For more information or to register, call 360-887-3883. *U.S. Fish and Wildlife Service*

Rosa Parks Elementary School

Fix-It Fair
8:30 a.m. to 2 p.m. Saturday, Jan. 21
For 25 years, free Fix-It Fairs have helped area residents save money, live healthier and connect to valuable resources for sustainable living. Fix-It Fairs offer day-long exhibits, hourly how-to classes, and free giveaways. Join your neighbors and talk to the experts about how to spend less and stay healthy. Visit Metro's booth to pick up great free natural gardening publications and talk to an expert about nontoxic

gardening. Meet at Rosa Parks Elementary School. For more information, call 503-823-4309. *Portland Bureau of Planning and Sustainability*

Stories in the stones on Mount Talbert

10:30 a.m. to 1 p.m. Saturday, Jan. 21
Join Metro naturalist Dan Daly and explore the rugged beauty of this unique lava dome as you wander through a white oak woodland in winter. Mount Talbert is part of a series of cinder cones and small shield volcanoes that began bubbling up almost 3 million years ago, leaving Mount Tabor, Rocky Butte and Mount Talbert in its wake. Participants gain a basic understanding of geology in the region from the stories in the stones and land formations along the way. Suitable for ages 10 and up. Trails are rough and steep in places. \$5 for adults; under 18 free. Advance registration required; call 503-794-8092. *Metro and North Clackamas Parks & Recreation District*

Tree planting at Ridgefield National Wildlife Refuge

9 a.m. to noon Saturday, Jan. 21
Help protect and restore habitats of the lower Columbia River. Tree plantings are fun family activities and suitable for all ages. Learn about and explore the Ridgefield National Wildlife Refuge. Gloves and tools provided. Wear old tennis shoes or boots and bring water and enthusiasm. Advance registration required; call 503-226-1565, ext. 225. *Lower Columbia River Estuary Partnership*

The Magic School Bus at Newmark Theatre

2 p.m. Saturdays and Sundays, 5 p.m. Saturdays, Jan. 22 to Feb. 19
After 25 years of scientific adventures, the Magic School Bus makes its first-ever landing in Portland. Oregon Children's Theatre has co-commissioned this play with Bay Area Children's Theatre and will be the only company to produce it outside of the national tour. Don't miss your chance to ride the Magic School Bus with Ms. Frizzle and the gang, who are learning about climate change. It's not all bad news – Ms. Frizzle and kids explore countless easy ways to combat climate change. Meet at the Newmark Theater in the Portland Center for Performing Arts. Admission ranges from \$13 to \$30. For ticket information, visit www.pcpa.com or call 503-248-4335. For season subscriptions and more information, call Oregon Children's Theatre at 503-228-9571. *Metro* ♿

Volunteers needed for habitat restoration

9 a.m. to 12:30 p.m. Wednesday, Jan. 25
Help refuge staff at River 'S' Unit of the Ridgefield National Wildlife Refuge restore habitat for native species by removing invasive ones. Wear waterproof footwear and bring gloves. Location to be announced. For more information or to register, call 360-887-3883. *U.S. Fish and Wildlife Service*



Killdeer
Jim Cruce photo

Luscher Farm history through time

7 to 8:30 p.m. Thursday, Jan. 26

Learn about the Hazelia area and Lake Oswego history from pre-settlement to present day. Explore the world famous Willamette Meteorite, read from a century-old diary, and hear early settler stories of everyday life and the area's changes through time. Taught by Luscher Farm coordinator Karen Davis. Suitable for ages 18 and up. \$10 for Lake Oswego residents; others \$11. For more information, call 503-638-0376. *Lake Oswego Parks & Recreation*

Raptor identification class

7 to 9:30 p.m. Thursday, Jan. 26

Hawks, eagles and falcons have always fascinated people. Metro naturalist James Davis will discuss how to tell these groups of raptors apart and the key points for identifying the most common species in Oregon. Learn about the natural history of raptors and the amazing adaptations of these birds for catching and killing their prey. In addition to slides, there will be study skins of the most common species for up-close looks. This class will get you primed for Raptor Road Trip, Feb. 4. Suitable for adults and teens. Meet in room 370 at Metro Regional Center. Registration and payment of \$11 required in advance; see page 15 for instructions. *Metro* 

Early childhood teacher workshop

8 a.m. to 4 p.m. Friday, Jan. 27

Learn how to incorporate natural sciences and multi-sensory activities into early learner curriculum. Activities focus on how to use multiple learning styles and the seasons to guide the way through forest discovery. Enjoy classroom activities and field experiences alike. This all-day workshop will use activities from Project Learning Tree's award winning Environmental Experiences for Early Childhood and Project WILD's Growing Up WILD program guide. The class focuses on the pre-kindergarten to second

grade educator. Dress to engage in discovery outside. Bring lunch a notebook and your favorite children's book. Free. Meet at Tryon Creek nature center. For more information or to register, call 503-636-9886, ext. 225. *Friends of Tryon Creek*

Burnt Bridge Creek bird walk

8 to 10 a.m. Saturday, Jan. 28
Follow the Burnt Bridge Creek Trail through field and forest on an expert-guided bird walk with naturalist Elaine Murphy. Meet at the Fisher's Landing Backyard Bird Shop to carpool. Free. Advance registration required; call 503-620-7454. *Backyard Bird Shop*

Tree plantings at Meldrum Bar Park

9 a.m. to noon Saturdays, Jan. 28 and Feb. 25
Help protect and restore a natural area near the Willamette River. Tree plantings are fun for the family and suitable for all ages. Learn about and explore the forest at Meldrum Bar Park. Gloves and tools provided. Come prepared with old tennis shoes or boots, water and enthusiasm. Free. Advance registration required; call 503-226-1565, ext. 225. *Lower Columbia River Estuary Partnership*

Winter birds at Smith and Bybee Wetlands

9:30 a.m. to noon Saturdays, Jan. 28 and Feb. 18

The winter birds are really settled in at Smith and Bybee in January and February. The most obvious winter visitors are the numerous waterfowl and raptors that hang out at the lakes until spring. The year-round residents, as well as a few winter songbirds, are easier to see because all the leaves are gone from the trees. Suitable for adults and children ages 10 and up. Bring binoculars or borrow a pair on site; spotting scopes provided. Meet Metro naturalist James Davis in the natural area parking lot at 5300 N. Marine Drive. Free. Advance registration required; see page 15 for instructions. *Metro* 

Ladybug walks 10 to 11 a.m., Tuesdays, Feb. 10, 17 and 24

Explore nature in Portland's parks with trained naturalists. Touch leaves, look for worms and hope to see ladybugs. Adults learn how to help their child explore nature. Walks suitable for ages 2 to 5. Children must be accompanied by a parent or guardian. Locations vary. \$3 per preschooler; adults free. For more information, call 503-823-3601. *Portland Parks & Recreation*

Mount Talbert bird walk

8 to 10 a.m. Saturday, Feb. 11
The forested butte of Mount Talbert Nature Park provides important wildlife habitat and panoramic views. Join naturalist Elaine Murphy on an expert-guided bird walk and explore this extinct volcano. Meet at the Clackamas Backyard Bird Shop to carpool. Free. Advance registration required; call 503-496-0908. *Backyard Bird Shop*

Stewardship Saturday at Osborne Creek

9 a.m. to noon Saturday, Feb. 11

Make a difference by planting native plants, removing invasive weeds and cleaning up litter in the Columbia Slough watershed. Meet at Jackson Food Store. Free. For more information, call 503-281-1132. *Columbia Slough Watershed Council*

StreamTeam tree planting

8:45 a.m. to 1 p.m. Saturdays, Feb. 11 and 25

Flex those muscles with the Clark Public Utilities StreamTeam. Volunteers are needed to clear ground and plant more than 30 varieties of trees to help restore the watershed. Equipment and light refreshments provided. Bring work and weather appropriate attire, gloves and a reusable mug. Advance registration required; call 360-992-8585. *Clark County Public Utilities District*

Tree planting at Steigerwald National Wildlife Refuge

9 a.m. to noon Saturday, Feb. 11

Help protect and restore habitats of the lower Columbia River. Learn about and explore the Steigerwald National Wildlife Refuge. Gloves and tools provided. Come prepared with old tennis shoes or boots, water and enthusiasm. Suitable for all ages. Advance registration required; call 503-226-1565, ext. 225. *Lower Columbia River Estuary Partnership*

A Valentine for the Clackamas

9 a.m. to noon Saturday, Feb. 11

Plant trees and remove blackberry to improve local streamside habitat. Tools, plants, gloves and training provided. Meet at Boring Station Trailhead. Free. Unaccompanied minors must present a signed parental consent form. For more information or to receive the permission form, call 503-558-0550. *Clackamas River Basin Council*

Owl prowls

Learn about owls – the magnificent hunters of the night – in a combination class and walk led by naturalist Elaine Murphy. Suitable for older children and adults. A \$5 registration fee will be refunded with a \$5 gift certificate the night of the class. Advance registration required; call 503-626-0949. *Backyard Bird Shop*

6 to 8 p.m. Sunday, Feb. 12
Meet at the Northeast Portland Backyard Bird Shop to carpool to Whitaker Ponds Natural Area.

6 to 8 p.m. Sunday, Feb. 19
Meet at the Beaverton Backyard Bird Shop to carpool to Tualatin Hills Nature Park.

Stayin' alive: Winter survival shelters for families

11 a.m. to 2:30 p.m. Sunday, Feb. 12

Take shelter! Nature provides for those with know-how. The driving wind and rain can be

held at bay with simple skills that every squirrel depends on. In this family-oriented class, learn the basics of building a winter survival shelter that can keep you safe and warm without the aid of a sleeping bag or a fire. After this introduction, younger participants will have free time by the river (supervised by a parent/guardian) where they can build forts for fun. This class takes place outdoors at Oxbow Regional Park and is led by Metro naturalist Dan Daly. Bring a sack lunch. \$6 per adult or \$11 for two or more adults from the same household; under 18 free. Oxbow has a \$5 per vehicle gate fee. Children 16 and under must be accompanied by an adult. This class goes rain or shine but snow will cancel. Advance registration required; see page 15 for instructions. *Metro*

After school nature club

3:30 to 5:30 p.m. Thursdays, Feb. 16 and 23

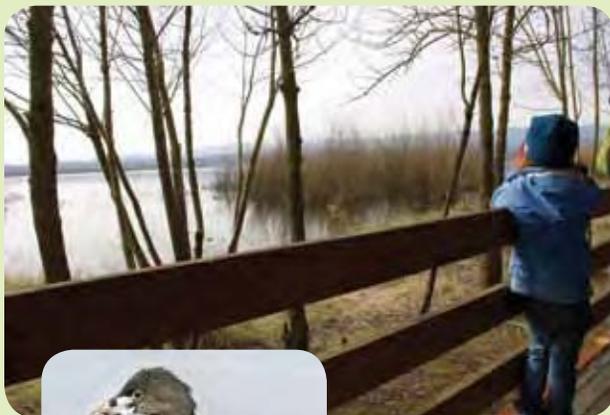
Get outside after school and explore the natural world. Join friends to enjoy a new nature topic each week through hikes, games and crafts. Class titles include Howling Coyotes, Hot Rocks, Animal Tracking and Creatures of the Deep. Snacks provided. Suitable for ages 7 to 10. \$13 per session or all four for \$45. Advance registration required; call 503-629-6350. *Tualatin Hills Park & Recreation District*

Ducks 101: Waterfowl identification class

7 to 9:30 p.m. Thursday, Feb. 16

Half a million ducks, geese and swans spend the winter in the northern Willamette Valley. Hundreds can easily be seen on a winter trip to Smith and Bybee Wetlands Natural Area, Sauvie Island and other local wetlands. Waterfowl are some of the easiest birds to identify and great for learning the basics of bird identification. Join Metro naturalist James Davis to find out who's who in this large group of beautiful birds. Suitable for adults and teens. Meet in room 370 at Metro Regional Center in Portland. Registration and

Smith and Bybee Wetlands



In winter, not only are birds of prey easier to see in the bare trees, there are actually more of them here. Winter

turns the region into a waterfowl wonderland with tens of thousands of ducks, geese and swans.

Wander through Smith and Bybee Wetlands on the paved, accessible Interlakes Trail, which includes two wildlife viewing platforms. Recent improvements include a new canoe launch area and improved access for paddlers, as well as restrooms, interpretive displays, environmental art, a covered shelter, and more parking.

Pied-billed grebe photo by Jim Cruce

payment of \$11 required in advance; see page 15 for instructions. *Metro* 

Yard, Garden & Patio Show

Friday through Sunday, Feb. 17, 18 and 19

Discover outdoor cooking classes, showcase gardens, free seminars and demonstrations, a green market and backyard fun for all ages. Visit Metro's booth to pick up free natural gardening publications and talk to an expert about nontoxic gardening. Come for the fun and prepare to be inspired. Located at the Oregon Convention Center. \$12 for adults; free for children under 12. For more information, call 503-682-5089. *Oregon Association of Nurseries*

Sauvie Island bird walk

8 to 10 a.m. Saturday, Feb. 18

The wetlands and oak savanna on Sauvie Island host wintering waterfowl and songbirds. Join naturalist Elaine Murphy to visit several birding hotspots on the island. Meet at the Northeast Portland Backyard Bird Shop to carpool. Free. Advance registration required; call 503-496-0908. *Backyard Bird Shop*

Home & Garden Show

Wednesday, Feb. 22 through Sunday, Feb. 26

Get your projects started at the Portland Home and Garden Show. Finish an existing project or start a new one! Explore

exhibits for the do-it-yourselfer and the professional contractor alike. Shop, compare and save on a total selection of home-related products and services for building, remodeling, gardening and decorating. Meet the top kitchen and bath remodelers; heating and air conditioning specialists; window, roofing and siding remodelers; flooring, water conditioning and home security experts; and real estate agents. Browse, bring a notebook for jotting ideas, and take in the seminars at this year's show. For more information, call 503-246-8291. *Portland Expo Center* 

Creating beneficial urban landscapes

9 a.m. to noon Saturday, Feb. 25

Learn how to create and maintain an aesthetically refined healthy living landscape. Instructor Suzie Spencer of NW Landscapes LLC will teach participants how to transform a site into a vibrant garden using less water, fertilizer and money. Meet at Luscher Farm. \$22 for Oregon Tilth members and Lake Oswego residents; \$25 for others. Advance registration required; call 503-675-2546 and refer to class No. 1326340. *Oregon Tilth*

Jefferson High School Fix-It Fair

8:30 a.m. to 2 p.m. Saturday, Feb. 25

Join neighbors and talk to the experts about how to spend less and stay healthy. Visit Metro's booth to pick up great free natural gardening publications and talk to an expert about nontoxic gardening. For 25 years, free Fix-It Fairs have helped area residents save money, live healthier and connect to valuable resources for sustainable living. Discover day-long exhibits, hourly how-to classes and free giveaways. Meet at Jefferson High School. For more information, call 503-823-4309. *Portland Bureau of Planning and Sustainability*

Continued

Winter trees of Graham Oaks Nature Park

1 to 3:30 p.m. Sunday, Feb. 26

Have you ever wished you could tell one evergreen from another or identify a tree in winter by looking at the bark or buds? Can you read the history of a piece of land by looking at its forest? Join Metro naturalist Deb Scrivens for a walk at Graham Oaks

Nature Park to unravel these mysteries and more. The forest at this natural area is a living laboratory of Northwest trees. Suitable for ages 12 and up. \$6 per adult or \$11 for two or more adults from the same household; under 18 free. Advance registration required; see page 15 for instructions. *Metro*



Jerome Hart photo

Annual passes for Metro parks available now

Purchase or renew your annual parks pass for admission and parking at Oxbow and Blue Lake regional parks, Chinook Landing Marine Park and the M. James Gleason Boat Ramp. Passes are valid Jan. 1 through Dec. 31.

Regular passes are \$40, senior citizen passes are \$30. They are not transferrable to other vehicles.

Here are the ways you can obtain this year's pass:

- visit www.oregonmetro.gov/parkspass
- pick up a pass at Blue Lake or Oxbow regional park offices or the Metro Store located at 600 NE Grand Ave., Portland
- call 503-665-4995.

For future updates and to find out what's going on in the region, visit www.oregonmetro.gov/parks



Winter calendar at a glance

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Together, we're making a great place



Metro works with communities in the Portland metropolitan area to create a vibrant, sustainable region for all.

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

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 and pay online for Metro activities. Go to Metro's online calendar, find your event by searching or browsing, and follow the instructions.

www.oregonmetro.gov/calendar

For questions or 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.

No dogs policy

Due to a conflict with wildlife, dogs are not allowed at Metro parks or natural areas.

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

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Auditor
Suzanne Flynn

 Metro | *Making a great place*

On the cover

Douglas fir at Cooper Mountain; photo by C. Bruce Forster. A child explores at Graham Oaks Nature Park; photo by M. Barton.

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.



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