

Metro | Agenda

Meeting: Metro Council
Date: Thursday, August 9, 2012
Time: 2 p.m. Executive Session; 3 p.m. Regular Metro Council meeting
Place: Metro, Council Chamber

2 PM EXECUTIVE SESSION HELD PURSUANT WITH ORS 192.660(2)(i). TO REVIEW AND EVALUATE THE EMPLOYMENT-RELATED PERFORMANCE OF THE CHIEF OPERATING OFFICER OF ANY PUBLIC BODY, A PUBLIC OFFICER, EMPLOYEE OR STAFF MEMBER WHO DOES NOT REQUEST AN OPEN HEARING.

3 PM CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATION

3. CONSIDERATION OF THE MINUTES FOR AUGUST 2, 2012

4. ORDINANCES – FIRST READ

4.1 **Ordinance No. 12-1283**, For the Purpose of Amending the FY 2012-13 Budget and Appropriations Schedule to Create a .075 FTE Limited Duration Position in Communication.

5. ORDINANCES – SECOND READ

5.1 **Ordinance No. 12-1282**, For the Purpose of Annexing to the Metro District Boundary Approximately 78 Acres in the North Bethany Area of Washington County. **Harrington**

Public Hearing

6. RESOLUTIONS

6.1 **Resolution No. 12-4354**, For the Purpose of Establishing the Pioneer Cemeteries Advisory Committee. **Roberts**

6.2 **Resolution No. 12-4362**, For the Purpose of Endorsing the East Metro Corridor Refinement Plan. **Craddick**

7. CHIEF OPERATING OFFICER COMMUNICATION

8. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for August, 2012 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, August 9</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, August 12, 7:30 p.m. <i>Date:</i> Monday, August 13, 9 a.m.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, August 13, 2 p.m.</p>	<p>Washington County Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, August 11, 11 p.m. <i>Date:</i> Sunday, August 12, 11 p.m. <i>Date:</i> Tuesday, August 14, 6 a.m. <i>Date:</i> Wednesday, August 15, 4 p.m.</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>

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

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

Agenda Item No. 3.0

Consideration of the Minutes for August 2, 2012

Metro Council Meeting
Thursday, August 9, 2012
Metro, Council Chamber

Agenda Item No. 4.1

Ordinance No. 12-1283, For the Purpose of Amending the FY
2012-13 Budget and Appropriations Schedule to Create a .075
FTE Limited Duration Position in Communication.

Ordinances – First Read

Metro Council Meeting
Thursday, August 9, 2012
Metro, Council Chamber

BEFORE THE METRO COUNCIL

AMENDING THE FY 2012-13 BUDGET AND) ORDINANCE NO. 12-1283
APPROPRIATIONS SCHEDULE TO CREATE A)
0.75 FTE LIMITED DURATION POSITION IN) Introduced by Martha Bennett, Chief
COMMUNICATIONS) Operating Officer, with the concurrence of
) Council President Tom Hughes

WHEREAS, Metro Code chapter 2.02.040 requires Metro Council approval to add any new position to the budget; and

WHEREAS, the Metro Council has reviewed and considered the need to add FTE within the FY 2012-13 Budget; and

WHEREAS, the need for the additional FTE has been justified; and

WHEREAS, adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2012-13 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of increasing 0.75 limited duration FTE in the Communications Department.
2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____ 2012.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Alison Kean Campbell, Metro Attorney

Exhibit A
Ordinance No. 12-1283

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Communications							
<i>Personnel Services</i>							
<i>SALWGE Salaries & Wages</i>							
5010	Reg Employees-Full Time-Exempt						
	Administrative Specialist IV	1.00	57,953	-	0	1.00	57,953
	Associate Public Affairs Specialist	7.00	429,697	0.75	0	7.75	429,697
	Associate Visual Communications Designer	1.00	60,837	-	0	1.00	60,837
	Director	1.00	132,300	-	0	1.00	132,300
	Manager II	3.00	277,195	-	0	3.00	277,195
	Program Supervisor II	1.00	81,624	-	0	1.00	81,624
	Senior Management Analyst	1.00	63,899	-	0	1.00	63,899
	Senior Public Affairs Specialist	6.00	433,558	-	0	6.00	433,558
	Senior Visual Communications Designer	1.00	62,500	-	0	1.00	62,500
5089	Salary Adjustments					0	
	Merit/COLA Adjustment (non-rep)		12,769			0	12,769
	Step Increases (AFSCME)		17,735			0	17,735
	COLA (represented employees)		28,819			0	28,819
<i>FRINGE Fringe Benefits</i>							
5110	Fringe Benefits - Payroll Taxes		139,320			0	139,320
5120	Fringe Benefits - Retirement PERS		232,663			0	232,663
5130	Fringe Benefits - Health & Welfare		298,310			0	298,310
5140	Fringe Benefits - Unemployment		1,972			0	1,972
5150	Fringe Benefits - Other Benefits		8,934			0	8,934
Total Personnel Services		22.00	\$2,340,085	0.75	\$0	22.75	\$2,340,085
<i>Materials & Services</i>							
<i>GOODS Goods</i>							
5201	Office Supplies		33,500			0	33,500
5205	Operating Supplies		4,550			0	4,550
5210	Subscriptions and Dues		2,850			0	2,850
<i>SVCS Services</i>							
5240	Contracted Professional Svcs		173,500			0	173,500
5246	Sponsorships		0			0	0
5251	Utility Services		2,900			0	2,900
5260	Maintenance & Repair Services		5,400			0	5,400
5265	Rentals		0			0	0
5280	Other Purchased Services		21,750			0	21,750
<i>OTHEXP Other Expenditures</i>							
5450	Travel		2,000			0	2,000
5455	Staff Development		7,550			0	7,550
5490	Miscellaneous Expenditures		7,500			0	7,500
Total Materials & Services			\$261,500		\$0		\$261,500
TOTAL REQUIREMENTS		22.00	\$2,601,585	0.75	\$0	22.75	\$2,601,585

Exhibit B
Ordinance 12-1283
Schedule of Appropriations

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Revised</u> <u>Appropriation</u>
GENERAL FUND			
Communications	2,601,585	0	2,601,585
Council Office	3,964,829	0	3,964,829
Finance & Regulatory Services	4,218,275	0	4,218,275
Human Resources	2,167,032	0	2,167,032
Information Services	3,640,353	0	3,640,353
Metro Auditor	708,748	0	708,748
Office of Metro Attorney	1,927,172	0	1,927,172
Oregon Zoo	30,862,025	0	30,862,025
Parks & Environmental Services	6,681,825	0	6,681,825
Planning and Development	14,477,196	0	14,477,196
Research Center	3,880,935	0	3,880,935
Sustainability Center	4,086,762	0	4,086,762
Former ORS 197.352 Claims & Judgments	0	0	0
Special Appropriations	4,896,187	0	4,896,187
Non-Departmental			
Debt Service	1,654,290	0	1,654,290
Interfund Transfers	7,721,525	0	7,721,525
Contingency	3,771,000	0	3,771,000
<i>Total Appropriations</i>	97,259,739	0	97,259,739
Unappropriated Balance	12,660,845	0	12,660,845
Total Fund Requirements	\$109,920,584	\$0	\$109,920,584

*NOTE : No change in the appropriation schedule is necessary as a result of this amendment.
All appropriations remain as previously adopted*

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE FY 2012-13 BUDGET AND APPROPRIATIONS SCHEDULE TO CREATE A 0.75 FTE LIMITED DURATION POSITION IN COMMUNICATIONS.

Date: July 23, 2012

Prepared by: Pam Peck, 503-797-1866

BACKGROUND

Communications requests the creation of a 0.75 FTE limited duration Associate Public Affairs Specialist position to backfill for a staff member on parental leave. During FY 2012-13, the leave will be full time for six months (Sept. 14, 2012, to March 30, 2013), and part time for three months (April 1 to June 30, 2013). It is anticipated the leave will extend into FY 2013-14 part-time for three additional months. The limited duration position is requested for a duration not to exceed September 30, 2013.

The requested position would start one month in advance of the leave to provide time for training, as well as coverage should the leave need to start prior to September 14. The hours needed to backfill the position exceed the allowable limit for temporary positions.

The incumbent provides communications, marketing and contract management support to the Regional Travel Options program and several solid waste programs, including MetroPaint, the Recycling Information Center and the toxics reduction program. She is leading development of a coordinated marketing strategy for these and several other programs. Work to be completed during the leave period includes development of individual program marketing plans consistent with the overall strategy, with implementation of the plans to begin in early 2013.

The Regional Travel Options program has significant communications support needs during this time frame as well, including wrap up and evaluation of the Vámonos project, implementation of marketing and media initiatives that support partner programs, support for marketing Drive Less/Save More and Drive Less Connect in the Portland metropolitan region, and project management and communications support for the Bike There! map update.

The cost of the position will be fully offset by savings and a small shift in existing RTO materials and services funding (see table below for details). Additional appropriations will not be required.

Total expense for backfill in FY 2012-13: \$58,444

Revenue sources	
Savings during parental leave	\$45,000
Savings from short-term vacancy and other reductions	13,444
Total revenue	\$58,444

ANALYSIS/INFORMATION

- 1. Known Opposition:** None Known
- 2. Legal Antecedents:** Metro code chapter 2.02.040 requires the Metro Council to approve the addition of any position to the budget
- 3. Anticipated Effects:** This action adds a limited duration 0.75 FTE position to Communications in FY 2012-13 to provide backfill for an employee on parental leave. The duration of the position is authorized not to exceed September 30, 2013.
- 4. Budget Impacts:** This action will be funded by savings from the leave, a vacant position and a shift in existing funding, and will not require additional appropriations.

RECOMMENDED ACTION

The Chief Operating Office recommends adoption of this Ordinance.

Agenda Item No. 5.1

Ordinance No. 12-1282, For the Purpose of Annexing to the Metro District Boundary Approximately 78 Acres in the North Bethany Area of Washington County.

Ordinances – Second Read

Metro Council Meeting
Thursday, August 9, 2012
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE) Ordinance No. 12-1282
METRO DISTRICT BOUNDARY APPROXIMATELY)
78 ACRES IN THE NORTH BETHANY AREA OF) Introduced by Chief Operating Officer
WASHINGTON COUNTY) Martha Bennett with the Concurrence
) of Council President Tom Hughes

WHEREAS, West Hills Development, has submitted a complete application for annexation of 78 acres (“the territory”) in the North Bethany area to the Metro District; and

WHEREAS, the Metro Council added the North Bethany area to the UGB, including the territory, by Ordinance No. 02-987A on December 5, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of all the land in the territory; and

WHEREAS, the proposed annexation complies with the requirements of Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on August 9, 2012; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
- 2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated July 23, 2012, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this 9th day of August, 2012.

Tom Hughes, Council President

Attest:

Approved as to form:

Kelsey Newell, Regional Engagement Coordinator

Alison Kean Campbell, Metro Attorney

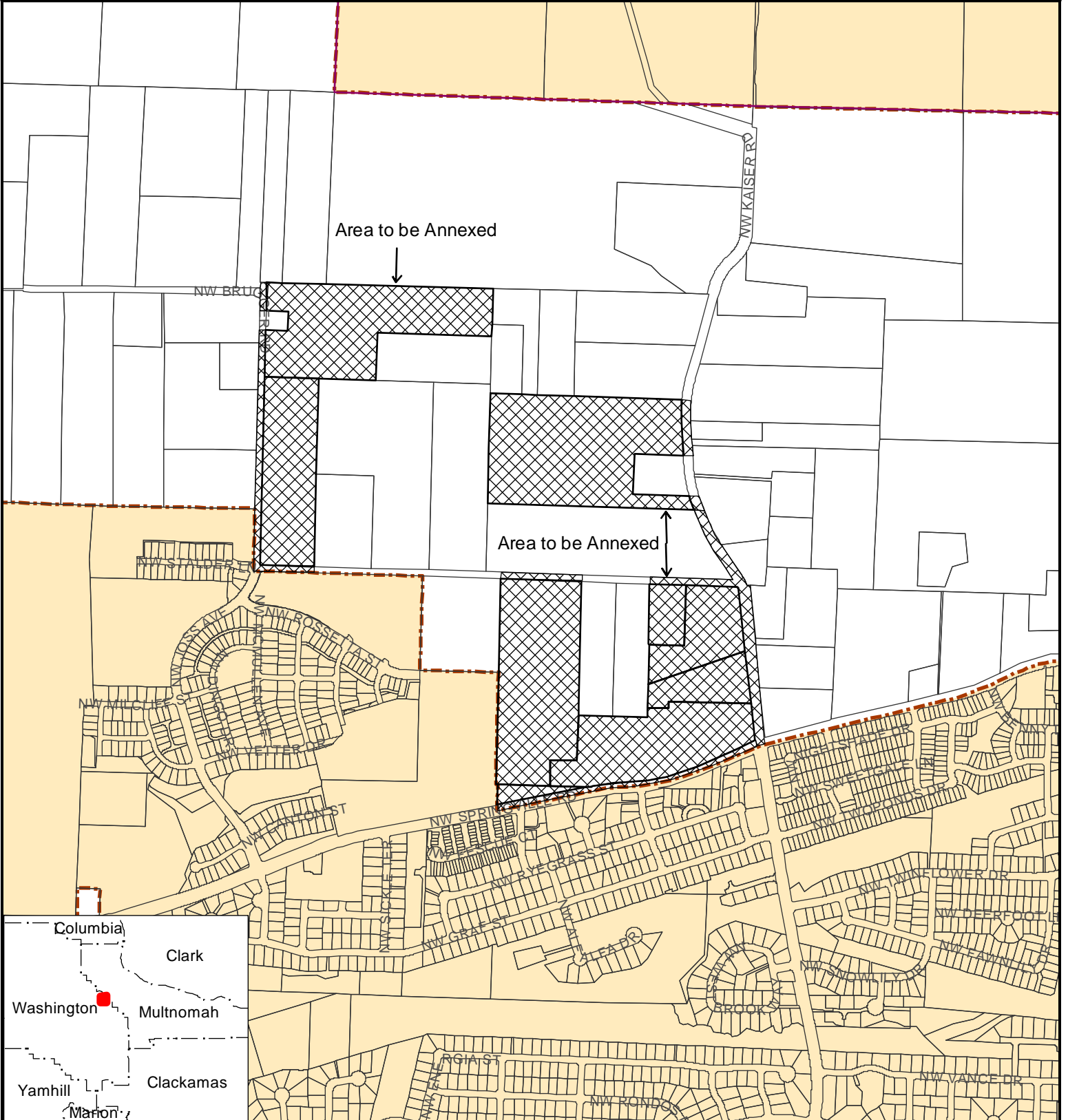
Exhibit A
Metro District Boundary Map Amendment
North Bethany Expansion
(Placeholder)

Proposal No. AN-0112

1N1W17, 1N1W18

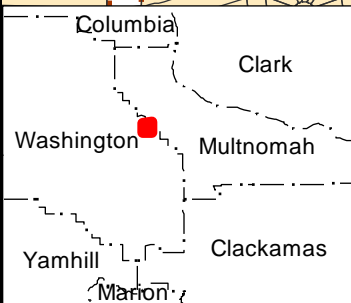
Annexation to the Metro District Boundary

Washington County






Area to be Annexed

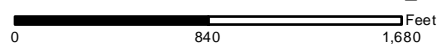
Area to be Annexed



Proposal No. AN-0112 Metro District Boundary

1:10,000

-  Area to be annexed
-  Taxlots
-  Metro District boundary



Data Resource Center
 600 NE Grand Ave
 Portland, OR 97232-2736
 (503) 797-1742
<http://www.oregonmetro.gov/drc>

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STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 12-1282, FOR THE PURPOSE OF ANNEXING INTO THE METRO DISTRICT BOUNDARY APPROXIMATELY 78 ACRES IN THE NORTH BETHANY AREA OF WASHINGTON COUNTY

Date: July 23, 2012

Prepared by: Tim O'Brien
Principal Regional Planner

BACKGROUND

CASE: AN-0112, Annexation to Metro District Boundary

PETITIONER: West Hills Development
735 SW 158th Avenue
Beaverton, OR 97006

PROPOSAL: The petitioner requests annexation of nine properties to the Metro District boundary following the Metro Council's addition of the property to the Urban Growth Boundary (UGB) in 2002. The applicant is currently in the process of annexing the subject properties to the necessary service districts in Washington County.

LOCATION: The nine properties are located in the North Bethany Area of Washington County, north of NW Springville Road and west of NW Kaiser Road and total approximately 78 acres. A map of the area can be seen in Attachment 1.

ZONING: The properties are zoned for residential use (R6 NB, R9 NB, R15 NB, R24 NB and R25+ NB) as well as institutional (INST NB) by Washington County.

The proposal consists of nine tax lots. The land was added to the UGB in 2002 and is part of the North Bethany Subarea Plan that was recently adopted by Washington County. The land needs to be annexed into the Metro District for urbanization to occur.

APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code Section 3.09.070.

3.09.070 Changes to Metro's Boundary

(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:

- 1. The affected territory lies within the UGB;*

Staff Response:

The subject parcel was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-987A.

- 2. The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

The conditions of approval for Ordinance No. 02-987A include a requirement that Washington County apply interim protection measures for areas added to the UGB as outlined in Urban Growth Management Functional Plan Title 11: Planning for New Urban Areas. Title 11 requires that new urban areas be annexed into the Metro District Boundary prior to urbanization of the area. Washington County also requires the land to be annexed into the appropriate sanitary sewer, water, park and road service districts prior to urbanization occurring. The applicant is currently moving forward with the necessary annexation requirements with Washington County. These measures ensured that urbanization would occur only after annexation to the necessary service districts is completed.

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The properties proposed for annexation are part of Washington County's North Bethany County Service District, established by the County Board of Commissioners on June 7, 2011. The proposed annexation is consistent with that agreement and is required by Washington County as part of a land use application. The inclusion of these properties within the Metro District is consistent with all applicable plans.

ANALYSIS/INFORMATION

Known Opposition: There is no known opposition to this application.

Legal Antecedents: Metro Code 3.09.070 allows for annexation to the Metro District boundary.

Anticipated Effects: This amendment will add approximately 78 acres to the Metro District. The land is currently within the UGB in unincorporated Washington County. Approval of this request will allow for the urbanization of these parcels to occur consistent with the North Bethany Subarea Plan.

Budget Impacts: The applicant was required to file an application fee to cover all costs of processing this annexation request, thus there is no budget impact.

RECOMMENDED ACTION

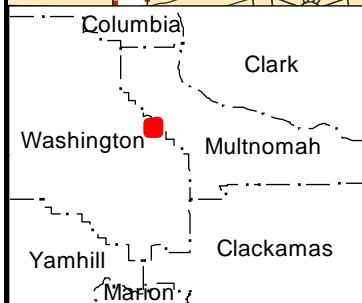
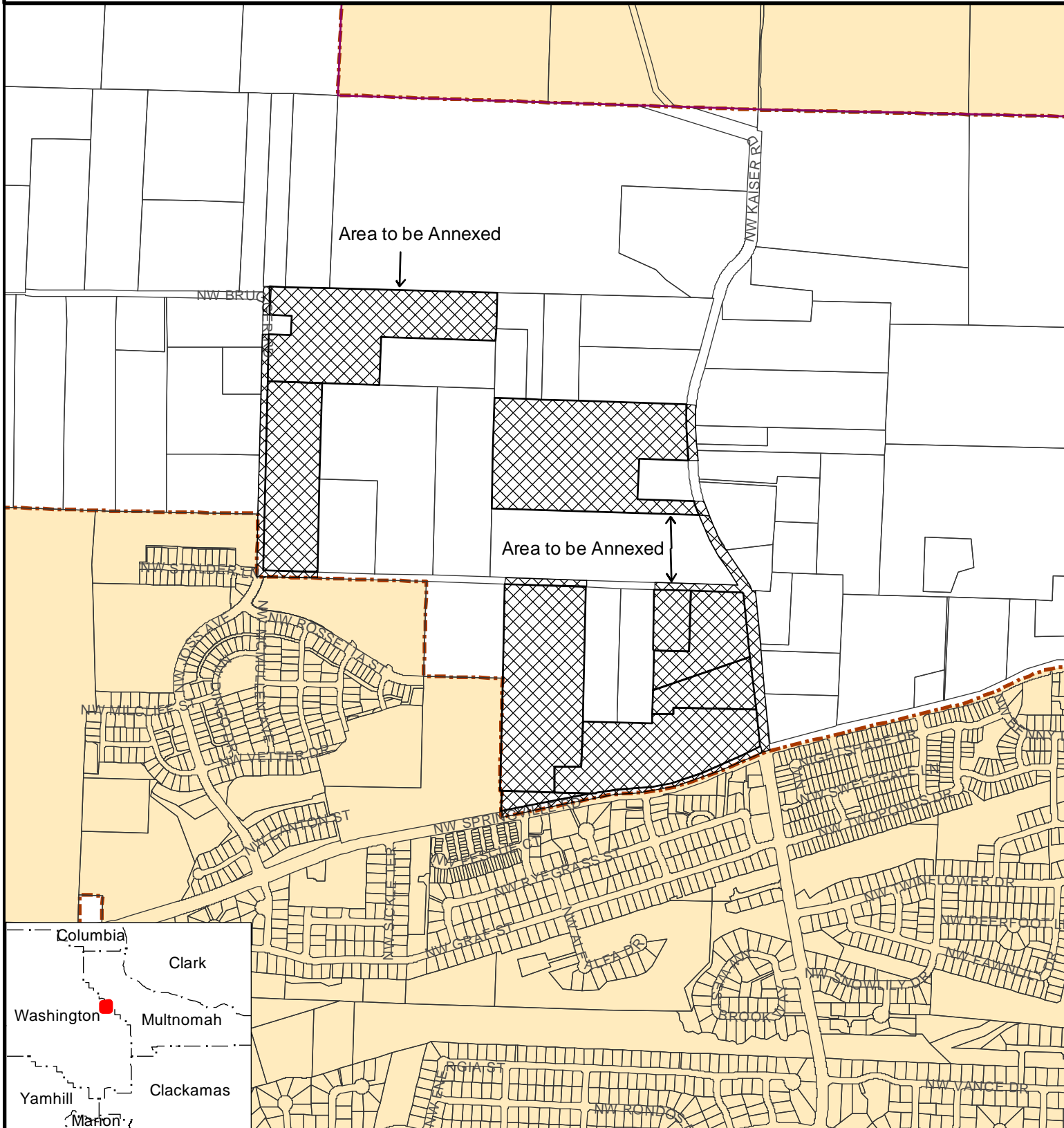
Staff recommends adoption of Ordinance No. 12-1282.

Proposal No. AN-0112

1N1W17, 1N1W18




Annexation to the Metro District Boundary

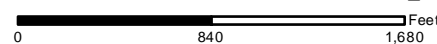
Washington County



Proposal No. AN-0112 Metro District Boundary

1:10,000

-  Area to be annexed
-  Taxlots
-  Metro District boundary



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Agenda Item No. 6.1

Resolution No. 12-4354, For the Purpose of Establishing the
Pioneer Cemeteries Advisory Committee.

Resolutions

Metro Council Meeting
Thursday, August 9, 2012
Metro, Council Chamber

BEFORE THE METRO COUNCIL

RESOLUTION OF METRO COUNCIL FOR THE) RESOLUTION NO. 12-4354
PURPOSE OF ESTABLISHING THE PIONEER)
CEMETERIES ADVISORY COMMITTEE) Introduced by Chief Operating Officer Martha
) Bennett, with the concurrence of Council
) President Tom Hughes
)

WHEREAS, Metro operates 14 historic pioneer cemeteries in the Portland metropolitan region, established from as early as 1837 through the early homesteading period (circa 1850-1870) (the “Pioneer Cemeteries”); and

WHEREAS, in 1994, Multnomah County transferred responsibility to operate the Pioneer Cemeteries to Metro, and later, in 1996, conveyed ownership of the Pioneer Cemeteries to Metro, together with a covenant to care for them in perpetuity; and

WHEREAS, Metro, under the governance of the Metro Council, manages the Pioneer Cemeteries to provide burial and remembrance options to the citizens of the region; and

WHEREAS, the Pioneer Cemeteries are strongly supported by the community through various community groups, the Lone Fir Cemetery Foundation, and historic societies; and

WHEREAS, in 2010 the Metro Council directed staff to create a cemetery business operations plan and financial pro forma; and

WHEREAS, in April 2011 Metro entered into a personal services agreement with a consultant to conduct the following work: assess Metro’s cemetery operations and market conditions, craft business plan recommendations providing options for improved management of the program, propose operations alternatives using examples from around the United States, identify marketing and investments that will extend the life of the program and generate future revenue, recommend future development options, and provide financial pro forma projections for future operations, investments, and risks; and

WHEREAS, among other recommendations, the consultant proposed that Metro pursue additional partnership opportunities and alliances to build and sustain a comprehensive network of support, including the creation of a cemetery advisory committee to help improve and enhance communication between Metro and the public, specifically cemetery patrons, funeral homes, arts organizations, historical resource experts, environmental organizations and neighborhood or interest groups; and

WHEREAS, Metro Code Section 2.10.060 provides for the creation of limited duration advisory committees lasting no more than one (1) year after creation, unless renewed annually for no more than three (3) years by subsequent Council resolution or permanently codified by an ordinance of the Metro Council; and

WHEREAS, Metro staff has been conducting outreach to the community and industry professionals to seek their expertise and assistance in serving on Metro’s Cemetery Advisory Committee;

NOW, THEREFORE, BE IT RESOLVED BY THE METRO COUNCIL THAT:

1. The Metro Council hereby establishes the Cemetery Advisory Committee to advise the Metro Chief Operating Officer and program staff on strategies to protect, preserve and promote Metro’s Pioneer Cemeteries Program;

2. The Metro Council hereby confirms Council President's appointment of the committee Chair and committee members, as set forth in Exhibit A attached hereto and incorporated herein. The Chair shall appoint a member of the Committee to serve as Vice-Chair; members shall be appointed to serve a one-year term;
3. The Cemetery Advisory Committee shall initially meet quarterly to review the Cemeteries Program and provide advice to the Chief Operating Officer and program staff. After the first year, the Metro Council may adopt a resolution to review and reauthorize the Committee for up to three (3) years. If so renewed, the Committee shall meet no fewer than two times per year.
4. The Committee's charge as set forth in Exhibit B attached hereto and incorporated herein, will be fulfilled with administrative, technical and research support from Metro staff, Metro Council Office, Office of Metro Attorney, Office of the Chief Operating Officer and Finance and Regulatory Services, as needed;
5. The Committee shall submit a semi-annual (twice yearly) report to the Metro Chief Operating Officer for the first year, and for a subsequent year for up to three (3) years by Council resolution for additional committee renewal.

ADOPTED by the Metro Council this ____ day of August, 2012

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

EXHIBIT A
RESOLUTION 12-4354

The Cemetery Advisory Committee is asked to serve beginning September 2012, meeting quarterly to advise Metro on strategies to protect, preserve, and promote Metro's Pioneer Cemeteries Program. Verne Duncan, Former State of Oregon Superintendent Public Instruction shall serve as Chair and appoint a member of the committee as Vice Chair.

Cemetery Advisory Committee Members:

Hannah Allan, Oregon Historical Society

Merlene Drapela, Location Manager of Portland Funeral Service

Michelle Gregory, Director, Community Development & Board Relations of Mt. Hood Community College

Terry McCall, former Chief Financial Officer, City of Gresham

Meg McCauley, Resource Development Director, Oregon Hospice

Bo Nevue, Principal of Nevue-Ngan Landscape Architects

David Noble, Executive Director of River View Cemetery

Larry Potter, Manager, City of Oregon City Parks

Laurel Smith, President of the Genealogical Forum of Oregon

EXHIBIT B
RESOLUTION 12-4354

MISSION

The Metro Cemetery Advisory Committee is to advise Metro on strategies to protect, preserve, and promote Metro's Pioneer Cemeteries Program.

DUTIES

The Committee's responsibilities associated with the operation of the Metro Pioneer Cemeteries Program are to advocate for the preservation and improvement of the cemeteries. The Committee will make recommendations to improve:

- The services being offered by Metro
- The cultural awareness of Metro's customers
- Maintenance to enhance the cemeteries as both community burial grounds and natural, park-like settings
- The activities on the properties as they are used as community gathering places for appreciation of art, culture and wildlife
- Diverse outreach to the community

Service on the Committee may also include:

- Advocating for Metro's Pioneer Cemeteries in the community
- Advising on matters that may improve the financial success of cemetery operations through marketing activities, and/or services that are deemed appropriate for operation of a municipal cemetery
- Providing general guidance to the Cemeteries Program Manager

AUTHORITY

The Committee shall review the goals and objectives of Metro's Pioneer Cemeteries Program as established in the 2011 Cemetery Business and Operations Plan (Plan), and advise the Chief Operating Officer and staff as needed. The Committee shall submit a semi-annual (twice yearly) report for the first year, after the first year the Metro Council shall determine by resolution for continuation of the committee for a subsequent year for up to three (3) years after which they shall submit a report annually to the Metro Chief Operating Officer. This report shall provide the Committee's recommendations and guidance for improvements to the Plan and Metro's cemetery operations, if any.

The Committee's review of the Plan and program guidance shall be reported to the Chief Operating Officer, and will consist of:

1. An assessment of the strategies, goals and objectives in the Plan; and
2. May include recommendations for improving community outreach, efficiency, administration and performance.

FORMATION

The Metro Council shall approve the formation of the Cemetery Advisory Committee by a majority vote.

MEMBERSHIP

This volunteer committee shall be composed of no fewer than eight, and no more than 12 members. Members will be selected to balance the expertise and viewpoints necessary to effectively address the issues to be considered by the Committee. Members will be recognized experts in their fields, including but not limited to hospice, finance, cemetery operations, park operations, funeral homes, education, history, preservation, geriatrics, social work, landscape architecture, journalism, cultural organizations, and may also include current or former elected officials.

Members shall be appointed to serve a one-year term, and upon reauthorization of the committee may be reappointed to serve up to two additional two-year terms.

CHAIR and VICE-CHAIR

The Metro Chief Operating Officer shall designate one member to serve as Chair of the Cemetery Advisory Committee. The Chair shall preside over meetings of the Committee and will work with Cemeteries Program staff to develop agendas and help manage meeting sequence, Committee discussion and deliberation. The Chair shall appoint a member of the Committee to serve as Vice-Chair. The Vice-Chair shall assist the Chair and perform the Chair's duties in the Chair's absence.

FREQUENCY of MEETINGS

Initially, the Committee shall meet quarterly to review the program and provide advice to program staff. After the first two years, the Committee shall meet no fewer than two times per year. The Committee is authorized to facilitate its work through informal subgroups, which shall report their activities and recommendations to the Committee as a whole. It is anticipated that the work of subgroups will be conducted primarily through telephone calls, e-mail correspondence, and e-mail discussion lists. Recommendations from subgroups must be reported to the Committee as a whole. Such recommendations shall be included in the official record of the Committee only as modified or ratified by the Committee as a whole, and reported to the Chief Operating Officer.

METRO SUPPORT

Metro will provide the facilities and support staff necessary to conduct meetings and support the activities of the Committee. Committee members will not be compensated for their services. Metro will pay costs associated with the provision of reasonable accommodations for members when such costs are directly associated with Committee meetings and reporting activities. In addition, Metro will provide funds annually to support the development and publishing of the Committee's annual report.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4354, FOR THE PURPOSE OF ESTABLISHING A CEMETERY ADVISORY COMMITTEE

Date: August 7, 2012

Prepared by: Rachel Fox
503-797-1856

BACKGROUND

Metro's Pioneer Cemeteries Program staff has worked diligently over the past three years to improve the operations of Metro's cemeteries and elevate the position of the cemeteries in the community and industry.

The cemetery industry has changed significantly over the past twenty years; however recent operations of Metro's cemeteries have proven to be out-dated and unsustainable for the future of the cemeteries. There is a recognized need for the Program to operate in a businesslike, entrepreneurial and innovative manner while maintaining the rigorous standards required by the industry. Additionally, the Program requires a new operating model that incorporates technology, marketing concepts, and investments in cremation with consideration for operational needs, revenue and expenses. In August 2010 the Metro Council directed staff to hire the services of a cemetery business consultant. On September 13, 2011 Metro staff presented the Cemetery Business Operations Plan and Financial Pro Forma (Plan) to the Metro Council. Since that time the Cemetery Program has been incorporating recommendations from the Plan enabling Metro to chart a positive course for the cemeteries.

Staff has been implementing the recommendations of the Plan in a "measured" step-by-step approach with the following key goals:

- Lay foundation for and provide responsible Program growth not only fiscal growth but also with best management practices, staff education, increase offerings to the public and public awareness
- Increase revenues within the Program
- Increase the contributions to the perpetual care fund
- Engage in continued dialogue with the Metro Council seeking input and guidance at every step

The Metro Pioneer Cemeteries Program can increase its core competencies as it relates to the Metro Compass. The following framework is assumed to be flexible, pending ongoing growth results, budgeted cash flow, and Program needs. The framework is as follows:

Step 1 – Increase prices as noted in the Financial Section of the Plan and begin to establish the criteria for tiered merchandise pricing that reflects low, medium, high, and premium offerings.

Step 2 – Increase Perpetual Care Fund contributions to 25%.

Step 3 – Finalize core Best Management Practices in policies and procedures, records management, soil management and employee code of conduct.

Step 4 – Increase staffing to stabilize records management and allow the Cemetery Coordinators to be more proactive in sales.

Step 5 – Create a Cemetery Advisory Committee to assist with the direction of this Program.

Step 6 – Continue to progress with signage improvements at each cemetery so that vital information can be communicated to the public with a consistent brand and message, as noted in the Renewal and Replacement schedule.

Step 7 - Increase Cremation offerings to provide both price and style diversity for the consumer. Recommendations include initial inventory be considered for Douglass, Multnomah Park, and Lone Fir cemeteries. Although the latter two are currently closed, there is a waiting list of families for these desirable properties.

Step 8 – Increase sales pace by growing the pre-purchased sales side of the business through increased public outreach and marketing methodologies.

Step 9 – Progress public engagement and research regarding natural and pet burial options within the pioneer cemeteries.

In recognition of these factors, Metro Councilors Craddick and Roberts, Parks Planning, Parks Operations, Cemetery staff and the Office of Metro Attorney held a meeting in December 2011 to discuss the condition of the Program and jointly agreed that a cemetery advisory committee is necessary to help promote the Program's future, and resolve outreach, planning, programming, and operations challenges. This internal work group created the mission and governance structure of the committee along with a targeted list of community members to serve on the committee and has worked to make connections with these community members and has secured membership for service on the committee. Parks and Environmental Services and the Cemetery Program are prepared for this committee to be established as outlined in Resolution No. 12-4354.

ANALYSIS/INFORMATION

1. Known Opposition:

There is no known opposition.

2. Legal Antecedents:

Metro Code Chapter 2.19.060, governing advisory committees, limits the duration of advisory committees created by resolution to one year, subject to extension for a maximum three year term. Metro Code Chapter 2.19.030(b) requires that, except for MPAC and JPAC, members of advisory committees created by the Council must be appointed by the Council President subject to confirmation by the Council.

3. Anticipated Effects:

The Committee will make recommendations to improve the services offered to the public, the cultural awareness of Metro's customers, maintenance to enhance the cemeteries as both community burial grounds and natural, park-like settings, the activities on the properties as they are used as community gathering places for appreciation of art, culture and wildlife, and the diverse outreach to the community.

4. Budget Impacts:

It is anticipated that there will be some staff time spent on research and technical support in the Metro Council Office, the Office of the Chief Operating Officer, and Parks & Environmental Services.

RECOMMENDED ACTION

Staff recommends the Chief Operating Officer approve Resolution No. 12-4354

Agenda Item No. 6.2

Resolution No. 12-4362, For the Purpose of Endorsing the
East Metro Corridor Refinement Plan.

Resolutions

Metro Council Meeting
Thursday, August 9, 2012
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. 12-4362
EAST METRO CORRIDOR REFINEMENT)
PLAN) Introduced by Councilor Shirley Craddick

WHEREAS, the Metro Council adopted Resolution No. 10-4119 (For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020), including the East Metro Corridor Refinement Plan (EMCRP); and

WHEREAS, Resolution No. 10-4119 directed staff to work with local governments in the East Metro area (Mobility Corridor #15 from I-84 southward to US 26 and the Springwater area to explore funding options for the EMCRP with local, regional, state and federal agencies; and

WHEREAS, the EMCRP identifies 17 investment packages to guide future investments in a multi-modal transportation system, downtown and employment areas, and regional mobility in order to address access and mobility, safety, economic development, and reliability; and

WHEREAS, the EMCRP identifies improvements on the arterial network supporting a “grid” approach to meet 2035 system performance standards; and

WHEREAS, the EMCRP identifies investments to promote land use, transit, and freight mobility in order to achieve the Six Outcomes set forth in the Regional Framework Plan; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

1. Endorses the East Metro Connections Plan Recommendation and Action Plan, attached to this resolution as Exhibit A.
2. Directs staff to prepare revisions to the Regional Transportation Plan consistent with the recommendations and actions in the EMCP to be adopted by the Metro Council in a plan amendment process later in 2012.
3. Directs staff to pursue the funding options identified in the EMCRP in coordination with the Oregon Department of Transportation and local governments to seek funding opportunities per the EMCP recommendation and action plan.

ADOPTED by the Metro Council this 9th day of August, 2012.

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Acting Metro Attorney

This East Metro Connections Plan analyzed present and future transportation challenges and presents solutions that reflect community values. The recommendation identifies transportation and other investments that advance economic and community development.

Investments in the plan area support economic and community development by providing better access and mobility, increasing safety, activating employment areas and helping people find their way through and to key destinations in the East Metro area. These proposed investments emerged through prioritization of over 200 transportation projects evaluated and target enhancements with a focus on:

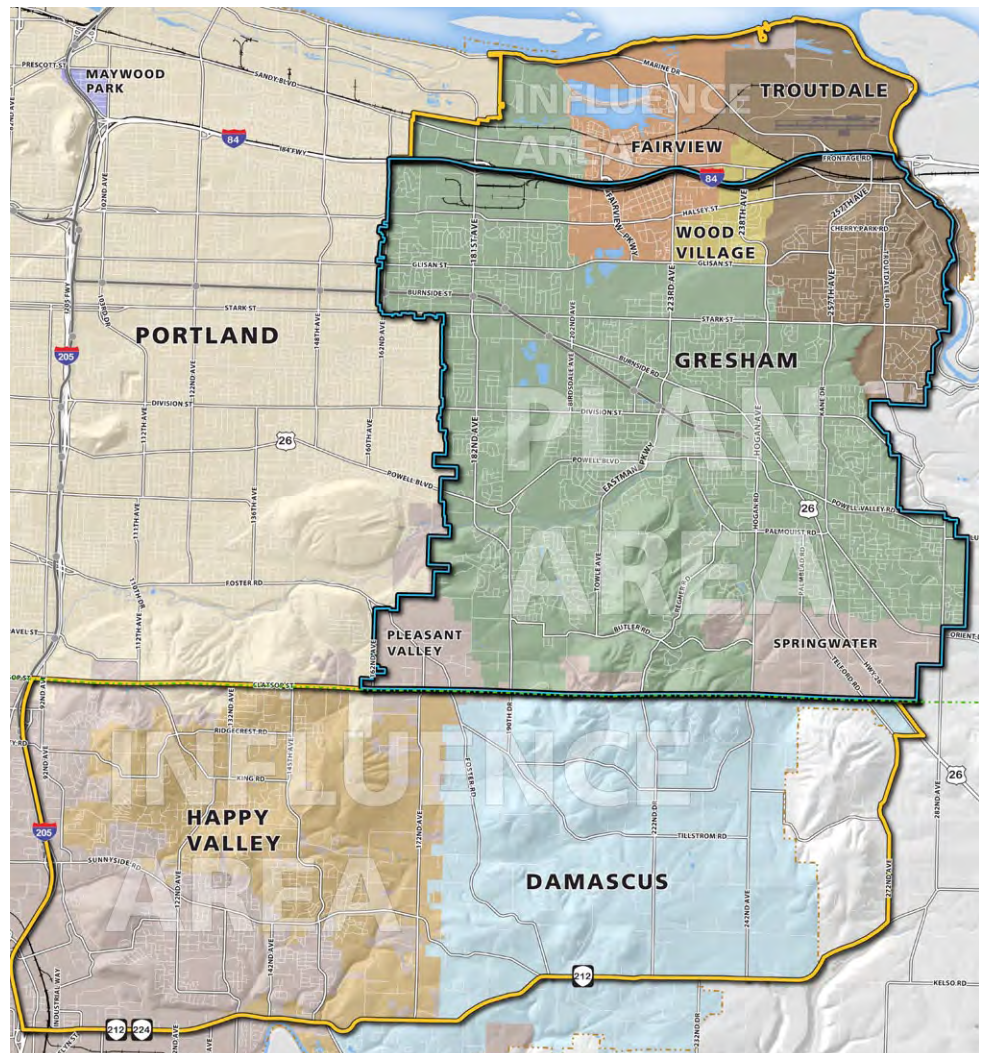
- 1. North/south connections** - Proposed projects improve the arterial road network connecting I-84 and US 26, and access to important community destinations.
- 2. Downtowns and employment areas** - Proposed projects improve access to downtowns and jobs.
- 3. Regional mobility** - Proposed projects capitalize on previous investments by making the existing system smarter and more efficient through changes to signal timing and enhanced transit service.

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The four cities of east Multnomah County will work closely with state, county, regional and federal partners to implement solutions in the plan area.

Development will be closely coordinated with the Columbia Cascade River District, a critical regional employment area along the Columbia River, as well as ongoing projects in east Portland and Clackamas County.



EAST MULTNOMAH COUNTY WILL WORK TOGETHER TO:

Support north/south connectivity between I-84 and US 26, as well as east/west connectivity and capacity in the East Metro plan area.

Make the best use of the existing transportation system.

Develop multiple solutions that encompass all transportation modes.

Foster economic vitality.

Distribute both benefits and burdens of growth.

Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work and play.

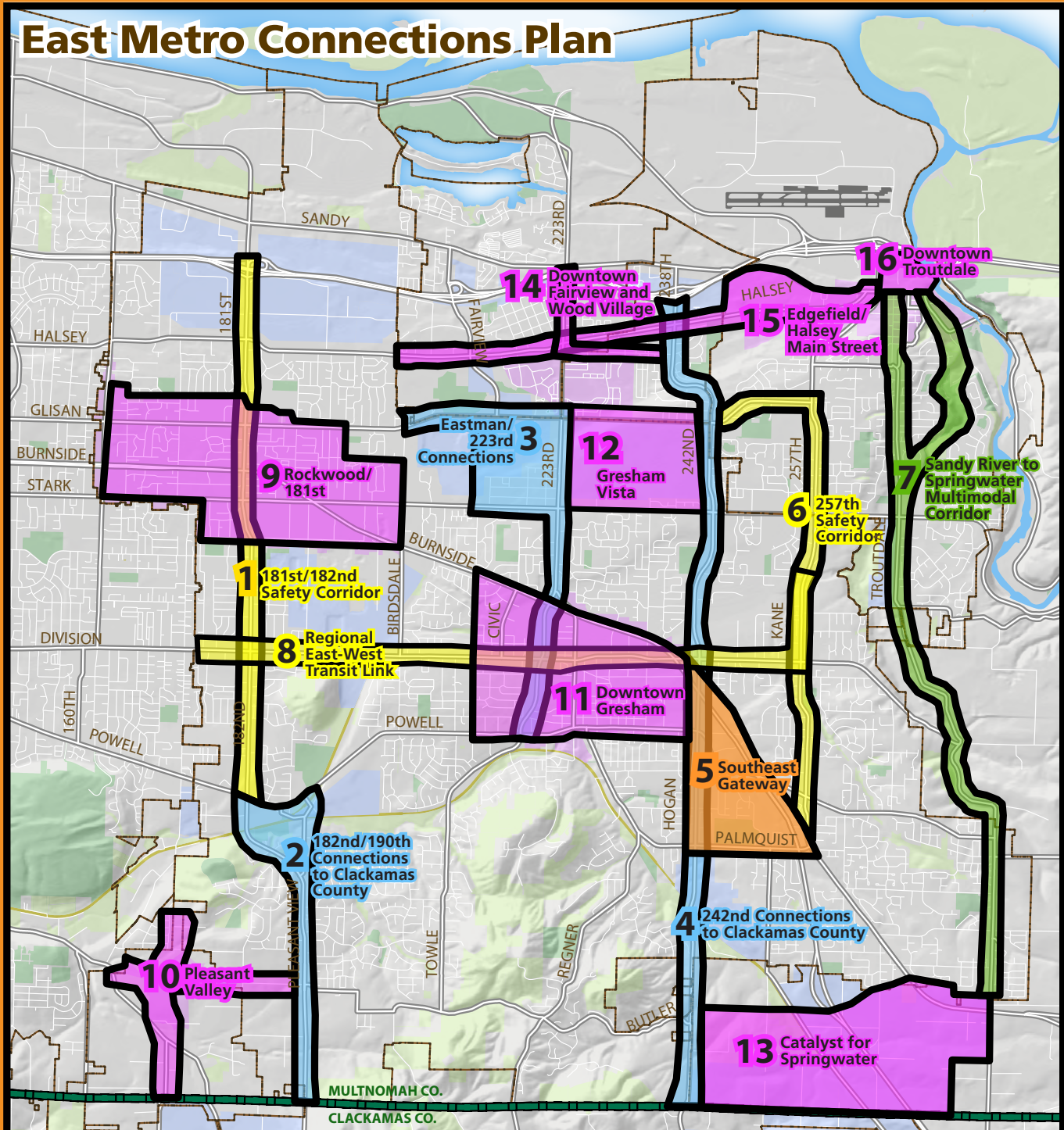
Support the local land use vision of each community.

Enhance the natural environment.

East Metro Connections Plan Recommendation






- (1) The steering committee recommends the action plan in order to solve pressing transportation challenges and activate and protect the assets of the East Metro area.
- (2) The steering committee recommends that East Metro jurisdictions endorse this recommendation.
- (3) The steering committee recognizes that East Metro Connections Plan is a separate but complementary process to jurisdictions' transportation system plans and capital improvement programs. The committee recommends that the cities and county update policies and plans as appropriate to support these projects and outcomes.
- (4) The steering committee recommends that Metro amend the Regional Transportation Plan (RTP) to support these projects, policies and outcomes. This includes the projects identified in the action plan, and related policies to support their implementation.

East Metro Connections Plan Action Plan



Recommended Investment Packages

June 6, 2012

	Access & mobility	1) 181st/182nd Safety Corridor	9) Rockwood/181st
	Safety	2) 182nd/190th Connections to Clackamas County	10) Pleasant Valley
	Economic development	3) Eastman/223rd Connections	11) Downtown Gresham
	Multimodal	4) 242nd Connections to Clackamas County	12) Gresham Vista
	Regional gateway	5) Southeast Gateway	13) Catalyst for Springwater District
		6) 257th Safety Corridor	14) Downtown Fairview and Wood Village
		7) Sandy River to Springwater multimodal Corridor	15) Halsey Main Street
		8) Regional East-West Transit Link	16) Downtown Troutdale
		Managing the System (*not mapped)	

1 Mile

Numbers are for the map key, and do not imply project priority

Integrated Strategies

The action plan represents the timeline, funding, and partnerships needed to implement the investments recommended in the East Metro Connections Plan. Projects developed on the “freight grid” will be designed for safe freight movement.

		North/South connections					Regional mobility			
		181st/182nd safety corridor	182nd/190th connections to Clackamas County	Eastman/ 223rd connections	242nd connections to Clackamas County	Southeast gateway	257th safety, walking and biking connection	Sandy River to Springwater multi-modal connection	Regional east-west transit link	Managing the System
Timing and phasing	Phase I	{L} Complete new crossings and sidewalk widening on 181st between Glisan and Yamhill, Stark {L} Complete new crossings near Centennial schools {R} Improve transit service to 'one-seat' ride between Sandy and Powell	{L} Advance system management along entire corridor	{L} Advance system management {L} Complete pedestrian crossing at Eastman/25th	{L} Advance system management {L} Complete improvement to 238th/242nd based on steering committee recommendation	{S} Advance system management, including improved signage, and potential variable messaging {L} Advance road improvements to Hogan/Burnside/Powell {L} Complete safety project in gateway	{L} Advance system management {L} Complete safety improvements on 257th and Cherry Park {L} Reconstruct Stark to arterial standards	{R} Begin trail master plan to define alignment	{R} Initiate FTA Alternatives Analysis {R} TriMet updates TIP per EMCP recommendations {L} Complete sidewalk and bike lane improvements	{S} Implement improved signalization on all arterials, invest in adaptive signal improvements on Burnside and Kane Road, implement variable signage on the four north/south arterials
	Phase II	{L} Complete sidewalk connections between I-84 and San Rafael	{L} Complete arterial improvements along Highland/190th and Pleasant View to Clackamas County line; coordination with 172/190th Corridor Plan	{L} Complete intersection at 223rd/Stark {L} Complete improvements to Glisan between 201st and Fairview Parkway	{L} Complete arterial improvements on Hogan between Division and Clackamas County line	{L} Complete improvements to Palmquist {S} Complete multi-modal improvements to US 26 {L} Reconstruct Bull Run Rd {L} Complete Powell Valley improvements			{R} Implement preferred transit alternative	
	Phase III			{L} Complete improvements on Powell and Eastman {L} Consider extension of 207th as a 2-lane collector			{L} Complete improvements to Division between 257th and 268th	{L} Construct multimodal corridor		
potential funding sources		HB 2001, RFFA	CIP, SDC	RFFA, CIP	RFFA, CIP	ODOT, RFFA	HB 2001, RFFA	RFFA, TE	HB 2001, FTA, RFFA	ODOT, Metro, Gresham
East Metro Connections Partners		Gresham, TriMet	Gresham	Gresham, Multnomah County, Fairview, ODOT	Multnomah County, Gresham, Wood Village, Troutdale	Metro, ODOT, Gresham	Multnomah County, Troutdale, Gresham	Multnomah County, Metro, Troutdale, Gresham, Mount Hood Community College	Metro, TriMet, Multnomah County, Gresham, Mt Hood Community College	ODOT, Metro, Multnomah County, Gresham
		{L} is a locally sponsored effort by county or city {R} is a regionally sponsored effort by Metro or TriMet {S} is a state sponsored effort by ODOT			CIP = capital improvement program FHWA = Federal highways FTA = Federal Transit Administration funds HB 2001 = (Oregon Jobs and Transportation Act) is the transportation funding plan adopted by the 2009 Legislature. RFFA = Regional flexible funds			SDC = system development charges URA = Urban Renewal Area Funds TIP = Transportation Improvement Program TE = Transportation enhancement funds		

Downtowns and employment areas

Related Actions

Rockwood/ 181st	Pleasant Valley	Downtown Gresham/ Civic	Gresham Vista Business Park	Catalyst for Springwater District	Downtown Fairview and Wood Village	Edgefield/ Halsey main street implementation	Downtown Troutdale	Policies	Related Projects
<p>{L} Complete street improvements, including pedestrian enhancements on 181st, Stark, Burnside</p>		<p>{R} Complete MAX Trail</p> <p>{L} Complete street improvements to Cleveland, Hood in downtown and collector streets in Civic</p>		<p>{S} Implement components of Interchange Access Management Plan (IAMP), including safety improvements</p>	<p>{L} Complete Arata Blvd improvements</p> <p>{L} Complete Fairview improvements between I84 and Arata</p>	<p>{L} Complete main street improvements to Halsey</p>	<p>{L} Build local streets to urban renewal area on Sandy River</p> <p>{L} Extend regional trail from Reynolds Troutdale Industrial Park to urban renewal area.</p>	<p>{R} Metro amends Regional Transportation Plan (RTP)</p> <p>{R} Metro updates regional trail system</p> <p>{R} TriMet updates TIP per EMCP recommendation</p> <p>{L} Cities and county update local Transportation System Plans (TSP)</p>	<p>{L} coordination on roadway and improvements per Columbia Cascade River District Strategic Planning</p> <p>{L} coordination with Port of Portland on improvements in Troutdale Reynolds Industrial Park</p> <p>{L} coordination with City of Portland on Powell/Foster</p> <p>{L} Coordination with Clackamas County on 172nd/190th Corridor Plan improvements</p>
<p>{L} Complete pedestrian and bike improvements on Stark and Burnside</p>	<p>{L} Complete arterial improvements to Jenne/Foster/ 174th</p>	<p>{L} Complete sidewalks and crossings to Burnside and Powell</p>	<p>{L} Complete intersection improvements</p> <p>{L} Complete new crossings on Glisan</p> <p>{L} Complete intersection at 223rd/Stark</p> <p>{L} Complete intersection at Hogan/Stark</p>	<p>{S} Construct new interchange and related projects of Interchange Access Management Plan (IAMP)</p>	<p>{L} Complete Wood Village Boulevard extension to Halsey</p>				
	<p>{L} Complete arterial improvements to Giese Rd/ 172nd</p>			<p>{L} Complete arterial/street network per Springwater Plan</p>					
<p>URA, RFFA</p>	<p>SDC</p>	<p>RFFA, CIP</p>	<p>SDC, RFFA, CIP</p>	<p>FHWA, SDC</p>	<p>RFFA, CIP</p>	<p>SDC</p>	<p>URA , CIP</p>		
<p>Gresham</p>	<p>Metro,Gresham</p>	<p>Metro, TriMet, Gresham</p>	<p>Multnomah County, Gresham, Port of Portland</p>	<p>ODOT, Gresham</p>	<p>Multnomah County, Metro, Fairview, Wood Village</p>	<p>Multnomah County/ Troutdale/ Fairview/ Wood Village</p>	<p>Troutdale, ODOT, Metro</p>	<p>Metro /DOT/all jurisdictions</p>	<p>Multnomah County, Metro,Gresham, Troutdale, Fairview, Wood Village, Portland, Clackamas County</p>

Action Plan projects

The projects in this list are recommended to be advanced in the Regional Transportation Plan amendment, and reflect the prioritization of projects to meet current and future needs. Projects are organized by the identified investment packages. Projects developed on the "freight grid" will be designed for safe freight movement. Projects identified as "catalyst" are the key project to prioritize for advancement within each investment package.

Investment	RTP ID	Actions	catalyst?	funded	Timeline			cost
					Phase I	Phase II	Phase III	
(1) 181st/182nd safety corridor								
	10454	181st Ave. improvements Glisan - Yamhill - complete blvd design			X			\$\$\$
	99107	Complete sidewalk connections (181st: I-84-San Rafael)				X		\$
	99136	Safety corridor: 181st/Rockwood (I-84 - Stark)			X			\$
	99137	Safety corridor: Halsey (162nd-181st)			X			\$\$
(2) 182nd/190th connections to Clackamas County								
	10431	Highland/190th Rd. widening				X		\$\$\$
	10859	Pleasant View Dr., Powell Loop - Highland Dr (widen, curb, gutter, sw, bike)				X		\$\$
	99105	190th Ave / Pleasant View widening (Butler-190th extension - all modes)				X		\$\$\$
	99141	System management: 181st/182nd (I-84 - Powell)			X			\$
(3) Eastman/223rd connections								
	10386	Glisan St. multi-modal (4-lanes; 201st - Fairview Parkway)				X		\$\$\$
	10473	223rd/Stark (intersection improvements) new turn lanes				X		\$
	99150	Powell and Eastman (additional southbound left turn)					X	\$
	99131	207th new collector extension					X	\$\$\$
	99153	Eastman & 25th pedestrian crossing			X			\$
	99142	System management: Fairview Pkwy/Glisan/223rd/Eastman (I-84 - Powell)			X			\$
(4) 242nd connections to Clackamas County								
	99118	238th bike facilities				X		\$\$
	99132	238th/242nd improvements (3 lane with multimodal)			X			\$\$
	10420	Palmquist Rd. improvements (including culvert replacement)			X			\$\$
	10425	Bull Run Rd. Reconstruction (242nd - 257th)				X		\$\$
	10485	Hogan (Palmquist to Rugg Road)				X		\$\$\$\$
	10511	Hogan Rd. at Stark St. (Stark - add RT lanes, 2nd NB and SB turn lanes)				X		\$\$
	99154	Hogan at Glisan				X		\$
	99155	Hogan/Butler new signal				X		\$\$
	99143	System management: 238th/242nd/Hogan (I-84 - Powell)			X			\$
(5) Southeast Gateway								
	10512	Hogan: Powell to Burnside (blvd improvements + 3 intersection improv)			X			\$\$
	10522	Burnside, Hogan to Powell (safety improvements and reconstruction)			X			\$\$
	10527	Hogan, Powell Blvd to Palmquist (improve to arterial - 4 lanes +center)			X			\$\$
	99103	US 26 multimodal improvements (Burnside to Palmquist: sidewalks)				X		\$
	99139	Safety Corridor: Hogan/Burnside/Powell (Division - Palmquist)			X			\$
	10420	Palmquist Rd. improvements (including culvert replacement)			X			\$\$
	10425	Bull Run Rd. reconstruction (242nd - 257th)				X		\$\$
	10429	Powell Valley improvements (Burnside to 282nd ped and bike facilities)				X		\$\$\$
	99156	US 26/Southeast Gateway system management improvements			X			\$
(6) 257th safety, walking, biking connections								
	10403	257th Ave. Pedestrian improvements at intersections and mid-block crossings			X			\$
	10422	Division St improvements (257th - 268th)					X	\$\$
	99138	Safety corridor: Cherry Park/257th (Cherry Park - Division)			X			\$\$
	10382	Reconstruct Stark St. to arterial standards			X			\$\$
	99125	17th Ave/Cochran pedestrian improvements (257th to Troutdale Rd)			X			\$\$
	99144	System management: 257th/Kane (I-84 - Palmquist)			X			\$
(7) Sandy River to Springwater multi-modal connections								
	99151	Sandy to Springwater master plan			X			\$
	99100	Troutdale Road improvements (ped btwn 21st - Stark)				X		\$
	99101	Troutdale Road improvements (bike btwn Buxton-Stark)				X		\$\$
	10390	Reconstruct Troutdale Rd. (Stark to Division)					X	\$\$
	10409	Beaver Creek Trail					X	\$
	99149	40-Mile Loop extension: Orient to Troutdale Rd.				X		\$\$\$
(8) Regional east-west transit link								
	99152	Transit alternative analysis			X			\$
	10440	Division St. multimodal improvements (Wallula - west city limits)			X			\$\$
	99112	Complete bicycle facilities (Division: Birdsdales to Wallula)			X			\$
	99115	Division ped imp - widen sidewalks, improve crossings 212th-242nd			X			\$

A catalyst project is defined as a necessary project to begin implementation of a package. These include projects needed for year 2035 system performance standards, needed economic development investments, and critical safety corridors.

Planning-level cost estimate
 \$ - less than \$2 million
 \$\$ - \$2-10 million
 \$\$\$ - \$11-25 million
 \$\$\$\$ - greater than \$25 million

Investment	RTP ID	Actions	catalyst?	Timeline			cost
				funded	Phase I	Phase II	
Managing the existing system							
	99141	System management: 181st/182nd (I-84 - Powell)			X		\$
	99142	System management: Fairview Pkwy/Glisan/223rd/Eastman (I-84 - Powell)			X		\$
	99143	System management: 238th/242nd/Hogan (I-84 - Powell)			X		\$
	99144	System management: 257th/Kane (I-84 - Palmquist)			X		\$
	99145	System management: Burnside (Eastman - Palmquist)			X		\$
	99146	System management: Division St. transit priority (162nd - 257th)		X			\$
(9) Rockwood/181st							
	10454	181st Ave. improvements Glisan - Yamhill - complete blvd design			X		\$\$\$
	10459	Burnside SC pedestrian imps. 172,197, Glisan, Stark +intersecting sts			X		\$
	10519	Pedestrian enhancements (Burnside: 162nd-181st)			X		\$
	99109	Widen and buffer sidewalks and improve crossings (Stark: 181st-Burnside)				X	\$
	99110	Widen and buffer sidewalks; add bicycle facilities (Burnside: 181st-197th)				X	\$
	99111	Widen and buffer sidewalks; add bicycle facilities (Burnside: 171st-181st)				X	\$
(10) Pleasant Valley							
	10460	SE 174th N/S Improvements Giese - 174/Jenne				X	\$\$\$\$
	10463	Foster Rd. Extension (north) Jenne - 172nd				X	\$\$\$
	10464	Giese Rd. Extension (182 - 172)					X \$\$\$
	10465	172nd Ave. Improvements (Giese to Foster)					X \$\$\$
	10466	172nd Ave. Improvements (Foster to Cheldelin)					X \$\$
(11) Downtown Gresham/Civic							
	10423	Cleveland Ave. reconstruction (Powell - Stark)		X			\$
	10434	Burnside Rd. improvements (Wallula to Hogan)				X	\$\$\$\$
	10436	Max Trail (Rockwood to Gresham downtown)		X			\$
	10504	Ped to Max: Hood Ave. (Powell - Division on Hood Ave.)		X			\$
	10505	Civic collector streets, new signal Eastman/16th (Civic Drive - Eastman Prkwy)			X		\$\$
	99115	Division ped imps - widen sidewalks, improve crossings (Wallula - Hogan)			X		\$
	99116	Powell ped imps - widen sidewalks, improve crossings (Eastman - Main)				X	\$
	99117	Powell ped imps - widen sidewalks, improve crossings (Hood - Hogan)				X	\$
	99152	Eastman bikelane/stormwater improvements (Division - Powell)			X		\$
(12) Gresham Vista							
	10473	223rd/Stark (intersection improvements) new turn lanes				X	\$
	10511	Hogan Dr. at Stark St. (Stark - add RT lanes, 2nd NB and SB turn lanes)				X	\$\$
	99154	Hogan at Glisan				X	\$
(13) Catalyst for Springwater District							
	10864	New interchange on US 26 to serve industrial area.				X	\$\$\$\$
	10474	Rugg Rd. ext. (new arterial per Springwater plan) Orient to US 26				X	\$\$\$\$
	10475	Rugg Rd. ext. (new arterial per Springwater plan) US 26 to 252nd				X	\$\$\$\$
	10476	Rugg Rd. ext. (new arterial per Springwater plan) 252nd -242nd				X	\$\$\$
	10477	Springwater Road section 4 242nd - 252nd					X \$\$\$
	10478	252nd Ave. (Springwater to Palmquist collector)					X \$\$\$\$
	10479	252nd Ave. (Rugg Road to new collector)					X \$\$
	10480	Springwater Road Section 7 (new collector Hogan-Orient) 242nd					X \$\$
	10481	Springwater Road Section 8 (new collector Hogan-Orient) 242nd					X \$\$
	10482	Springwater Road Section 9 (new collector Hogan-Orient) 252nd					X \$\$
	10483	Springwater Road Section 10 (new collector Hogan-Orient) 252-Telford					X \$\$\$
	10484	Springwater Road Section 11 (new collector Hogan-Orient) Telford-Orient					X \$\$\$
(14) Downtown Fairview & Wood Village							
	10387	Reconstruct Arata Rd.		X			\$\$
	10398	Wood Village Blvd extension				X	\$
	99129	Wood Village extension - multi use path		X			\$
	99130	Fairview Ave multi-modal improvements (I-84 to Arata)			X		\$\$
(15) Edgefield / Halsey main street implementation							
	11287	Halsey St improvements (223rd to 238th)			X		\$
	10385	Reconstruct Halsey St. with improvements			X		\$
(16) Downtown Troutdale							
	10408	40 Mile Loop Trail (Reynolds to downtown Troutdale)			X		\$\$
	99148	Troutdale urban renewal access			X		\$

NORTH/SOUTH CONNECTIONS

(1) 181st/182nd safety corridor: Projects will provide safety improvements in known areas of high crash rates and improve safe routes to schools in the Centennial School District. This includes a recommendation to improve transit service to 'one seat' frequent service between Sandy Blvd and Powell Blvd. **CATALYST PROJECTS:** Safety projects on 181st&Stark and Halsey.

(2) 182nd/190th connections to Clackamas County: Leveraging Clackamas County's 172nd/190th Corridor Project, targeted improvements to the road network in Pleasant Valley along Highland/190th will create opportunity for economic and residential development. **CATALYST PROJECTS:** Widening of Highland/190th.

(3) Eastman/223rd connections: Projects address future traffic growth with targeted north-south roadway capacity investments along 223rd/Eastman, including at Stark/223rd and Eastman and Powell. Projects to better coordinate the signal timing at intersections along Eastman/223rd will provide needed capacity improvements. **CATALYST PROJECTS:** Intersection improvements on Eastman/223rd & Stark.

(4) 242nd connections to Clackamas County: Projects address future growth with additional roadway capacity along this corridor, particularly south of Powell, along with opportunities for access and safety enhancements to the existing conditions. This includes intersection improvements at Glisan and Stark, including signal coordination. **CATALYST PROJECTS:** Widening of Hogan/242nd south of Powell Boulevard, Palmquist improvements, intersection improvements Stark.

(5) Southeast gateway: Projects address future capacity needs, safety (this is one of the highest crash areas), way-finding and needed pedestrian improvements (there are sidewalk gaps in this area, particularly along US 26 and challenging crossings). Way-finding treatments should be integrated with the adopted Mt Hood Scenic Byway route. **CATALYST PROJECTS:** Improvements to Hogan and Powell, Burnside intersections, safety improvements.

(6) 257th safety, walking and biking connection: Projects create safe and attractive pedestrian crossings along 257th, particularly between Reynolds High School and Mt Hood Community College. **CATALYST PROJECTS:** Safety improvements between Cherry Park and Division.

REGIONAL MOBILITY

(7) Sandy River to Springwater multi-modal connection: Projects provide multi-modal connections from Downtown Troutdale to Mt Hood Community College and the Springwater Corridor Trail. **CATALYST PROJECTS:** Master plan for new multimodal corridor

(8) Regional east-west transit link: Projects improve east-west transit that connects Mt Hood Community College, Downtown Gresham, Portland and South Waterfront's Innovation Quadrant. Projects include enhanced bus/bus rapid transit and safety, and pedestrian and bike improvements (sidewalks, medians, crossings, access management) to make Division a great corridor for transit and walking. Gresham will continue street improvements for sidewalks and other features to make walking and access to transit easier. **CATALYST PROJECTS:** Transit alternatives analysis for Powell/Division.

Managing the existing system (not mapped): Projects address congestion at intersections through the coordination of signal timing. Improvements to adaptive signal timing along 181st/182nd, Burnside, and Kane Drive. Other projects include signage, messaging and other techniques that improve way-finding and traffic flow. **CATALYST PROJECTS:** System management, including coordinated signals, adaptive signal timing, and message systems, on all north-south corridors.

DOWNTOWNS AND EMPLOYMENT AREAS

(9) Rockwood/181st: Projects include targeted bicycle and pedestrian improvements on 181st between I-84 and Stark, and Stark between 181st and Burnside to improve access to the important commercial areas in Rockwood. **CATALYST PROJECTS:** Improvements to 181st, Burnside, Stark and intersecting streets.

(10) Pleasant Valley: Projects develop the necessary public infrastructure for development of Pleasant Valley town center consistent with the Pleasant Valley Community Plan. **CATALYST PROJECTS:** Improvements to 174 and Foster.

(11) Downtown Gresham/Civic: Projects include boulevard treatments along all of Burnside and redevelopment opportunities along this important street. Projects better connect Main City Park, the Springwater Corridor Trail and Johnson Creek to Downtown Gresham. Sidewalk and streetscape projects in Downtown improve walking, window shopping and branding of Downtown Gresham as a unique place. **CATALYST PROJECTS:** Road improvements to Cleveland and Hood collector improvements in Civic, MAX trail.

(12) Gresham Vista Business Park: The Port of Portland's November 2011 purchase of one of the area's largest shovel-ready employment sites is an immediate opportunity to bring jobs and revenue to East Metro communities. Projects increase mobility along the north/south and east/west arterials and improve access to industrial employment land. **CATALYST PROJECTS:** Intersection improvements on Stark and Glisan.

(13) Catalyst for Springwater District: Projects help develop the necessary public infrastructure for private investment and jobs in this regionally significant employment area. Projects include a new interchange on US 26 and an extension of Rugg Road to connect US 26 and Hogan, as well as collector street improvements to provide needed access for future jobs and employment. **CATALYST PROJECTS:** New interchange on US 26 and arterial connections.

(14) Downtown Fairview and Wood Village: Projects on Fairview Avenue between I-84 and Arata Road improve access provide needed safety and multi-modal improvements. Projects also improve connections between Arata Road and Halsey. **CATALYST PROJECTS:** Fairview Avenue completion with Arata intersection, complete Arata Rd.

(15) Edgefield/Halsey main street implementation: Projects implement features of the Halsey Street Concept Design Plan (2005), a joint effort of Fairview, Wood Village, Troutdale, and Multnomah County. Projects include realizing Halsey as a 2-lane road with median/turn lane, full bike lanes, sidewalks and pedestrian crossings. Projects support the downtown visions for the three cities and help attract commercial development, particularly adjacent to Edgefield, an important destination in East Multnomah County. **CATALYST PROJECTS:** Complete main street treatments on Halsey.

(16) Downtown Troutdale: Projects support future development of the urban renewal area in Downtown Troutdale, creating local road connections to the urban renewal area site and extending the regional trail system along the Sandy River from Troutdale Reynolds Industrial Park into Downtown Troutdale. **CATALYST PROJECTS:** Local street access to urban renewal area, extend regional trail into downtown.

Numbers are for the map key, and do not imply project priority

East Metro Policy Updates

The East Metro Connections Plan will result in amendments to the Regional Transportation Plan, and accordingly, local Transportation System Plans.

The East Metro Connections Plan identifies transportation and other investments that advance economic and community development. Working within the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, the East Metro Connections Plan has relied on coordination across jurisdictional boundaries to advocate for results that ensure prosperity of the East Metro area.

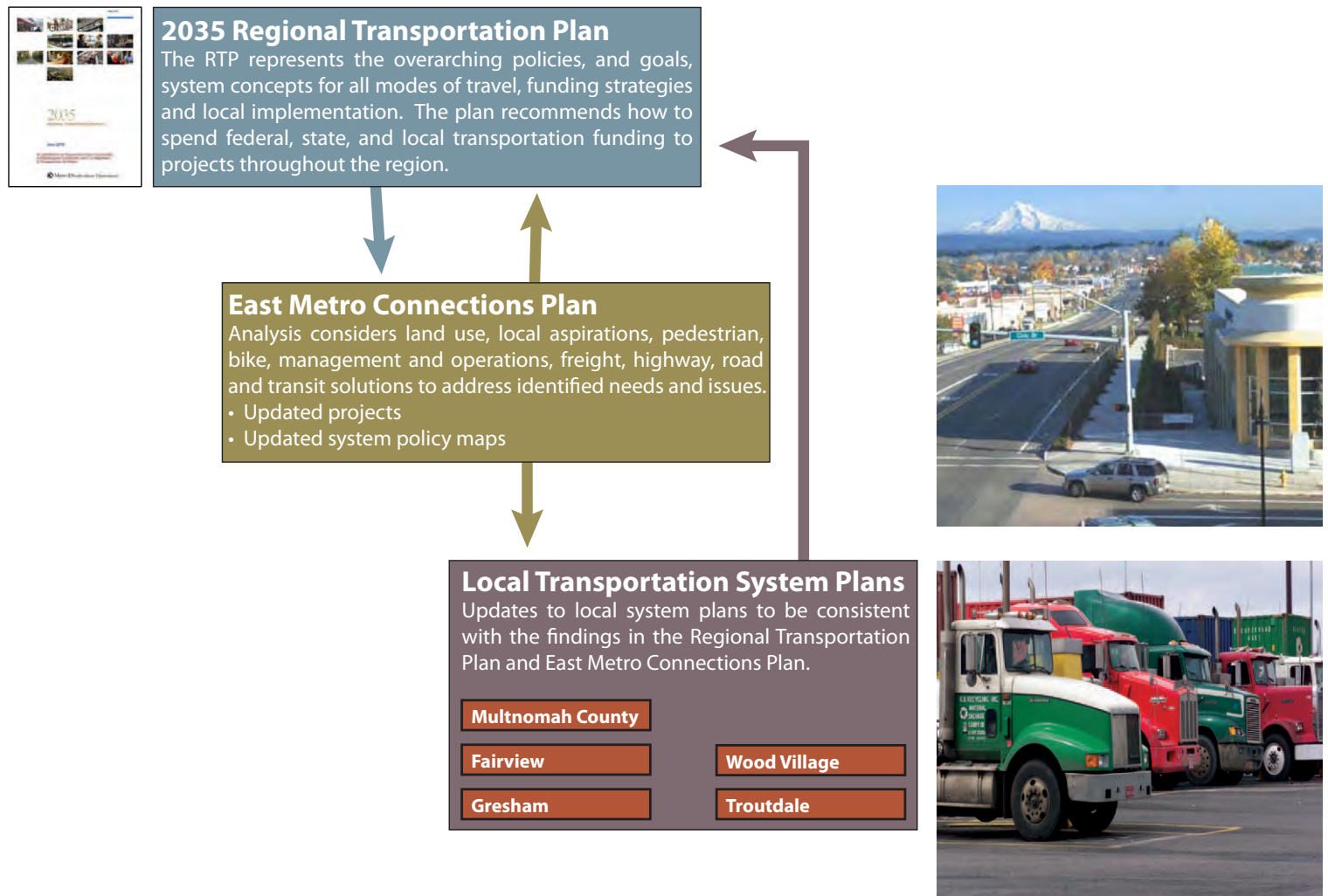
Advocacy for regional, state, and federal funding for the investments identified in the action plan will require collaboration among public and private partners in East Multnomah County. Jurisdictions will continue this advocacy through the local endorsement process. The final recommendation and action plan has identified the needs, transportation mode, function, and scope and general location of solutions needed for the East Metro Plan Area between now and the year 2035.

1. What is the product of a corridor refinement plan?

- A corridor refinement plan is designed to amend the Regional Transportation Plan.
- Amendments include updates to RTP projects and policy maps.

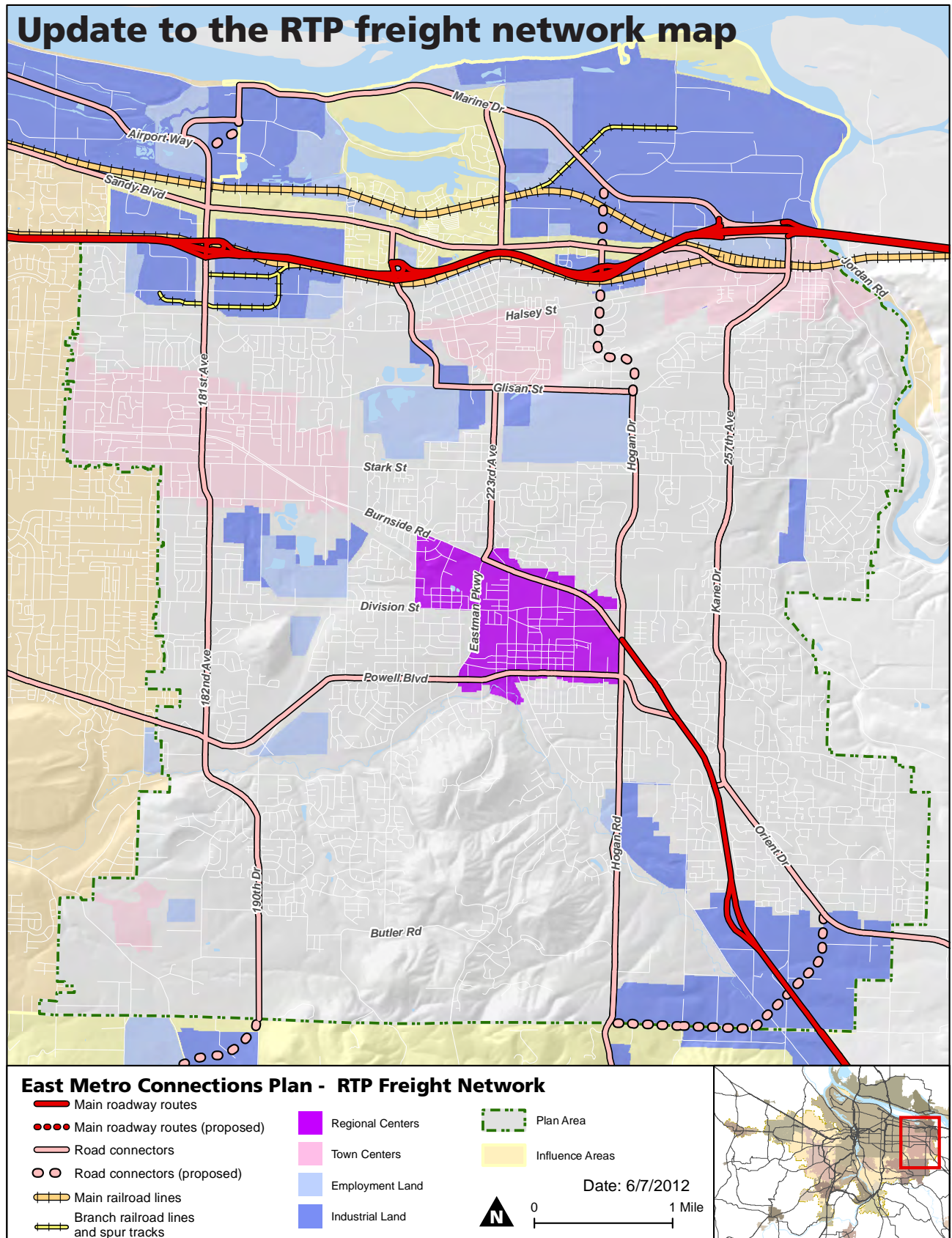
2. What is the role of the steering committee?

- Provides local and regional perspective to guide the development of projects within the action plan.
- Provides local and regional perspective to inform changes to the Regional Transportation Plan.



Update to the RTP freight network

As reviewed in December 2011, The Regional Transportation Plan freight network map (RTP figure 2.20) should be amended to reflect the proposed East Metro Connections Plan "Freight Grid", including main roadway routes and road connectors. Projects developed on the "freight grid" will be designed for safe freight movement. This page shows the recommended update to the freight network map based on the decision on June 6, 2012.



East Metro Policy Updates

What is the regional freight network?

The Regional Transportation Plan (RTP) has two types of freight designations:

- Main roadway routes are the “trunk” of the freight system - higher volume, major connectors with other regions.
- Road connectors have lesser volumes, provide connectivity to industrial/employment land and connect those more significant main roadway routes.

What changes are proposed?

- Remove, from the RTP freight network, Burnside between 181st and 223rd to reflect its actual usage and resolve safety issues.
- Broaden the RTP freight network to include the following routes as road connectors: 223rd between Glisan and Burnside; 257th/Kane from I-84 to US 26 (Note: projects would not include major improvements that connect Kane to US 26 which might attract more through trips).
- Update the US 26/Hogan connector to be consistent with Springwater Plan.
- EMCP is not proposing changes to the National Highway System (NHS) at this time. However, a more detailed review of these networks has been conducted to ensure consistency with plans and policies.

Why propose changes to the freight network?

Proposed changes to the RTP freight network would bring the use and function of plan area roads more in line and resolve land use conflicts.

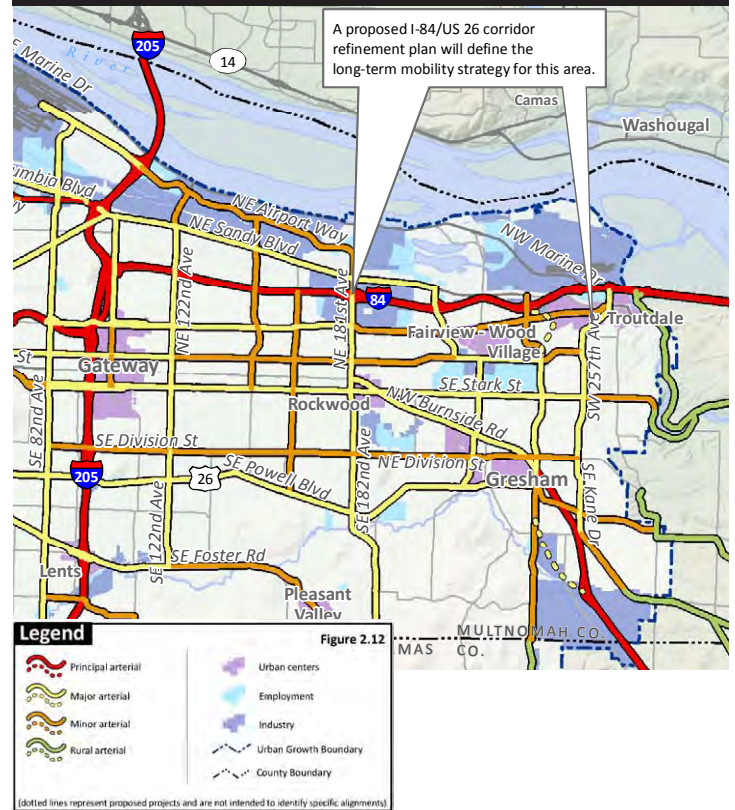
- Proposed freight network roads could see projects that increase their mobility (reducing stops/starts and travel time), that increase safety of other users and projects that accommodate trucks.
- The RTP freight network map (figure 2.20) should be amended to reflect the proposed East Metro Connections Plan “freight grid”, including main roadway routes and road connectors. Projects developed on the “freight grid” will be designed for safe freight movement.

Updates to other RTP road networks

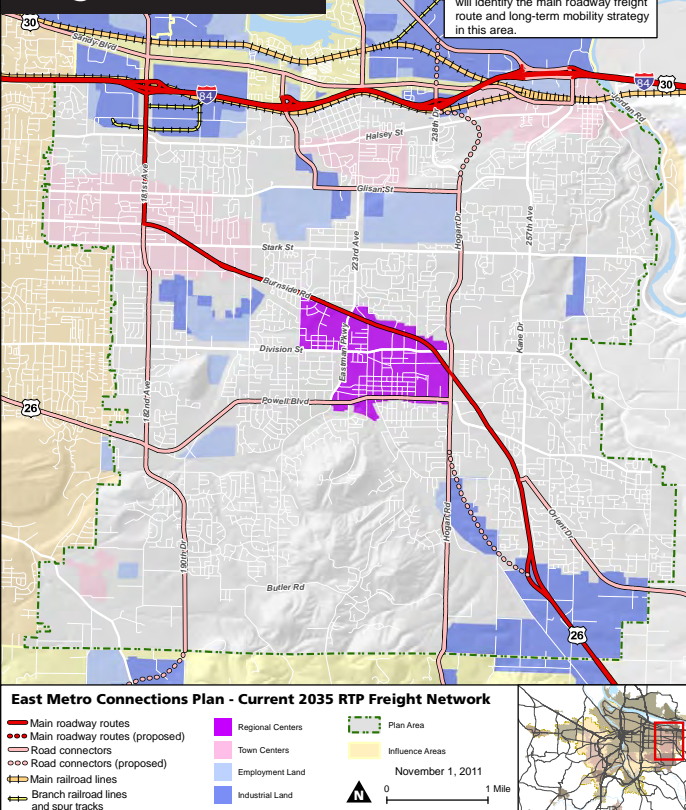
Consistent with the updated Freight Network, updates will also occur to the Arterial and Throughway Network and the System Design Network.

- Update the 238th/242nd link north of Glisan pending steering committee decision.
- Update the US 26/Hogan connector to be consistent with Springwater Plan (identified as a proposed link on the proposed freight network).

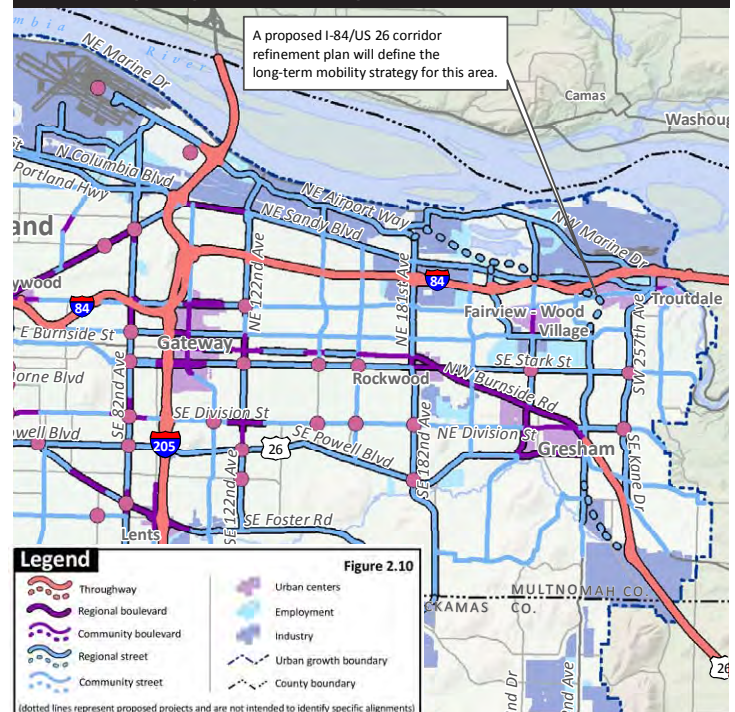
Existing arterial and throughway network



Existing freight network



Existing regional design classifications



Endorsement Schedule

Following the steering committee's final meeting on June 6, 2012, the action plan will go to local elected councils for endorsement. The public is invited to attend.

Troutdale City Council

7 p.m. on Tuesday, June 26
104 SE Kibling, Troutdale

Wood Village City Council

6 p.m. on Tuesday, July 10
2055 NE 238th Drive, Wood Village

Multnomah County Board of Commissioners

9:30 a.m. on Thursday, July 12
501 SE Hawthorne Blvd., Portland

Gresham City Council

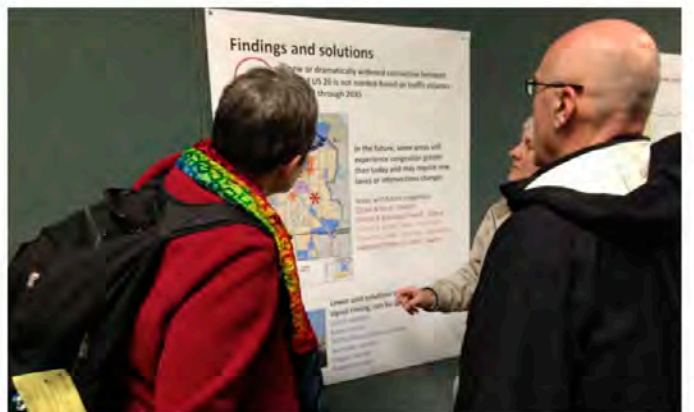
3 p.m. on Tuesday, July 17
1333 NW Eastman Parkway, Gresham

Fairview City Council

7 p.m. on Wednesday, July 18
1300 NE Village St., Fairview

Metro Council

2 p.m. on Thursday, August 9
600 NE Grand Ave., Portland



Regional Transportation Plan amendment process

Consistent with the outcomes based planning framework of the Regional Transportation Plan and the mobility corridor strategy, the East Metro Connections Plan will be advancing updated policy elements to support project development in the Action Plan.

Amended Regional Transportation Plan

FINDINGS – Updates to projects and policies

- The East Metro Connections Plan will be recommending refinements to the Regional Transportation Plan policies and projects.
- The Regional Transportation Plan project list will be updated with projects identified in the action plan.
- These changes will include updates to the Regional Freight Network Map. Updates to the Arterial and Through Network and Regional Design Classifications will update the “proposed connectors” identified on those maps.
- Through the identification of a “freight grid” through the plan area, changes will allow for policy consistency with the Arterial and Through Network Map and the System Design Map. The proposed “freight grid” and associated regional system policy map changes proposed for the Regional Transportation Plan recognize that projects developed on freight routes will be designed for safe freight movement. The action plan and recommendation will also be reflected in updates to Chapter 4: Mobility Corridor Strategy for Mobility Corridor #15 as well as Chapter 6: Implementation.

PROCESS – Regional Transportation Plan amendment process to being in fall of 2012.

- After the local jurisdictional actions and Metro Council Resolution endorsing the findings of the East Metro Connection Plan, Metro will initiate the Regional Transportation Plan amendment process, scheduled for fall of 2012.
- The process includes the following actions:
 - Project lists (as identified in the Action Plan)
 - System maps (as in the changes to the Freight Network and associated Arterial and Through Network and System Design Maps)
 - Updated chapter 4 (summary changes to mobility corridor per recommendation)
 - Updated or deleted chapter 6 (change from corridor refinement to implementation)
- Steps included in amending the RTP include:
 - Consultation with air quality partners
 - Regional model run with air quality
 - Conformity determination (based on model results)
 - Removal of other financially constrained projects (delete/replace)
 - 30-day public comment period
 - TPAC recommendation to JPACT
 - JPACT recommendation to Metro Council
 - Metro council action
- Changes to the state project list identified in the RTP also include:
 - 45-day public comment period
 - MPAC recommendation as well as JPACT action
- Local Transportation system plans will be updated to reflect changes to the Regional Transportation Plan.

Updates to local transportation system plans

PROCESS – Update local transportation system plans (TSP).

- Gresham Transportation System Plan process is currently underway.

Changes to RTP will be coordinated with Gresham TSP.

- Wood Village Transportation System Plan process is currently underway. Changes to RTP will be coordinated with Wood Village TSP.
- Changes to Fairview TSP will be initiated after EMCP recommendation.
- Changes to Troutdale TSP will be initiated after EMCP recommendation.



Funding East Metro

Next steps

Find funding. Build projects.

- How do we reduce competition, and increase cooperation among projects for funding?
- How can certainty in efforts to fund and implement projects be increased?

Effectively securing funding for the action plan and other east Multnomah County priorities will require jurisdictions to be both strategic and opportunistic.

Strategic. There is an opportunity to clarify how projects can be funded, i.e., which projects can go after specific sources of money. This effort will produce two important results. Clarity will illuminate where prioritization among projects will need to occur, and there is an opportunity to strategically align projects with sources of funds. The action plan has begun to identify funding sources.

Opportunistic. Having projects ready for development, prior to identifying or securing a funding source, increases opportunities to apply for new or unexpected funding sources. For example, projects that were most successful in securing ARRA funds were those that were ready to implement immediately. Some projects are local and will use local sources of funds. Others require collaboration and partnerships to unlock funds.

What are current sources of revenue?

Federal

Highway Trust Fund. For road-related projects, Congress provides these revenues to the Metro region through the Federal Highway Administration (FHWA) to the Oregon Department of Transportation (ODOT) and then to Metro and the region's local cities and counties. The original source of these monies is primarily the federal gas tax, various truck taxes and funding from the federal general fund. Allocation and distribution of federal funds, other than routine maintenance, are accounted for in the Metropolitan Transportation Improvement Program (MTIP).

Transit Discretionary Funds. These funds are for major new transit capital projects. In this region, these funds have primarily been used to provide the federal portion of capital cost construction of the light rail system. Other eligible uses include bus purchases, bus rapid transit and system capital improvements. As the regional transportation planning agency, Metro determines which large transit capital projects will be given priority in the region to receive these funds.

State

State revenues for transportation projects are distributed by the Oregon Transportation Commission, in accordance with state statutes, from the State Highway Trust Fund. The fund primarily derives its revenues from:

- Statewide gas taxes;
- Vehicle registration fees; and
- Weight mile taxes on trucks.

Local

Many of the cities and counties in the region raise other sources of revenue for the operation, maintenance and preservation (OMP) and new construction. The amount of revenue applied to the system is controlled by each jurisdiction and is spent within their boundaries.

- **Local Portion of State Highway Trust Fund.** Historically 40 percent of state trust fund revenues are distributed to the cities and counties of Oregon; although there is anticipation that 50 percent of new trust fund revenues would be distributed to cities and counties by formula.
- **Local Gas Tax.** Multnomah County levies a three-cent per gallon gas tax and Washington County levies a one-cent per gallon gas tax. Both counties share these revenues with the cities within their boundaries. Recently gas taxes have been approved for the cities of Milwaukie and Tigard. These revenues may be used for road maintenance and road expansion.

Development based sources

Development-based sources of transportation funding are fees collected by local governments based on the development of or use of land. These fees provide funding for transportation and other public investments as deemed appropriate by the local government that collects the fees and allocates the revenue. In some cases, the projects receiving these funds are transportation projects of regional significance and, therefore, a portion of these revenues estimated to be spent on regional projects is assumed in this forecast based on historical trends. These include:

- Transportation system development charges (SDCs) levied on new development
- Traffic impact fees (TIFs) on commercial properties
- Urban renewal funding in designated districts
- Developer contributions

Strategic Partnerships

- **Coordination with Columbia Cascade River District Strategic Plan:** Project development for investments such as Sandy Boulevard and Marine Drive are critical for economic development in east Multnomah County.

- **Establishing principals of partnership:** How do we, through a detailed understanding of financing mechanisms, combined with a strategic understanding of future project opportunities, unlock funds that would not otherwise be available?

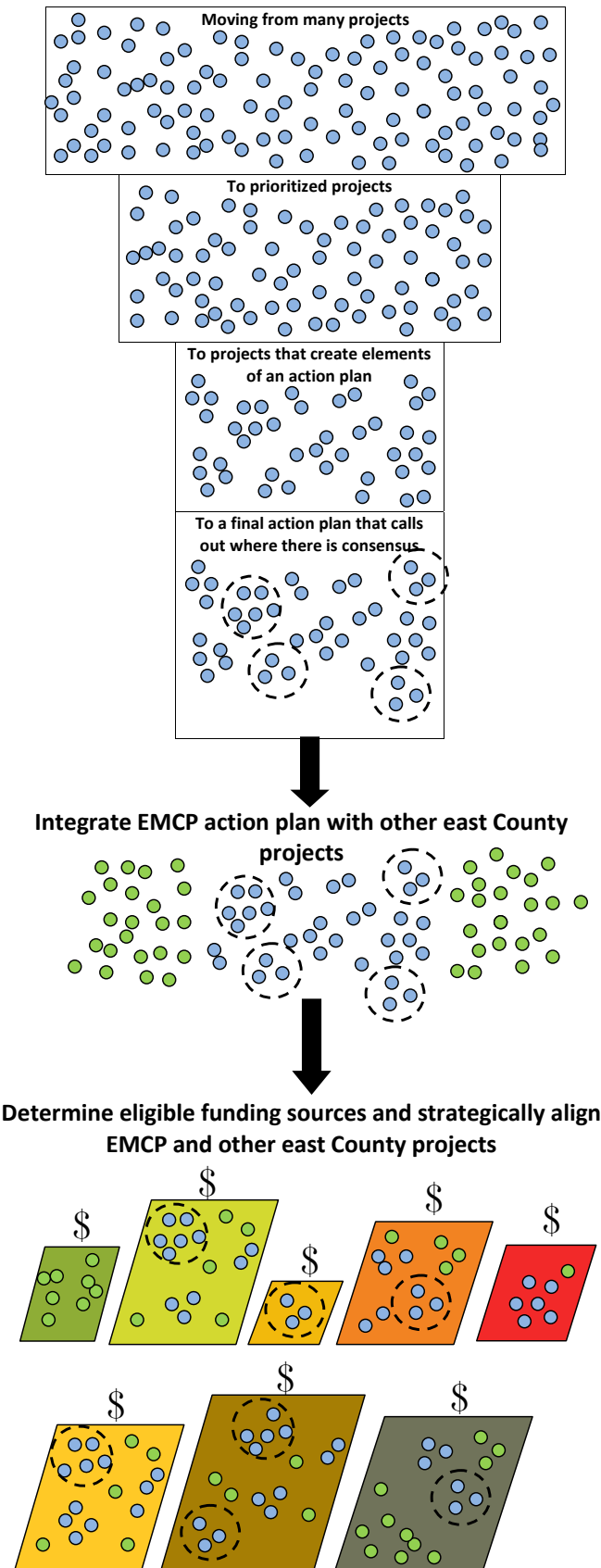
- **Partnerships:** There are opportunities to continue the momentum that began with the 2007 Memorandum of Understanding (MOU) and the East Metro Connections Plan. The development of partnerships with business groups such as the East Metro Economic Alliance (EMEA), the Gresham Chamber and West Columbia Gorge Chamber of Commerce, Mount Hood Community College, and the Port of Portland will create opportunities that public agencies cannot develop alone.

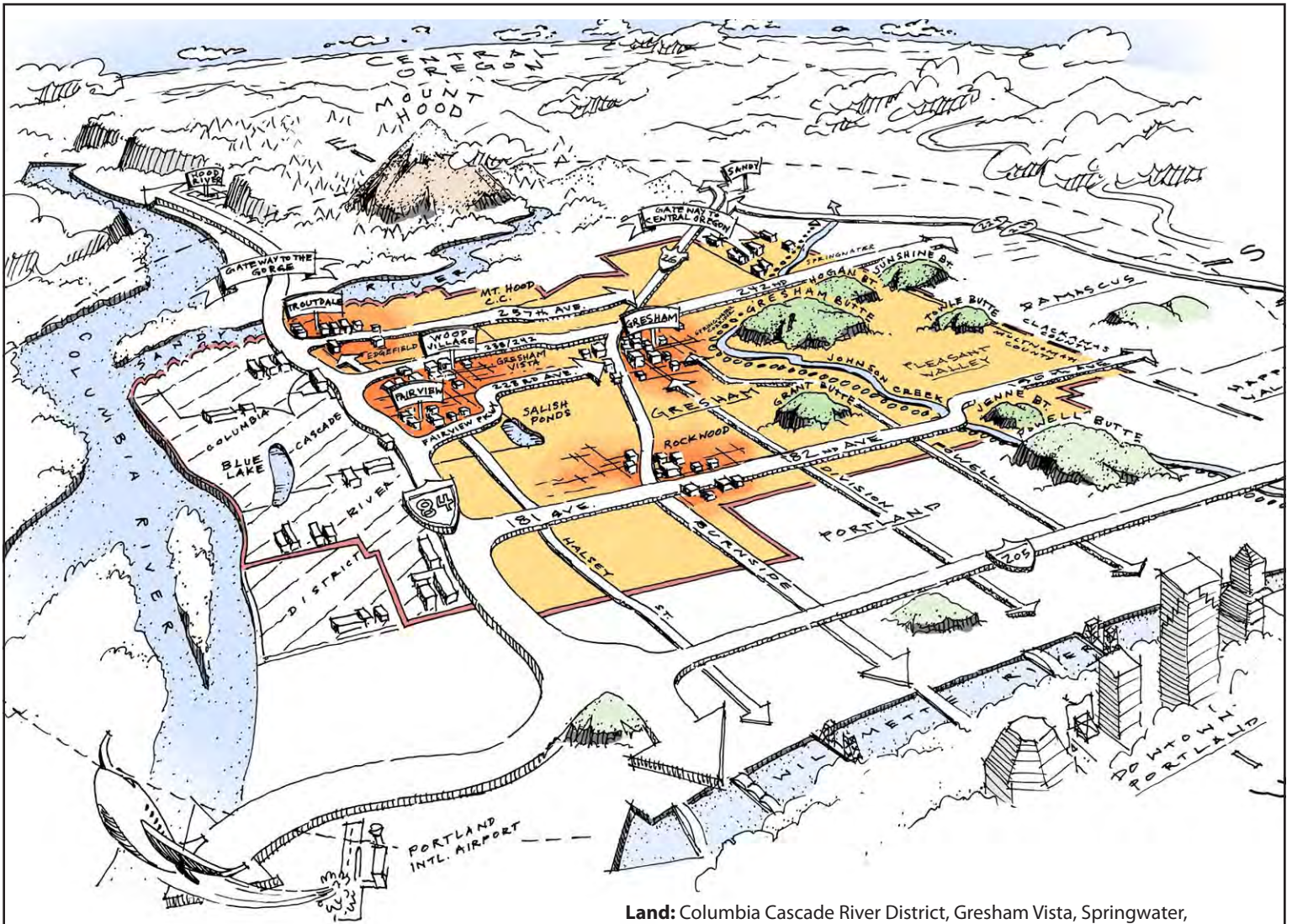
Future Project Development

Moving from the action plan to project development

East Metro Connections Plan will conclude with the identification of transportation projects bundled into an effective action plan. Following East Metro Connections Plan, efforts to clarify potential funding sources will (1) move projects to implementation, (2) help integrate projects outside the scope of EMCP, and (3) narrow where prioritization will need to take place. These three outcomes should facilitate cooperation among east County jurisdictions.

Dec 14 2011	<p style="text-align: center;">Initial strategies</p> <p>Ties anticipated future conditions to potential solutions and local aspirations and identifies framework for evaluating tradeoffs.</p> <p>Steering committee decision: Provide input on the evaluation framework, list of candidate projects to be developed and options for study at 238th/242nd.</p>
April 2 2012	<p style="text-align: center;">Preferred strategies</p> <p>Narrows solutions based on technical evaluation and steering committee weighting of evaluation factors. Begins to prioritize investments.</p> <p>Steering committee decision: Establish how projects will be prioritized through weighting of evaluation factors. Establish an approach the preliminary action plan.</p>
April 18 2012	<p style="text-align: center;">Preliminary action plan</p> <p>Identifies investment opportunities in the plan area. It will include projects, their likely timeline, partnerships, implementation actions and funding status. Reflects input from steering committee, local councils and public.</p> <p>Steering committee decision: Refine and confirm projects and other components of action plan.</p>
June 6 2012	<p style="text-align: center;">Final action plan and steering committee recommendation</p> <p>Identifies investment opportunities -- highlighting those with a significant degree of consensus -- in the plan area. It will include projects, their likely timeline, partnerships, implementation actions and funding status. Reflects input from steering committee, local councils and public. The recommendation will go to elected councils for endorsement.</p> <p>Steering committee decision: Refine and confirm action plan. Recommend action plan for endorsement by local and regional elected councils.</p>
Summer 2012 and beyond	<p style="text-align: center;">Following East Metro Connections Plan</p> <p>How do we reduce competition for funding among projects? How do we increase certainty in our efforts to implement projects?</p> <p>It may seem that EMCP projects are competing for funds with each other and other projects in the influence area, such as Sandy Blvd and the Columbia Cascade River District.</p> <p>By understanding which projects are eligible for specific sources of funding, we reduce the number of projects competing against each other. Aligning projects with eligible sources will clarify where prioritization needs to take place.</p> <p>A process to clarify funding sources and financing mechanisms could be conducted with public and private partners to form a strategic development partnership. This effort has the potential to yield long-lasting and fruitful results. East County leaders would serve as a model for the rest of the region.</p>





Access and Mobility: Adjacency to I-84, network of north-south and east-west arterials, future improved connections to Clackamas County

Location: Proximity to Portland airport, Columbia Cascade River District, 20 minutes to downtown Portland, connections to Eastern and Central Oregon

Land: Columbia Cascade River District, Gresham Vista, Springwater, Edgefield, downtowns in Troutdale, Fairview, Wood Village and Gresham

Natural Resources: Sandy River, Johnson Creek and East Buttes, Gateway to Mount Hood and Columbia River Gorge

East Metro Connections Plan Steering Committee

Councilor Shirley Craddick, Metro
 Mayor Mike Weatherby, City of Fairview
 Mayor Jim Kight, City of Troutdale
 Mayor Patricia Smith, City of Wood Village
 Mayor Shane Bemis, City of Gresham
 Councilor Diana Helm, City of Damascus
 Commissioner Jamie Damon, Clackamas County
 Commissioner Diane McKeel, Multnomah County
 Rian Windsheimer, Oregon Department of Transportation
 Steve Entenman, East Metro Economic Alliance
 Mark Garber, East Metro Economic Alliance

Carol Rulla, Coalition of Gresham Neighborhoods
 Greg Olson, Multnomah County
 Bicycle & Pedestrian Citizen Advisory Committee
 Alan Lehto, TriMet
 Michelle Gregory, Mount Hood Community College
 Susie Lahsene, Port of Portland
 Hector Osuna, El Programa Hispano
 Dwight Unti, Tokola Properties
 Ron Cazares, FedEx
 Jane Van Dyke, Columbia Slough Watershed

• June 2012 •

www.oregonmetro.gov/eastmetro

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.12-4362, FOR THE PURPOSE OF ENDORSING THE EAST METRO CORRIDOR REFINEMENT PLAN

Date: July 31, 2012

Prepared by: Brian Monberg,
Project Manager, Metro
(503) 797-1621

The East Metro Connections Plan identifies transportation and other investments that advance economic and community development. Working within the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, the East Metro Connections Plan has relied on coordination across jurisdictional boundaries to advocate for results that ensure prosperity of the East Metro area.

Advocacy for regional, state, and federal funding for the investments identified in the Action Plan will require collaboration among public and private partners in East Multnomah County. Jurisdictions will continue this advocacy through the local endorsement process.

The final recommendation and action plan has identified the needs, transportation mode, function, and scope and general location of solutions needed for the East Metro Plan Area between now and the year 2035.

PROJECT OVERVIEW

The East Metro Connections Plan is a Metro-led corridor refinement plan that will identify transportation improvements in East Multnomah County that support the following goals:

- Access and mobility
- Safety
- Economic vitality
- Transportation system efficiency
- Support the City's vision for land use and livability
- Enhance the natural environment
- Distribute the benefits and burdens of growth.

Attachment A shows the scope of the project area and Attachment B lists project stakeholders as well as public outreach completed to date. The final result of this project includes list of transportation projects along key regional arterials in East Multnomah County. The list of projects will support the project goals and be incorporated into the Regional Transportation Plan as well as local Transportation System Plans (TSP). These projects will be coordinated with priorities in the Columbia Cascade River District, which is just north of the plan area. These projects are included into an action plan, which was unanimously accepted by the project steering committee.

Working within the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, the East Metro Connections Plan relied on collaboration across jurisdictional boundaries to advocate for results that ensure prosperity of the East Metro area.

BACKGROUND

The East Metro Connections Plan (EMCP) is the first “mobility corridor refinement” plan identified in the 2035 Regional Transportation Plan to be implemented in our region. A mobility corridor refinement plan aims to better integrate land use, community and economic development, environmental and transportation goals when identifying projects along major transportation corridors. EMCP project partners include the cities of Fairview, Gresham, Troutdale and Wood Village, Multnomah County, ODOT, and Metro. Additional participating entities include Damascus, Portland, Clackamas County, the Port of Portland and TriMet.

This two year effort has analyzed present and future transportation needs and opportunities and is has prioritized solutions/project for updates to the Regional Transportation Plan and project implementation.

The following are major milestones of the EMCP project process:

- **April 2011: Project Goals Defined** - Developed project goals consistent with those identified in a 2009 Memorandum of Understanding signed by Gresham, Fairview, Troutdale, Wood Village, and Multnomah County and goals adopted in the Regional Transportation Plan.
- **Summer – Fall 2011: Problem Statement and Identification of Existing Needs** - A problem statement was developed that reflects current needs and opportunities for improvements to the transportation network that also support the project goals. Examples include areas where congestion exceeds roadway capacity, where pedestrian and bicycle facilities are missing, e.g.
- **Fall 2011 – Early 2012: Initial Strategies to Address Future Needs** - Identified potential solutions (i.e., capital projects) to address transportation needs and opportunities that support local aspirations, and developed quantitative and qualitative criteria to evaluate those solutions/projects. Projects were then “rated” based on the criteria (see Attachment C for further detail about the criteria).
- **March 2012: Strategies for Improvements Identified** - The list of possible transportation solutions/projects was narrowed and refined based on how they “rated” per the evaluation criteria and steering committee feedback. The technical advisory committee developed a set of projects based on the steering committee priorities that were further refined during technical work sessions.
- **March – May 2012: Corridor Themes and Preliminary Action Plan** - Projects were “bundled” together along segments of the primary north-south and east-west corridors within the plan area. Based on this, “themes” have been identified for those segments of corridors. The bundled projects along these corridors are referred to as “investment packages” (see Attachment D and text below for further detail). These resulting set of priorities meet the current and future needs within the plan area and support the project goals.
- **June-July 2012: Final Action Plan and Steering Committee Recommendation** - The final action plan identifies project bundles, or “investment packages” to advance as priorities in the short, mid, or long-term, highlighting those with high degree of consensus from EMCP stakeholders. The recommendation is going to local city councils and the Multnomah County Commission for endorsement.

Transportation Projects as Investment Packages

Proposed bundles of projects, or “investment packages”, defined through the process noted above, have been grouped by the following three primary themes:

1. **North/south connections** - Proposed projects improve the arterial road network connecting I-84 and US 26 and provide for regional mobility needs as well as access to key destinations in the plan area. Projects developed on designated freight routes will be developed to accommodate freight, and be designed accordingly.
2. **Downtowns and employment areas** - Proposed projects improve way-finding, mobility and access to downtowns and jobs.
3. **Regional mobility** - Proposed projects capitalize on previous investments by making the existing system smarter and more efficient through changes to signal timing, signage, enhanced transit service, and multimodal connections. Consistent with the Regional High Capacity System Plan, EMCP recommends advancing an alternative analysis for the Powell/Division transit corridor. EMCP also recommends the designation of a new regional multimodal connection between the Sandy River and the Springwater Corridor Trail.

Attachment D provides a image of these recommended investments. The following summarizes the intent and overview of types of projects for each of the corridor segments based on the primary theme that they support.

1. North/south connections

181st/182nd safety corridor: 181st/182nd is an important community street. Projects will provide safety improvements in known areas of high crash rates and improve safe routes to schools in the Centennial School District. Consistent with transit analysis, this includes a recommendation to improve transit consisting of frequent service between Sandy and Powell boulevards and the elimination of the need to transfer between bus routes along this road.

182nd/190th connections to Clackamas County: Pleasant Valley is an important area for future residential and commercial development. Additionally, future population and employment growth in Clackamas County, including Happy Valley and Damascus means that road connections to the south are important connections. Leveraging Clackamas County’s 172nd/190th Corridor Project, targeted improvements to the road network in Pleasant Valley along Highland/190th will create opportunity for economic and residential development.

Eastman/223rd connections: Projects address future traffic growth with targeted north-south roadway capacity investments along 223rd/Eastman, including at Stark/223rd and Eastman and Powell. This area connects to existing industrial employment sites, including the Port of Portland’s Gresham Vista (former LSI site) site. Projects will also address future needs on Glisan between 201st and Fairview Parkway. For example, projects to better coordinate the signal timing at intersections along Eastman/223rd will provide needed capacity improvements.

242nd connections to Clackamas County: Hogan/242nd is an important north/south connection from employment hubs in the Columbia Cascade River District, north central Gresham industrial, the Gresham Regional Center, and Springwater to Clackamas County and central Oregon. Projects along this arterial address future growth with additional roadway capacity, particularly south of Powell, along with opportunities for access and safety enhancements to the existing conditions. This includes intersection improvements at Glisan and Stark, including signal coordination.

Southeast gateway: The triangle of US 26, Burnside and Powell is an important gateway for the City of Gresham, east Multnomah County and the Portland Metropolitan region, providing an essential connection north to I-84, west to I-205, and south and east to Mt. Hood and central Oregon. Projects address several identified needs at

the gateway, including 242nd/Hogan/Burnside. Projects address future capacity needs, safety (this area is one of the highest crash areas), way-finding and needed pedestrian improvements (there are sidewalk gaps and challenging crossings in this area, particularly along US 26). Way-finding treatments should be integrated with the adopted Mt Hood Scenic Byway route to bring people into the Gresham Regional Center, a vital commercial area.

257th safety, walking and biking connection: Projects create safe and attractive pedestrian crossings along 257th, particularly along the stretch between Reynolds High School and Mt Hood Community College. They will complete the sidewalk improvements along Stark adjacent to the college.

2. Downtowns and employment areas

Rockwood/181st: Projects include targeted bicycle and pedestrian improvements on 181st between I-84 and Stark, and Stark between 181st and Burnside to improve access to the important commercial areas in Rockwood. Projects improve safety and activate the arterial for businesses and walking.

Gresham Vista Business Park: The Port of Portland's November 2011 purchase of one of the area's largest shovel-ready employment sites is an immediate opportunity to bring jobs and revenue to East Metro communities. Projects increase mobility along the north/south and east/west arterials and improve access to industrial employment land.

Downtown Gresham/Civic: There are important public investments to support the vision of Downtown Gresham. Projects include boulevard treatments along all of Burnside and redevelopment opportunities along this important street. Projects better connect Main City Park, the Springwater Corridor Trail and Johnson Creek to Downtown Gresham. Sidewalk and streetscape projects in Downtown improve walking, window shopping and branding of Downtown Gresham as a unique place. Consider an urban renewal area for Downtown.

Pleasant Valley: Projects develop the necessary public infrastructure for development of Pleasant Valley town center consistent with the Pleasant Valley Community Plan.

Catalyst for Springwater District: Projects help develop the necessary public infrastructure for private investment and jobs in this regionally significant employment area. Projects include a new interchange on US 26 and an extension of Rugg Road to connect US 26 and Hogan, as well as collector street improvements to provide needed access for future jobs and employment.

Edgefield/Halsey main street implementation: Halsey is an important main street that connects the downtowns of Fairview, Wood Village and Troutdale. Projects implement features of the Halsey Street Concept Design Plan (2005), a joint effort of Fairview, Wood Village, Troutdale, and Multnomah County. Projects include realizing Halsey as a 2-lane road with median/turn lane, full bike lanes, sidewalks and pedestrian crossings. Projects support the downtown visions for the three cities and help attract commercial development.

Downtown Troutdale: Projects support future development of the urban renewal area in Downtown Troutdale, creating local road connections to the urban renewal area site and extending the regional trail system along the Sandy River from Troutdale Reynolds Industrial Park into Downtown Troutdale. Projects allow for future private investment and job growth in Downtown.

Downtown Fairview and Wood Village: Projects on Fairview Avenue between I-84 and Arata Road improve access provide needed safety and multi-modal improvements. Projects also improve connections between Arata Road and Halsey.

3. Regional mobility

Sandy River to Springwater multi-modal connection: Projects provide multi-modal connections from Downtown Troutdale to Mt Hood Community College and the Springwater Corridor Trail. Projects connect neighborhoods to commercial areas and Mt Hood Community College. This area is one of the most significant gaps in the 40-mile loop regional trail network, and connections will encourage tourism to areas along the Springwater Corridor Trail and Sandy River.

Managing the existing system (Transportation Systems Management and Operations/ Intelligent Transportation System Tools): There are opportunities to improve the current roadway network and enhance the performance of the transportation system using technology that coordinates signal timing and provides “real-time” information. Projects address congestion at intersections through the coordination of signal timing. Improvements to adaptive signal timing along 181st/182nd, Burnside, and Kane Drive. Other projects include signage, messaging and other techniques that improve way-finding and traffic flow. Signal coordination projects can provide as much as a 10% capacity increase to the roadway. Other projects include signage, messaging and other techniques that improve way-finding and traffic flow. Near-term investments include better signage and messaging on US 26 and coordinated signal improvements along all north-south arterials.

Regional east-west transit link: Projects improve east-west transit that connects Mt Hood Community College, Downtown Gresham, Portland and South Waterfront’s Innovation Quadrant. Division is one of the top transit corridors for ridership in the region. Projects include enhanced bus/bus rapid transit and safety, and pedestrian and bike improvements (sidewalks, medians, crossings, access management) to make Division a great street for transit and walking. Enhancements along this corridor create the potential for even greater ridership demand. Enhanced bus service can provide additional service to Downtown Gresham and the Civic Neighborhood, a vital commercial area. Gresham will continue street improvements for sidewalks and other features to make walking and access to transit easier. The phase I recommendation is to pursue a transit alternative analysis along the Powell/Division Corridor.

UPDATED POLICY ELEMENTS

Consistent with the outcomes based planning framework of the Regional Transportation Plan and the mobility corridor strategy, the East Metro Connections Plan will be advancing updated policy elements to support project development in the Action Plan.

Amended Regional Transportation Plan

FINDINGS – Updates to projects and policies

- The East Metro Connections Plan will be recommending refinements to the Regional Transportation Plan policies and projects. See Attachments E and F.
- The Regional Transportation Plan project list will be updated with projects identified in the Action Plan and Recommendation. See Attachment A for recommendation.
- The RTP freight network map (RTP figure 2.20) should be amended to reflect the proposed East Metro Connections Plan “freight grid”, including main roadway routes and road connectors. Projects developed on the “freight grid” will be designed for safe freight movement.
- These changes will include updates to the Regional Freight Network Map. Updates to the Arterial and Through Network and Regional Design Classifications will clarify the ‘proposed connectors’ identified on those maps. See Attachment F for recommendation.
- Through the identification of a ‘freight grid’ through the plan area, changes will allow for policy consistency with the Arterial and Through Network Map and the System Design Map. See Attachment F for changes.

- The Action Plan and recommendation will also be reflected in updates to Chapter 4: Mobility Corridor Strategy for Mobility Corridor #15 as well as Chapter 6: Implementation.

PROCESS – RTP Amendment process to being in fall of 2012.

- After the local jurisdictional actions and Metro Council Resolution endorsing the findings of the East Metro Connection Plan, Metro will initiate the Regional Transportation Plan amendment process, scheduled for fall of 2012.
- The process includes the following actions:
 - Project lists
 - System maps
 - Updated chapter 4 (summary changes to mobility corridor per recommendation)
 - Updated or deleted chapter 6 (change from corridor refinement to implementation)
- Steps included in amending the RTP include:
 - Consultation with air quality partners
 - Regional model run with air quality
 - Conformity determination (based on model results)
 - Removal of other financially constrained projects (delete/replace)
 - 30-day public comment period
 - TPAC recommendation to JPACT
 - JPACT recommendation to Metro Council
 - Metro council action
- Changes to the state project list identified in the RTP also include:
 - 45-day public comment period
 - MPAC recommendation in addition to JPACT action
- Local Transportation system plans will be updated to reflect changes to the Regional Transportation Plan.

Updates to Regional Trail System

FINDINGS – Gresham-Fairview and MAX Trails are priorities, Sandy River to Springwater to be added to Regional Trail System.

- The Gresham-Fairview Trail is a significant regional trail. Current and future project development work will connect the existing trail north from Halsey to the Columbia River. This is currently identified in the Regional Trail System Map.
- The future MAX Trail will connect to the Ruby Junction MAX Station at S.E. 197th Avenue and to points to the east in downtown Gresham. This is currently identified in the Regional Trail System Map.
- The East Metro Connections Plan recommends adding a new proposed trail alignment to the Regional Trail Plan. The Sandy River to Springwater Trail concept would connect the “Sandy River Connections Plan” Trail work to Mt. Hood Community College, Springwater District, and Springwater Corridor Trail. Future master planning would identify route and design.

PROCESS – Regional Trail System updates to begin winter of 2012.

- Metro will initiate changes to the Regional Trail System in the winter of 2012. These changes are anticipated to be complete in April 2013.
- Metro’s Regional Active Transportation Plan will coordinate the regional trail system changes with policy changes to the bicycle and pedestrian system. The Active Transportation Plan recommendation and amendments are anticipated for summer of 2013.

Updates to National Highway System (NHS) route and location

FINDINGS – There is no need to initiate a request for revision to the National Highway System at this time—either to accommodate the needs of freight movements into or through the plan area, or to enable local jurisdictions to implement desired urban and roadway design plans.

- There is a mismatch between the designated policy routes and actual freight movement through the plan area. EMCP findings show that current and projected freight traffic is distributed among the north/south arterials in the plan area, which suggests a grid approach to the designated routes to reflect usage.
- There is no evidence that the NHS designation attracts through-trucks to a route. Both truck counts and regional modeling point to the fact that the current NHS route designation on I-84/Burnside does not do so. There is no basis for the concern expressed by some that truck drivers cannot find the best routes between I-84 and US 26, or that NHS is used as the primary basis for route selection.
- The proposed “freight grid” and associated regional system policy map changes proposed for the Regional Transportation Plan recognize that all arterials should accommodate freight traffic safely.
- Local and regional system needs and concerns can be addressed through changes to transportation system plans and the Regional Transportation Plan. EMCP recommends adding north/south routes (designated as road connectors) to the RTP freight network to complete the freight grid in East Metro. Current and projected traffic also lead to a recommendation to remove the higher volume designation (main roadway connector) from I-84/Burnside. EMCP also recommends local transportation system plans be amended to be consistent with the RTP.
- Amendments to the RTP and local transportation system plans would be more effective if supported by a comprehensive system management plan that includes better wayfinding for trucks and passenger cars traveling to destinations within and outside of the plan area.
- Amending roadway and freight policy designations in the RTP and local transportation system plans prior to state or federal action will ensure that local and regional priorities are clarified and supported.

Future changes to the National Highway System routes will be pursued to correct a mapping error and clarify the local, regional, state, and federal system designations. However, the process, described below, can take as long as two years:

- Federal guidelines spell out the process for revising NHS route maps. Requests must be initiated by the state, should be developed in consultation with local and regional officials, and are directed to the FHWA division office. FHWA has approval authority. In Oregon, ODOT’s consideration of system revisions includes input from ODOT’s roadway classification specialists and Motor Carrier division, which represents freight interests.
- Other key factors in considering NHS revisions include information on the type of traffic using the route (e.g. truck volumes, average trip length, cal/commuter/interregional/interstate trips), and the impact the proposed revision would have on the surrounding NHS system. Proposed additions to the NHS system should connect at either end with other NHS routes or serve a major traffic generator. EMCP findings and analysis can support potential changes.
- More information regarding NHS and a functional classification change request form are located at <http://www.oregon.gov/ODOT/TD/TDATA/rics/FunctionalClassification.shtml>

PROCESS – Engage FHWA, ODOT, Metro and local jurisdictions and stakeholders to design and implement a coordinated wayfinding and system management program.

- Effective signage will direct travelers to the best route accessing their destination, whether inside or outside the EMCP plan area. This program could be enhanced by cost-effective system management techniques such as adaptive signal timing, coordination and safety signalization on selected corridors.

Updates to local transportation system plans

PROCESS – Update local transportation system plans (TSP).

- Gresham Transportation System Plan process is currently underway. Changes to RTP will be coordinated with Gresham TSP.
- Wood Village Transportation System Plan process is currently underway. Changes to RTP will be coordinated with Wood Village TSP.
- Changes to Fairview TSP will be initiated after EMCP recommendation.
- Changes to Troutdale TSP will be initiated after EMCP recommendation.

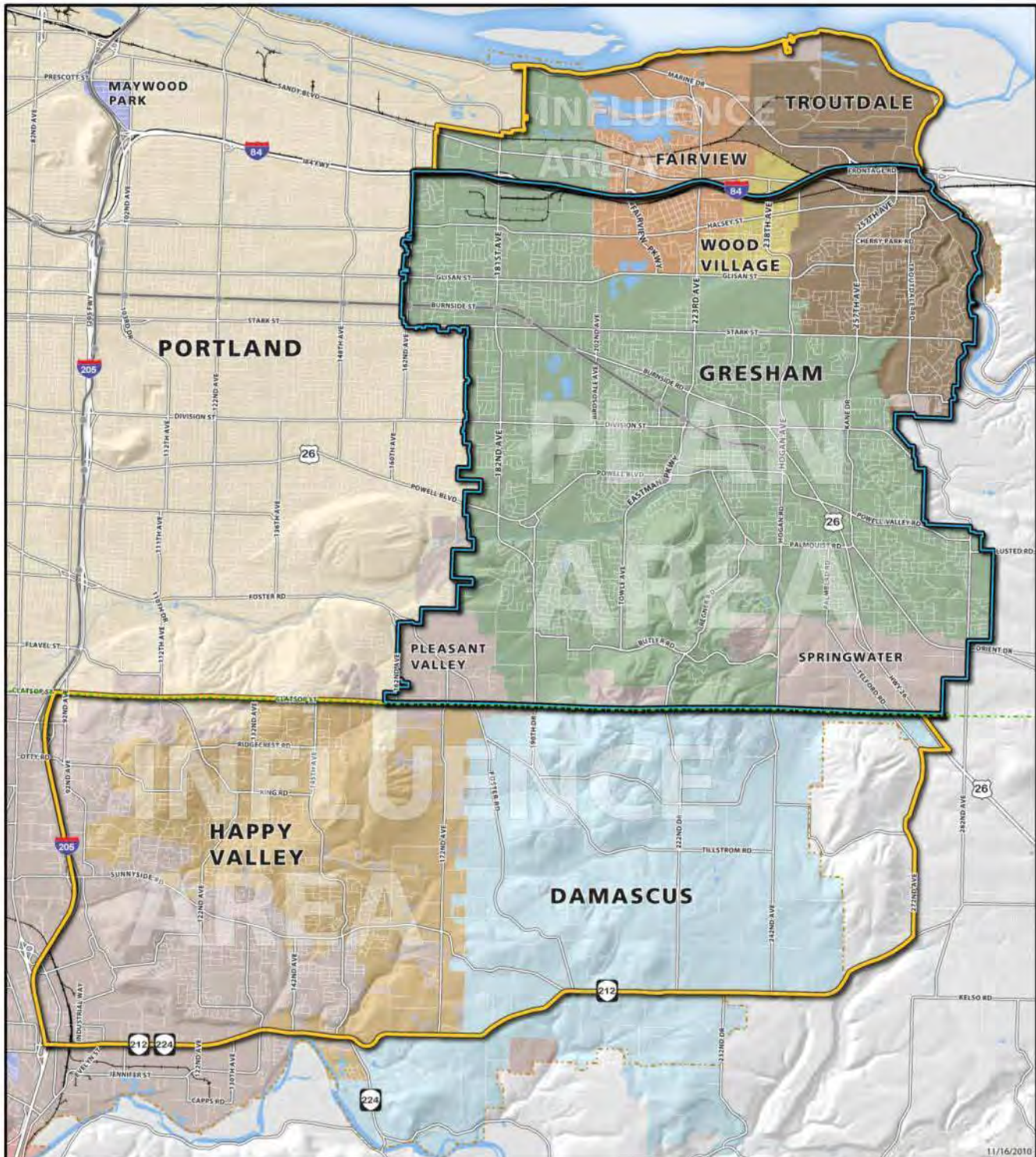
ANALYSIS/INFORMATION

1. **Known Opposition:** None.
2. **Legal Antecedents:** Ordinance No. 10-1241B (“For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component)”); Resolution No. 10-4119 (“For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan cycle”).
3. **Anticipated Effects:** Council directs staff to begin process to amend Regional Transportation Plan; local jurisdictions to amend local Transportation System Plans.
4. **Budget Impacts:** Refinement of the Regional Transportation Plan is a Metro responsibility and will be done with existing staff as part of the annual work plan. No additional resource will be required. Metro will assist the local jurisdictions in identifying and seeking funding for the recommended investment packages. No Metro resources other than staff time are committed to this activity.

RECOMMENDED ACTION

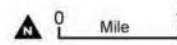
Endorse the Resolution

Attachment A: Project Area Map



East Metro Connections Plan and Influence Areas

- Plan Area
- Influence Area
- County Line
- Urban Growth Boundary
- Light Rail
- Railroad



Plan Area (Area for which improvements will be proposed): East Multnomah County, which includes the four city area of Gresham, Fairview, Wood Village, Troutdale and the unincorporated Pleasant Valley and Springwater areas between I-84 (north) and the County Line (south).
 Influence Area: Comprises two areas within two county/six city area (including Happy Valley and Damascus): 1) The portions of the 4 city area between the Columbia River (north) to I-84 (south) and 2) Between the County Line (north) and HWY 212 (south), and I-205 (west) to 272nd Avenue (east). The Influence Area will include a level of analysis sufficient to assess connectivity and land use relationships with the Plan Area.



Attachment B: Project Team Members and Outreach

East Metro Connections Plan Steering Committee

Councilor Shirley Craddick, Metro
Mayor Mike Weatherby, City of Fairview
Mayor Jim Kight, City of Troutdale
Mayor Patricia Smith, City of Wood Village
Mayor Shane Bemis, City of Gresham
Commissioner Diane McKeel, Multnomah County
Rian Windsheimer, Oregon Department of Transportation
Steve Entenman, East Metro Economic Alliance
Mark Garber, East Metro Economic Alliance
Carol Rulla, Coalition of Gresham Neighborhoods

Greg Olson, Multnomah County Bicycle & Pedestrian Citizen Advisory Committee
Councilor Diana Helm, City of Damascus
Commissioner Jamie Damon, Clackamas County
Alan Lehto, TriMet
Michelle Gregory, Mount Hood Community College
Susie Lahsene, Port of Portland
Hector Osuna, El Programa Hispano
Dwight Unti, Tokola Properties
Ron Cazares, FedEx
Jane Van Dyke, Columbia Slough Watershed

East Metro Connections Plan Technical Advisory committee

Karen Buehrig, Clackamas County
Larry Conrad, Clackamas County
Steve Gaschler, City of Damascus
Carrier Brennecke, City of Damascus
Allan Berry, City of Fairview
Steve Kautz, TriMet
Katherine Kelly, City of Gresham
Jeff Shelley, City of Gresham
Kelly Clarke, City of Gresham
Jim Gelhar, City of Gresham
Stuart Gwin, City of Portland
John Gillam, City of Portland
Phil Healy, Port of Portland
Richard Faith, City of Troutdale
Bridget Wieghart, Metro

Betsy Clapp, Multnomah County
Jane McFarland, Multnomah County
Joanna Valencia, Multnomah County
Jennifer Moore, Multnomah County Health Department
Ross Kevlin, ODOT
Kirsten Pennington, ODOT
Kelly Brooks, ODOT
Ric Vrana, TriMet
Randy Jones, Wood Village
Michael Walter, Happy Valley
Jennifer Donnelly, DLCD
Brian Monberg, Metro
Deborah Redman, Metro

PUBLIC OUTREACH

There has been extensive public outreach for this project. The following outlines primary outreach to date:

- 2011 -2012: 8 visits to Gresham neighborhood associations, 2 visits to the Coalition of Gresham Neighborhoods and one neighborhood information fair
- Summer and Fall 2011: Co-created and administered joint EMCP/Gresham TSP online survey about travel challenges; published summary of responses (December steering committee materials)
- 2010 – 2012: 4 articles in Neighborhood Connections, Gresham’s e-newsletter
- 2010 - 2012: Engagement of experts including school districts, parks and natural environment, freight, and equity
- March, 2012: Project update presentation to Gresham City Council; upcoming presentations to Planning Commission and City Council, May – July, 2012
- Spring, 2012: Presentations and discussions with community and business groups including Gresham Area Chamber of Commerce (April 17, 2012), East Metro Economic Alliance (March 8, 2012), Mt Hood Community College (April 11, 2012)
- 2011 – 2012: Joint outreach with Gresham’s Healthy Eating Active Living program, including open houses
- March 2012: EMCP Open House
- 2011 – 2012: Regular updates to East Multnomah County Transportation Committee (EMCTC) by Metro Councilor Shirley Craddick and Metro staff
- 2010 -2012: Regular email updates to interested parties list
- Sept. 2011 and April 2012: Oregonian coverage (Sept 2011 and April 2012)

Attachment C: Evaluation Criteria Factors & Objectives

The following is an outline of the factors that were used to evaluate transportation projects for the EMCP. For additional detailed information about the definition of each of the objectives listed below, the East Metro Connections Plan has a detailed methodology report available.

Factor 1: Access and Mobility

Related Goals: Support north/south connectivity between I-84 and US 26, as well as east/west connectivity in the East Metro Plan Area; Make the best use of the existing transportation system; Develop multiple solutions that encompass all transportation modes.

Objectives:

- 1) Maximize Freight Operational Efficiency
- 2) Improve mobility/travel time for vehicle trips
- 3) Improves intersection level of service on 181st, Fairview Parkway/223rd, 238th/242nd/Hogan Road, and 257th/Kane Road
- 4) Improves intersection level of service on Halsey, Glisan, Stark, Burnside, Division, and Powell
- 5) Improve mobility/travel time and consistency for transit trips
- 6) Improves transit ridership
- 7) Improves pedestrian access
- 8) Improves pedestrian service
- 9) Improve bicycle access
- 10) Improve bicycle service

Factor 2: Economic Development

Related Goals: Foster economic vitality

Objectives:

- 11) Improves access to industrial land, employment land and/or 2040 Centers
- 12) Protects existing employment areas
- 13) Builds on or leverages private investment
- 14) Builds on or leverages public investment

Factor 3: Safety and Security

Related Goals: Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work, and play.

Objectives:

- 15) Addresses a high crash intersection or corridor
- 16) Increases safe travel to nearby school, vital services, or commercial area (within ¼ mile)
- 17) Reduces intermodal conflict

Factor 4: Healthy Communities

Related Goals: Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work, and play.

Objectives:

- 18) Improves people's network connections to healthful food
- 19) Increases number of people with connections to walking, biking, access to transit
- 20) Increases the number of people within 1/2 mile network walking access to recreational facilities
- 21) Minimizes exposure to transportation related emissions and noise

Attachment C: Evaluation Criteria Factors & Objectives

Factor 5: Equity

Related Goals: Distribute the burdens and benefits of growth

Objectives:

- 22) Improves network connections to vital services (healthful food, medical care and health services, social services, schools and civic institutions, jobs) in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 23) Increases the number of people within ½ mile network walking access to recreation in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 24) Increases number of people with connections to walking, biking, access to transit, in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 25) Minimizes exposure to transportation related emissions and noise in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 26) Improves safety in low-income, minority, non-English speaking, youth, elderly or disabled communities

Factor 6: Natural Environment

Related Goals: Enhance the natural environment

Objectives:

- 27) Increases access to public natural area (e.g., Gorge, Columbia River, regional trails, Mt. Hood)
- 28) Improves integrity of parklands and natural areas.
- 29) Improves wetlands
- 30) Improves flooding or poor storm water flow/drainage
- 31) Improves water quality
- 32) Improve and increase native or non-invasive vegetation
- 33) Improves riparian, fish and wildlife habitat
- 34) Improves fish passage and/or wildlife crossings or corridors
- 35) Protects strategy species and/or habitats identified in the Oregon Conservation Strategy.

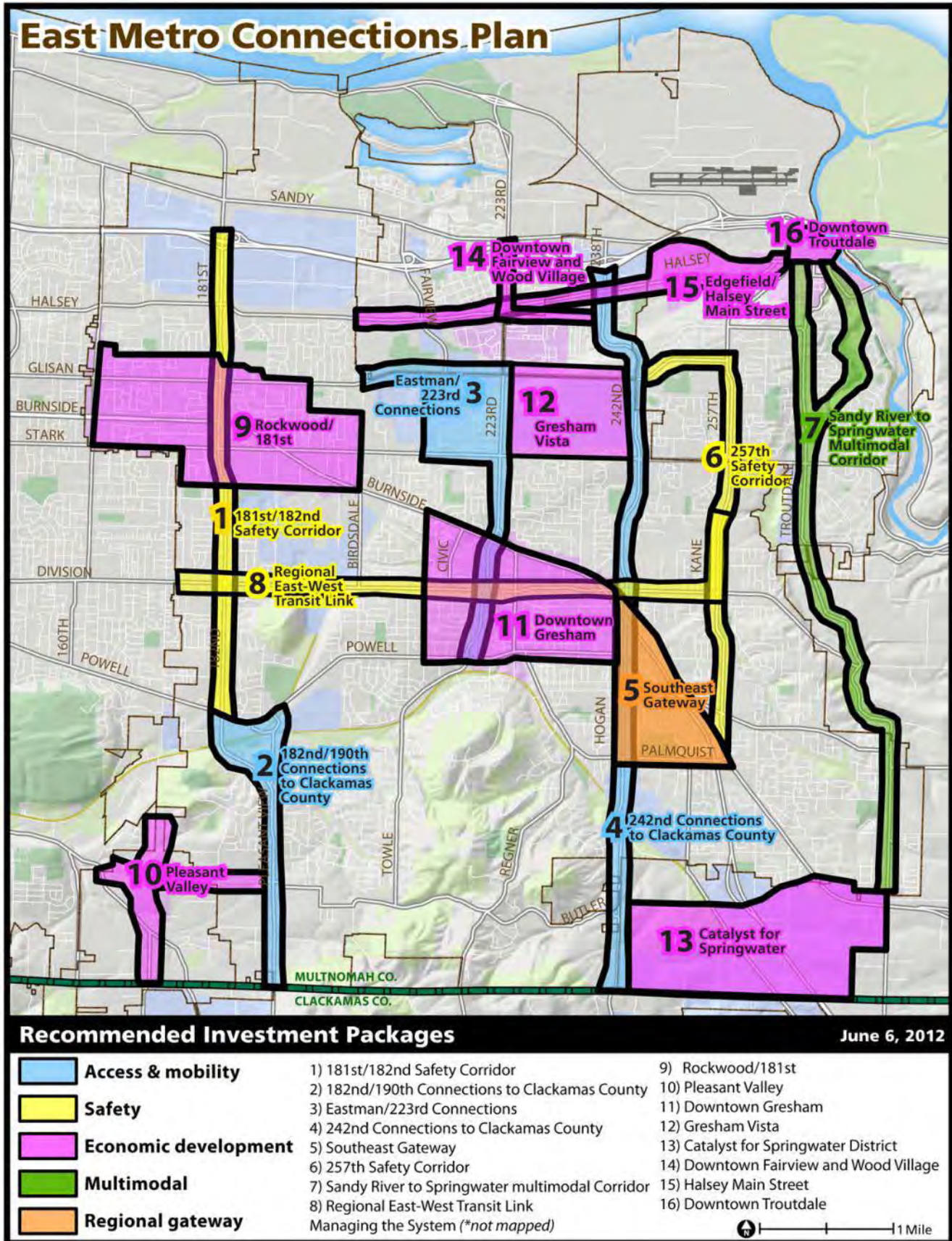
Factor 7: Feasibility

Related Goals: Support the local land use vision of each community; Distribute both benefits and burdens of growth; Make the best use of the existing transportation system.

Objectives:

- 36) Changes, if proposed, to official route designations (e.g., RTP, or 40-Mile Loop) are reasonably likely to be approved by regulatory or permitting agencies.
- 37) Minimizes estimated right-of-way impacts.
- 38) Project cost and complexity is commensurate with benefits.
- 39) Project is consistent with local plans and aspirations.
- 40) Project is consistent with natural resource agency, watershed council, and parks plans.
- 41) Project is consistent with state plans.
- 42) Project is consistent with Congestion Management Process.
- 43) Local jurisdictional support for funding.

Attachment D: Recommended Investments



Attachment E: Project List

Investment	RTP ID	Actions	catalyst?	Timeline			cost
				Phase I	Phase II	Phase III	
(1) 181st/182nd safety corridor							
	10454	181st Ave. improvements Glisan - Yamhill - complete blvd design		X			\$\$\$
	99107	Complete sidewalk connections (181st - I-84 - San Rafael)			X		\$
	99136	Safety corridor: 181st/Rockwood (I-84 - Stark)		X			\$
	99137	Safety corridor: Halsey (182nd-181st)		X			\$\$
(2) 182nd/190th connections to Clackamas County							
	10431	Highland/190th Rd. widening			X		\$\$\$
	10859	Pleasant View Dr., Powell Loop - Highland Dr (widen, curb, gutter, sw, bike)			X		\$\$
	99105	190th Ave / Pleasant View widening (Butler-190th extension - all modes)			X		\$\$\$
	99141	System management: 181st/182nd (I-84 - Powell)		X			\$
(3) Eastman/223rd connections							
	10386	Glisan St. multi-modal (4-lanes, 201st - Fairview Parkway)			X		\$\$\$
	10473	223rd/Stark (intersection improvements) new turn lanes			X		\$
	99150	Powell and Eastman (additional southbound left turn)				X	\$
	99131	207th new collector extension				X	\$\$\$
	99153	Eastman & 25th pedestrian crossing		X			\$
	99142	System management: Fairview Pkwy/Glisan/223rd/Eastman (I-84 - Powell)		X			\$
(4) 242nd connections to Clackamas County							
	99118	238th bike facilities			X		\$\$
	99132	238th/242nd improvements (3 lane with multimodal)		X			\$\$
	10420	Palmquist Rd. improvements (including culvert replacement)		X			\$\$
	10425	Bull Run Rd. Reconstruction (242nd - 257th)			X		\$\$
	10485	Hogan (Palmquist to Rugg Road)			X		\$\$\$\$
	10511	Hogan Rd. at Stark St. (Stark - add RT lanes, 2nd NB and SB turn lanes)			X		\$\$
	99154	Hogan at Glisan			X		\$
	99155	Hogan/Butler new signal			X		\$\$
	99143	System management: 238th/242nd/Hogan (I-84 - Powell)		X			\$
(5) Southeast Gateway							
	10512	Hogan: Powell to Burnside (blvd improvements + 3 intersection improvs)		X			\$\$
	10522	Burnside: Hogan to Powell (safety improvements and reconstruction)		X			\$\$
	10527	Hogan: Powell Blvd to Palmquist (improve to arterial - 4 lanes +center)		X			\$\$
	99103	US 26 multimodal improvements (Burnside to Palmquist: sidewalks)			X		\$
	99139	Safety Corridor: Hogan/Burnside/Powell (Division - Palmquist)		X			\$
	10420	Palmquist Rd. improvements (including culvert replacement)		X			\$\$
	10425	Bull Run Rd. reconstruction (242nd - 257th)			X		\$\$
	10429	Powell Valley improvements (Burnside to 282nd ped and bike facilities)			X		\$\$\$
	99156	US 26/Southeast Gateway system management improvements		X			\$
(6) 257th safety, walking, biking connections							
	10403	257th Ave. Pedestrian improvements at intersections and mid-block crossings		X			\$
	10422	Division St improvements (257th - 268th)				X	\$\$
	99138	Safety corridor: Cherry Park/257th (Cherry Park - Division)		X			\$\$
	10382	Reconstruct Stark St. to arterial standards		X			\$\$
	99125	17th Ave/Cochran pedestrian improvements (257th to Troutdale Rd)		X			\$\$
	99144	System management: 257th/Kane (I-84 - Palmquist)		X			\$
(7) Sandy River to Springwater multi-modal connections							
	99151	Sandy to Springwater master plan		X			\$
	99100	Troutdale Road improvements (ped btwn 21st - Stark)			X		\$
	99101	Troutdale Road improvements (bike btwn Buxton-Stark)			X		\$\$
	10390	Reconstruct Troutdale Rd. (Stark to Division)				X	\$\$
	10409	Beaver Creek Trail				X	\$
	99149	40-Mile Loop extension: Orient to Troutdale Rd.			X		\$\$\$
(8) Regional east-west transit link							
	99152	Transit alternative analysis		X			\$
	10440	Division St. multimodal improvements (Wallula - west city limits)		X			\$\$
	99112	Complete bicycle facilities (Division - Birdsedale to Wallula)		X			\$
	99115	Division pedimps - widen sidewalks, improve crossings 212th-242nd		X			\$

Planning-level cost estimate

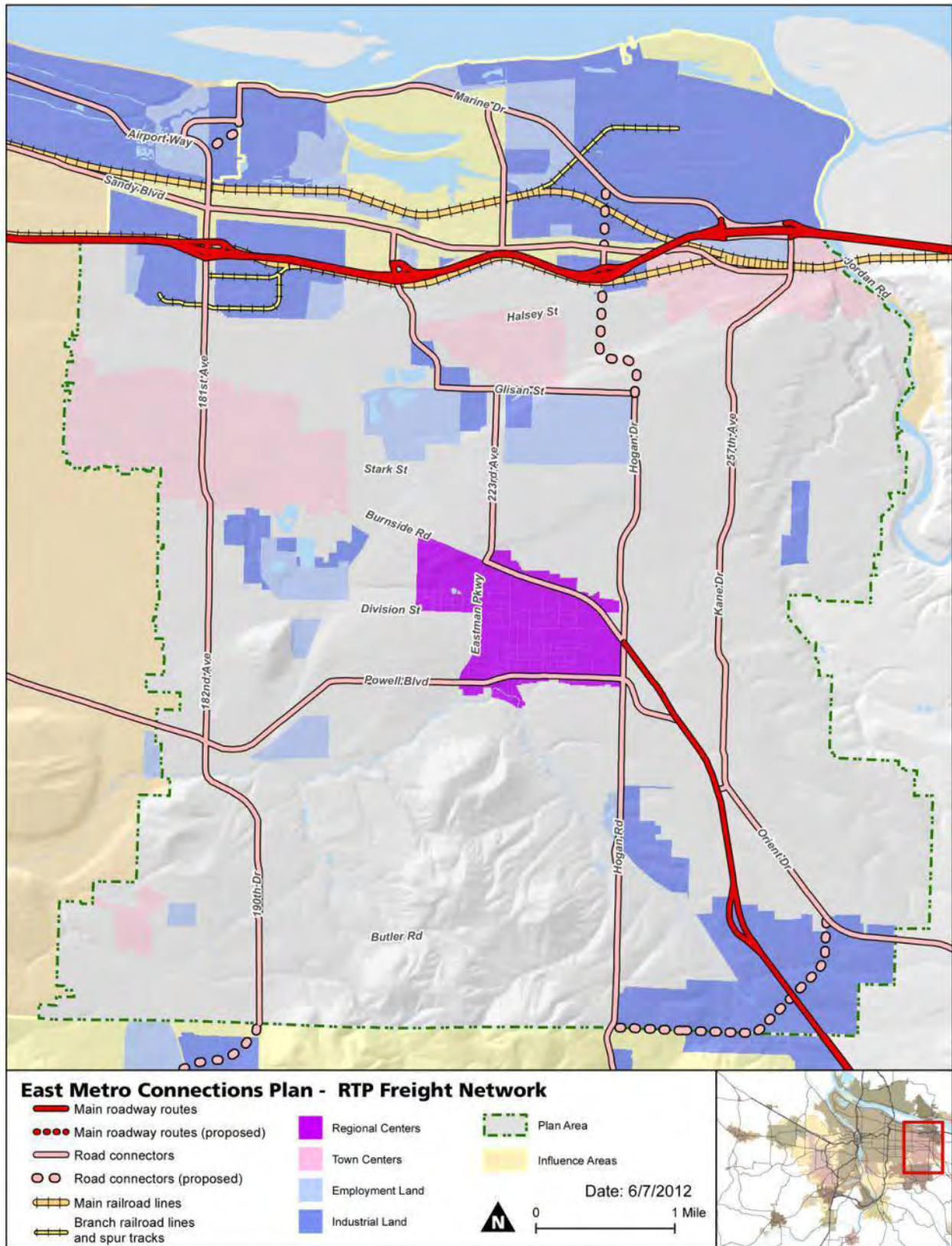
\$ - less than \$2 million
 \$\$ - \$2-10 million
 \$\$\$ - \$11-25 million
 \$\$\$\$ - greater than \$25 million

A catalyst project is defined as a necessary project to begin implementation of a package. These include projects needed for year 2035 system performance standards, needed economic development investments, and critical safety corridors.

Attachment E: Project List

Investment	RTP ID	Actions	catalyst?	funded	Timeline			cost
					Phase I	Phase II	Phase III	
Managing the existing system								
	99141	System management: 181st/182nd (I-84 - Powell)			X			\$
	99142	System management: Fairview Pkwy/Glisan/223rd/Eastman (I-84 - Powell)			X			\$
	99143	System management: 238th/242nd/Hogan (I-84 - Powell)			X			\$
	99144	System management: 257th/Kane (I-84 - Palmquist)			X			\$
	99145	System management: Burnside (Eastman - Palmquist)			X			\$
	99146	System management: Division St. transit priority (162nd - 257th)		X				\$
(9) Rockwood/181st								
	10454	181st Ave. improvements Glisan - Yamhill - complete blvd design			X			\$\$\$
	10459	Burnside SC pedestrian imps. 172,197, Glisan, Stark +intersecting sts			X			\$
	10519	Pedestrian enhancements (Burnside: 162nd-181st)			X			\$
	99109	Widen and buffer sidewalks and improve crossings (Stark: 181st-Burnside)				X		\$
	99110	Widen and buffer sidewalks, add bicycle facilities (Burnside: 181st-197th)				X		\$
	99111	Widen and buffer sidewalks, add bicycle facilities (Burnside: 171st-181st)				X		\$
(10) Pleasant Valley								
	10460	SE 174th N/S Improvements Giese - 174/Jenne				X		\$\$\$\$
	10463	Foster Rd. Extension (north) Jenne - 172nd				X		\$\$\$
	10464	Giese Rd. Extension (162 - 172)					X	\$\$\$
	10465	172nd Ave. Improvements (Giese to Foster)					X	\$\$\$
	10466	172nd Ave. Improvements (Foster to Cheldelin)					X	\$\$
(11) Downtown Gresham/Civic								
	10423	Cleveland Ave. reconstruction (Powell - Stark)		X				\$
	10434	Burnside Rd. improvements (Wallula to Hogan)				X		\$\$\$\$
	10436	Max Trail (Rockwood to Gresham downtown)		X				\$
	10504	Ped to Max: Hood Ave. (Powell - Division on Hood Ave.)		X				\$
	10505	Civic collector streets, new signal Eastman/16th (Civic Drive - Eastman Prkwy)			X			\$\$
	99115	Division ped imps - widen sidewalks, improve crossings (Wallula - Hogan)			X			\$
	99116	Powell ped imps - widen sidewalks, improve crossings (Eastman - Main)				X		\$
	99117	Powell ped imps - widen sidewalks, improve crossings (Hood - Hogan)				X		\$
	99152	Eastman bikelane/stormwater improvements (Division - Powell)			X			\$
(12) Gresham Vista								
	10473	223rd/Stark (intersection improvements) new turn lanes				X		\$
	10511	Hogan Dr. at Stark St. (Stark - add RT lanes, 2nd NB and SB turn lanes)				X		\$\$
	99154	Hogan at Glisan				X		\$
(13) Catalyst for Springwater District								
	10864	New interchange on US 26 to serve industrial area.				X		\$\$\$\$
	10474	Rugg Rd. ext. (new arterial per Springwater plan) Orient to US 26				X		\$\$\$\$
	10475	Rugg Rd. ext. (new arterial per Springwater plan) US 26 to 252nd				X		\$\$\$\$
	10476	Rugg Rd. ext. (new arterial per Springwater plan) 252nd -242nd				X		\$\$\$
	10477	Springwater Road section 4 242nd - 252nd					X	\$\$\$
	10478	252nd Ave. (Springwater to Palmquist collector)					X	\$\$\$\$
	10479	252nd Ave. (Rugg Road to new collector)					X	\$\$
	10480	Springwater Road Section 7 (new collector Hogan-Orient) 242nd					X	\$\$
	10481	Springwater Road Section 8 (new collector Hogan-Orient) 242nd					X	\$\$
	10482	Springwater Road Section 9 (new collector Hogan-Orient) 252nd					X	\$\$
	10483	Springwater Road Section 10 (new collector Hogan-Orient) 252-Telford					X	\$\$\$
	10484	Springwater Road Section 11 (new collector Hogan-Orient) Telford-Orient					X	\$\$\$
(14) Downtown Fairview & Wood Village								
	10387	Reconstruct Arata Rd.		X				\$\$
	10398	Wood Village Blvd extension				X		\$
	99129	Wood Village extension - multi use path		X				\$
	99130	Fairview Ave multi-modal improvements (I-84 to Arata)			X			\$\$
(15) Edgefield / Halsey main street implementation								
	11287	Halsey St improvements (223rd to 238th)			X			\$
	10385	Reconstruct Halsey St. with improvements			X			\$
(16) Downtown Troutdale								
	10408	40 Mile Loop Trail (Reynolds to downtown Troutdale)			X			\$\$
	99148	Troutdale urban renewal access			X			\$

Attachment F: Recommended Freight Network Map



Materials following this page were distributed at the meeting.



BRIDGE FACES A WIDE GULF

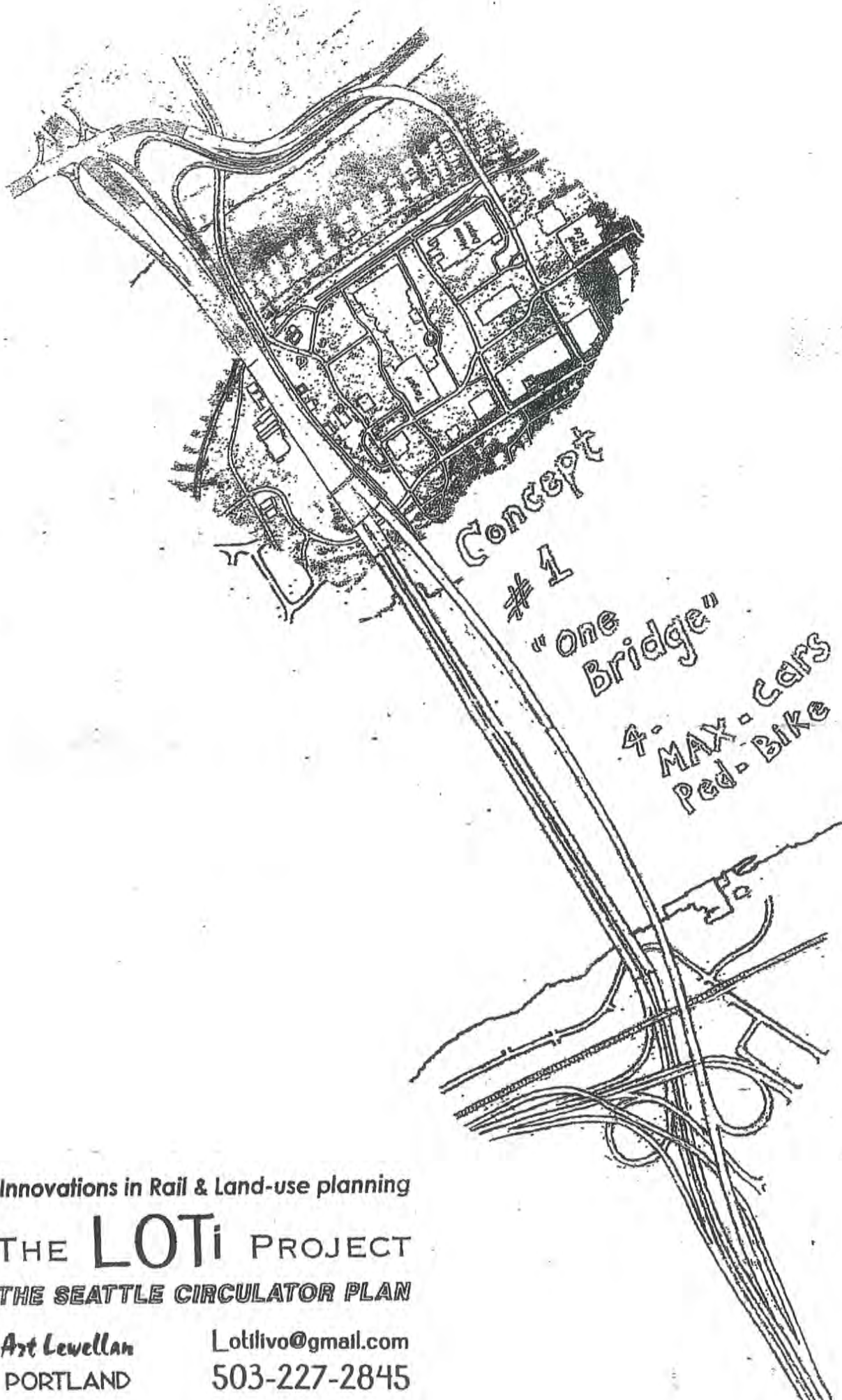
An artist's rendering (looking south) shows a plan to replace

river crossing plan

Even the Portland City Council has taken a stand, saying it will only support an option that includes a new light-rail line to Vancouver.

Rex Burkholder, a Metro Council member serving on the 39-member Columbia River Crossing Task Force that developed the five options, isn't surprised people didn't wait for the release of the study before making up their minds.

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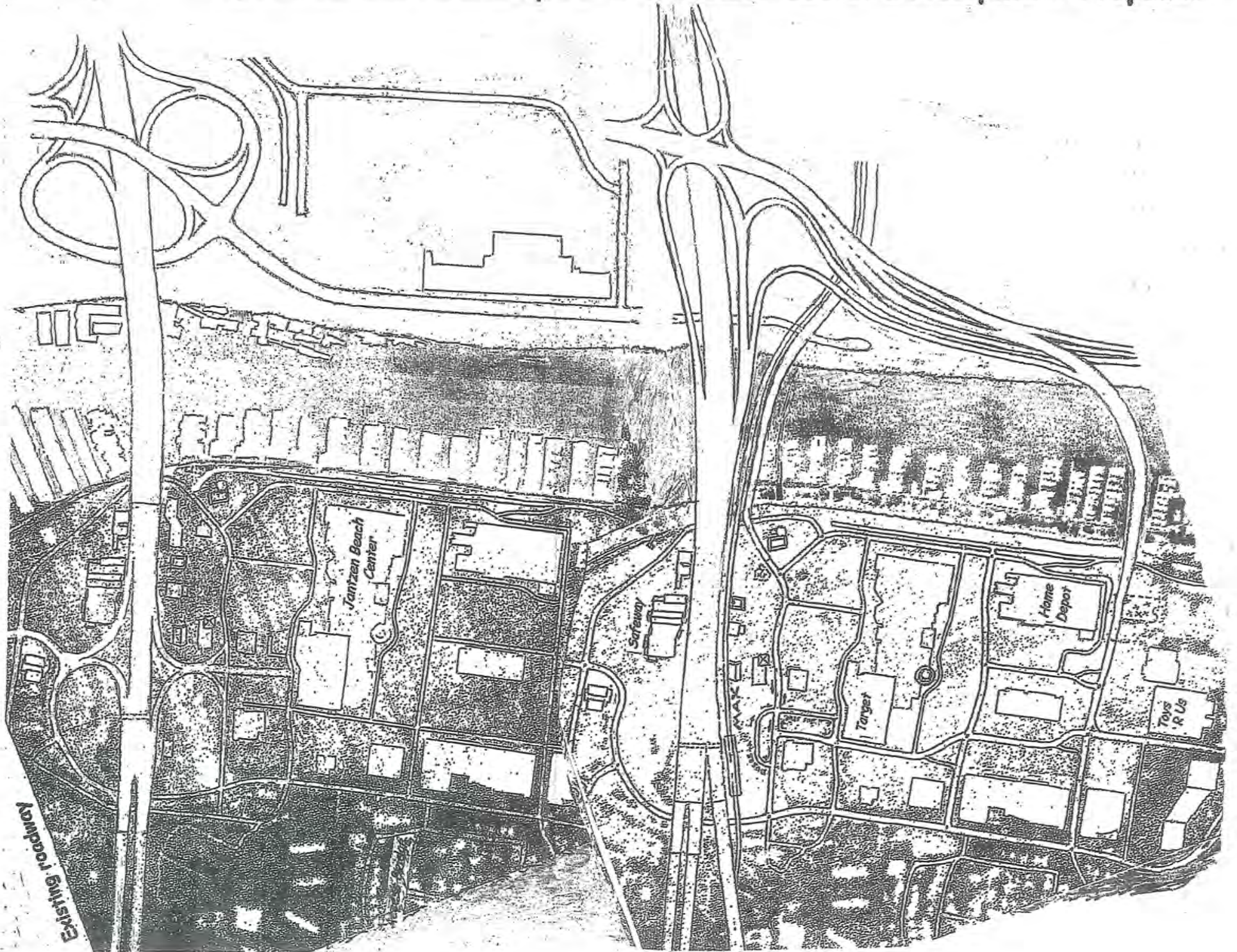
Innovations in Rail & Land-use planning

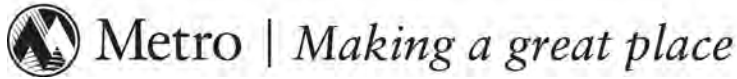
THE **LOTi** PROJECT
THE SEATTLE CIRCULATOR PLAN

Art Levellan
PORTLAND

Lotilivo@gmail.com
503-227-2845

Concept #1 Hayden Island Roadway Network Land-use & Development Proposal





METRO COUNCIL MEETING

Meeting Summary

August 2, 2012

Metro, Council Chamber

Councilors Present: Deputy Council President Rex Burkholder and Councilors Barbara Roberts, Carl Hosticka, Kathryn Harrington, Carlotta Collette and Shirley Craddick

Councilors Excused: Council President Tom Hughes

Deputy Council President Rex Burkholder convened the regular council meeting at 2 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

Steve Bobosky, 21393 NW West Union Rd., Hillsboro: Mr. Bobosky addressed the Council on Metro Code 3.09.090 which addresses the extension of water services outside the urban growth boundary. Mr. Bobosky owns 10-acres and is interested in dividing his property into two 5-acre lots and having both lots serviced by city or Tualatin Valley water. He stated that the quality of his well water has significantly deteriorated. He encouraged the council to consider rephrasing Metro Code.

Mr. Dick Benner of Metro provided legal counsel's response. He stated that the code provision states, "neither a city nor district may extend water or sewer service from inside the UGB to territory that lies outside the UGB" and clarified that Mr. Bobosky's situation is that he would like to access water from a line already outside the UGB. He recommended, and the Metro Council agreed, to send a letter to Washington County clarifying Metro's interpretation of the code provision. He stated that there may be other reasons the County or water district might decide not to extend services to Mr. Bobosky's property. Council indicated that if the letter does not assist Mr. Bobosky, that he should return and the Council will have a discussion about other possible next steps.

3. CONSIDERATION OF THE MINUTES FOR JULY 12, 2012

Motion:	Councilor Kathryn Harrington moved to adopt the August 2 consent agenda: <ul style="list-style-type: none">• Consideration of the minutes for July 19, 2012• Resolution No. 12-4361, For the Purpose Confirming the Appointment of Judie Hammerstad to the Metro Audit Committee.
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Vote:	Deputy Council President Burkholder, Roberts, Hosticka, Craddick, Collette and Harrington voted in support of the motion. The vote was 6 ayes, the motion <u>passed</u> .
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4. ORDINANCES – FIRST READ

- 4.1 **Ordinance No. 12-1282**, For the Purpose of Annexing to the Metro District Boundary Approximately 78 Acres in the North Bethany Area of Washington County.

Second read, public hearing, and Council consideration and vote are scheduled for August 9, 2012. Councilor Harrington was assigned carrier for the legislation.

5. ORDINANCES – SECOND READ

- 5.1 **Ordinance No. 12-1281**, For the Purpose of Amending the FY 2012-13 Budget and Appropriations Schedule Recognizing New Grants and Appropriation for the Removal of a Derelict Barge.

Deputy Council President Burkholder passed the gavel to Councilor Harrington while he carried Ordinance No. 12-1281.

Motion:	Deputy Council President Burkholder moved to approve Ordinance No. 12-1281.
Second:	Councilor Carlotta Collette seconded the motion.

Deputy Council President Burkholder introduced Ordinance No. 12-1281. A barge, formally known as the Vancouver Yacht Club, was found drifting after a storm and high water on the Columbia River in March 2012. The U.S. Coast Guard, in order to prevent navigational hazard, had the barge towed and tied to the nearest available location Metro’s Gleason Boat Ramp. The barge has remained at the boat ramp since March and has become a challenge and threat to the integrity of the facility. Councilor Burkholder stated that the barge is accommodating space that could be used by customers. Unfortunately the owner of the barge, a private individual, does not have the means to remove or dispose of the barge. Consequently, Metro and the State of Oregon Marine Board are expected to fund the removal and disposal of the barge. Metro anticipates receiving approximately \$54,000 of the total \$80,000 disposal costs through reimbursement from the Marine Board’s Derelict Vessel Fund. Councilor Burkholder emphasized the frustration of having to use Metro’s limited dollars on the removal of an individual’s garbage.

Council Questions

Staff confirmed that the private owner of the vessel has no real assets and ultimately staff requested the owner sign over ownership to Metro in order to allow for removal of the barge. Additionally, staff confirmed that they have not been able to identify any other entities – for example there is no registered Vancouver Yacht Club in the Pacific Northwest – responsible for the vessel. Additional questions addressed Metro’s relationship with the Multnomah County Sheriff’s Department regarding the Gleason boat ramp, the roles and responsibilities of the U.S. Coast Guard and Army Corps of Engineers, and current condition of the ramp and facility.

Councilors emphasized that their approval of the ordinance did not mean the Council assumed responsibility, authority or liability for any future projects, and that the U.S. Coast Guard should not assume that this action sets the precedent that Metro will take care of these issues in the future. Additionally, approval of the ordinance does not waive any of Metro’s future rights to recover costs. Legal counsel confirmed for the Metro Council that adoption of the ordinance would not waive any rights to pursue any action against any liable parties. Staff indicated that they have sent letters to the U.S. Coast Guard stating that Metro will vigorously pursue private parties that are involved in tying derelict or abandoned vessels to Metro’s three boat ramps in the Columbia and Willamette

rivers. Staff also stated that Metro would increase signage at boat ramps and participate more in the maritime community in order to increase awareness of this issue.

Public Hearing

Councilor Harrington opened a public hearing on Ordinance No. 12-1281. Seeing no citizens who wished to testify, the public hearing was closed.

Discussion

Councilor Hosticka stated that he would support the ordinance for the purpose of removing an imminent danger, but that his support did not mean Metro would waive its rights to any kind of recovery later. Councilors thanked staff for all of their hard work.

Vote:

Deputy Council President Burkholder, Roberts, Hosticka, Craddick, Collette and Harrington voted in support of the motion. The vote was 6 ayes, the motion passed.

Councilor Harrington passed the gavel back to Deputy Council President Burkholder to chair the remainder of the meeting.

6. RESOLUTIONS

6.1 **Resolution No. 12-4360**, For the Purpose of Authorizing the Chief Operating Officer to Grant an Easement and Dedicate Right of Way, and Enter into an Intergovernmental Agreement with the City of Troutdale for Trail Construction and Long Term Management of Property to be Known as College Nature Park at Beaver Creek.

Motion:	Councilor Shirley Craddick moved to approve Resolution No. 12-4360.
Second:	Councilor Hosticka seconded the motion.

Councilor Craddick introduced Resolution No. 12-4360. The resolution, if adopted, would approve an intergovernmental agreement that formalizes the City of Troutdale as the responsible party for the ongoing development, construction, management, maintenance, security and operation of a new nature park, named College Nature Park at Beavercreek.

Metro’s 62-acre natural area in Troutdale, known as the Mt. Hood Community College property, was acquired with funds from the region’s first voter-approved natural areas bond measure. Councilor Craddick stated that one of the primary features of the property is Beaver Creek, a high-quality riparian habitat that supports a variety of fish and wildlife. The new park will help to connect local trails, including an important section of the 40-mile loop, and will provide recreational opportunities for the surrounding community. Councilor Craddick stated that the project was a wonderful example of two governments working collaboratively.

Council discussion included the development of the large park and its connectivity to the region through the 40-mile loop. Councilors recommended the City of Troutdale join, if the city is not already a member, The Intertwine and recommended that The Intertwine’s signage be added to the park facility. Additionally members recommended the Council have a broader discussion at an upcoming work session regarding the possibility of adding signage requirements to all future agreements of this nature. Council also briefly discussed the location of the Mt. Hood Community College campus and its beautiful natural surroundings.

Vote:

Deputy Council President Burkholder, Roberts, Hosticka, Craddick, Collette and Harrington voted in support of the motion. The vote was 6 ayes, the motion passed.

7. CHIEF OPERATING OFFICER COMMUNICATION

Ms. Martha Bennett of Metro provided an update on Metro and the City of Tigard's joint acquisition of the Fields property, a 26-acre property that includes the City's library, Fanno Creek Trail, and existing nature park. The City recently committed to contributing \$2 million to the \$5 million acquisition.

Additional updates included current Metro Finance and Regulatory Services Director Margo Norton's recent announcement that she will retire effective Oct. 31.

8. COUNCILOR COMMUNICATION

Councilor updates and discussion topics included the recent Oregon Zoo Foundation's director's meeting, and upcoming Aug. 2 Glendoveer Citizen Review committee meeting. Councilor Craddick also invited the full Council to a reception following the Aug. 9 council meeting for the East Metro Connections project. The reception will be held at the Metro Regional Center.

9. ADJOURN

There being no further business, Deputy Council President Burkholder adjourned the regular meeting at 2:50 p.m. The Council will reconvene the next regular council meeting on Thursday, August 9 at 3 p.m. at the Metro Council Chamber. Council will hold an executive session prior to the regular meeting at 2 p.m. in the Council Chamber.



Kelsey Newell, Regional Engagement and Legislative Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF AUGUST 2, 2012

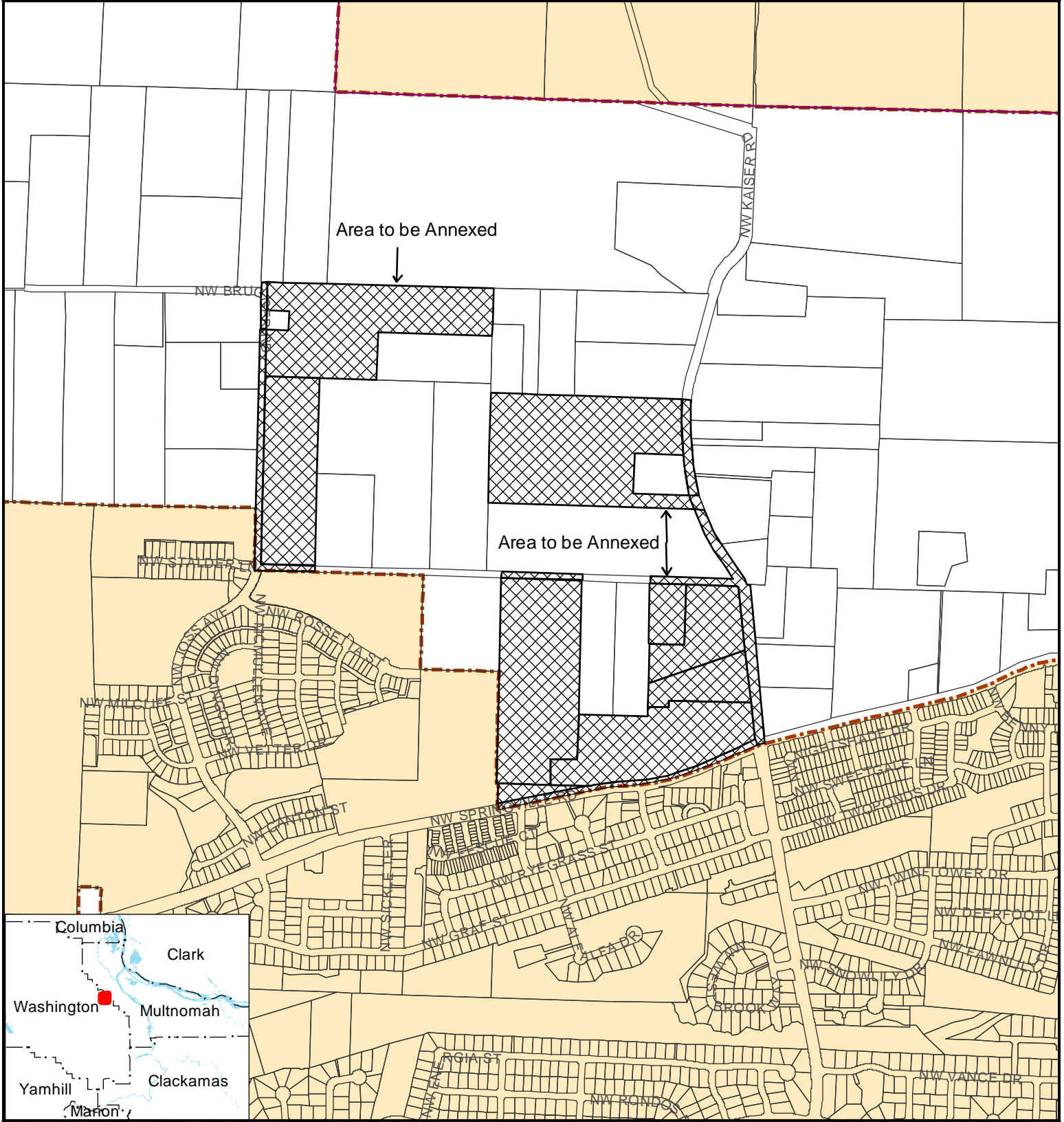
Item	Topic	Doc. Date	Document Description	Doc. Number
	Agenda	8/2/12	Revised 80212 Council agenda	80212c-01
2.0	Testimony	N/A	Map distributed by Steve Bobosky	80212c-02
3.1	Minutes	7/19/12	Council minutes for 7/19/12	80212c-03
3.2	Legislation	N/A	Resolution No. 12-4361, exhibits and staff report	80212c-04
5.1	Photos	N/A	Photos of the derelict barge	80212c-05

Proposal No. AN-0112

1N1W17, 1N1W18




Annexation to the Metro District Boundary

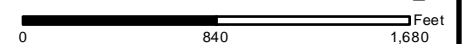
Washington County



Proposal No. AN-0112 Metro District Boundary

1:10,000

-  Area to be annexed
-  Taxlots
-  Metro District boundary




Data Resource Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
<http://www.oregonmetro.gov/drc>

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

Rim Dukes
17662 NW Concordia
Court # 15 Porland OR
97229

- Springville is not yet safe. Before adding new places to build homes, shouldn't we make the area safe for the family's currently living there? 45mph is too high for community road. This area once was rural, it is no longer. The speed limit should reflect this. 25,000 students at Rock Creek PCC, add the number of Family Homes already there, the homes that are being built and the park. There is no safe place to cross the street to get to the park, to get to PCC.
- Oregon and Oregonians are really big on green space. They move to the area because it has a gorgeous view, not because they will have new homes as their view. They WANT to hear the Hawk Cry, the Coyotes yip, they want to maybe glimpse the deer.
- By putting up more and more Single Family homes you are pushing the deer, the coyotes, and the Hawks out. You are creating an Urban environment that has the names of the forgotten life that once was.
- Deer Run: where the deer used to run, Arbor Glen: there once was a glen, Arbor Oaks: where we tore down all but the 6 you see.
- Is this really a balance between urban and the rural? How will the new families like living next to the few farms that have roosters crowing at 4am?

Kim Dukes
17662 NW Concordia
Court #15 Portland OR
97229



PCC Rock Creek in 1990

Black tailed Deer used to run through the area, from tree area to grass field. Now all they have is the strip of woods and the Oat field next to it. If you take out the oat field you will take out their primary source of nutrition. The Deer are still around, they wait until the construction crew goes home, then wonder the now devastated ground.

Coyote used to yip, as little as 1 month ago, the Golden Hawk family in the area are rarely heard, now all you hear are all the crows come to feast on the newly torn up ground.

Deer live here



The Springville Corridor 2012





Pioneer cemeteries



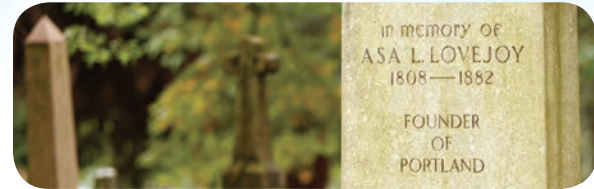
honor
reflect
discover



A unique glimpse into the history of the region

Metro operates and maintains 14 pioneer cemeteries in Multnomah County, each offering a significant link to the region's history. The cemeteries sustain the memory of a diverse population of Oregon residents including early pioneers, military veterans and rescue workers. Grave stone materials, designs and symbols have changed over time, revealing shifts in the region's culture, sentiments and values. What were once simple, unplanned burial grounds have evolved into park-like spaces reflecting the character of the region today.

Metro's historic cemeteries tell an important story about the past. Most of the pioneer cemeteries managed by Metro were established during the early homesteading period (circa 1850-1870). Pioneer cemeteries are often referred to as outdoor museums or classrooms where students



of all ages can trace the history of the region and explore early cultural practices and beliefs.

Metro's pioneer cemeteries are the final resting place of some of the region's most prominent residents and serve as a preserve for heritage plants and trees. They offer a beautiful natural landscape in urban and suburban areas and provide important habitat for native birds and wildlife. In addition to preserving history, Metro's cemeteries are a great place to take a stroll or sit in quiet reflection and honor those who contributed to the creation of Portland's unique and vibrant atmosphere.



Cemetery services

Metro's pioneer cemeteries not only offer a unique look into the past, but several are still managed as active facilities. Public inquiries are welcomed regarding gravesite selection, niche space columbarium interests and terms for immediate need. Metro also maintains burial records for all of its pioneer cemeteries for use by family historians and genealogical researchers. To locate a gravesite or find out more information, visit www.oregonmetro.gov/cemeteries or contact a pioneer cemetery program coordinator at **503-797-1709**.

Visiting Metro cemeteries

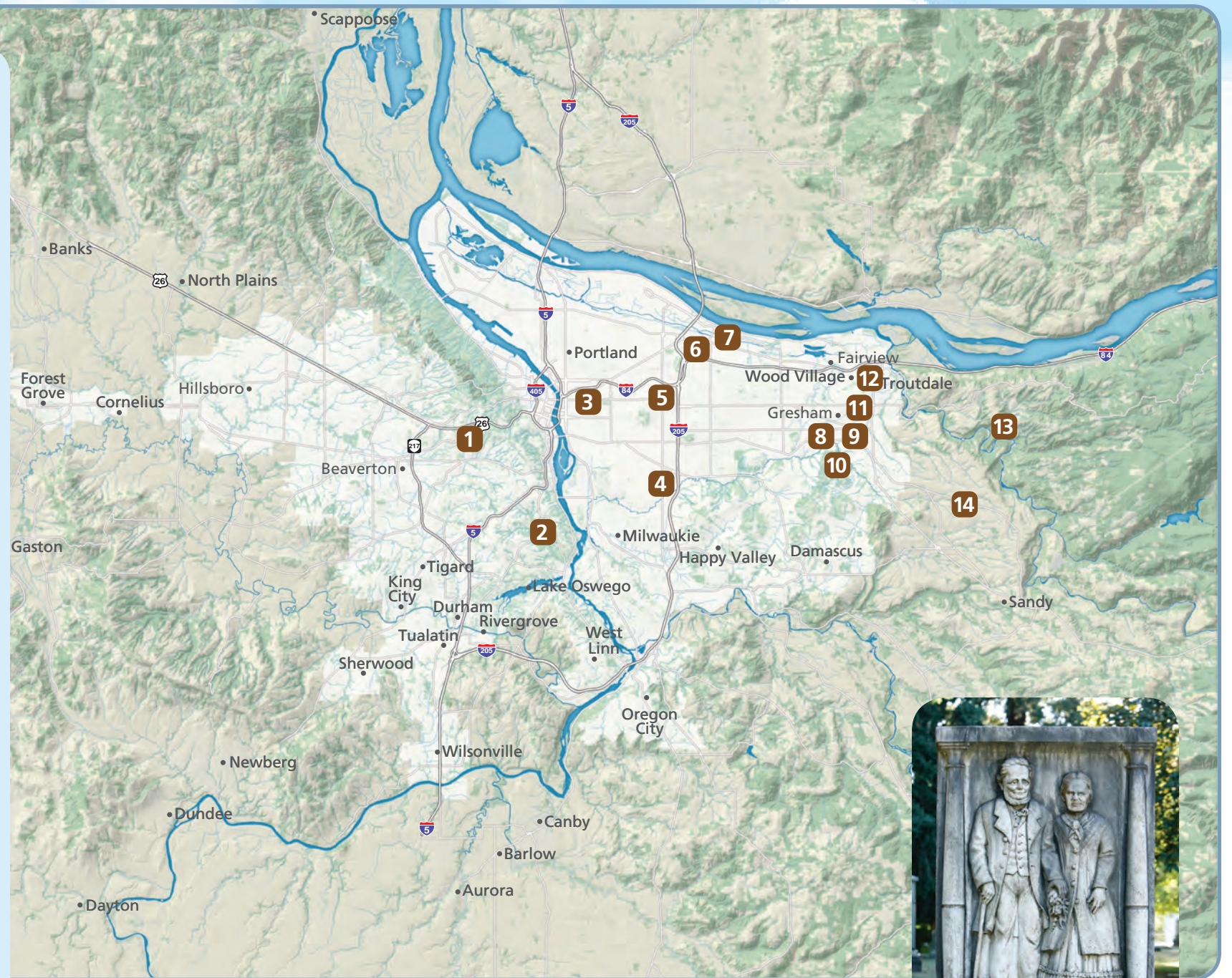
Guidelines

You are welcome to enjoy Metro's pioneer cemeteries. Please observe the following guidelines:

- Metro's cemeteries are open year round from 7 a.m. to official sunset.
- Please do not disturb the landscaped plants and trees or any flowers and memorials placed at gravesites.
- To best protect wildlife, pets are not allowed in any of Metro's parks or natural areas, including cemeteries. Seeing-eye dogs or other service animals are permitted with proper identification and cleanup materials.
- Planting of trees, shrubs or any other plant material, except turf grass, on graves or their borders is prohibited except with special written permission by the cemetery supervisor.
- Use of metal or mining locating devices of any kind is prohibited.
- While visiting, please be respectful of ceremonies and burials taking place at Metro's cemeteries.
- Filming and photography in Metro's cemeteries requires a permit. Please contact the cemetery office for more information at 503-797-1850.

The pioneer cemeteries

- 1 Jones** 1854, 3.25 acres, includes Havurah Shalom, Southwest Hewitt Boulevard, 200 feet south of Humphrey Boulevard, Portland
- 2 Grand Army of the Republic** 1889, 2.0 acres, 9002 SW Boones Ferry Road, Portland
- 3 Lone Fir** 1855, 30.5 acres, Southeast 21st Avenue and Morrison Street, Portland
- 4 Multnomah Park** 1888, 9.25 acres, Southeast 82nd Avenue and Holgate Boulevard, Portland
- 5 Brainard** 1867, 1.1 acres, located at Northeast 90th Avenue and Glisan Street, Portland
- 6 Columbia Pioneer** 1877, 2.4 acres, Northeast Sandy Boulevard and 99th Avenue, Portland
- 7 Powell Grove** 1848, 1.0 acre, Northeast Sandy Boulevard and 122nd Avenue, Portland
- 8 White Birch** 1888, 0.5 acre, Southwest Walters Road, Gresham
- 9 Escobar** 1914, 0.5 acre, Southwest Walters Road and Littlepage Road, Gresham
- 10 Gresham Pioneer** 1851, 2.0 acres, Southwest Walters Road, Gresham
- 11 Mt. View-Stark** 1886, 0.75 acre, Southeast Stark Street and 257th Street, Gresham
- 12 Douglass** 1866, 9.1 acres, includes Eastside Jewish community, Southwest Hensley Road, Troutdale
- 13 Mt. View-Corbett** 1880, 2.0 acres, Smith Road and Evans Road, Corbett
- 14 Pleasant Home** 1850s, 2.0 acres, Bluff Road and Pleasant Home Road, Gresham



Volunteer opportunities

If you are interested in volunteering at any of Metro's pioneer cemeteries, parks or natural areas, call **503-797-1850** or send e-mail to **parkvol@oregonmetro.gov**. Metro also offers volunteer opportunities at the Oregon Zoo, the resource conservation and recycling center and the Oregon Convention Center. Visit **www.oregonmetro.gov/volunteer** for more information.

About Metro

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

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

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.
Auditor – Suzanne Flynn



Metro | *People places. Open spaces.*

A photograph of a cemetery in autumn. The ground is covered with fallen yellow and orange leaves. Several gravestones are visible, some covered in moss. In the background, there are trees with yellowing leaves and a white picket fence. The lighting is soft, suggesting late afternoon or early morning.

Unearth Oregon's Past

I4

The Block 14 Initiative
at Lone Fir

Westward expansion is a well-known part of American history. The land claims that occurred in the Oregon Territory opened limitless opportunities for settlers wanting to start new lives. Portland became home to many who traveled in covered wagons and had dreams of building a place of possibilities nestled against forested hills and a winding river.

What is not as well known is the story of thousands of people traveling *east* to Oregon by ship, with the intention of finding jobs, not homes. Upon completion of their projects, they returned to their provinces in China where many generations of their families had lived and died.

Oregon's early Chinese workers accepted the challenge of undertaking the most arduous tasks – laying down rail tracks and building up seawalls, and digging ancient tree stumps to create our infrastructure. As they worked hard to make Oregon a more civilized place to live, they faced significant hardship and discrimination. Many of those who lost their lives doing this work were buried in Block 14 at Lone Fir Cemetery – a section of land purchased by Suburban Railroad and managed by the Chinese Consolidated Benevolent Association.

Not even death was going to keep these workers from returning home. Many of them had made arrangements for their remains to be sent back to China should they face untimely deaths in Oregon. After a specified amount of time, their bones were to be sent back to their home provinces in small metal boxes.

Discrimination continued after death. At the request of Multnomah County, the Chinese Consolidated Benevolent Association sent the remaining bones from Block 14 back to

China so the County could construct a maintenance building on the site. Once it was discovered in 2005 that remains still existed in Block 14, the community was motivated to tell the story of early Chinese workers and honor their contributions. Thus, *The Block 14 Initiative at Lone Fir* was established.

Honoring THE past 朗花



There was a time when, rather than helping or rehabilitating loved ones, the solution was to send them away. The word *asylum* used to refer to a place for people who couldn't take care of themselves or who did not have families with the means to support them. These people may have been afflicted with mental health conditions, or were physically incapacitated, impoverished or non-English speaking. One Oregon man not only looked after these people, but also treated them with great respect and dignity.

Dr. James Hawthorne was known for his benevolence and humanity toward his patients. He established the Oregon Hospital for the Insane in East Portland where he cared for more than 500 people. Some of his practices were unprecedented at the time. By giving his patients a sense of purpose, through making a living and tending to gardens, he fostered their confidence and independence in a safe environment. Due to Dr. Hawthorne's progressive and innovative work, his statewide hospital received national recognition as being one of the best institutions in the United States.

One of Dr. Hawthorne's greatest examples of kindness was arranging to bury his patients when family members were absent. It is believed that more than 200 of his patients were laid to rest in various areas of Lone Fir Cemetery – including the east side of Block 14.

Like many of the Chinese workers, their grave markers are long gone, but *The Block 14 Initiative* aims to honor these patients and the doctor who cared for them until his own death, when he too was buried at Lone Fir Cemetery.



THE Heritage Garden AND Memorial AT Lone Fir



The Chinese worker and asylum patient memorials are linked by a shared pergola with seating, providing a place for contemplative views out to the gardens.



The oval green is flanked by ribbons of wildflowers and a curved path leading to the pergola, which frames a funerary burner and memorial pine tree. Authentic Chinese headstone artifacts are located in the green.



An informational kiosk and sign are located at a new pedestrian entry at the memorial garden. A seeping stone wall is a focal point in the entry plaza.

A Place to Gather, Reflect and Learn

Although the stories of Oregon’s early pioneer days are abundant, the historically significant places to visit in Portland are sparse. Listed on the U.S. Department of Interior’s National Register of Historic Places, Lone Fir is a beloved destination for history lovers, neighbors, students from nearby schools, and tourists alike.

Among the stunning array of headstones, hundreds of trees have been planted for loved ones, providing an urban ecosystem for a variety of habitats. As seen in many cultures around the world, cemeteries are a place for gathering, celebrating, grieving, growing and learning. More people are visiting Lone Fir than ever before – through cultural events, historic tours and cleaning and repair workshops.

“Cemeteries have so much to offer communities. We honor our ancestors by caring for their final resting place – but we must also not forget their stories. They are a mirror reflection of our past and a window to our future.”

METRO COUNCILOR AND
FORMER OREGON GOVERNOR
BARBARA ROBERTS

Unearth Oregon’s Past: The Block 14 Initiative at Lone Fir

This effort will continue to provide the momentum to bring more people to this treasured cemetery and preserve it for future generations. Metro Regional Government, which manages 14 pioneer cemeteries, retained Lango Hansen Landscape Architects and partnered with Friends of Lone Fir Cemetery, the Oregon Consolidated Chinese Benevolent Association and prominent mental health advocates to seek input on the aesthetics, cultural appropriateness and potential uses for Block 14. Metro and Lango

Hansen produced the Lone Fir Block 14 Memorial Park Master Plan in 2008, with guidance from the State of Oregon Historic Preservation Office as required by the National Register. Situated in the southwest corner of Lone Fir’s 30 acres, Block 14 feels removed from the cemetery. Unlike the rest of Lone Fir, there are no trees, plant life or headstones. Instead, visitors find a gravel lot where a maintenance building and a parking lot once existed. *The Block 14 Initiative at Lone Fir* will aesthetically reunite the area with the rest of the cemetery and serve as a beautiful entrance, rich with storytelling, honor and gratitude.

A view of Block 14 from southeast Morrison Street.





THE Transformation OF Block 14

Honoring Chinese Workers

- ◆ New pedestrian entrance to Lone Fir Cemetery that includes welcoming signs with information about the Heritage Garden, Memorial and history of the cemetery
- ◆ Seeping stone fountain flanked by curved paths that surround the area
- ◆ An oval green composed of low-growing, drought-tolerant grasses and ground cover interspersed with flowering trees
- ◆ Interpretive stone panels designed to convey the journey of early Chinese workers, and mark locations where remains were found in 2005
- ◆ Chinese funerary burner and trellis similar to the original structures that were demolished

Paying Respect to Asylum Patients

- ◆ Small building displaying artifacts from the Chinese workers and Dr. Hawthorne's asylum
- ◆ Shallow contemplative pool and stonework with the names of Dr. Hawthorne's patients listed
- ◆ A bell tower to the north of the garden, reminiscent of the bell Dr. Hawthorne rang daily at the asylum
- ◆ Series of interpretive art pieces telling stories of the asylum patients' experiences
- ◆ An intimate garden inspired by Victorian-era planting design that was popular during Dr. Hawthorne's time

Sustainable Landscaping

- ◆ Native Oregon plants as well as groupings of plant species brought to the state by early pioneers
- ◆ Landscape design supporting sustainable practices, energy efficiency and cost containment

“The wave of Chinese immigrant workers to Portland at the turn of the 20th century created the nation’s second largest Chinese community. Despite the discrimination and hardships they faced, their contribution to the foundation and growth of Oregon is immeasurable. It’s time their stories were told, and what more fitting tribute than this beautiful, sacred memorial garden where we can pay them the public respect and honor so long overdue.”

REBECCA LIU
Oregon Chinese Consolidated
Benevolent Association

A Welcoming Entrance

Your support of *The Block 14 Initiative at Lone Fir* will help establish the garden and memorial, honoring those who lie in unmarked graves, and providing a place where Oregon’s history can be told.

Like many other world-class cities that treasure their earliest cemeteries, The Heritage Garden and Memorial at Lone Fir will be a place to learn, explore, reflect and enjoy. It will enhance the experience of visiting Lone Fir, welcoming those who seek stories about our past among the trees, gardens and monuments in the cemetery.

The Block 14 Initiative at Lone Fir aims to raise funds to build one of the first memorials to early Chinese workers and to Dr. Hawthorne and his patients. It will serve as a welcoming entrance to Lone Fir Cemetery, honoring those whose headstones disappeared long ago. The garden will also serve as an expression of gratitude to the early settlers who built our city, as well as to those who cared for people in need.

With Gratitude to the Community

Through the efforts of Metro Regional Government, City of Portland and Multnomah County, *The Block 14 Initiative at Lone Fir* has engaged many community organizations and interested parties, such as the Oregon Chinese Consolidated Benevolent Association, Friends of Lone Fir Cemetery, Southeast Uplift, Buckman Neighborhood Association and Portland Fire and Rescue.

Through two artistic projects released in 2008, the *(D)early Departed* music CD and the documentary, *Come Together Home*, public awareness of the project has increased and proceeds from their sales continue to be donated to *The Block 14 Initiative at Lone Fir*. The project has also received support through public funds, grants, corporate support and individuals.



Lone Fir Cemetery

Lone Fir Pioneer Cemetery is a civic landmark and a treasured historic resource with an extraordinary, multicultural past. The cemetery sustains the memory of military veterans, firefighters and mental hospital patients, and is a final resting place for people of diverse ethnicities and nationalities, including Chinese, Japanese, Russians, Ukrainians, Vietnamese and African-Americans.

Despite its central location and wealth of treasures, Lone Fir has greater potential to serve additional city residents and visitors who are unaware of the variety of resources inside. Many neighborhood residents currently walk, bike or drive by without noticing Lone Fir. *The Block 14 Initiative at Lone Fir* will create a new, inviting public entrance, and the cemetery and the community will benefit from an increased profile that will help overcome challenges, such as vandalism and neglect.

DID YOU Know?

- ◆ Families with strong connections to Oregon's history are buried throughout Lone Fir. Familiar names include Lovejoy, Cardwell, Macleay, Bybee, Cullen, Dekum, Banfield, Holman, Lane, Caruthers, Thurman, Tryon and Lowndale.
- ◆ It is believed that there are more than 10,000 unmarked graves at Lone Fir. Dr. Hawthorne's asylum patients comprise more than 200 of them. When families were absent, Dr. Hawthorne made arrangements for his patients to be buried at Lone Fir. It is believed that their wooden markers deteriorated over time.
- ◆ Some of Dr. Hawthorne's accomplishments include being elected to the California Senate; establishing a state hospital that was considered one of the best institutions in the country; being honored as the leading authority of "diseases of the mind"; and achieving the highest order of the Masons.
- ◆ Since the 1850s, Chinese immigrants have been in Oregon. By the 1890s, 11 percent of Portland's residents were from China, and the city was the second largest Chinese community on the West Coast until 1900.
- ◆ The Burlingame Treaty of 1858 allowed Chinese citizens to enter the United States freely, with many of them working for Oregon's mines, railroads, canneries and construction. Others worked as servants, gardeners, cooks and launderers. Threatened by the prevalence of Chinese workers and their success in establishing businesses, their civil rights were restricted and they were banned from owning land. In 1882, the Chinese Exclusion Act prohibited any future arrival of Chinese into the U.S.
- ◆ More than 150 years ago, there was one tree at Lone Fir Cemetery. Today, there are over 600 trees within 30 acres – each planted on a grave after the death of a loved one. The mature trees create an extensive canopy that supports an urban habitat for over 65 bird species.

Unearth Oregon's Past

I4 The Block 14 Initiative
at Lone Fir

The Block 14 Initiative at Lone Fir
c/o Friends of Lone Fir Cemetery
PO Box 14214, Portland, Oregon 97293
503.902.4778 ◆ lonefirblock14.org

The Heritage Garden and Memorial at Lone Fir will be located at the southwest corner of Lone Fir Cemetery at southeast 20th and Morrison.

Donations can be made payable to "Friends of Lone Fir Cemetery." Indicate your intention by adding "Block 14" on the memo line.

In 2008, Buddhist Master Yundan Trinley Dorje Rinpoche was invited to visit Block 14 and review the plans. He interpreted the arched path in the design as representing a boat carrying spirits back to the West and felt the memorial will improve the Feng Shui of the area.



James Beck, Hawthorne descendant, and Stanley Clarke, local historian, visited Dr. Hawthorne's grave at Lone Fir Cemetery in 2011.

Collaborators

Friends of Lone Fir Cemetery
friendsoflonefircemetery.org

Metro Regional Government Cemeteries Program
oregonmetro.gov/cemeteries

Oregon Chinese Consolidated Benevolent Association
ccbaportland.org

Oregon Historic Cemeteries Commission
oregon.gov/OPRD/HCD/OCHC/

East Metro Connections Plan

Investing in East Metro

Metro Council
August 9, 2012

Partnership of:

Gresham, Fairview, Troutdale, Wood Village, Multnomah County, Citizens of East Multnomah County, Clackamas County and Cities, ODOT, TriMet, Port of Portland

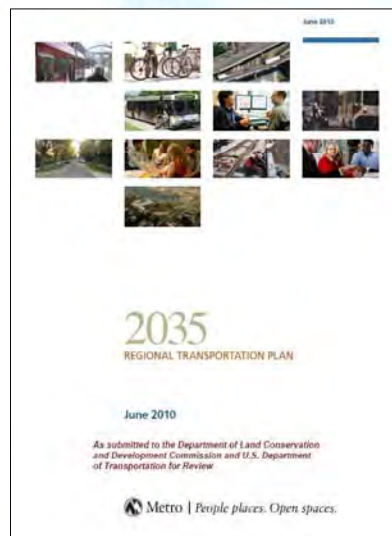


EMCP – Policy background

First plan from the
2035 Regional
Transportation Plan

EMCP recommendation will lead to an **amended** Regional Transportation Plan

Collective advocacy for regional, state, and federal funding for the action plan.



EMCP – RTP update

- August 9 Metro Resolution endorses the **projects** and **policies** of EMCP

- RTP amendment will be separate process beginning this fall



Goals for East Metro Connections Plan

Support north/south connectivity between I-84 and US 26, as well as east/west connectivity and capacity in the East Metro plan area.

Make the best use of the existing transportation system.

Develop multiple solutions that encompass all transportation modes.

Foster economic vitality.

Distribute both benefits and burdens of growth.

Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work and play.

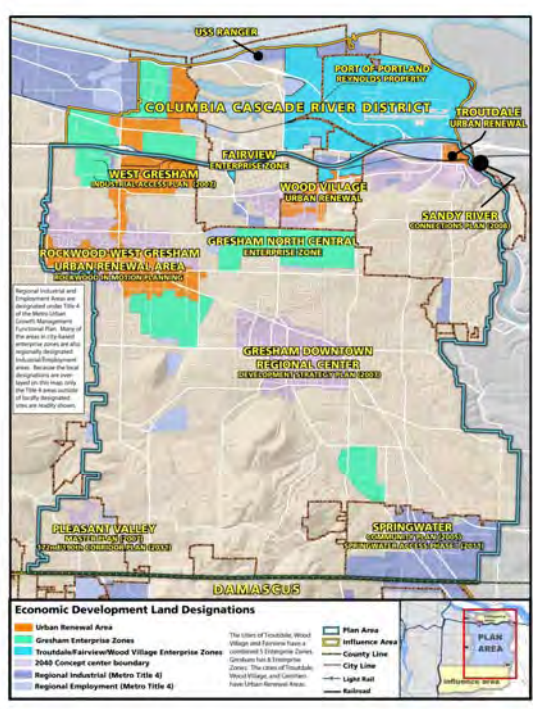
Support the local land use vision of each community.

Enhance the natural environment.

Investments that serve key land uses

- Columbia Cascade River District
- Urban renewal areas
- Employment areas, including Gresham Vista and Springwater
- Downtown development

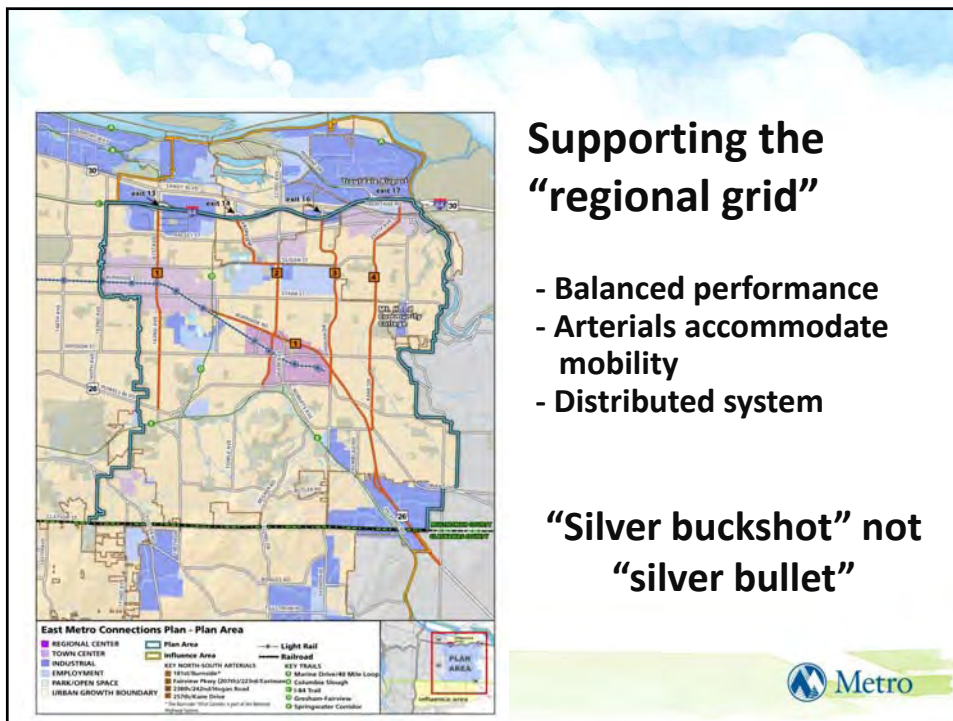
Project not recommending any changes to land use – what investments will activate current land uses?



Supporting the “regional grid”

- Balanced performance
- Arterials accommodate mobility
- Distributed system

“Silver buckshot” not “silver bullet”



Public Outreach

- ↳ Steering Committee (6 meetings)
- ↳ Economic Development Committee (2 meetings)
- ↳ Technical Advisory Team (42 meetings)

- ↳ EMCP **Open House** March 2012
- ↳ Regular updates to **East Multnomah County Transportation Committee (EMCTC)**
- ↳ Oregon Truck Driving Championship (June 2011)
- ↳ Regular email updates to interested parties list

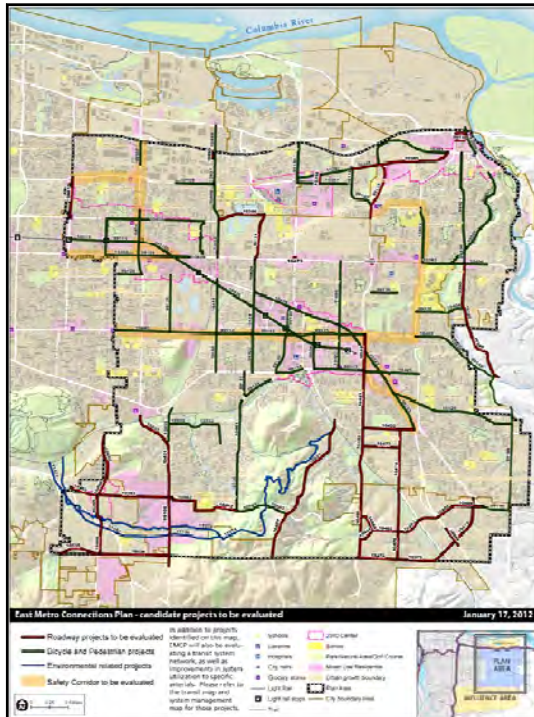
- ↳ Presentations to Gresham, Fairview, Troutdale, Wood Village City Councils and Planning Commissions plus Multnomah County Commission

- ↳ Gresham Neighborhood Associations = 8 visits
- ↳ Coalition of Gresham Neighborhoods = 2 visits
- ↳ Southwest Gresham Neighborhood Information Fair
- ↳ Joint outreach with Gresham's **Healthy Eating Active Living** program, including open houses summer 2011

- ↳ **Online survey** about travel in East County
- ↳ **Neighborhood Connections:** 4 articles
- ↳ **Oregonian:** 4 articles
- ↳ **Outlook Newspaper:** 2 articles
- ↳ **Daily Journal of Commerce**



- Engagement of:
- ✓ Gresham Area Chamber of Commerce
 - ✓ East Metro Economic Alliance
 - ✓ Mt Hood Community College
 - ✓ School districts
 - ✓ Parks & natural environment stakeholders
 - ✓ Freight stakeholders
 - ✓ Equity stakeholders



Investigate potential solutions (Dec to Mar)

Emerging priorities (Mar to April)

Agreement on priorities (May to July)

Recommendation

Many **disparate** projects along primary corridors
(Dec. 2011 to March 2012)

↓

Bundles of projects along each primary corridor
(March to April 2012)

↓

THEME bundled projects =
"Investment Packages"
(April to May 2012)

Recommended Investment Packages May 5, 2012

Access & mobility	1) 181st/182nd Safety Corridor	16) Rockwood TBI at
Safety	2) 182nd/190th Connections to Clarkamas County	17) Pleasant Valley
Economic development	3) Eastman/22nd Connections	18) Downtown Corridor
	4) 242nd Connections to Clarkamas County	19) Downtown Vista
	5) Southeast Gateway	20) Catalyst for Springwater District
	6) 251/7th Safety Corridor	21) Downtown Fairview and Wood Village
	7) Sandy River to Springwater multimodal Corridor	22) Holley Main Street
	8) 257th Safety Corridor	23) Downtown Trousdale
	9) Regional East-West Transit Link	24) Managing the System (see mapset)

North-South Connectivity

ACCESS & MOBILITY

Intersection improvements

Road widening

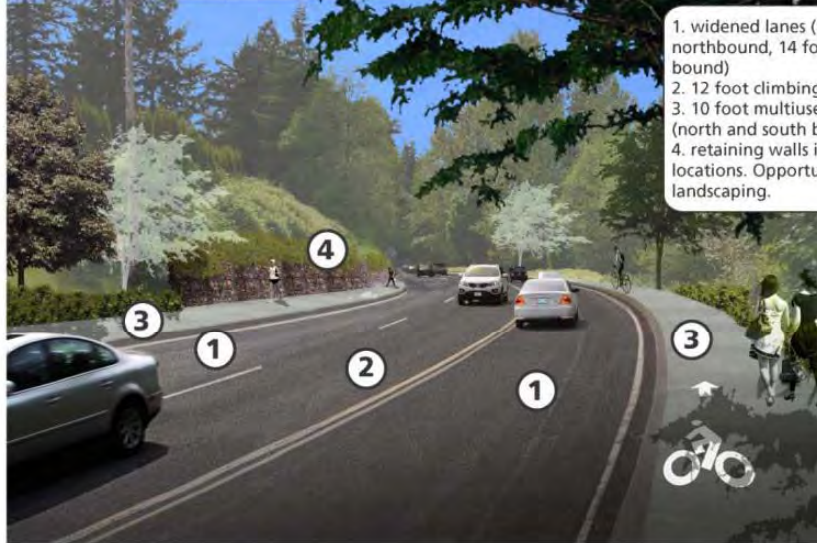
Recommended Investment Packages June 6, 2012

Access & mobility	1) 181st/182nd Safety Corridor	8) Rockwood TBI at
Safety	2) 182nd/190th Connections to Clarkamas County	9) Pleasant Valley
Economic development	3) Eastman/22nd Connections	10) Downtown Corridor
	4) 242nd Connections to Clarkamas County	11) Downtown Vista
	5) Southeast Gateway	12) Catalyst for Springwater District
	6) 251/7th Safety Corridor	13) Downtown Fairview and Wood Village
	7) Sandy River to Springwater multimodal Corridor	14) Holley Main Street
	8) 257th Safety Corridor	15) Downtown Trousdale
	9) Regional East-West Transit Link	16) Managing the System (see mapset)

Improvements to 238th/242nd

Refined 238th - looking north

widened travel lanes, widened bicycle and pedestrian facility for safety



1. widened lanes (15 foot northbound, 14 foot southbound)
2. 12 foot climbing lane
3. 10 foot multiuse facility (north and south bound)
4. retaining walls in two locations. Opportunities for landscaping.

North-South Connectivity

SAFETY


- Safety improvements
- Multimodal improvements
- Crossings
- Safe routes to schools

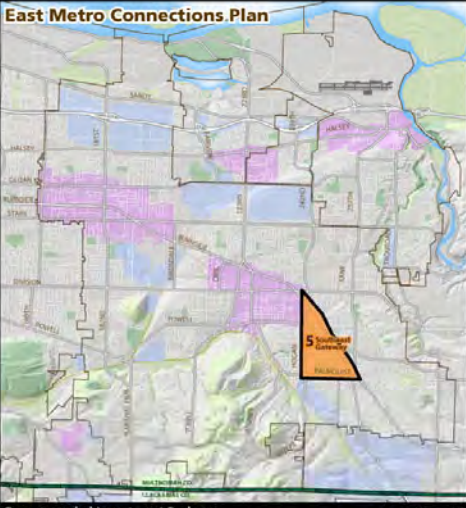


North-South Connectivity

REGIONAL GATEWAY

- Intersection improvements and road widening
- Safety improvements
- Access to downtowns
- Promote Scenic Byway





Recommended Investment Packages May 5, 2012

<ul style="list-style-type: none"> ■ Access & mobility ■ Safety ■ Economic development ■ Multimodal ■ Regional gateway 	<ul style="list-style-type: none"> 1) 181st/182nd Safety Corridor 2) 182nd/190th Connections to Clackamas County 3) Eastman/223rd Connections 4) 242nd Connections to Clackamas County 5) Southeast Gateway 6) 257th Safety Corridor 7) Sandy River to Springwater multimodal Corridor 8) Regional East-West Transit Link Managing the System (not mapped) 	<ul style="list-style-type: none"> 9) Rockwood/181st 10) Pleasant Valley 11) Downtown Gresham 12) Gresham Vista 13) Catalyst for Springwater District 14) Downtown Fairview and Wood Village 15) Halcyon Main Street 16) Downtown Troutdale
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North-South Connectivity

ACCESS & MOBILITY

182nd/ 190th
Connections to/ from Clackamas

Eastman/ 223rd
Connections between Fairview Parkway /Downtown Gresham

242nd/ Hogan Rd.
Connections to / from Clackamas

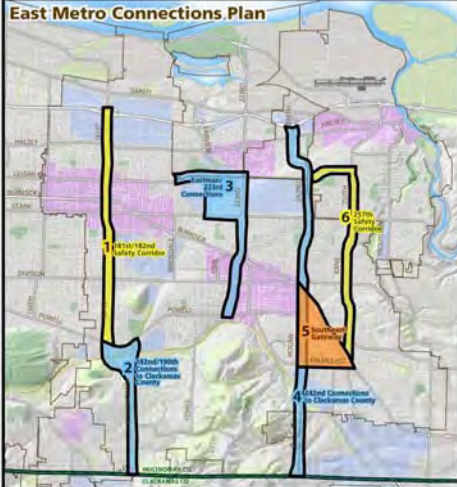
REGIONAL GATEWAY CORRIDOR

Southeast Gateway
Regional Gateway to / from US 26

SAFETY CORRIDORS

181st/ 182nd

257th/ Kane Road



Recommended Investment Packages June 6, 2012

<ul style="list-style-type: none"> ■ Access & mobility ■ Safety ■ Economic development ■ Multimodal ■ Regional gateway 	<ul style="list-style-type: none"> 1) 181st/182nd Safety Corridor 2) 182nd/190th Connections to Clackamas County 3) Eastman/223rd Connections 4) 242nd Connections to Clackamas County 5) Southeast Gateway 6) 257th Safety Corridor 7) Sandy River to Springwater multimodal Corridor 8) Regional East-West Transit Link Managing the System (not mapped) 	<ul style="list-style-type: none"> 9) Rockwood/181st 10) Pleasant Valley 11) Downtown Gresham 12) Gresham Vista 13) Catalyst for Springwater District 14) Downtown Fairview and Wood Village 15) Halcyon Main Street 16) Downtown Troutdale
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Downtowns & Employment Areas

Rockwood/181st

Pleasant Valley

Downtown Gresham

Gresham / Vista Business Park

Catalyst for Springwater

Downtown Fairview & Wood Village

Halsey Main St. Implementation

Downtown Troutdale

East Metro Connections Plan

Recommended Investment Packages May 5, 2012

<ul style="list-style-type: none"> ■ Access & mobility ■ Safety ■ Economic development ■ Multimodal ■ Regional gateway 	<ul style="list-style-type: none"> 1) 181st/182nd Safety Corridor 2) 182nd/19th Connections to Clackamas County 3) Eastview/22nd Connections 4) 24th Connections to Clackamas County 5) Southwest Gateway 6) 257th Safety Corridor 7) Sandy Bluffs to Springwater multimodal Corridor 8) Regional East-West Transit Link Managing the System / (not mapped) 	<ul style="list-style-type: none"> 9) Rockwood/181st 10) Pleasant Valley 11) Downtown Gresham 12) Gresham Vista 13) Catalyst for Springwater District 14) Downtown Fairview and Wood Village 15) Halsey Main Street 16) Downtown Troutdale
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Regional Mobility

Complete 40-Mile Loop

Improved connection to Mt. Hood Community College

Neighborhood connections, access to parks and natural areas

Economic Development and Tourism

East Metro Connections Plan

Recommended Investment Packages May 5, 2012

<ul style="list-style-type: none"> ■ Access & mobility ■ Safety ■ Economic development ■ Multimodal ■ Regional gateway 	<ul style="list-style-type: none"> 1) 181st/182nd Safety Corridor 2) 182nd/19th Connections to Clackamas County 3) Eastview/22nd Connections 4) 24th Connections to Clackamas County 5) Southwest Gateway 6) 257th Safety Corridor 7) Sandy Bluffs to Springwater multimodal Corridor 8) Regional East-West Transit Link Managing the System / (not mapped) 	<ul style="list-style-type: none"> 9) Rockwood/181st 10) Pleasant Valley 11) Downtown Gresham 12) Gresham Vista 13) Catalyst for Springwater District 14) Downtown Fairview and Wood Village 15) Halsey Main Street 16) Downtown Troutdale
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Regional Mobility

Projects to promote commercial development and jobs

Improved transit to Mt. Hood Community College

Safety improvements to better connect to bus shelters

Recommended Investment Packages May 5, 2012

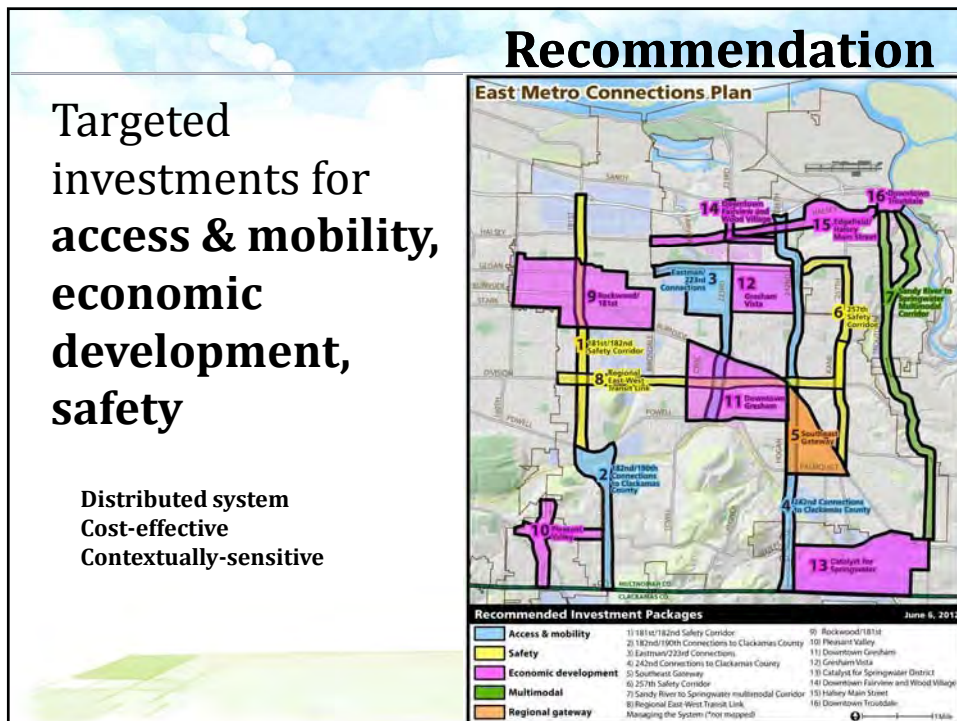
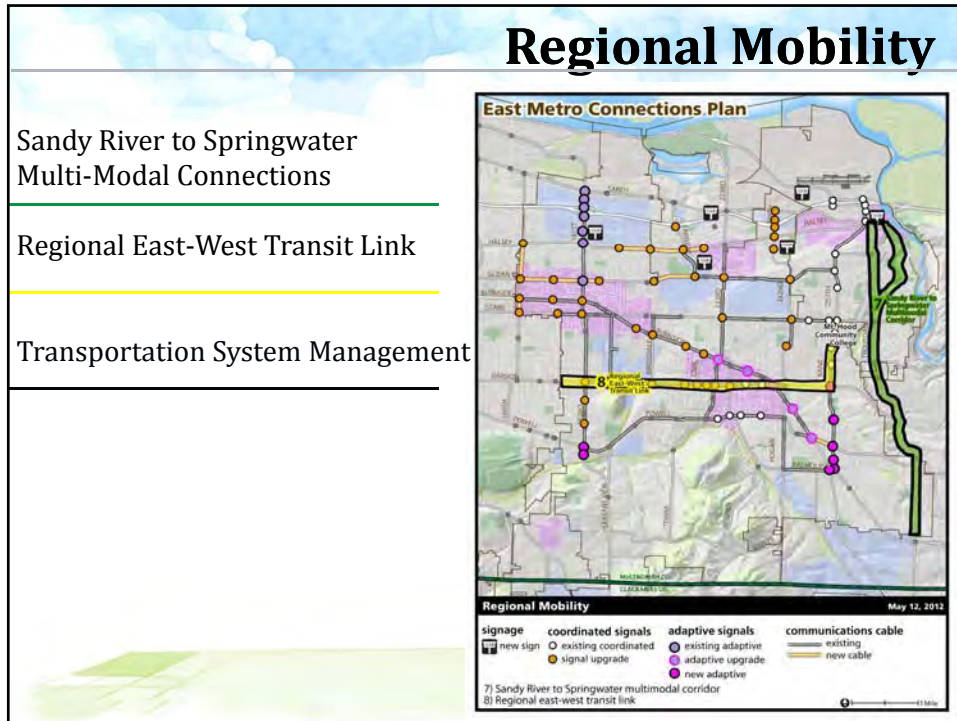
Access & mobility	11 181st/183rd Safety Corridor	10 Rockwood/191st
Safety	20 181st/191st Connections to Clackamas County	140 Pleasant Valley
Economic development	31 Eastview/222nd Connections	112 Downtown Gresham
Multimodal	40 242nd Connections to Clackamas County	121 Gresham Vista
Regional gateway	05 Southwest Gateway	10 Catalyst for Springwater Corridor
	40 257th Safety Corridor	141 Downtown Interarea and Wood Village
	17 Sandy River to Springwater multimodal Corridor	151 Halsey Main Street
	40 Regional East-West Transit Link	161 Downtown Troutdale
	Managing the System (not mapped)	162 Downtown Troutdale

Regional Mobility

Improved Signal coordination and timing

Improvements to signals and communication May 12, 2012

signage	coordinated signals	adaptive signals	communications cable
new sign	existing coordinated	existing adaptive	existing
	signal upgrade	new adaptive	new cable



Agreement

- June 6, 2012: **Steering Committee** Recommendation - unanimous support from all steering Committee Members
- June 11, 2012: **East Multnomah County Transportation Committee** endorsement
- June 14, 2012: **East Metro Economic Alliance Board** endorsement



Agreement

Four Cities and Multnomah County Agree

- Troutdale June 26
- Wood Village July 10
- Gresham July 17
- Fairview July 18
- Multnomah County July 12

Cross-jurisdictional **consensus** about the types of projects and investments needed in East Multnomah County



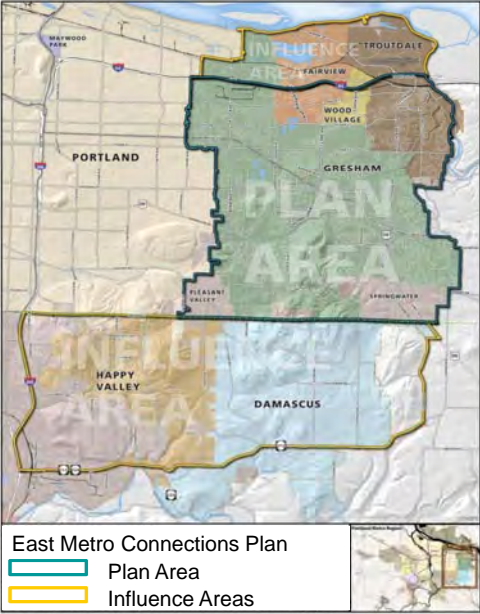
Next Steps

- **August 9: JPACT and Metro Council**
- **Fall /Winter:** Update Regional Transportation Plan and local Transportation System Plans
- **Summer 2012 and ongoing to 2035: Implement** investment packages identified through the EMCP process
 - Working with jurisdictional, community, business partnerships
 - Coordinated with projects along the Columbia River in Columbia Cascade River District and Troutdale Reynolds Industrial Park
 - Coordinated with local projects



Investments that serve key land uses

Investments that support mobility



East Metro Connections Plan

- Plan Area
- Influence Areas

Projects with

- Performance
- Implementation
- Consensus

Recommendation

East Metro Connections Plan

June 6, 2012

Recommended Investment Packages	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Access & mobility	1) 181st/182nd Safety Corridor	2) 182nd/190th Connections to Clackamas County	3) Eastman/22nd Connections	4) 24th Connections to Clackamas County	5) Southeast Gateway	6) 25th Safety Corridor	7) Sandy River to Springwater multimodal Corridor	8) Regional East-West Transit Link	9) Rockwood 181st	10) Rockwood 181st	11) Downtown Gresham	12) Gresham Vista	13) Catalyst for Springwater District	14) Downtown Fairview and Vinod Village	15) Halvey Main Street	16) Downtown Troutdale
Safety																
Economic development																
Multimodal																
Regional gateway																

Managing the System (Not Shipped)





Mr. Pat Egan, Chair
Oregon Transportation Commission
1158 Chemeketa Street NE
Salem, OR 97301

Dear Mr. Egan:

On behalf of the Metro Council, we applaud the Oregon Transportation Commission in their efforts to be more inclusive and transparent in project selection for the State Transportation Improvement Program. As we understand your proposal for ODOT Region 1, you recommend an interim approach to convening interested parties and a longer-term approach to forming one or more Area Commissions on Transportation (ACT). Further, you are proposing that the interim group be convened to include the following positions:

- One each from ODOT, TriMet, the Port of Portland and the City of Portland.
- One from Metro with your recommendation that that appointment be the JPACT Chair.
- Four appointments from each of the Counties (Clackamas, Multnomah, Washington and Hood River); each County would determine how these four positions would be divided between County officials, City officials and stakeholders, with at least one City and one County elected official.
- Once convened, the group would select its Chair.

In general, we support proceeding with this interim approach. However, we are concerned that the proposal for each County to appoint four members may not accomplish the Commission's stated goal of incorporating representation from a diverse group of community stakeholders. Of the 16 appointments by the four Counties, it is highly likely that 10-12 appointments will be for locally elected City and County representatives leaving only 4-6 community stakeholder representatives. We respectfully request that Metro and JPACT be provided the opportunity to work together with the Cities and Counties to select up to four additional community stakeholder representatives, as needed to ensure the diversity of representatives envisioned in ODOT's guidance for ACT formation is accomplished.

Furthermore, the assignment of responsibility for appointments to the Counties under-represents the role of Cities, which comprise 75% of the population of Region 1. We recommend that your proposal be amended to call for the four appointments from each County to be selected jointly by the Cities and the County.

Of equal importance is the long-term creation of one or more Area Commissions on Transportation in Region 1. We are not assuming that this interim approach is necessarily the basis for the long-term solution and it is clear that more time is needed to explore a range of possibilities. However, establishment of this governance structure requires immediate attention as well and it is critically important that the full range of interested parties be represented at the table to develop that recommendation. We look forward to being fully engaged in the development of this long-term governance structure.

Sincerely,

Tom Hughes, Metro Council President
Cc: JPACT