 **Metro** | *Agenda*

Meeting: Metro Council  
Date: Thursday, May 9, 2013  
Time: 2 p.m.  
Place: Metro, Council Chamber

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#### **CALL TO ORDER AND ROLL CALL**

**1. INTRODUCTIONS**

**2. CITIZEN COMMUNICATION**

**3. CONSENT AGENDA**

3.1 Consideration of the Minutes for May 2, 2013

3.2 **Resolution No. 13-4426**, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements and Adopting the Fiscal Year 2013-15 Unified Planning Work Program.

**4. ORDINANCES – SECOND READ**

4.1 **Ordinance No. 13-1303**, For the Purpose of Amending and Re-Adopting Metro Code 7.03 (Investment Policy) for Fiscal Year 2013-2014.

**Smith**

4.1.2 Public Hearing on Ordinance No. 13-1303.

**5. CHIEF OPERATING OFFICER COMMUNICATION**

**6. COUNCILOR COMMUNICATION**

**ADJOURN**

**Television schedule for May 9, 2013 Metro Council meeting**

<p><b>Clackamas, Multnomah and Washington counties, and Vancouver, WA</b>  Channel 30 – Community Access Network  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  <i>Date:</i> Thursday, May 9</p>	<p><b>Portland</b>  Channel 30 – Portland Community Media  <i>Web site:</i> <a href="http://www.pcmtv.org">www.pcmtv.org</a>  <i>Ph:</i> 503-288-1515  <i>Date:</i> Sunday, May 12, 7:30 p.m.  <i>Date:</i> Monday, May 13, 9 a.m.</p>
<p><b>Gresham</b>  Channel 30 - MCTV  <i>Web site:</i> <a href="http://www.metroeast.org">www.metroeast.org</a>  <i>Ph:</i> 503-491-7636  <i>Date:</i> Monday, May 13, 2 p.m.</p>	<p><b>Washington County</b>  Channel 30– TVC TV  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  <i>Date:</i> Saturday, May 11, 11 p.m.  <i>Date:</i> Sunday, May 12, 11 p.m.  <i>Date:</i> Tuesday, May 14, 6 a.m.  <i>Date:</i> Wednesday, May 15, 4 p.m.</p>
<p><b>Oregon City, Gladstone</b>  Channel 28 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <i>Ph:</i> 503-650-0275  Call or visit web site for program times.</p>	<p><b>West Linn</b>  Channel 30 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <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 and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site [www.oregonmetro.gov](http://www.oregonmetro.gov) and click on public comment opportunities.

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Agenda Item No. 3.1

**Consideration of the Minutes for May 2, 2013**

*Consent Agenda*

Metro Council Meeting  
Thursday, May 9, 2013  
Metro, Council Chamber

Agenda Item No. 3.2

**Resolution No. 13-4426**, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements and Adopting the Fiscal Year 2013-15 Unified Planning Work Program.

*Consent Agenda*

Metro Council Meeting  
Thursday, May 9, 2013  
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CERTIFYING THAT )  
THE PORTLAND METROPOLITAN AREA IS IN )  
COMPLIANCE WITH THE FEDERAL )  
TRANSPORTATION PLANNING )  
REQUIREMENTS AND ADOPTING THE )  
FISCAL YEAR 2013-15 UNIFIED PLANNING )  
WORK PROGRAM )

RESOLUTION NO. 13-4426

Introduced by Chief Operating Officer Martha  
Bennett with the concurrence of Council  
President Tom Hughes

WHEREAS, the Unified Planning Work Program (UPWP) as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2013-14 and FY 2014-15; and

WHEREAS, the FY 2013-15 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2013-15 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro’s compliance with Federal planning regulations as required to receive Federal transportation planning funds; and

WHEREAS, the FY 2013-15 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2013-15 UPWP attached hereto as Exhibit A is hereby adopted.
2. That the FY 2013-15 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro’s Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. That staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration and Federal Transit Administration.

ADOPTED by the Metro Council this \_\_\_\_\_ day of May 2013.

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Tom Hughes, Council President

Approved as to Form:

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Alison Kean-Campbell, Metro Attorney

[CLICK HERE FOR FULL REPORT](#)

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**FY 2013-15**

**Unified Planning Work Program**

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**Transportation Planning in the  
Portland/Vancouver Metropolitan Area**

*This Unified Planning Work Program (UPWP) has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Oregon Department of Transportation. The views expressed in this UPWP do not necessarily represent the views of these agencies.*

## **Metro Self-Certification**

### **1. Metropolitan Planning Organization Designation**

Metro is the Metropolitan Planning Organization (MPO) designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, and operates in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials of general purpose governments are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT). JPACT provides the “forum for cooperative decision-making by principal elected officials of general purpose governments” as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Planning Work Program (UPWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters and with the adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

### **2. Geographic Scope**

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary (FAUB). Metro updated the FAUB and Federal functional classification in January 2005 as recommended in Metro’s 2004 Federal Review. Additionally, as part of the 2035 RTP adopted in June 2010, the Metropolitan planning area boundaries were expanded to reflect the urbanized area defined by the 2000 Census to address a corrective action from the 2008 federal certification review. Work is currently underway to expand the Metropolitan planning area boundary to reflect the urbanized area defined by the 2010 Census and will be completed by December 2013.

### **3. Agreements**

- a. A Memorandum of Agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2012, the Agreement will be updated in April 2015.
- b. In accordance with 23 CFR 450.314, an intergovernmental agreement (IGA) between TriMet, Oregon Department of Transportation (ODOT), and Metro was executed in July 2008, to be updated in June 2018.
- c. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.
- d. Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.
- e. A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency’s responsibilities and roles for air quality planning. Executed in August 2010, it will not need to be updated until August 2013.
- f. A Memorandum of Understanding between Metro and South Metro Area Regional Transit (SMART) outlining roles and responsibilities for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was updated in 2011 and is effective July 1, 2011, and will be updated in June 2014. It will be updated to reflect the changes from Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) federal legislation that was signed into law in July 2012.



**4. Responsibilities, Cooperation and Coordination**

Metro uses a decision-making structure that provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

## **JPACT**

This committee is comprised of three Metro Councilors; seven locally elected officials representing cities and counties, and appointed officials from ODOT, TriMet, the Port of Portland, and DEQ. The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies. As recommended by Metro's 2004 Federal Review, JPACT has designated a Finance Subcommittee to explore transportation funding and finance issues in detail, and make recommendations to the full committee. In FY 2007-08, JPACT completed the bylaw review recommended in Metro's 2004 Federal Review and clarified representation of South Metro Area Regional Transit representation on the committee.

## **Bi-State Coordination Committee**

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, RTC, Clark County, C-Tran, WSDOT and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

## **MPAC**

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes eleven local elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two non-voting Metro Councilors, two Clark County, Washington representatives and a non-voting appointed official from the State of Oregon. Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter-required RTP.

The Regional Framework Plan was adopted on December 11, 1997 and updated December 2005 and most recently in December 2010 and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary (UGB))
- Nature in Neighborhoods
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

As part of the 2035 RTP adoptions there were specific changes made to the Regional Transportation Functional Plan. In accordance with this requirement, the transportation component of the Regional Framework Plan developed to meet Federal transportation planning regulations, the Oregon Transportation Planning Rule and Metro Charter requirements that require a recommendation from both MPAC and JPACT. This ensures integration of transportation with land use and environmental concerns.

## 5. Metropolitan Transportation Planning Products

### a. **Unified Planning Work Program**

JPACT, the Metro Council, and the Southwest Washington RTC adopt the UPWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UPWP also includes federally funded major projects being planned by member jurisdictions. These projects will be administered by Metro through intergovernmental agreements with ODOT and the sponsoring jurisdiction. As required by Metro's 2012 Federal Review, Congestion Management Process (CMP) and RTP update tasks were expanded in the UPWP narratives. The CMP was adopted as part of the 2035 RTP and can be found in Appendix 4.4. Also, Metro identified environmental justice tasks in the UPWP in the Environmental Justice and Title VI narrative and individual program narratives; elderly and disabled planning tasks have been identified in the Regional Transportation Plan program narrative.

### b. **Regional Transportation Plan**

JPACT and the Metro Council approved the 2035 RTP in June 2010. The 2035 RTP includes a new policy for the purpose of transportation planning and project funding to address SAFETEA-LU provisions and key issues facing the region. The 2035 RTP establishes a new outcomes-based framework and new policies and tools to guide future planning and investment decisions. The plan includes a broad set of ambitious performance targets that are tied to the outcomes that the RTP is trying achieve. The targets and other performance measures included in the plan continue the region's shift away from reliance upon level-of-service as the primary measure for determining transportation needs and success of the plan's strategies. To successfully implement this new approach and make progress toward the six desired outcomes identified through the *Making the Greatest Place* effort, new actions, tools and collaboration are needed.

Finally, the 2035 RTP has three new system component plans: a Regional Transportation System Management and Operations Plan, a Regional Freight Plan and a Regional High Capacity Transit System Plan. These plans more fully articulate the integrated multi-modal regional transportation system and prioritize investments to improve the operations and efficiency of the existing transportation, improve freight reliability and strategically expand the HCT system to support 2040 Growth Concept implementation and meet other goals of the RTP. In addition, the Regional Transportation Functional Plan (RTFP) component of the RTP directs how local governments will implement the RTP.

As required by Metro's 2008 Federal Review, the 2035 update included documentation of the process for both full and administrative RTP amendments. A Regional Safety Workgroup was also formed in October 2009 to better address safety as part of Metro's planning process. The Safety Workgroup completed the Regional Transportation Safety Plan in May 2012. However, due to a lack of funding coordination of safety activities will continue on a limited basis as part of corridor planning activities and the Regional Mobility Program.

A new map was added to Chapter 1 of the RTP that identifies the MPO Planning Boundary and the Air Quality Maintenance Area Boundary. This boundary defines the area that the RTP applies to for Federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2008 UGB and the 2000 census defined urbanized area boundary for the Portland metropolitan region. Work is currently underway to update the boundary to reflect the 2010 census defined urbanized area boundary.

FHWA and FTA approved the 2035 RTP and the associated air quality conformity determination on February 29, 2008 and again in September 2010. Documentation of compliance with specific Federal planning requirements is summarized in subsequent sections of this document.

Work will begin in fiscal years 2013-15 to complete the 2014 RTP update.

### c. **Metropolitan Transportation Improvement Program**

The MTIP update was adopted in March 2012 and incorporated into the 2012-15 State Transportation Improvement Program (STIP). The update included the allocation of \$71 million

of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ) funding, programming of projects for the ODOT Modernization, Bridge, Safety, Preservation, Operations, OTIA III, Enhancements, and Immediate Opportunity Fund projects and programming of transit funding. The first year of programming is considered the priority project funding for the region. Should any of these projects be delayed, projects of equivalent dollar value may be advanced from the second, third or fourth years of the program without processing formal Transportation Improvement Program (TIP) amendments. As recommended in Metro's 2004 Federal Review, the MTIP webpage was linked to ODOT's STIP page.

Work is currently underway to develop the 2015-18 MTIP. An adopted list of priority projects for regional flexible funds is expected in October 2013.

**6. Planning Factors**

Currently, Metro's planning process addresses the MAP-21 planning factors in all projects and policies. Table 1 below describes the relationship of the planning factors to Metro's activities and Table 2 outlines Metro's response to how the factors have been incorporated into the planning process. The MAP-21 planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient management and operations; and
8. Emphasize the preservation of the existing transportation system.

As noted in Tables 1 and 2, Metro has reviewed and updated both the RTP and MTIP, and revised both documents to be compliant with MAP-21 planning requirements.

**Table 1: MAP-21 Planning Factors**

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> <li>• RTP policies linked to land use strategies that promote economic development.</li> <li>• Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements.</li> <li>• Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for the plan period.</li> <li>• Highway Level of Service (LOS) policy tailored to protect key freight corridors.</li> <li>• RTP recognizes need for freight linkages to</li> </ul>	<ul style="list-style-type: none"> <li>• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities.</li> <li>• Special category for freight improvements calls out the unique importance for these projects.</li> <li>• All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector."</li> </ul>	<ul style="list-style-type: none"> <li>• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations.</li> <li>• HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.</li> </ul>

**Table 1: MAP-21 Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
	destinations beyond the region by all modes.		

**Table 1: MAP-21 Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
2. Increase Safety	<ul style="list-style-type: none"> <li>• The RTP policies call out safety as a primary focus for improvements to the system.</li> <li>• Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy).</li> <li>• The Regional Safety Workgroup completed a safety plan for the Portland Metropolitan region in May 2012. Recommendations will continue to be implemented in 2013-2015 as resources become available.</li> <li>• The RTP includes a number of investments and actions aimed at further improving safety in the region, including:               <ul style="list-style-type: none"> <li>◦ Investments targeted to address known safety deficiencies and high-crash locations.</li> <li>◦ Completing gaps in regional bicycle and pedestrian systems.</li> <li>◦ Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits.</li> <li>◦ Intersection changes and ITS strategies, including signal timing and real-time traveler information on road conditions and hazards.</li> <li>◦ Expanding safety education, awareness and multi-modal data collection efforts at all levels of</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• All projects ranked according to specific safety criteria.</li> <li>• Road modernization and reconstruction projects are scored according to relative accident incidence.</li> <li>• All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.</li> </ul>

**Table 1: MAP-21 Planning Factors**

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	<p>government.</p> <ul style="list-style-type: none"> <li>◦ Expand safety data collection efforts and create a better system for centralized crash data for all modes of travel.</li> </ul>		
<p>3. Increase Security</p>	<ul style="list-style-type: none"> <li>• System security was incorporated into the 2035 RTP.</li> <li>• Security and emergency management activities are summarized in Section 1.6 of the 2035 RTP (Pages 1-38 – 1-40).</li> <li>• Policy framework in Section 2.3 of the 2035 RTP includes, “Goal 5: Enhance Safety and Security,” and specific security objectives and potential actions to increase security of the transportation system for all users.</li> <li>• Includes investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</li> <li>• Actions direct Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans.</li> <li>• Actions direct transportation providers to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure.</li> </ul>		<ul style="list-style-type: none"> <li>• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.</li> </ul>

**Table 1: MAP-21 Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
4. Increase Accessibility	<ul style="list-style-type: none"> <li>• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system.</li> <li>• The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.</li> <li>• The plan emphasizes accessibility and reliability of the system, particularly for commuting and freight, and includes a new, more customized approach to managing and evaluating performance of mobility corridors. This new approach builds on using new, cost-effective technologies to improve safety, optimize the existing system, and ensure freight transporters and commuters have a broad range of travel options in each corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects.</li> <li>• The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers.</li> <li>• Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.</li> </ul>

**Table 1: MAP-21 Planning Factors (continued)**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
<p>5. Protect Environment and Quality of Life</p>	<ul style="list-style-type: none"> <li>• The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth.</li> <li>• The RTP system has been "sized" to minimize the impact on the built and natural environment.</li> <li>• The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species.</li> <li>• The RTP conforms to the Clean Air Act.</li> <li>• Many new transit, bicycle, pedestrian and Transportation Demand Management (TDM) projects have been added to the plan to provide a more balanced multi-modal system that maintains livability.</li> <li>• RTP transit, bicycle, pedestrian and TDM projects will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system.</li> <li>• Metro coordinates its system level planning with resource agencies to identify and resolve key issues.</li> <li>• The region's parking policies (Title 4 of the Regional Transportation Functional Plan) are also designed to encourage the use of alternative modes, and reduce reliance on the automobile, thus promoting energy conservation and reducing air quality impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• The MTIP conforms to the Clean Air Act and continues to comply with the air quality maintenance plan in accordance with sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7605 (c) and (d)) and 40 CFR part 93.</li> <li>• The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP).</li> <li>• Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage.</li> <li>• "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.</li> </ul>	<ul style="list-style-type: none"> <li>• HCT improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers.</li> <li>• HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.</li> </ul>



**Table 1: MAP-21 Planning Factors (continued)**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
6. System Integration/ Connectivity	<ul style="list-style-type: none"> <li>• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy.</li> <li>• The RTP policies and Functional Plan include a street design element that integrates transportation modes in relation to land use for regional facilities.</li> <li>• The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity.</li> <li>• The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region.</li> <li>• The intermodal management system identifies key intermodal links in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be consistent with regional street design guidelines.</li> <li>• Freight improvements are evaluated according to potential conflicts with other modes.</li> </ul>	<ul style="list-style-type: none"> <li>• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.</li> </ul>
7. Efficient Management & Operations	<ul style="list-style-type: none"> <li>• The policy component of the 2035 RTP includes specific provisions for efficient system management and operation (2035 RTP Goal 4), with an emphasis on TSM, ATMS and the use of non-auto modal targets (Table 2.5) to optimize the existing and planned transportation system.</li> <li>• The 2035 RTP included adoption of the Regional Transportation System Management and Operations (TSMO) Plan. The TSMO Plan includes project and corridor prioritization.</li> <li>• Proposed RTP projects include many system management improvements along regional corridors.</li> <li>• The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. However, more work is needed to gain public acceptance of this tool.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits).</li> <li>• TDM projects are solicited in a special category to promote improvements or programs that reduce single occupancy vehicle (SOV) pressure on congested corridors.</li> <li>• TSM/ITS projects are funded through the MTIP.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.</li> </ul>

## 7. **Public Involvement**

Metro maintains a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. Metro supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UPWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, translation of materials for non-English speaking members of the community, citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The work program and PIP for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement. The 2035 RTP update included workshops, informal and formal input opportunities as well as a 30-day+ comment period for the community, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested persons. Public involvement opportunities and key decision points were published in the *Oregonian* and other community newspapers, posted on Metro's web site, e-mailed via the Planning Department E-News to more than 4,500 individuals, and advertised through Metro's transportation hotline. All plan documents were simultaneously published (and regularly updated) on the Metro web site, including draft plan amendments, the update schedule, other explanatory materials and summaries of public comments received. Appendix 4.3 of the 2035 RTP describes the public engagement process in more detail.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 30-day+ comment period are repetitive aspects of the MTIP process. By assessing census information, block analysis is conducted on areas surrounding each project being considered for funding to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial.

TPAC includes six citizen positions that are geographically and interest area diverse and filled through an open, advertised application and interview process. TPAC makes recommendations to JPACT and the Metro Council. Metro Council adopted an update to Metro's Transportation Public Involvement Policy in October 2009. The PIP will be updated and submitted to FHWA and FTA by December 2013.

Title VI – In April 2007, Metro completed and submitted its Title VI Plan to the FTA. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning activities in the region. It includes both a non-discrimination policy and complaint procedure. On Aug. 30, 2012, Metro submitted a Title VI Compliance Report to ODOT, covering a 15 month period from July 1, 2011, through June 30, 2012. With approval from ODOT's office of civil rights granted on June 6, 2012, Metro transitioned to a July 1 to June 30 reporting period, with Title VI Compliance Reports due to ODOT on Aug. 30 after the end of each annual reporting period. The next annual report will be due Aug. 30, 2013, covering July 1, 2012 to June 30, 2013. Metro was revised and implemented an update to its Limited English Proficiency Plan as part of an update to its Title VI Program for FTA. This was completed in May 2012.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to

expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. In addition, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. Additionally, as part of Metro's Regional Flexible Fund Allocation (RFFA), a process Metro conducts every two years to distribute federal funding to regional programs and local projects, equity analysis and outreach was conducted. Over the years, Metro has worked to integrate equity considerations to a greater degree every cycle, with the 2014-15 allocation process being the strongest effort so far in ensuring that underserved populations are not only considered in the decision-making process, but that projects are developed around better meeting the needs of communities that have been traditionally underserved. This work is continuing as part of the 2016-18 RFFA process.

Efforts to develop an "equity lens" through which decisions are made in the region are ongoing, as are the challenges of applying this lens to everyday planning activities and analysis. This cycle of RFFA attempted to address equity by increasing our knowledge about underserved community transportation needs and access and where concentrations of communities in need are located. Local project applicants were provided this information to propose projects in areas that face the greatest transportation barriers in meeting daily needs of residents with the desired outcome of additional investment in areas of most need. Metro's increased focus on equity in this RFFA cycle reflects national and regional shifts in regulations and policies that emphasize the importance of increasing equity in our practices to better meet the needs of communities in the region and respond to shifting demographics.

In order to reach out to additional stakeholders in the 2014-15 process, Metro staff initiated the development of an Environmental Justice (EJ) and underserved communities working group. This group was key in providing information about the transportation needs of EJ and underserved communities. The group was formed by developing a list of contacts representing non-profits, government agencies, advocacy groups and others working with these communities of concern to invite to participate in the working group.

For the first time in the program's history, a joint task force was charged with developing the criteria for project scoping and prioritization. Metro staff invited community members and professionals involved with active transportation and freight related systems to attend five meetings. In addition, two individuals participating on the EJ/underserved working group served on the task force and reported on the findings of the working group. Their participation and perspective was influential in integrating equity into the highest level criteria and thus shaping where the projects are located and how they address the needs of underserved communities.

A more detailed description of the equity analysis methodology and outreach process is available on Metro's website.

#### **8. Disadvantaged Business Enterprise**

A revised Disadvantaged Business Enterprise (DBE) program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A).

Metro's DBE program was reviewed and submitted to FTA in August 1999. Metro currently piggybacks on ODOT's DBE program.

#### **9. Americans with Disabilities Act**

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and

approved the plan in summer 1999. The Special Transportation Funding Advisory Committee, staffed by TriMet, coordinated with Metro as the MPO in updating the Coordinated Human Services Transportation Plan adopted in June 2009. An update was completed in October 2012 (<http://trimet.org/pdfs/publications/elderly-and-disabled-plan.pdf>).

**10. Affirmative Action**

In accordance with 49 U.S.C. 5331, 42 U.S.C. 6101, Section 324 of title 23 U.S.C. and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27, Metro states as its policy a commitment to provide equal employment opportunities without regard to race, color, religion, national origin, sex, age, disability, sexual orientation, or marital or familial status, except where a bona fide occupational qualification exists. Compliance with this policy is administered by Metro's Human Resources Department.

**11. Construction Contracts**

Provisions of 23 CFR part 230 do not apply to Metro as Metro does not administer Federal and Federal-aid highway construction contracts.

**12. Lobbying**

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

**Table 2: Metro’s Response to MAP-21 Provisions**

<b>MAP-21 Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement.</i></p>	<p>Metro’s transportation planning and land-use planning functions are within the same department and coordinate internally.</p> <ul style="list-style-type: none"> <li>• Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies –the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). Metro consults MPAC on land-use activities.</li> <li>• Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS).</li> <li>• Metro has implemented a fish and wildlife habit protection program through regulations, property acquisition, education and incentives.</li> <li>• Metro has a standing committee to coordinate with public agencies with environmental protection responsibility.</li> <li>• The Port of Portland manages the airport and marine terminal, and is represented on both TPAC and JPACT.</li> <li>• Metro also coordinated with freight, rail, airport operations and business interests through the Regional Freight and Goods Movement Task Force and Regional Freight and Goods Movement Technical Advisory Committee in developing a Regional Freight Plan. The Regional Freight Plan was adopted as part of the 2035 RTP in June 2010.</li> </ul>
<p><i>Promote consistency between transportation improvements and State and local planned growth and economic development.</i></p>	<p>Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.</p>
<p><i>Give safety and security due emphasis as separate planning factors.</i></p>	<p>Metro addressed security and safety as individual factors in the update to the RTP in 2010.</p> <ul style="list-style-type: none"> <li>• Separate background research papers were developed during Phase 2 of the update to document current safety issues and planning efforts, and current security planning efforts in the region. This research is included Appendix 7.0 was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP.</li> </ul> <p>Additionally, Metro staffs the Regional Emergency Management Group (REMG), which has expanded its scope to include anti-terrorism preparedness, TriMet’s responsibility for transit security plans, ODOT’s responsibility for coordination of state security plans, Port of Portland’s responsibility for air, marine and other Port facilities security plans and implementation of system management strategies to improve security of the transportation system (e.g., security cameras on MAX and at transit stations). The group brings together local emergency managers to plan responses to security concerns and natural hazards.</p>

	<p>Metro convened a Regional Safety Workgroup to better address safety in the MPO planning process. The Safety Workgroup completed a safety plan for the Portland Metropolitan region May 2012. Implementation will begin in fiscal years 2013-15 as resources become available.</p>
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**Table 2: Metro’s Response to MAP-21 Provisions (continued)**

<b>MAP-21 Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>Discuss in the transportation plan potential environmental mitigation activities to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.</i></p>	<p>SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro’s existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and current mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments. The background research report and environmental considerations analysis is included in Appendix 7.0.</p>
<p><i>Consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in development of the transportation plan.</i></p>	<p>SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro’s existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, historic, cultural resource and land-use planning agencies.</p> <p>A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments – this analysis included a comparison of the RTP investments with available State Conservation maps and inventories of historic resources. The background research report and environmental considerations analysis is included in Appendix 7.0.</p>

**Table 2: Metro’s Response to MAP-21 Provisions (continued)**

<b>MAP-21 Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>Include operation and management strategies to address congestion, safety, and mobility in the transportation plan.</i></p>	<ul style="list-style-type: none"> <li>• System management policies in the RTP (2035 RTP Section 3.4.4) and resulting projects and programs are intended to maximize the use of existing facilities to address congestion, safety and mobility.</li> <li>• The Transportation System Management and Operations (TSMO) Plan was adopted as part of the 2035 RTP in June 2010. The TSMO Plan guides the region’s continued investment in operation, management and data collection to invest efficiently in transportation.</li> <li>• The regional CMP also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system. The key framework for the CMP was the Mobility Corridors identified as part of the 2035 RTP development. Chapter 4 of the 2035 RTP lays out specific strategies for each mobility corridor for addressing the goals and policies of the RTP. The CMP can be found in Appendix 4.4 of the 2035 RTP.</li> <li>• The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system.</li> <li>• RTP projects in Chapter 3 include many system management improvements along regional mobility corridors and the supporting arterial system.</li> <li>• Metro has established a Regional Transportation Options Committee as a subcommittee of TPAC to address demand management. The TransPort Committee is a subcommittee of TPAC to address ITS and operations.</li> <li>• Metro convened a Regional Safety Workgroup to better address safety in the MPO planning process. The Safety Workgroup completed a safety plan for the Portland Metropolitan region May 2012. Implementation will begin in fiscal years 2013-15 as resources become available.</li> </ul>

**Table 2: Metro’s Response to MAP-21 Provisions (continued)**

<b>MAP-21 Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan.</i></p>	<p>Metro has public involvement policy for regional transportation planning and funding activities to support and encourage board-based public participation in development and review of Metro’s transportation plans. The Transportation Planning Public Involvement Policy was last updated in June 2009. An update is currently underway and will be completed by December 2013.</p> <p>The work program and public participation plan (PPP) for the 2035 RTP update was developed with input from Metro’s Advisory Committees, including Metro’s Committee for Citizen Involvement.</p> <p>Approval of the 2035 RTP, Ordinance No. 10-1241B, followed JPACT and Metro Council consideration of approximately 300 comments received during the public comment period. The comments were summarized into a comment log and Public Comment Summary Report. Refinements were recommended to respond to the comments received. The comment period for the Air Quality Conformity Determination provided an opportunity for public review and comment on the air quality conformity methodology and results.</p> <p><i>Appendix 4.3 in the 2035 RTP describes the public process in more detail.</i></p>
<p><i>Employ visualization techniques to describe plan and make information available (including transportation plans) to the public in electronically accessible format such as on the Web.</i></p>	<p>On a regular basis, Metro employs visualization techniques. Examples include:</p> <ul style="list-style-type: none"> <li>• RTP document is available on Metro’s website</li> <li>• RTP newsletters and maps</li> <li>• MTIP document is available on Metro’s website</li> <li>• GIS maps to illustrate planning activities</li> <li>• Participation in FHWA GIS Web Training</li> </ul> <p>Video simulation of light rail on the Portland Mall and I-205 Corridor.</p>
<p><i>Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas.</i></p>	<p>2035 RTP update was completed on June 10, 2010. An update of the RTP is currently underway and will be completed by June 2014.</p>
<p><i>Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP.</i></p>	<p>Initiated MTIP and STIP update for spring 2012. Work is currently underway on the 2015-18 MTIP. It will be completed by October 2014.</p>
<p><i>SAFETEA-LU includes a new requirement for a “locally developed, coordinated public transit/human services transportation plan” to be eligible for formula funding under three FTA grant programs (5310,5316,5317) It is not clear yet who will be responsible for these plans.</i></p>	<p>Metro participates on the Special Transportation Fund Advisory Committee and Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan. A coordinated human services and public transportation plan was developed by those committees and has been integrated into the 2010 RTP update. TriMet recently completed an update to the Elderly and Disabled Transportation Plan in October 2012. Components of this will be incorporated into the 2014 RTP update.</p>



## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4426, FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FISCAL YEAR 2013-15 UNIFIED PLANNING WORK PROGRAM

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Date: April 10, 2013

Prepared by: Josh Naramore  
(503) 797-1825

## BACKGROUND

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that Metro's planning process is in compliance with certain Federal requirements as a prerequisite to receiving Federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Planning Work Program (UPWP) approval. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Affirmative Action
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit A to Resolution No. 13-4426.

## ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2013, in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

**RECOMMENDED ACTION**

Approve Resolution No. 13-4426 certifying that the Portland metropolitan area is in compliance with Federal transportation planning requirements.

Agenda Item No. 4.1

**Ordinance No. 13-1303**, For the Purpose of Amending and Re-  
Adopting Metro Code 7.03 (Investment Policy) for Fiscal Year  
2013-2014.

*Ordinances – Second Reading*

Metro Council Meeting  
Thursday, May 9, 2013  
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING AND RE-	)	ORDINANCE NO. 13-1303
ADOPTING METRO CODE 7.03 (INVESTMENT	)	
POLICY) FOR FISCAL YEAR 2013-2014	)	Introduced by Martha Bennett, Chief Operating Office in concurrence with Council President Tom Hughes

WHEREAS, Metro Code Section 7.03 contains the investment policy which applies to all cash-related assets held by Metro; and

WHEREAS, the Investment Advisory Board annually reviews and approves the Investment Policy for submission to Metro Council; and

WHEREAS, the Investment Coordinator has proposed two change to the Investment Policy. The first change is to expand the allowable duration of investments from 18 months to three years for 25% of the portfolio. This 25% is considered to be reserve funds that are not needed for short term cash flow needs.

The second change is to allow the addition of high quality corporate debt as another diversification option. This corporate debt option would be limited to only the highest caliber corporations with AA rated by S&P or Aa rated by Moody's or by a nationally recognized statistical rating organization [ORS 294.035 (3)]; and

WHEREAS, the Investment Advisory Board on January 16, 2013 voted to recommend these changes, to Metro Code 7.03 and submit to the Metro Council for approval and readoption; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That Metro Code Chapter 7.03 is hereby amended and re-adopted as attached hereto in Exhibit A to this ordinance.
2. That this Ordinance being necessary for the health, safety, or welfare of the Metro area, for the reason that the new fiscal year begins, July 1, 2013 and Oregon Budget Law requires the adoption of a budget prior to the beginning of the fiscal year, and that re-adoption of the Investment Policy should coincide with the adoption of the annual budget, an emergency is declared to exist and this Ordinance shall take effect immediately, pursuant to Metro Charter Section 39(1).

ADOPTED by the Metro Council this 9th day of May, 2013.

\_\_\_\_\_  
Tom Hughes, Council President

Attest:

Approved as to Form:

\_\_\_\_\_  
Kelsey Newell, Recorder

\_\_\_\_\_  
Alison Kean Campbell, Metro Attorney

CHAPTER 7.03

INVESTMENT POLICY\*\*

SECTIONS	TITLE
7.03.010	Scope
7.03.020	General Objectives
7.03.030	Standards of Care
7.03.040	Safekeeping and Custody
7.03.050	Suitable and Authorized Investments
7.03.060	Investment Parameters
7.03.070	Reporting
7.03.080	Policy Adoption and Re-Adoption
7.03.090	List of Documents Used in Conjunction with this Policy

\*\*Former Chapter 2.06 (readopted April 9, 1998; amended December 10, 1998; readopted April 15, 1999; readopted April 27, 2000; readopted December 11, 2001; readopted October 3, 2002; renumbered by Ordinance No. 02-976, Sec. 1; readopted June 12, 2003; amended and readopted April 7, 2005, by Ordinance No. 05-1075; readopted April 20, 2006; readopted June 21, 2007; amended and readopted June 26, 2008, by Ordinance No. 08-1190; amended and readopted June 25, 2009, by Ordinance No. 09-1216; amended and readopted June 17, 2010, by Ordinance No. 10-1243; readopted June 23, 2011, by Resolution No. 11-4272; and amended and readopted June 21, 2012 by Ordinance No. 12-1280.)

7.03.010 Scope

These investment policies apply to all cash-related assets included within the scope of Metro's audited financial statements and held directly by Metro.

Funds held and invested by trustees or fiscal agents are excluded from these policies; however, such funds are subject to the regulations established by the state of Oregon.

Funds of Metro will be invested in compliance with the provisions of ORS 294.035 to 294.048; ORS 294.125 to 294.145; ORS 294.810; and other applicable statutes. Investments will be in accordance with these policies and written administrative procedures. Investment of any tax-exempt borrowing proceeds and of any debt service funds will comply with the 1986 Tax Reform Act provisions and any subsequent amendments thereto.

(Ordinance No. 90-365. Amended by Ordinance No. 97-684, Sec. 1; Ordinance No. 02-976, Sec. 1; Ordinance No. 05-1075; and Ordinance No. 09-1216, Sec. 1.)

### 7.03.020 General Objectives

Due to Metro's fiduciary responsibility, safety of capital and availability of funds to meet payment requirements are the overriding objectives of the investment program. Investment yield targets are secondary.

(a) Safety. Investments shall be undertaken in a manner that seeks to ensure the preservation of principal in the overall portfolio and security of funds and investments. The objective will be to mitigate credit risk and interest rate risk.

- (1) Credit Risk. Metro will minimize credit risk, the risk of loss due to the financial failure of the security issuer or backer, by:
  - Limiting exposure to poor credits and concentrating the investments in the safest types of securities.
  - Pre-qualifying the financial institutions, broker/dealers, and advisers with which Metro will do business.
  - Diversifying the investment portfolio so that potential losses on individual securities will be minimized. For securities not backed by the full faith and credit of the federal government, diversification is required in order that potential losses on individual securities would not exceed the income generated from the remainder of the portfolio.
  - Actively monitoring the investment portfolio holdings for ratings changes, changing economic/market conditions, etc.
- (2) Interest Rate Risk. Metro will minimize the risk that the market value of securities in the portfolio will fall due to changes in general interest rates by:
  - Structuring the investment portfolio so that securities mature to meet cash requirements for ongoing operations, thereby avoiding the need to sell securities on the open market prior to maturity.
  - Investing operating funds primarily in shorter-term securities or short-term investment pools.

(b) Liquidity. The investment officer shall assure that funds are constantly available to meet immediate payment requirements, including payroll, accounts payable and debt service.

(c) Yield. The investment portfolio shall be designed with the objective of regularly exceeding the average return on 90-day U.S. Treasury Bills. The investment program shall seek to augment returns above this level, consistent with risk limitations described in this policy and prudent investment principles.

This policy shall not preclude the sale of securities prior to their maturity in order to improve the quality, net yield, or maturity characteristic of the portfolio.

(d) Legality. Funds will be deposited and invested in accordance with statutes, ordinances and policies governing Metro.

(Ordinance No. 87-228, Sec. 3. Amended by Ordinance No. 90-365; Ordinance No. 02-976, Sec. 1; Ordinance No. 05-1075.)

#### 7.03.030 Standards of Care

(a) Prudence. The standard of prudence to be applied by the investment officer shall be the "prudent investor" rule: "Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived." The prudent investor rule shall be applied in the context of managing the overall portfolio.

(b) Delegation of Authority. The Chief Operating Officer is the investment officer of Metro. The authority for investing Metro funds is vested with the investment officer, who, in turn, designates the investment manager to manage the day-to-day operations of Metro's investment portfolio, place purchase orders and sell orders with dealers and financial institutions, and prepare reports as required.

(c) Investment Advisory Board (IAB). There shall be an investment advisory board composed of five (5) members.

- (1) Terms of Service. The term of service for citizens appointed to the IAB shall be three (3) calendar years. The term of appointment shall be staggered so that not more than two (2) members' terms expire in any calendar year.

- (2) Appointment. The investment officer shall recommend to the Council for confirmation the names of persons for appointment to the IAB.
- (3) Duties. The IAB shall meet quarterly. The IAB will serve as a forum for discussion and act in an advisory capacity for investment strategies, banking relationships, the legality and probity of investment activities and the establishment of written procedures for the investment operations.

(d) Quarterly Reports. At each quarterly meeting, a report reflecting the status of the portfolio will be submitted for review and comment by at least three (3) members of the IAB. Discussion and comment on the report will be noted in minutes of the meeting. If concurrence is not obtained, notification will be given to the investment officer, including comments by the IAB.

(e) Monitoring the Portfolio. The investment manager will routinely monitor the contents of the portfolio comparing the holdings to the markets, relative values of competing instruments, changes in credit quality, and benchmarks. If there are advantageous transactions, the portfolio may be adjusted accordingly.

(f) Indemnity Clause. Metro shall indemnify the investment officer, chief financial officer, investment manager, staff and the IAB members from personal liability for losses that might occur pursuant to administering this investment policy.

The investment officer, acting in accordance with written procedures and exercising due diligence, shall not be held personally responsible for a specific security's credit risk or market price changes, provided that these deviations are reported to the council as soon as practicable.

(g) Accounting Method. Metro shall comply with all required legal provisions and Generally Accepted Accounting Principles (GAAP). The accounting principles are those contained in the pronouncements of authoritative bodies, including, but not necessarily limited to, the American Institute of Certified Public Accountants (AICPA); the Financial Accounting Standards Board (FASB); and the Government Accounting Standards Board (GASB).

(Ordinance No. 05-1075.)

#### 7.03.040 Safekeeping and Custody

(a) Authorized Financial Dealers and Institutions. The investment officer shall maintain a listing of all authorized



dealers and financial institutions that are approved for investment purposes. Financial institutions must have a branch in Oregon. Any firm is eligible to apply to provide investment services to Metro and will be added to the list if the selection criteria are met. Additions or deletions to the list will be made by the investment officer and reviewed by the IAB. At the request of the investment officer, the firms performing investment services for Metro shall provide their most recent financial statements or Consolidated Report of Condition (call report) for review. Further, there should be in place proof as to all the necessary credentials and licenses held by employees of the broker/dealers who will have contact with Metro, as specified by but not necessarily limited to the National Association of Securities Dealers (NASD), Securities and Exchange Commission (SEC), etc. At minimum, the investment officer and the IAB shall conduct an annual evaluation of each firm's qualifications to determine whether it should be on the authorized list.

Securities dealers not affiliated with a Qualified Financial Institution, as defined in ORS 294.035, will be required to have headquarters located in the states of Oregon, Washington or Idaho and, if not headquartered in the state of Oregon, to have an office located in Oregon. Notwithstanding the above, securities dealers who are classified as primary dealers with the New York Federal Reserve Bank are also eligible.

(b) Internal Controls. The investment officer shall maintain a system of written internal controls, which shall be reviewed annually by the IAB and the independent auditor. The controls shall be designed to prevent loss of public funds due to fraud, error, misrepresentation or imprudent actions.

Metro's independent auditor at least annually shall audit investments according to generally accepted auditing standards and this ordinance.

(c) Delivery vs. Payment. All securities purchased pursuant to this investment policy will be delivered by either book entry or physical delivery to a third party for safekeeping by a bank designated as custodian. Purchase and sale of all securities will be on a payment versus delivery basis. Delivery versus payment will also be required for all repurchase transactions and with the collateral priced and limited in maturity in compliance with ORS 294.035(2)(j).

(d) Safekeeping. The trust department of the bank designated as custodian will be considered to be a third party for the purposes of safekeeping of securities purchased from

that bank. The custodian shall issue a safekeeping receipt to Metro listing the specific instrument, rate, maturity and other pertinent information.

Notwithstanding the preceding, an exception to the delivery versus payment policy is made when purchasing State and Local Government Series Securities (SLGS) from the United States Treasury's Bureau of Public Debt to satisfy arbitrage yield restriction requirements of the Internal Revenue Code for tax-exempt bond issues.

(Ordinance No. 05-1075.)

#### 7.03.050 Suitable and Authorized Investments

(Definitions of terms and applicable authorizing statutes are listed in the "Summary of Investments Available to Municipalities" provided by the State Treasurer.)

(a) Investment Types. The following investments are permitted by this policy and ORS 294.035 and 294.810.

- (1) U.S. Treasury Bills, Notes, Bonds, Strips (Separate Trading of Registered Interest and Principal of Securities) and/or State and Local Government Series Securities (SLGS)
- (2) Securities of U.S. Government Agencies and U.S. Government Sponsored Enterprises
- (3) Certificates of Deposit (CD) from commercial banks in Oregon and insured by the Federal Deposit Insurance Corporation (FDIC)
- (4) Repurchase Agreements (Repo's)
- (5) Banker's Acceptances (BA)
- (6) Commercial Paper (CP) issued by a financial institution, commercial, industrial or utility business enterprise. Also Corporate promissory notes with long term minimum ratings of Aa (Moody's) or AA (S&P) or equivalent by any nationally recognized statistical rating organization. If a corporation has a split rating the most recent rating would be used for decision-making purposes.
- (7) State of Oregon and Local Government Securities with A ratings or better; also debt obligations of the States of California, Idaho and Washington and their political subdivisions with a long-term rating of AA or better or the highest category for short term municipal debt.

(8) State of Oregon Investment Pool

(9) Market Interest Accounts and Checking Accounts

(b) Collateralization. Deposit-type securities (i.e., Certificates of Deposit) and all bank deposits for any amount exceeding FDIC coverage shall be collateralized through the Public Funds Collateralization Program as required by ORS Chapter 295. ORS Chapter 295 governs the collateralization of Oregon public funds and provides the statutory requirements for the Public Funds Collateralization Program. Bank depositories are required to pledge collateral against any public funds deposits in excess of deposit insurance amounts. ORS 295 sets the specific value of the collateral, as well as the types of collateral that are acceptable.

(Ordinance No. 05-1075. Amended by Ordinance No. 09-1216, Sec. 1; and amended by Ordinance No. 12-1280, Sec. 1.)

#### 7.03.060 Investment Parameters

(a) Diversification by Maturity. Only investments which can be held to maturity shall be purchased. Investments shall not be planned or made predicated upon selling the security prior to maturity. This restriction does not prohibit the use of repurchase agreements under ORS 294.135(2).

Maturity limitations shall depend upon whether the funds being invested are considered short-term or long-term funds. All funds shall be considered short-term, except those reserved for capital projects (e.g., bond sale proceeds).

(1) Short-Term Funds.

(A) Investment maturities for operating funds and bond reserves shall be scheduled to meet projected cash flow needs. Funds considered short-term will be invested to coincide with projected cash needs or with the following serial maturity:

25% minimum to mature under three months  
75% minimum to mature under 18 months  
100% minimum to mature under five years

(B) Investments may not exceed five (5) years. Investment maturities beyond 18 months may be made when supported by cash flow projections which reasonably demonstrate that liquidity requirements will be met. ~~Maturities beyond 18 months will be limited to direct U.S. Treasury obligations.~~

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(2) Long-Term Funds.

- (A) Maturity scheduling shall be timed according to anticipated need. ORS 294.135 permits investment beyond 18 months for any bond proceeds or funds accumulated for any purpose that the district is permitted by state law to accumulate and hold funds for a period exceeding one (1) year. The maturities should be made to coincide as nearly as practicable with the expected use of the funds.
- (B) Investment of capital project funds shall be timed to meet projected contractor payments. The drawdown schedule used to guide the investment of the funds shall evidence the approval of the investment officer and review of the Chief Financial Officer.

(b) Diversification by Investment. The investment officer will diversify the portfolio to avoid incurring unreasonable risks inherent in over-investing in specific instruments, individual financial institutions, or maturities.

The maximum percentages of the portfolio and the maximum maturities for investments are as follows:

Security	Maximum Percent of Portfolio	Maximum Maturity
U.S. Treasury Bills, Notes, Bonds, Strips and/or State and Local Government Series (SLGS)	100%	
Securities of U.S. Government Agencies and U.S. Government Sponsored Enterprises	100%	
Certificates of Deposit (CD) Commercial Banks in Oregon Insured by FDIC	100%	
Repurchase Agreements (Repo's)	50%	90-day maturity
Banker's Acceptances (BA)	25%	
Commercial Paper (CP) -	35%	

Security	Maximum Percent of Portfolio	Maximum Maturity
<p>Issued by a financial institution, commercial, industrial, or utility business enterprise.</p> <p>For a corporation headquartered in Oregon</p> <p>For a corporation headquartered outside of Oregon.</p> <p>Corporate promissory notes that have a long term minimum ratings of Aa (Moody's) or AA (S&amp;P) or equivalent by a nationally recognized statistical rating organization.</p>	25%	<p>A-1 and P-1 only, 90-day maturity;</p> <p>A-2 and P-2, A-1/P-2, or A-2/P1, 60-day maturity</p> <p>A-1 and P-1 only; 90-day maturity</p> <p>Aa (Moody's) or AA (S&amp;P) Maximum maturity of three years. See <u>7.03.060(c)(2) for concentration maximums.</u></p>
<p>State of Oregon and Local Government Securities with A ratings or better; also States of California, Idaho and Washington and political subdivisions with a long term AA or better and short-term in the highest category for short term debt.</p>	25%	
<p>State of Oregon Investment Pool</p>	100%	
<p>Market Interest Accounts and Checking Accounts</p>	<p>Minimum necessary for daily cash management efficiency</p>	

(c) Diversification by Financial Institution.

- (1) Qualified Institutions. The investment officer shall maintain a listing of financial institutions and securities dealers recommended by the IAB. Any financial institution and/or securities dealer is eligible to make an application to the investment officer and upon due consideration and approval hold available funds.

A listing of the eligible institutions shall be held by the investment officer and provided any fiduciary agent or trustee.

- (2) Diversification Requirements. The combination of investments in Certificates of Deposit and Banker's Acceptances invested with any one institution shall not exceed 25 percent of the total available funds or 15 percent of the equity of the institution.

The following limitations avoid over-concentration in securities from a specific issuer or business sector:

Type of Security	Limitation
U.S. Government Treasuries	No limitations
U.S. Government Agencies	Securities of U.S. Government Agencies and U.S. Government Sponsored Enterprises as defined under ORS 294.035 and/or 294.040. No more than 40 percent of the portfolio in any one agency.
Certificates of Deposit - Commercial Banks	No more than the lesser of 25 percent of the total available funds or 15 percent of the equity of the financial institution may be invested with any one institution.
Repurchase Agreements	<p>May be purchased from any qualified institution provided the master repurchase agreement is effective and the safekeeping requirements are met. All repurchase agreements will be fully collateralized by general obligations of the U.S. Government, the agencies and instrumentalities of the United States or enterprises sponsored by the United States government, marked to market.</p> <p>The investment officer shall not enter into any reverse repurchase agreements.</p>
Banker's Acceptances	<p>Must be guaranteed by, and carried on the books of, a qualified financial institution whose short-term letter of credit rating is rated in the highest category by one or more nationally recognized statistical rating organizations.</p> <p>Qualified institution means:            A financial institution that is located and licensed to do banking business in the state of Oregon; or            A financial institution located in the states of California, Idaho, or Washington that is wholly owned by a bank holding company that owns a financial institution that is located and licensed</p>

Type of Security	Limitation
	to do banking business in the state of Oregon.  No more than the lesser of 25 percent of the total available funds or 15 percent of the equity of the financial institution may be invested with any one institution.
Commercial Paper,  Corporate Promissory notes	No more than 5 percent of the total portfolio with any one corporate entity.
State and Local Government Securities; also California, Idaho and Washington	No more than 15 percent of the total portfolio in any one local entity.
State of Oregon Investment Pool	Not to exceed the maximum amount established in accordance with ORS 294.810, with the exception of pass-through funds (in and out within 10 days).

(d) Total Prohibitions. The investment officer may not make a commitment to invest funds or sell securities more than 14 business days prior to the anticipated date of settlement of the purchase or sale transaction and may not agree to invest funds or sell securities for a fee other than interest. Purchase of standby or forward commitments of any sort are specifically prohibited.

(e) Adherence to Investment Diversification. Diversification requirements must be met on the day an investment transaction is executed. If due to unanticipated cash needs, investment maturities or marking the portfolio to market, the investment in any security type, financial issuer or maturity spectrum later exceeds the limitations in the policy, the investment officer is responsible for bringing the investment portfolio back into compliance as soon as is practical.

(f) Competitive Selection of Investment Instruments. Before the investment officer invests any surplus funds, a competitive offering solicitation shall be conducted orally, or alternatively through an electronic competitive bidding platform that compares several offers of the same security class like commercial paper, new issue GSE's and treasury issues. Offerings will be requested from financial institutions for various options with regards to term and instrument. The investment officer will accept the offering, which provides the

highest rate of return within the maturity required and within the prudent investor rule. Records will be kept of offerings and the basis for making the investment decision.

(Ordinance No. 05-1075. Amended by Ordinance No. 08-1190.)

#### 7.03.070 Reporting

(a) Methods. A transaction report shall be prepared by the investment manager not later than one business day after the transaction, unless a trustee, operating under a trust agreement, has executed the transaction. The trustee agreement shall provide for a report of transactions to be submitted by the trustee on a monthly basis.

Quarterly reports shall be prepared for each regular meeting of the IAB to present historical information for the past 12-month period. Copies shall be provided to the Chief Operating Officer and the Metro Council.

(b) Performance Standards. The overall performance of Metro's investment program is evaluated quarterly by the IAB using the objectives outlined in this policy. The quarterly report which confirms adherence to this policy shall be provided to the Metro Council as soon as practicable.

The performance of Metro's portfolio shall be measured by comparing the average yield of the portfolio at month-end against the performance of the 90-day U.S. Treasury Bill issue maturing closest to 90 days from month-end and the Local Government Investment Pool's monthly average yield.

(Ordinance No. 05-1075.)

#### 7.03.080 Policy Adoption and Re-adoption

(a) The investment policy must be reviewed by the IAB and the Oregon Short-Term Fund Board prior to adoption by the Metro Council. Adoption of this policy supersedes any other previous Council action or policy regarding Metro's investment management practices.

(b) This policy shall be subject to review and re-adoption annually by the Metro Council in accordance with ORS 294.135.

(Ordinance No. 05-1075.)

#### 7.03.090 List of Documents Used in Conjunction with this Policy

The following documents are used in conjunction with this policy and are available from the investment manager upon request:

- List of Authorized Brokers and Dealers
- List of Primary Dealers

(Effective 6/21/12)

7.03 - 12 of 13



- Calendar of Federal Reserve System Holidays
- Calendar of Local Government Investment Pool Holidays
- Broker/Dealer Request for Information
- Oregon State Treasury's Summary of Liquid Investments Available to Local Governments for Short-Term Fund Investment
- Oregon State Treasury's U.S. Government and Agency Securities for Local Government Investment Under ORS 294.035 and 294.040
- Oregon State Treasury's List of Qualified Depositories for Public Funds
- Attorney General's letter of advice: Certificates of Deposit, ORS 294.035 and ORS 295
- Oregon Revised Statute Chapter 294 - County and Municipal Financial Administration
- Oregon Revised Statute Chapter 295 - Depositories of Public Funds and Securities
- Government Finance Officers Association Glossary of Cash Management Terms

(Ordinance No. 05-1075.)

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## STAFF REPORT

### IN CONSIDERATION OF ORDINANCE NO. 13-1303 FOR THE PURPOSE OF AMENDING AND RE-ADOPTING METRO CODE 7.03 (INVESTMENT POLICY) FOR FISCAL YEAR 2013-2014 AND DECLARING AN EMERGENCY

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Date: March 22, 2013

Prepared by: Calvin Smith  
Telephone: 503-797-1612

#### BACKGROUND

Metro Code, Chapter 7.03 contains the Investment Policy that applies to all cash-related assets held by Metro. Metro code requires the annual review and readopting with the assistance of the Investment Advisory Board who are appointed on staggered terms by the Council President. This Investment Policy is being submitted to Council for review and re-adoption in accordance with Section 7.03.080 of Metro Code.

The format of Metro's Investment Policy conforms to the Oregon State Treasury's Sample Investment Policy for Local Governments and the Government Finance Officers Association's (GFOA) Sample Investment Policy. This allows Metro's policy to be readily compared to investment policies of other local governments that have adopted the same GFOA format.

The Investment Advisory Board (IAB) members reviewed recommendations by the Investment Manager. The first recommendation was to increase the allowable duration of Metro's listed investments options from 18 months to three years for 25% of the portfolio. This 25% is considered to be reserve funds that are not needed for short term cash flow needs.

The second recommendation was to include high quality corporate debt as another diversification option. This debt option would be limited to only AA rated corporations of which there are few of these calibers. Examples are IBM, GE, Wal-Mart or ExxonMobil. Staff research revealed that this specific change is already permitted in Oregon State law (ORS 294.035) and that the language proposed is the same as the Oregon State Short Term Fund Board (OSTFB) has approved for Multnomah County. The IAB reviewed these options as allowed by the state and discussed the merits of both recommendations. Concluding that in this market environment we do want to have all the available options that are permitted under law. Whether we use these options or not, we must always follow our principals of safety and liquidity before yield. The IAB recommends Council amend the code to use these options and readopt the code as amended.

The change to the investment policy was proposed as a part of this re-adoption. The Investment Manager feels with the recommendation of the Investment Advisory Board that the current policy be modified to include increased duration of 25% of the portfolio. Plus including high quality corporate debt if such obligations have a long-term rating of AA (S&P) or Aa (Moody's) as rated on the settlement date in this high category by a nationally recognized statistical rating organization [ORS 294.035 (3) (i)] this would allow a larger universe of options for the current investment environment. The preceding wording has been approved by the OSTFB in this form when they reviewed the Multnomah County Investment Policy so it should have no trouble with review and approval. OSTFB only reviews those investment policies with changes and we would submit the new policy as soon as passed by the Council. The current Metro policy meets the requisite due diligence with proposed processes.

#### ANALYSIS/INFORMATION

1. **Known Opposition:** None.

2. **Legal Antecedents:** Metro Code, Chapter 7.03, Investment Policy, Section 7.030.080(b) proscribes that the policy shall be subject to review and re-adoption annually by the Metro Council in accordance with ORS 294.135.

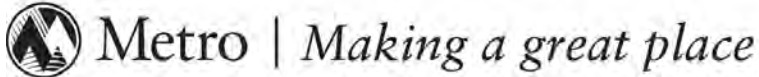
Chapter 7.03 was formerly Chapter 2.06 (readopted April 9, 1998; amended December 10, 1998; readopted April 15, 1999; readopted April 27, 2000; readopted December 11, 2001; readopted October 3, 2002; renumbered by Ordinance No. 02-976, Sec. 1; readopted June 12, 2003; amended and readopted April 7, 2005, by Ordinance No. 05-1075; readopted April 20, 2006, by Ordinance 06-1114; readopted June 21, 2007 by Ordinance 07-1149; readopted June 26, 2008 by Ordinance 08-1190; readopted June 25, 2009 by Ordinance 09-1216.;readopted June 17, 2010 by Ordinance 10-1243; readopted by Resolution 11-4272 June 23,2011; readopted by Ordinance 12-1280 June 21, 2012)

3. **Anticipated Effects:** N/A

4. **Budget Impacts:** N/A

**RECOMMENDED ACTION:** Staff recommends re-adoption as amended of Metro Code Chapter 7.03 by Resolution No. 13-**1303**

Materials following this page were distributed at the meeting.



## **METRO COUNCIL MEETING**

Meeting Summary

May 2, 2013

Metro, Council Chamber

Councilors Present: Council President Tom Hughes and Councilors Shirley Craddick, Carlotta Collette, Kathryn Harrington, Sam Chase, Bob Stacey, and Craig Dirksen

Councilors Excused: None

Council President Tom Hughes called the regular council meeting to order at 2 p.m.

### **1. INTRODUCTIONS**

There were none.

### **2. CITIZEN COMMUNICATIONS**

There were none.

### **3. PRESENTATION BY COURSE CO. MANAGEMENT**

Mr. Paul Slyman of Metro provided a brief introduction to the presentation. Glendoveer Golf Course and Tennis Facility was previously under a long term lease with a different management company. When the lease concluded approximately one year ago, Metro undertook an extensive process to examine the facility, and consider potential operation changes. At the Council's direction, staff conducted a broad search and solicitation for proposals from potential operators for the facility. After extensive review and interviews, *CourseCo, Inc.* was selected as the new management company for the facility. The facility includes two golf courses, 4 covered tennis courts, a fitness trail, a two-level heated driving range, and Ringside restaurant.

Tom Isaak, President of CourseCo, Inc. – a California-based company – provided a brief presentation on the company's history, workforce, and sustainable business practices, partnership with Metro, and community outreach and new local partnerships established over the past few months. Ms. Lydia Neill of Metro quickly highlighted a series of capital improvements underway at Glendoveer including new paint at Ringside and updating the restrooms and finishes at the facility's club house.

#### ***Council discussion***

Council thanked staff and CourseCo. for their work at Glendoveer, and expressed the surrounding area's support for the improvements made to date. Council asked clarifying questions about the golf course's design and a long-term strategy for maintaining the grounds. Mr. Isaak stated that the management company hopes to first introduce aggressive and consistent best practices – while maintaining its dedication to sustainable principles – for agronomic practices. However, he did note

that capital improvements would be needed down the line. Mr. Isaak also stated that the he feels the facility should be a public-serving facility, a facility that is affordable for the region's residents. Additional council discussion included Glendoveer's new youth programs and ensuring all children have the opportunity to experience golf and tennis.

**4. CONSIDERATION OF THE MINUTES FOR APRIL 25, 2013**

Motion:	Councilor Shirley Craddick moved to approve the Council minutes for April 25, 2013.
Second:	Councilor Craig Dirksen seconded the motion.

Vote: Council President Hughes, and Councilors Craddick, Collette, Chase, Dirksen, Stacey, and Harrington voted in support of the motion. The vote was 7 ayes, the motion passed.

**5. ORDINANCES – SECOND READ**

5.1 **Ordinance No. 13-1300**, For the Purpose of Adopting the Annual Budget for Fiscal Year FY 2013-14, Making Appropriations, Levying Ad Valorem Taxes, and Authorizing an Interfund Loan.

Council President Hughes opened a public hearing on Ordinance No. 13-1300. Seeing no members of the public who wished to testify, the public hearing was closed.

Motion:	Councilor Kathryn Harrington moved to continue Ordinance No. 13-1300 to a date certain of June 13, 2013.
Second:	Councilor Carlotta Collette seconded the motion.

Vote: Council President Hughes, and Councilors Craddick, Collette, Chase, Dirksen, Stacey, and Harrington voted in support of the motion. The vote was 7 ayes, the motion passed.

An additional reading, public hearing and Council consideration and vote on Ordinance No.13-1300 are scheduled for June 13.

5.2 **Ordinance No. 13-1302**, For the Purpose of Amending Metro Code Chapter 5.02 to Establish Solid Waste Disposal Charges and Recoverable Solid Waste Charges for FY 2013-14.

Motion:	Councilor Bob Stacey moved to approve Ordinance No. 13-1302.
Second:	Councilor Dirksen seconded the motion.

Mr. Doug Anderson provided staff's report for Ordinance No. 13-1302. He stated that the purpose of the ordinance was to set the solid waste processing and disposal charges for FY 13-14. The annual legislation responds to cost changes in transfer station programs and disposal operations, and

follows best practices for municipal rate setting. Mr. Anderson stated that the ordinance, if adopted, would:

- Increase the garbage fee collection rate at Metro transfer stations by \$0.46 effective Sept. 1, 2013;
- Leave the self-haul rate at Metro transfer stations unchanged; and
- Put Metro's food waste operations on a financial sustainable footing.

He stated that the proposed rates were designed to raise the \$52 million needed to run the disposal operations and station programs.

Council President Hughes opened a public hearing on Ordinance No. 13-1302. Seeing no members of the public who wished to testify, the public hearing was closed.

Vote:

Council President Hughes, and Councilors Craddick, Collette, Chase, Dirksen, Stacey, and Harrington voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .
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## 6. **RESOLUTIONS**

6.1 **Resolution No. 13-4419**, For the Purpose of Approving the FY 2013-14, Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission.

Motion:	Councilor Collette moved to approve Resolution No. 13-4419.
Second:	Councilor Craddick seconded the motion.

Mr. Tim Collier provided staff's report for Resolution No. 13-4419. Mr. Collier stated that the resolution, if adopted, would:

- Approve the FY 13-14 Metro budget;
- Set the maximum property tax rates to be levied by Metro in the coming year (e.g. permanent tax rate for operations); and
- Direct the Chief Operating Officer to transmit the approved budget to Multnomah County's Tax Supervising and Conservation Commission for review.

Mr. Collier reminded the councilors that Metro cannot increase the three property tax levies after the Council has approved the budget. The TSCC is scheduled to review and hold a hearing on Metro's approved FY 13-14 budget on June 6. Once complete, the council will have an opportunity to hold additional meetings in June to discuss the approved budget, and consider and vote on any proposed amendments.

### ***Council discussion***

Councilors thanked the agency's leadership and staff for their work on the proposed FY 13-14 budget, and applauded staff for their professionalism, exemplary work and ability to present the budget in a way that is easy to understand. Councilors overviewed the budget process and expressed support for transmitting the approved budget to the TSCC for consideration and review. That said some councilors express a need to further review certain major and less major policy and

program areas in the approved budget, and looked forward to having additional time and resources to work through these areas prior to formal Council adoption in June.

Vote: Council President Hughes, and Councilors Craddick, Collette, Chase, Dirksen, Stacey, and Harrington voted in support of the motion. The vote was 7 ayes, the motion passed.

6.2 **Resolution No. 13-4427**, For the Purpose of Proclaiming the Week of May 4 through May 12, 2013 as National Travel and Tourism Week.

Motion:	Councilor Craddick moved to approve Resolution No. 13-4427.
Second:	Councilor Collette seconded the motion.

Councilor Craddick introduced Resolution No. 13-4427, which if approved would proclaim May 4-12 as National Travel and Tourism Week. As owner and operator of the Oregon Convention Center, Expo Center, Oregon Zoo, and the Portland Center for the Performing Arts, Metro highly values tourists and tourism in the Portland metro region. Councilor Craddick stated that in 2012 the tourism industry generated \$2 trillion in economic output for the country. In Portland, over \$4 billion in travel-generated spending occurs each year, which in turn generates over 30,000 jobs in the industry. Councilor Craddick welcomed Mr. Brian McCartin, Executive Vice President for Convention and Tourism Sales at Travel Portland.

Mr. McCartin thanked the council for considering Resolution No. 13-4427 and recognizing the value of tourism in the region. He stated that in addition to the revenue tourism generates, it also adds to the state's tax base. In 2012, over \$161 million in taxes were realized in the state of Oregon, of which \$70 million was in the Portland metro area. He highlighted the January and February revenue figures for Portland hotels, stating an increase of 6.3% over last year's totals. In addition, he discussed the positive impacts this increased business has for local employees.

***Council discussion***

Councilors recommended Travel Portland participate in the Willamette Falls Blue Heron site project and noted the property's potential to become another great tourism attraction for the region. Councilors discussed the Metro brand, and the region's unique features and assets – both natural and developed; councilors credited the region's land use management and planning. Additional discussion included tourism as an export for the region and state.

Vote: Council President Hughes, and Councilors Craddick, Collette, Chase, Dirksen, Stacey, and Harrington voted in support of the motion. The vote was 7 ayes, the motion passed.

7. **QUASI-JUDICIAL HEARING**

7.1 **Ordinance No. 13-1301**, For the Purpose of Annexing to the Metro District Boundary Approximately 2.5 Acres Located at 25565 NW Evergreen Road Hillsboro.

Council President Hughes stated that Ordinance No. 13-1301 required a quasi-judicial hearing. As part of the hearing process, councilors were required to declare a conflict of interest, bias or ex



parte contact prior to the staff presentation. No councilors declared conflicts of interest, biases or ex parte contacts for Ordinance No. 13-1301.

Metro Attorney Alison Kean Campbell read the procedural requirements for the quasi-judicial hearing for Ordinance No. 13-1301.

Mr. Tim O'Brien of Metro presented the proposed property, approximately 2.5 acres in the Hillsboro area, for annexation into the Metro District Boundary. He stated that the land was included in the urban growth boundary in 2005 and is part of the Evergreen Industrial Area Plan that the City of Hillsboro completed consistent with Metro Title 11. The land must be annexed into the Metro District Boundary for urbanization to proceed. The territory has been annexed into the City of Hillsboro and once all of the annexations are complete, building may occur consistent with the approved plan. Mr. O'Brien overviewed how the application satisfies each of the 3 criteria for annexation as outlined in Metro Code, Section 3.09.070E:

1. *The affected territory is within the UGB:*  
The territory was included in the UGB in 2005
2. *The territory is subject to measures that prevent urbanization until it is annexed to a city or service districts that will provide necessary services:*  
The conditions of approval for the ordinance that brought the land into the UGB include a requirement that Hillsboro apply interim protection measures as outlined in Functional Plan Title 11: Planning for New Urban Areas. The City of Hillsboro did apply interim protection measures for the area until all annexations were complete; and
3. *The proposed change is consistent with any applicable or cooperative urban service agreements and any concept plan:*  
The City of Hillsboro and Washington County adopted urban service agreements indicating that the City has planning responsibility under state law and land use decision making authority with respect to the subject territory. The proposed annexation is consistent with that agreement.

Staff recommended Council approve the application and adopted Ordinance No. 13-1301.

Council President Hughes opened a public hearing on Ordinance No. 13-1301. Seeing no citizens – either in support or opposition – who wished to testify, the public hearing was closed.

Motion:	Councilor Harrington moved to approve Ordinance No. 13-1301.
Second:	Councilor Collette seconded the motion.

Vote:	Council President Hughes, and Councilors Craddick, Collette, Stacey, Chase, Dirksen, and Harrington voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .
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**8. CHIEF OPERATING OFFICER COMMUNICATION**

Ms. Bennett provided updates on:

- The Metro Policy Advisory Committee (MPAC) will continue their discussion on the Community Investment Initiative's Regional Infrastructure Enterprise work at the May 8 committee meeting. Mr. Adam Davis, of DHM Consulting, will facilitate the discussion. She encouraged the full council to attend the meeting if possible.
- May is *Bike to Work* month. Ms. Bennett displayed promotional material for the event and encouraged Councilors to hand out and share the material with partners.

**9. COUNCILOR COMMUNICATION**

Councilor updates included the following recent meetings or events: the City of Tigard's Town Hall meeting, the Community Neighborhood Association for Southwest Portland forum on the SW Corridor project, and Nature in Neighborhoods Capital Grants Steering Committee meeting. Highlighted upcoming meetings included the May 23<sup>rd</sup> Regional Active Transportation Plan open house.

**10. ADJOURN**

There being no further business, Council President Hughes adjourned the regular meeting at 3:21 p.m. Council President Hughes stated that the Council would reconvene in the Council Chamber at 4:15 p.m. time certain for a first read and public hearing on proposed 2035 Regional Transportation Plan amendments.

The Metro Council will convene the next regular council meeting on Thursday, May 16 at 2 p.m. at the Council Chamber.

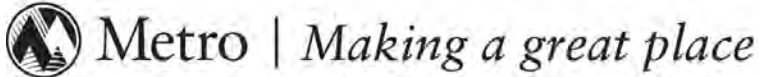
Respectfully submitted,



Kelsey Newell, Regional Engagement & Legislative Coordinator

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 2, 2013**

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
3.0	PowerPoint	N/A	Glendoveer	50213c-01
4.0	Minutes	4/25/13	Council minutes for April 25, 2013	50213c-02
10.0	PowerPoint	5/2/13	2035 Regional Transportation Plan Amendments	50213c-03
10.0	Testimony	N/A	Written testimony submitted by Reynolds School District	50213c-04
10.0	Letter	4/8/13	Letter from Washington County cities regarding 2035 RTP amendments	50213c-05
10.0	Memorandum & Draft Legislation	5/2/13	To: Metro Council From: Bob Stacey RE: Proposed Amendment to Resolution No. 13-4422	50213c-06



**METRO COUNCIL PUBLIC HEARING ON  
2035 REGIONAL TRANSPORTATION PLAN AMENDMENTS**

Meeting Summary  
May 2, 2013  
Metro, Council Chamber

Councilors Present: Council President Tom Hughes and Councilors Carlotta Collette, Kathryn Harrington, Sam Chase, Bob Stacey, and Craig Dirksen

Councilors Excused: Councilor Shirley Craddick

Council President Tom Hughes declared a quorum and called the public hearing to order at 4:15 p.m.

**1. FIRST READ AND PUBLIC HEARING ON PROPOSED 2035 REGIONAL TRANSPORTATION PLAN AMENDMENTS**

Council President Hughes called for Ordinance No. 13-1304, and Resolution No. 13-4420, 13-4421, 13-4422, 13-4423, and 13-4424 to be read into the record by title and/or legislative number.

Mr. John Mermin of Metro provided a brief staff presentation on the ordinance and the five resolutions. His presentation overviewed the criteria for the proposed amendments, the state and federal requirements for amending the Regional Transportation Plan, and each of the proposed amendments:

- Ordinance No. 13-1304: submitted by the East Metro Connections project
- Resolution No. 13-4420: submitted by the City of Beaverton
- Resolution No. 13-4421: submitted by the City of Portland
- Resolution No. 13-4422: submitted by ODOT, Region 1
- Resolution No. 13-4423: submitted by Washington County
- Resolution No. 13-4424: submitted by City of Hillsboro

(See legislation for project details.)

Mr. Mermin stated that both the Metro Policy Advisory Committee (MPAC) and Transportation Policy Alternatives Committee (TPAC) unanimously recommended approval of the legislation at their April 24 and April 26 meetings respectively. The Joint Policy Advisory Committee on Transportation (JPACT) is scheduled to consider the legislation at its May 9 committee meeting.

Council President Hughes gaveled and opened a public hearing on of the legislation:

- Chris Greenhalgh, Reynolds School District: Mr. Greenhalgh spoke on behalf of the Reynolds School District. The school district has property involved in Option 3: The New 242<sup>nd</sup>

Connection of the East Metro Connections Plan. He expressed the District's support for Ordinance No. 13-1304. (Written testimony included as part of the meeting record.)

- Dick Schouten, Washington County Board of Commissioners: Commissioner Schouten addressed the Council on Resolution No. 13-4424, and specifically why he did not support the Cornelius Pass Road project. He expressed discomfort with a 7-lane major arterial, citing unsafe transportation configurations and crossings for pedestrians, cyclists and even motorists. While he applauded the City of Hillsboro's work at adding buffered bike lanes, he stated that 7-lanes are at the edge of his comfort level – even as a seasoned cyclist. He believed that projects, such as the Cornelius Pass Road, would create a challenge in trying to mainstream bicycling. While the project was submitted by the City, Commissioner Schouten stated that the Commission does have some responsibility for this project as it is required to update its Transportation System Plan. Additional discussion included INTEL's new parking garage. He spoke on behalf of himself, not the full Commission.

Councilor Kathryn Harrington referenced and read from a letter submitted for the record by Mr. Andrew Singelakis of Washington County that expresses the county's commitment to add buffered bike lanes on both the Brookwood Parkway and Cornelius Pass Road projects. Councilors acknowledged the City's staff for taking the policies in the RTP seriously and providing additional detailed information on how the projects addressed the criteria in the RTP. Additional comments addressed investing in multiple transportation modes and options that benefit the workforce and goods movement.

- Rich Allen, Troutdale City Council: Councilor Allen expressed his support for Ordinance No. 13-1304. However, he did express a safety concern with the NE 238<sup>th</sup> project, specifically the number of proposed lanes. He believed that the street should have 4 lanes from the top to the bottom of the hill. He cited safety concerns for commuters as reasoning. He stated that while the city council was not formally asked to support his testimony, Councilor Allen anticipated his some of colleagues and citizens would support his comments.

Metro staff clarified that the proposed legislation would amend the financially constrained 2035 RTP to include the NE 238<sup>th</sup> Drive project. Pending the legislation's approval, design specifics and project alignment would be decided in the next phase of the project.

- Ben Bryant, City of Tualatin: Mr. Bryant addressed Resolution No. 13-4422 regarding a project to extend an existing auxiliary lane on Interstate 5 southbound at Lower Boones Ferry Road. He expressed the Cities of Wilsonville, Tigard, Lake Oswego, and Tualatin, and Washington County's support for the project. He stated that the cities and county see the project as a good win, and look forward to being a good partner with ODOT. Additional comments addressed goods movement along Interstate 5. (Written submittal included as part of the meeting record.)
- Chris Deffebach, Washington County: Ms. Deffebach addressed Resolution No. 13-4424 regarding the 7-lane Brookwood Parkway and Cornelius Pass Road projects. She reiterated the county's commitment to construct the bike facilities using the buffer lane style. County staff is currently working with the City of Hillsboro staff on both projects.

Seeing no additional members of the public who wished to testify, Council President Hughes closed the public hearing and opened the meeting for Council discussion.

Councilor Bob Stacey proposed and distributed a revised version of Resolution No. 13-4422 in response to questions and concerns he and other councilors raised at the council's recent work session. The revised resolution proposed to include an additional "BE IT RESOLVED" that states, "The 2014 RTP update shall clarify the definition, function, design and appropriate use of auxiliary lanes on freeways throughout the region." He stated that ODOT and Metro have different definitions for auxiliary lanes, and was concern future projects could vary from the RTP's definition of throughways without further discussion. While he concluded that the Lower Boones Ferry Road project addressed an operational issue that must be corrected, Councilor Stacey did state that ODOT and Metro should work together to define the role and function of auxiliary lanes. He stated that this policy discussion was appropriate to be addressed as part of the 2014 RTP update. (Memo and draft legislation included as part of the meeting record.)

Motion:	Councilor Stacey moved to ask the Metro Council to add to the JPACT packet a modified version of Resolution No. 13-4422, called Resolution No. 13-4422A. In addition, ask the Metro Council to instruct the Council's JPACT representatives to seek adoption of the "A" version by JPACT.
Second:	Councilor Carlotta Collette seconded the motion.

***Discussion on the motion***

Councilor Collette seconded the motion for the purpose of discussion. While Councilor Collette shared Councilor Stacey's concerns about the potential for auxiliary lanes to become real lanes, she did not support the motion. Councilor Collette stated that the definition of auxiliary lanes, what the term means, etc. and the safety transportation plan have already been included in the scoping for the next RTP. Staff confirmed that this request will be addressed in the 2014 RTP update.

Action:	Given Councilor Collette's comments, Councilor Stacey and Councilor Collette withdrew the motion and second respectively.
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Additionally, councilors thanked the City of Hillsboro and Washington County staff for their improvements to Resolution No. 13-4422 and expressed the importance for the projects to serve all modes.

Additional council discussion addressed the N. Williams project submitted by the City of Portland. Council discussed the city's work with the local community to define the project and the community's unanimous support for the project as outlined in Resolution No. 13-4421.

**3. ADJOURN**

All testimony provided at the May 2 public hearing will be presented to JPACT for its consideration on May 9. Second read and public hearing on Ordinance No. 13-1304, and Council consideration and vote on all legislation is scheduled for May 16.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "K. Newell".

Kelsey Newell, Regional Engagement & Legislative Coordinator

# MAKING A GREAT PLACE



April 2013

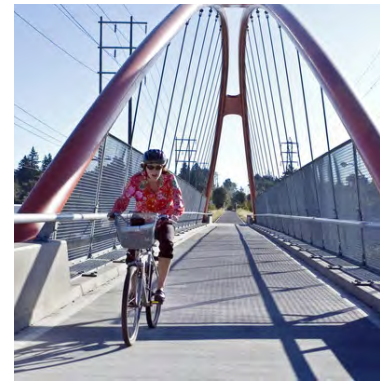
## Portland metropolitan area Regional trail accomplishments

2006 and beyond | On the road to 1,200 miles of trail

Two decades ago, the Metropolitan Greenspaces Master Plan outlined a vision for 1,200 miles of regional trails and greenways – a connected network that makes it easier to explore, relax, exercise and commute. Approved by the Metro Council in 1992, the plan brought together two dozen cities, three counties, two park districts, state and federal agencies and many nonprofit organizations, such as the 40-Mile Loop Land Trust and the Audubon Society of Portland. Everyday citizens, too, helped envision the next generation of natural areas, parks and trails.

As trails advocates celebrate the 20th anniversary of the Greenspaces Master Plan, there is much to be proud of. Some 300 miles of regional trails have been built, spanning the region's communities and natural features. That work has accelerated since 2006, when voters passed a second natural areas bond measure that makes it possible to fill in trail gaps. Local advocates have become more vocal and strategic during the past seven years, helping increase federal funding for trail design and construction. Most local jurisdictions are planning, designing, building and maintaining trails in their communities. And, as the Intertwine Alliance blossoms, it is reaching out to thousands of new trail and park users.

These efforts make a difference for millions of people who use the region's trails every year; Springwater on the Willamette alone attracts more than 1 million walkers, runners and cyclists. While the region still has many miles to go to meet its goal, we are at a crossroads. With continued collaboration, more success stories will unfold during the next decade.



“To develop a sense of community, you have to feel connected – and connectivity is what these trails are about. The value really goes beyond the very important transportation, health and recreation aspects. It gets down to the fundamental principles of what we are about and who we are about as a region.”

**Tom Hughes**  
Metro Council President





## Region makes tracks closing trail gaps

Before walkers, runners and cyclists can explore new trails, somebody has to secure rights to build them – a process that is often long and complicated. Metro has resources to do just that, thanks to a voter-approved 2006 natural areas bond measure.

These projects represent many of the region's trails accomplishments since 2006, but they are not comprehensive.

A complete tally would require a book – or many days exploring by bike or foot.



Since the bond measure passed, the region has bought land or negotiated easements on more than two dozen properties in Clackamas, Multnomah and Washington counties, most of them along the 40-Mile Loop. Someday soon, these lines on a map will be places to get outside, get some exercise and get around.



**1 Cazadero Trail and Trailhead**  
Next to Barton Park, a trailhead will welcome visitors to a four-mile section of the Cazadero Trail. Metro acquired 25 acres for this portal along the new trail, which extends the Springwater Corridor from Boring to Barton – and, eventually, up the Clackamas River through the Eagle Creek, Estacada, Faraday, Cazadero and Promontory Park areas. The forested trail, which is owned by the Oregon Parks and Recreation Department, traces a historic rail line used to ship timber from Cascade forests to the Portland riverfront.

**2 Columbia Slough**  
Pathways will someday trace this entire 19-mile remnant of lakes, wetlands and slow-moving channels in the Columbia River’s southern floodplain. Future visitors will discover diverse plants and wildlife such as deer, beaver, river otter and 175 bird species. Metro has secured the rights to build nearly three-quarters mile of trail between North Denver Avenue and Martin Luther King Jr. Boulevard and another mile along the Peninsula Canal, which creates a north-south link between the Slough and Marine Drive.

**3 Fanno Creek Trail, Tigard**  
Metro accomplished its first trails success story of the region’s 2006 natural areas bond measure by securing rights to extend the Fanno Creek Trail in central Tigard. Two side-by-side easements will allow more than half of a one-third mile gap to be filled between downtown Tigard and the city’s Woodard Park. Metro also worked with Tigard to acquire the Fields property, which will be a wayside along the trail. About half complete, the trail will traverse 15 miles and five cities, connecting to the Red Electric Trail in Southwest Portland and weaving through Beaverton, Tigard and Durham to Tualatin, where Fanno Creek joins the Tualatin River. Metro’s 1995 bond measure protected about 40 acres for this commuting and recreational trail, which connects dozens of neighborhoods, parks, schools and businesses.

**4 Gresham-Fairview Trail**  
The popular new Gresham-Fairview Trail is one step closer to connecting with the Interstate 84, Columbia Slough and Marine Drive trails, thanks to an acquisition made with funds from Metro’s 2006 bond measure.

**5 Marine Drive Trail**  
While walkers, runners and cyclists are busy exploring the Marine Drive Trail, Metro is paving the way for an expansion of the popular pathway in three key locations: in Northeast Portland, near Interstate 205 and near the Portland-Gresham border. Closing gaps will eliminate interruptions in the trip along Marine Drive and the Columbia River. Eventually, the Marine Drive Trail will stretch 20 miles from the St. Johns neighborhood in North Portland eastward through Gresham and Troutdale, offering spectacular views of water, wildlife and mountain peaks and serving as part of the 40-Mile Loop.

**6 Springwater Corridor, Southeast Portland**  
Runners, walkers and cyclists needn’t scrutinize trail plans to name the region’s most notorious missing piece – the Sellwood Gap, which forces people off the Springwater Corridor for a mile in its namesake neighborhood in Southeast Portland. That gap will shrink dramatically, thanks to an agreement reached in 2010 by Metro and the Oregon Pacific Railroad Co. The new agreement allows the City of Portland to build more than half a mile of trail, taking commuters and outdoor enthusiasts from Southeast Umatilla Street to Southeast 13th Avenue. An improved on-street bike path will connect to the “Three Bridges” area and eastward. The Springwater stretches 20 miles from central Portland through Southeast Portland, Milwaukie, Gresham and unincorporated Clackamas County, all the way to Boring.

**7 Tualatin River Greenway Trail**  
Several new Metro natural areas will contribute to the northern extension of Tualatin’s premier regional trail and greenway, which will one day stretch 20 miles from the Tualatin River National Wildlife Refuge to the Willamette River in West Linn.

## For project locations

See map on pages 6-7



## Who’s on the trail?

According to regional trail counts, women account for 54 percent of pedestrians and 30 percent of cyclists on the region’s trails.



# Design and construction generate on-the-ground excitement

## Trails attract a crowd

Trail counts estimate how many trips people take each year on the region's trails. Here's a sampling of the results.

Tom McCall Waterfront Park: **3.5 million**

Eastbank Esplanade: **2.1 million**

South Waterfront Trail: **1.3 million**

Springwater on the Willamette: **1.2 million**

Columbia Renaissance Trail: **700,000**

Salmon Creek Greenway: **410,000**

Fanno Creek Greenway: **220,000**

Trail lovers typically fixate on one important question: "When can I use it?" That's why, in the decades-long process of creating a trail, construction is often the most exciting step. During the past seven years, dozens of trails across the region have made significant on-the-ground progress – or, in some cases, opened to the public with community celebrations. People are walking, running and riding their bikes on many miles of trail that didn't exist several years ago.

### 8 Beaverton Crescent Connection, 2013-2014

Funding has been secured for design and Right of way acquisition for this bicycle, pedestrian and transit project, which will build the Beaverton Creek Trail, improve visitors' connection to the Fanno Creek Trail, create bike boulevards and increase access to transit, providing an active transportation corridor for the city.

### 9 Blue Lake Regional Park trail on the 40-Mile Loop, 2013

More than half a mile of trail will be added within Blue Lake Regional Park, at the junction of the Gresham-Fairview Trail and the Marine Drive Trail. The new addition will travel through a lovely part of this popular park, adjacent to the levee, to connect existing trail sections.

### 10 Burnt Bridge Creek Trail

This eight-mile paved trail through Vancouver connects natural areas, parks, neighborhoods, schools and businesses for cyclists and pedestrians.

### 11 Cazadero Trail

One hundred years ago, trains chugged along the north fork of Deep Creek, transporting timber from Cascade forests to the Portland riverfront. Someday, nature lovers will traverse a four-mile stretch of that journey between Boring and Barton by foot, bike or horseback. The former rail and streetcar line is being reinvented as the Cazadero Trail, an extension of the Springwater Corridor. In 2011, a compacted-earth-with-rock trail was built. In 2013, a trailhead is taking shape at a Metro natural area next to Barton Park – and the trail is being extended by Oregon State Parks southeast to Eagle Creek and, eventually, Estacada.

### 12 Pier-Chimney Bridge, 2013

Chimney Park is cut off from neighboring Pier Park by a narrow gully and a main line railroad – but not for long. Construction is expected summer 2013 for a 120-foot bicycle and pedestrian bridge, connecting the two parks and adding to the North Portland Greenway. This also fills a key gap in the 40-Mile Loop and connects North Portland to Metro's Smith and Bybee Wetlands Natural Area.

### 13 Chelatchie Prairie Rail with Trail

Pedestrians, cyclists and equestrians in Clark County can explore the first mile of the Chelatchie Prairie Rail with Trail, which eventually will stretch 33 miles along the route of the county-owned Chelatchie Prairie Railroad.

### 14 Columbia Slough Trail, 2012-2013

A new mile-long extension will be built from North Denver Avenue, where the paved bike trail currently ends, to North Vancouver Avenue. A trail eventually will trace this entire 19-mile remnant of lakes, wetlands and slow-moving channels in the Columbia River's southern floodplain.

### 15 Cooper Mountain Nature Park trails

When Cooper Mountain Nature Park opened in 2007, visitors gained 3.5 miles of trails to explore forest, prairie and oak woodland habitats. Perched at the southern edge of Beaverton, the 230-acre park is home to rare plants and wildlife.

### 16 Fairview Gap on the 40-Mile Loop, 2013-2014

Design, preliminary engineering and construction on the levee will fill a key gap in the 40-Mile Loop and connect the Marine Drive section with the Columbia River Gorge.

### 17 Fanno Creek Greenway Trail gaps

The region is busy filling gaps in the Fanno Creek Greenway Trail, which will someday traverse 15 miles and five cities, beginning at the shores of the Willamette River in Southwest Portland and weaving through Beaverton, Tigard and Durham to Tualatin, where Fanno Creek joins the Tualatin River. In 2009, Tigard completed a quarter-mile section connecting the new Tigard Public



Library to Main Street and downtown Tigard, including a bridge over Fanno Creek and a signalized crossing at Hall Boulevard. In 2012-2014 a .6-mile section from Highway 217 east to Scholls Ferry Road filled the last remaining gap in Tualatin Hills Park & Recreation District's territory. Tigard will build another section of trail near Main Street in its downtown in 2013.

**18 Graham Oaks Nature Park trails**

Three miles of trails traverse Metro's new Graham Oaks Nature Park next to Wilsonville, allowing visitors to explore several habitats in a single park. Whether you're in the mood to ride your bike on the regional Ice Age Tonquin Trail, meander to a wetland overlook where you can spot birds or duck into the shade of a conifer forest, there's a trail for you.

**19 Gresham MAX path, 2013-2014**

Design and preliminary engineering of multi-use trail along the MAX Blue Line in downtown Gresham will connect businesses, City Hall and the Main Street shopping area.

**20 Gresham-Fairview Trail**

This 5.2-mile trail will provide a north-south connection between the Springwater Corridor and Marine Drive trails, linking neighborhoods, schools, businesses, parks and natural areas along the way. So far, the trail extends as far north as Halsey Street.

**21 Ice Age Tonquin Trail**

Named for floods that shaped the landscape thousands of years ago, the Ice Age Tonquin Trail is taking big steps toward its eventual 22-mile route connecting Sherwood, Tualatin and Wilsonville. In 2010, a one-mile section of the trail made its debut with the opening of Metro's Graham Oaks Nature Park in Wilsonville, next to a cluster of schools and the Villebois housing development. Next up is a special section known as the Cedar Creek Trail, which will trace its namesake creek in Sherwood; design and preliminary engineering are under way.

**22 Interstate 84 bike/pedestrian bridge over the Sandy River, 2013**

Attached to the new I-84 highway bridge, a cantilevered bike and pedestrian bridge under construction will connect users with Troutdale.

**23 Marine Drive Trail, 2012-2013**

A new mile-long section of trail will close an important gap in the Marine Drive Trail, between Northeast 102nd and 122nd avenues. For years, bicyclists riding through this area –

known as the I-205 gap – had had to use the narrow shoulder of Marine Drive, next to 50-mile-per-hour traffic. Completing this gap will create a continuous, nine-mile section of the trail from Northeast 33rd Drive all the way to Northeast 185th Avenue, helping enhance the 40-Mile Loop trail network.

**24 McLoughlin Promenade**

Visitors can walk or bike a mile along the Willamette River, connecting to the old Oregon City-to-West Linn bridge and the Oregon City Municipal Elevator. From there trail users can enjoy the historic McLoughlin House and the promenade trail, which offers spectacular views of the Willamette River.

**25 Mount Talbert Nature Park trails**

If you explore Mount Talbert Nature Park's four miles of trails, you might encounter deer, Western gray squirrels, woodpeckers, white-breasted nuthatches and more. Towering above bustling Sunnyside Road, this forested butte is one of three new parks opened by Metro's Natural Areas Program since 2007.

**26 Portland to Milwaukie MAX bridge, bike and pedestrian lanes, 2015**

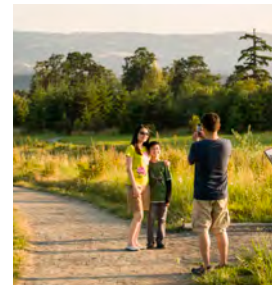
When the new Portland to Milwaukie MAX line opens, you'll be able to walk or bike across a new bridge connecting to trails on both sides of the Willamette River.

**27 Red Electric Trail in Portland**

Following the route of a former inter-urban streetcar, a new one-mile section of trail serves the Hillsdale neighborhood in Southwest Portland.

**28 Rock Creek Trail in Hillsboro**

Partners are making steady progress on the Rock Creek Trail. Hillsboro and Washington County installed a safe, signalized crosswalk at Evergreen Parkway. In summer 2012, Tualatin Hills Park & Recreation District began a construction project on two gaps totaling more than a mile, which will create a continuous 4.2-mile trail spanning the park district from east to west. Meanwhile, Hillsboro began construction extending the trail from Orchard Park south to Northwest Wilkins Street.



Cooper Mountain Nature  
Nature Park

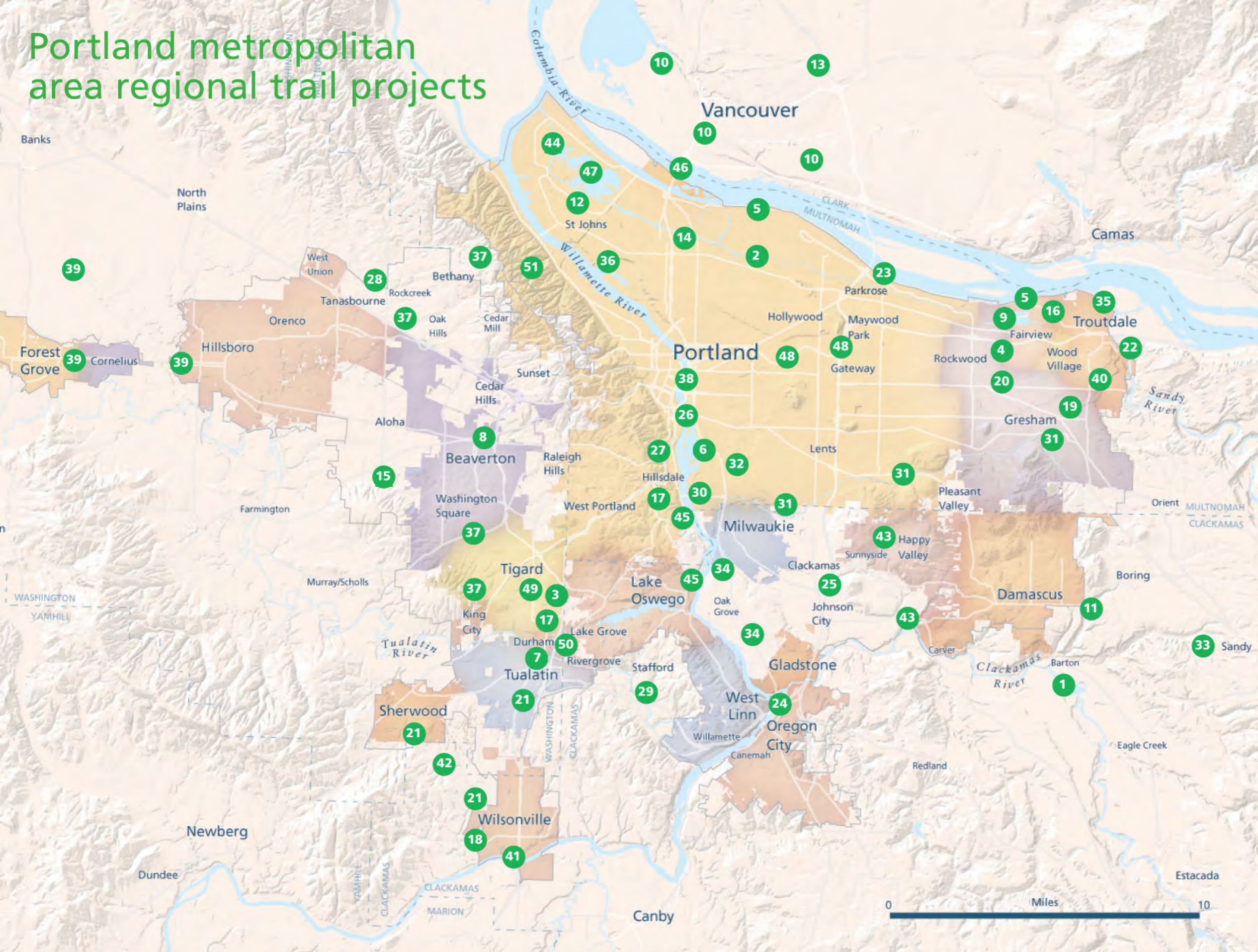
## A reason to celebrate

The American Hiking Society designates the first Saturday in June each year as National Trails Day.

To learn more, visit [www.americanhiking.org](http://www.americanhiking.org)



# Portland metropolitan area regional trail projects



- 1 Cazadero Trail and Trailhead
- 2 Columbia Slough
- 3 Fanno Creek Trail, Tigard
- 4 Gresham-Fairview Trail
- 5 Marine Drive Trail
- 6 Springwater Corridor, Southeast Portland
- 7 Tualatin River Greenway
- 8 Beaverton Crescent Connection
- 9 Blue Lake Regional Park trail on the 40-Mile Loop
- 10 Burnt Bridge Creek Trail
- 11 Cazadero Trail
- 12 Pier-Chimney Bridge
- 13 Chelatchie Prairie Rail with Trail
- 14 Columbia Slough Trail
- 15 Cooper Mountain Nature Park trails
- 16 Fairview Gap on the 40-Mile Loop
- 17 Fanno Creek Greenway Trail gaps
- 18 Graham Oaks Nature Park trails
- 19 Gresham MAX path
- 20 Gresham-Fairview Trail
- 21 Ice Age Tonquin Trail
- 22 Interstate 84 bike/pedestrian bridge over the Sandy River
- 23 Marine Drive Trail
- 24 McLoughlin Promenade
- 25 Mount Talbert Nature Park trails
- 26 Portland to Milwaukie MAX bridge, bike and pedestrian lanes
- 27 Red Electric Trail in Portland
- 28 Rock Creek Trail in Hillsboro
- 29 Rosemont Trail
- 30 Sellwood Bridge bike and pedestrian lanes
- 31 Springwater Corridor
- 32 Southeast 17th Avenue Trail
- 33 Tickle Creek Trail in Sandy
- 34 Trolley Trail
- 35 Troutdale Gap of the 40-Mile Loop
- 36 Waud Bluff Trail
- 37 Westside Trail
- 38 Active Transportation Plan
- 39 Council Creek Trail
- 40 East Metro Connections Plan
- 41 French Prairie Bridge Study
- 42 Ice Age Tonquin Trail master plan
- 43 Mount Scott/Scouter Mountain Trail Loop
- 44 North Portland Willamette Greenway Trail
- 45 Portland to Lake Oswego Trail, Central Section
- 46 Portland-Vancouver Bi-State Regional Trails System Plan
- 47 Smith and Bybee Wetlands Comprehensive Natural Resource Management Plan
- 48 Sullivan's Gulch Trail in Portland
- 49 Tigard Greenways Trail System Master Plan
- 50 Tualatin River Water Trail
- 51 Westside Trail







## New trails to enjoy



Ice Age Tonquin Trail at Graham Oaks Nature Park



Springwater Corridor



Gresham-Fairview Trail

**29 Rosemont Trail, 2013**  
Soon, people will be able to walk and bike from Luscher Farms in Lake Oswego to West Linn, using a new 1.1-mile trail with pervious paving.

**30 Sellwood Bridge bike and pedestrian lanes, 2015**  
When the new Sellwood Bridge crosses the Willamette River, it will include bike and pedestrian lanes connecting people with trails on both sides of the water – Springwater on the Willamette on the east and West Willamette River Greenway and Powers Marine Park on the west.

**31 Springwater Corridor**  
The Springwater Corridor is already the region’s signature trail, stretching more than 20 miles from the Portland riverfront to Boring – but it keeps getting better. In 2006, the Three Bridges project gave visitors a safe way to cross Johnson Creek, McLoughlin Boulevard and the Union Pacific Railroad tracks. If you explore the trail’s eastern stretches you’ll find it’s being paved from Rugg Road to Boring, where the new Boring Station Trailhead Park opened in 2012. Back in Portland, design and preliminary engineering are paving the way to fill the “Sellwood gap” between Southeast Umatilla Street and Southeast 13th Avenue. Trail users will have a new way to cross the last section of the gap, with bike and pedestrian improvements underway on Southeast Umatilla, Marion and Linn streets, connecting to Southeast 19th Avenue and the Three Bridges. Last but not least, the Springwater will meet up with the new Tacoma Street park-and-ride when the Portland to Milwaukie MAX line opens in 2015.

**32 Southeast 17th Avenue Trail, 2015**  
Bike lanes and a separated trail will span the one-mile gap from the Springwater Corridor south to Milwaukie Riverfront Park and the new Trolley Trail. Design and preliminary engineering will soon be underway.

**33 Tickle Creek Trail in Sandy**  
Surrounded by dense woods, a new 1.8-mile section of the Tickle Creek Trail runs adjacent to its namesake creek and over a sewer line. It is a key segment along the future Mount Hood Connections Trail, which will link Portland to Timberline Lodge – nearly 35 miles.

**34 Trolley Trail**  
More than two decades in the making, the six-mile Trolley Trail chugs through the heart of Oak Grove, connecting Milwaukie and Gladstone. This paved trail traces the route of an historic trolley that closed for business in the 1950s. Ever since, the community rallied to reinvent the tracks as a trail – a dream realized in 2012 for the residential neighborhoods, retirement communities, parks and business districts along the route.

**35 Troutdale Gap of the 40-Mile Loop**  
Next to the Troutdale airport, a paved one-mile bike and pedestrian trail was built on a levee near the Columbia River. It connects to the Interstate 84 bike and pedestrian bridge over the Sandy River, which is under construction.

**36 Waud Bluff Trail**  
A new bridge for pedestrians and cyclists connects the University of Portland with Swan Island in North Portland. This segment is an important part of the North Portland Willamette Greenway Trail.

**37 Westside Trail**  
Partners are making progress on the Westside Trail, which will travel 25 miles through urban and rural landscapes, connecting the Willamette River near Forest Park to the Tualatin River at King City. A three-quarter-mile section from the Rock Creek Trail to Bronson Creek was built in 2009. In summer 2012, construction began on three more gaps that will connect with existing sections to create a six-mile stretch of trail.

# Master plans mean trails are on the way

Crafting a trails plan is like writing a recipe for a complicated, but crowd-pleasing, dinner entrée. After coming together with partners and gathering public input, you wind up with a list of ingredients: a route, a funding strategy, design details, a signage guide and more. Unlike a cooking project, though, a trail can take years to bake.

## 38 Active Transportation Plan, 2013

A comprehensive bike, pedestrian and trails plan for the region will better coordinate with transit, improve safety for traveling to school and elsewhere, enhance public health, showcase economic benefits, and recommend developing bike and pedestrian corridors that cross multiple city and county lines. As part of the project, Metro's regional trails system map will be updated. The plan will help set regional priorities and better weave trail projects into local transportation systems.

## 39 Council Creek Trail, 2013-2014

Starting in central Hillsboro, the Council Creek Trail will extend 15 miles through Washington County, Cornelius and Forest Grove to the junction of the Banks to Vernonia Trail in Banks – and provide a connection to Stub Stuart State Park. This trail provides easy access to local trails, the MAX Blue Line and U.S. 26, making it a key corridor for alternative transportation.

## 40 East Metro Connections Plan

This two-year effort analyzed transportation challenges and solutions on the east side of the region, identifying specific projects for the next two decades. Among those recommendations is an off-street trail system to connect the Beaver Creek Canyon Trail in Troutdale to the Springwater Corridor, about six miles south.

## 41 French Prairie Bridge Study, 2013-2014

Partners are evaluating the feasibility of a bike and pedestrian bridge crossing the Willamette River in Wilsonville, west of the Interstate 5 Boone Bridge. If it is built, the bridge would link the Ice Age Tonquin Trail to Newberg, wine country and beyond.

## 42 Ice Age Tonquin Trail

Named for floods that shaped the landscape thousands of years ago, the 22-mile Ice Age Tonquin Trail now has a completed master plan. When the whole trail is built, it will connect the cities of Sherwood, Tualatin and Wilsonville, as well as the Tualatin and Willamette rivers – while giving visitors a link to the Fanno Creek Greenway Trail and the Westside Trail. More than 1,000 people helped shape the master plan by weighing in at open houses, community festivals and online.

## 43 Mount Scott/Scouter Mountain Trail Loop, 2013-2014

In fast-growing north Clackamas, the estimated 34-mile Mount Scott/Scouter Mountain Trail will create a loop around its namesake buttes, connecting town centers, neighborhoods, schools and natural areas. Metro is partnering with the cities of Portland and Happy Valley, North Clackamas Parks and Recreation District and Clackamas County to develop the trail master plan. Once complete the trail will link to important destinations including the Springwater Corridor and Powell Butte to the north and Mount Talbert and the Clackamas River to the south.

## 44 North Portland Willamette Greenway Trail

Tracing the Willamette River from the Steel Bridge to Kelley Point Park, the 10-mile North Portland Willamette Greenway Trail will someday connect Portland's downtown to Kelly Point Park. It will allow people to travel from Washington to Oregon, and from the Columbia River to the Willamette.

## 45 Portland to Lake Oswego Trail, Central Section, 2014

This four-mile proposed trail will connect the Johns Landing area in Portland to Lake Oswego. The trail may follow an old railroad line on local, low-traffic streets; bike lanes along Macadam Avenue/Oregon 43 are also a possibility.



Explore now

[www.theintertwine.org](http://www.theintertwine.org)





Trolley Trail

## Trails lead the way

In 2008, Portland became the first large US. city to achieve platinum Bicycle Friendly Community status from the League of American Bicyclists.

### 46 Portland-Vancouver Bi-State Regional Trails System Plan

This long-term vision, a partnership with the U.S. National Park Service, lays the groundwork for planning, design and construction of 37 regional trails, 20 in Oregon and 17 in Washington. The system will be approximately 1,200 miles – about the distance from Portland to Mexico, if all those trails were laid out in one straight line. Some of the trails will in fact take people beyond the metropolitan area, connecting to Mount Hood and the Pacific Ocean.

### 47 Smith and Bybee Wetlands Comprehensive Natural Resource Management Plan, 2013

At nearly 2,000 acres, Smith and Bybee Wetlands Natural Area is one of the largest protected wetlands within an American city and one of the region’s best-kept secrets. Under this plan, a regional trail around the former St. Johns Landfill will give visitors a better experience at the natural area and better ways to connect with other regional trails, including the North Portland Willamette Greenway Trail and new links in the 40-Mile Loop.

### 48 Sullivan’s Gulch Trail in Portland

A concept plan gives shape to a long-held vision: connecting the Eastbank Esplanade with the Interstate 205 multi-use path, via a five-mile trail. Separated from traffic along the north side of Interstate 84, the Sullivan’s Gulch Trail will provide a safe, comfortable and direct active transportation option. It will also link users with the Gateway Transit Center and future Gateway Green Park.

### 49 Tigard Greenways Trail System Master Plan

From prioritizing trail gaps to completing regional and community trails, Tigard’s new master plan lays the groundwork for an interconnected network of trails that help people get around the city and beyond. Highlights include segments of the Fanno Creek Trail and Tualatin River Greenway Trail.

### 50 Tualatin River Water Trail

Imagine a beautiful canoeing or kayaking trip along the Tualatin River with frequent, easy-to-access launch sites from Hillsboro to West Linn. As one step in making this vision a reality, a new small-craft launch site has been selected for Metro’s Farmington natural area. For now, public launch sites in the lower river exist only in Tualatin and Tigard. The next public access point is almost 20 miles upstream, at Hillsboro’s Rood Bridge Park. When funding is identified to build the Farmington site, it will offer another easily accessible launch point and promote awareness of water quality issues and wildlife habitat protection.

### 51 Westside Trail, 2013

Someday, the 25-mile Westside Trail will travel through urban and rural landscapes connecting the Willamette River near Forest Park to the Tualatin River at King City – and neighborhoods, businesses and schools along the way. Metro is working together with residents, cities, parks districts and community organizations to create a vision for a trail that will provide a continuous north-south route, as well as a connection to the 40-Mile Loop, the Rock Creek Trail and the developing Ice Age Tonquin Trail.



# Special projects keep things moving

Creating a regional trails network takes more than just a bunch of great individual trails. With that in mind, the trails community is coming together around broader projects and initiatives. Whether it's completing the 40-Mile Loop, engaging the public or connecting with one another, advocates are finding ways to advance their vision.

## Completing the 40-Mile Loop

The 40-Mile Loop, envisioned in 1903 as a network of trails and parks, actually spans more than 140 miles today. It is comprised of many regional trails, such as the Springwater Corridor, Peninsula Crossing Trail, Eastbank Esplanade, Leif Erickson Trail and Terwilliger Parkway. And the Loop is still growing – Metro has secured the rights to fill gaps on nearly two dozen properties, using funds from a voter-approved 2006 bond measure. A local private family foundation supported the effort by paying part of the salary of a Metro real estate negotiator who focused on trails. Meanwhile, nine trail projects have been built, are under construction or are in the design and preliminary engineering phase.

## GIS database of trails

In 2010, Metro revamped its aging trails GIS layer by adding the exact locations of every trail from the Coast Range to Mount Hood National Forest. The database is kept up-to-date by Metro's Data Resource Center staff, who routinely add the latest alignments for planned trails that have been adopted by local city councils and parks commissions. This data layer is available free to the public via Metro's RLIS Live website.

## Intertwine Alliance parks and trails website

The Intertwine's spiffy new website, [www.theintertwine.org](http://www.theintertwine.org), is a one-stop shop for information about the region's trails and outdoor destinations. Want to take a stroll with the family? Train for a century ride? Explore a natural area along the way? The Intertwine has an experience for you. No wonder the site won a national award from the Coalition for Recreational Trails in 2012, getting recognition in the communications

and public outreach category. Oregon Congresswoman Suzanne Bonamici presented the award for the website, which received a grant from the Oregon Parks and Recreation Department and technical assistance from Metro staff.

## Intertwine trail signs

Intertwine wayfinding signage debuted on the Fanno Creek Trail in Tigard in 2012. Thanks to an Oregon Department of Transportation grant secured by Metro, more signs will be installed along the Trolley Trail in Clackamas County and the Rock Creek Trail in Hillsboro in 2014. Larger, "iconic" signs will be placed at other locations to promote The Intertwine.

## Networking and community events

As local trail fans will tell you, creating a world-class system is all about connecting – and they do just that through a steady stream of events. About 1,000 people have attended Quarterly Trails Forums, which bring together trail planners, advocates, nonprofit organizations and citizens to discuss regional trail issues and plans. The Metro Regional Trails Fair kicked off in 2011 and grew in 2012, attracting 250 people. More than 1,500 people have participated in field trips and guided tours since 2007. A few times a year, Intertwine Alliance summits give nature lovers another venue to network.

## Regional trail counts

After trails are on the ground, we want to know how many people use them. Since 2008, Metro has coordinated regional trail counts and surveys in the four-county metropolitan area. Every September, more than a dozen local and state partners and 100 volunteers join efforts to survey 100 sites, from the Eastbank Esplanade to the new Ice Age Tonquin Trail at Graham Oaks Nature Park. In addition, Metro and the Tualatin Hills Park & Recreation District have year-round electronic counters at key nature parks. Metro intends to install them at 10 new locations, including trail sites in Happy Valley and along the Trolley Trail in Clackamas County.

## From east to west



Gresham-Fairview Trail



Intertwine signage



Westside Trail

## About Metro

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

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

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

[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

### Metro Council President

Tom Hughes

### Metro Councilors

Shirley Craddick, District 1  
Carlotta Collette, District 2  
Craig Dirksen, District 3  
Kathryn Harrington, District 4  
Sam Chase, District 5  
Bob Stacey, District 6

### Auditor

Suzanne Flynn

# Thanks, partners

Hundreds of governments, nonprofits, community groups and citizens are working together to put trails on the ground. Special thanks go out to these partners.

### Counties

Clackamas County  
Clark County  
Columbia County  
Multnomah County  
Washington County

### Cities

City of Battle Ground, Wash.  
City of Beaverton  
Community of Boring  
City of Cornelius  
City of Durham  
City of Estacada  
City of Fairview  
City of Forest Grove  
City of Gladstone  
City of Gresham  
City of Happy Valley  
City of Hillsboro  
City of King City  
City of Lake Oswego  
City of Milwaukie  
City of Oregon City  
City of Portland  
City of Sandy  
City of Sherwood  
City of Tigard  
City of Troutdale  
City of Tualatin  
City of Vancouver, Wash.  
City of West Linn  
City of Wilsonville  
City of Wood Village

### States

State of Washington  
State of Oregon

### Other agencies

Multnomah County Drainage District  
Port of Portland  
Portland Bureau of Transportation  
Portland Bureau of Environmental Services  
Portland Bureau of Planning and Sustainability  
Portland State University  
TriMet  
U.S. Department of Transportation  
U.S. National Park Service

### Park districts and agencies

Clackamas County Parks  
North Clackamas Parks and Recreation District  
Oregon Parks and Recreation Department  
Portland Parks & Recreation  
Tualatin Hills Park & Recreation District  
U.S. Forest Service  
Vancouver-Clark Parks & Recreation

### Utilities

Bonneville Power Administration  
Portland General Electric

### Community groups

40-Mile Loop Land Trust  
Bicycle Transportation Alliance  
Blue Ribbon Committee for Trails  
Chinook Trails Association  
Columbia Land Trust  
Columbia Slough Watershed Council  
Gateway Green  
Friends of Baltimore Woods  
Friends of Forest Park  
The Intertwine Alliance  
NpGreenway  
Oregon Walks  
Portland State University  
Smith and Bybee Natural Area Advisory Committee  
SW Trails PDX  
Trail Keepers of Oregon  
The Trust for Public Land  
Tryon Creek Watershed Council  
Tualatin Riverkeepers  
University of Portland  
Urban Greenspaces Institute  
Washington Trails Association

### Community advocates and volunteers across the region

MAKING A  
GREAT  
PLACE



Parks, trails and natural areas for today – and future generations



[www.theintertwine.org](http://www.theintertwine.org)

Let Metro know what's important to you. Join the opinion panel today.

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