

# Metro Public Engagement Review annual calendar

JANUARY New member orientation

FEBRUARY

MARCH

APRIL PEER group meeting

MAY PERC spring meeting

- Advise on annual report
- Review Opt In survey
- Input on Community Summit

JUNE Public Engagement Opt In survey

JULY

AUGUST

SEPTEMBER Community Summit

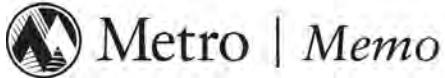
OCTOBER PERC recruitment  
PEER group meeting

NOVEMBER PERC fall meeting

- Debrief Community Summit
- Review annual report
- Review and select PERC members

DECEMBER New PERC member appointments

Publish annual report



**Date:** Monday, November 4, 2013  
**To:** Metro Public Engagement Review Committee  
**From:** Scott Robinson  
**Subject:** Proposal: Equity Baseline Workgroup evaluation and recommendations

---

Metro seeks the Public Engagement Review Committee's assistance with evaluating a pilot approach for engaging community organizations in the programmatic and technical work of the Equity Strategy Program.

**Background:**

To support implementation of Metro's Equity Strategy Program, Metro has contracted with six community-based organizations to serve on a technical workgroup with Metro staff (Equity Baseline Workgroup). These organizations will work collaboratively with Metro Staff to develop Metro's Equity Baseline Report, as the first step in the creation of Metro's Equity Strategy. This workgroup serves as a pilot project to explore new practices in how to expand and deepen community involvement and partnerships at Metro's programmatic and technical work. Staff proposes PERC monitor and assess this effort (with support from Metro staff), and develop recommendations on how this partnership model could be replicated as a long-term coordinated model for community participation in Metro's programmatic work, beyond the Equity Strategy Program.

**Workgroup outcomes:**

1. Development of the Equity Baseline Report that will provide insight into where inequities and disparities exist in the region, and how communities and populations within the Metro region currently experience the region's six desired outcomes. The baseline will consist of both quantitative and qualitative assessments of community needs.
2. Increase capacity of community organizations to engage with Metro policy makers (both appointed and elected) in regional decision-making.
3. Increase Metro's capacity to engage and include underrepresented and/or "hard to reach" communities or populations in Metro activities and programs.

**PERC role (*proposed*)**

1. Assist with the development of a process evaluation approach and criteria that Metro staff can use to monitor the pilot workgroup model.
2. Monitor ongoing activities and evaluate the workgroup process, through periodic updates from Metro staff.
3. Review final workgroup process evaluation report, developed by Metro Communications staff with input from the Equity Baseline Workgroup.
4. Develop recommendations on the structure, funding, and other institutional support needed to manage and sustain a long-term model for community engagement in Metro's technical, policy, and program work, based on the learnings from the pilot workgroup model.

**Timeline:**

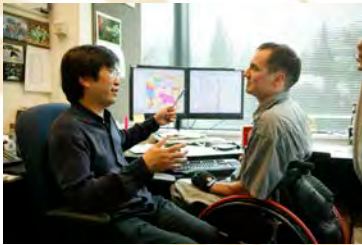
<b>Fall 2013</b>		Develop evaluation criteria and approach
<b>Winter 2014 - Summer 2014</b>		Quarterly process evaluation evaluations and updates delivered to PERC
<b>Summer 2014</b>		Final process evaluation report delivered to PERC
<b>Fall 2014</b>		Final PERC recommendations delivered to <b>Metro's Chief Operating Officer</b>

**PERC deliverables:**

1. Recommendations on how to sustain community engagement in Metro's technical and policy work, beyond the Equity Strategy Program.



# Equity Analysis Engagement Strategy for the 2016-18 MTIP and 2014 RTP Update



Ted Leybold, MTIP Program Manager  
Grace Cho, Transportation Planner



Metro | *Making a great place*

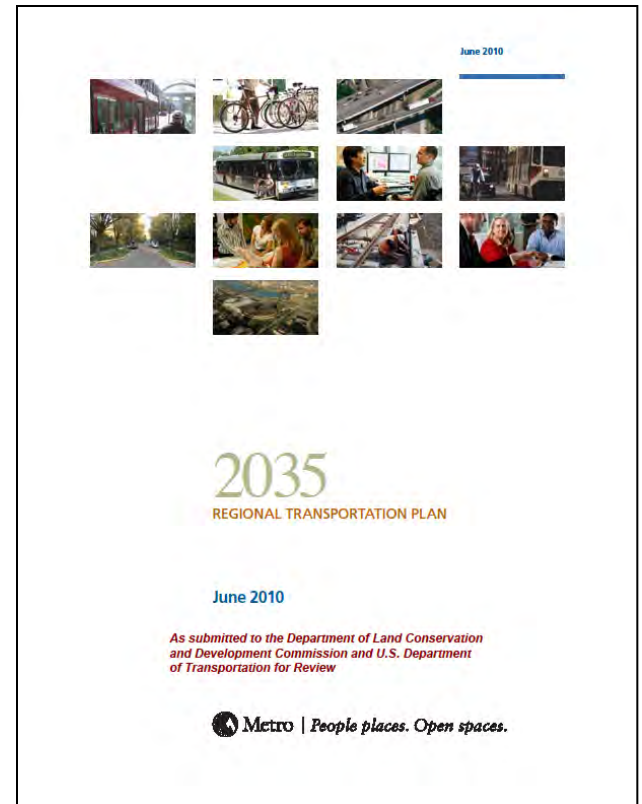
# Why are we here today?

- To provide an outline of the engagement approach for the Equity Analysis
- Receive your feedback on the proposed approach
- Receive guidance on additional engagement activities being considered

# What is the MTIP and RTP?

## Regional Transportation Plan (RTP)

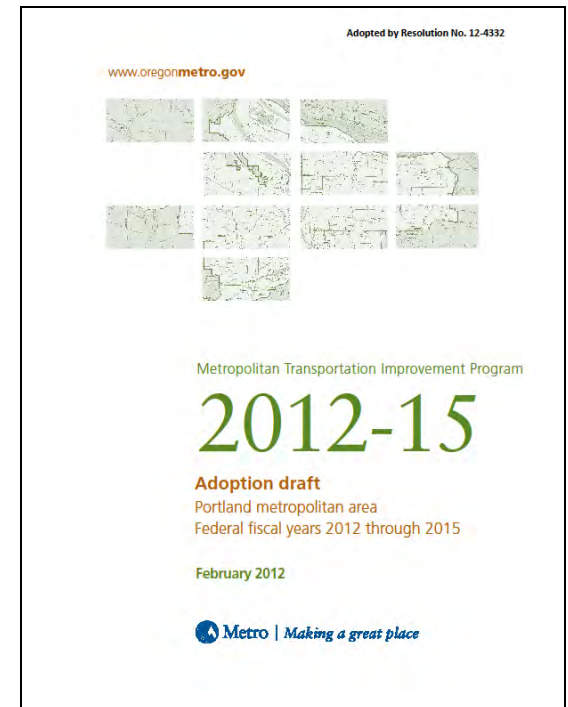
The long-range vision for the regional transportation system and the policy framework to achieve that vision.



# What is the MTIP and RTP?

## Metropolitan Transportation Improvement Program

The regional transportation system's schedule of spending federal transportation funds along with significant state and local funds.



# What are our obligations pertaining to equity?

## Title VI of the Civil Rights Act of 1964

*“no person in the US shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”*



# What are our obligations pertaining to equity?

**EXECUTIVE ORDER 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**

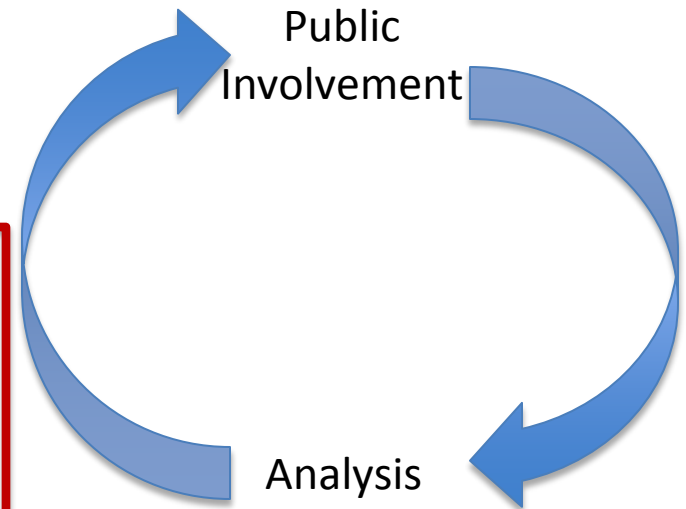
*“The fair treatment and meaningful involvement of all people regardless of race, color, or income.”*

# What are our obligations pertaining to equity”

Two categories of compliance:

- Public Involvement

- Analysis (policies, programs, plans, demographic baseline, needs)



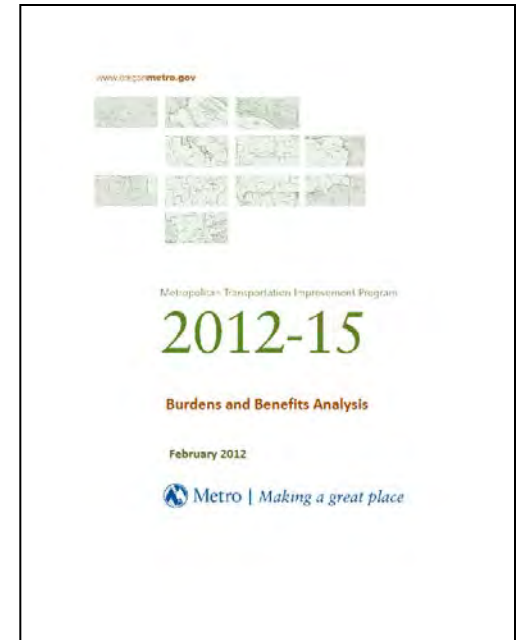
Engagement approach is focused on the analysis methodology (but there is much overlap between both)

# What is the Equity Analysis?

Two analyses:

Disparate Impact Analysis  
(public transportation  
investments only)

Benefits and Burdens  
Analysis (all transportation  
investments)



# Engagement Approach (for analysis methodology)

## Part I

- Participate and listen to feedback at partner-hosted community forums

## Part II

- Conduct an online survey
- Host facilitated discussions with targeted audiences or interviews with stakeholders

# Who we are engaging (for analysis methodology)

## Part I

Community organizations representing environmental justice populations and community members

## Part II

- TriMet Transit Equity Advisory Committee
- Metro's Equity Strategy Technical Work Group
- Transportation Policy Advisory Committee

# Partner Workshops

Listen to community members provide feedback on similar equity analysis methodology questions

Example Questions:

Which of these definitions of low-income makes the most sense to you?

## Low-income Thresholds within TriMet District

Household Size	100% Federal Poverty Level	150% Federal Poverty Level	200% Federal Poverty Level
1 person	\$11,490	\$17,235	\$22,980
2 person	\$15,510	\$23,265	\$31,020
4 person	\$23,550	\$35,325	\$47,100
% TriMet District population meeting low-income definition	13.3%	Existing definition 21.9%	30.5%

# Online Survey

Administer online survey to participants of facilitated discussions

## Equity Analysis Methodology Feedback - 2016-18 MTIP and 2014 RTP Update

Please provide your name.

Please provide the name of the organization or agency you represent.

Please provide your title.

### 1. What is your gender?

- Female
- Male

### 2. What is your age?

- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 or older

### 3. Please describe your race/ethnicity.

- African/African American/Black
- American Indian/Native American or Alaska Native
- Asian or Pacific Islander

- Hispanic/Latino
- Middle Eastern
- White/Caucasian

### 4. Please describe the population group your organization serves.

- Low-income
- Youth
- Elderly/Seniors

- Disabled
- Specific Race/Ethnic Group
- Immigrants (all)

Specific methodology questions

Example:

What should be the threshold for considering a neighborhood a minority neighborhood: 50%, 60%, 70%

# Facilitated Discussions

Hold facilitated discussions with targeted audiences

Or

Hold interviews with targeted stakeholders

See Attachment A for draft facilitation questions





# Engagement Under Consideration (for the analysis methodology)

- Administer the online survey to a select, but broader audience
- Conduct two focus groups with targeted organizations/academics familiar with transportation equity

# **This is not the end**

## **2016-18 MTIP/2014 RTP Update Schedule**

- Equity analysis methodology feedback – Winter 2013/2014
- Analysis work (MTIP) – Winter 2013/2014
- Public comment – Spring 2014
- Refinements to analysis methodology – Spring 2014
- Analysis work (RTP) – Spring 2014
- JPACT and Metro Council adoption – Summer 2014

# What are your thoughts?

- Administer the online survey to a select, but broader audience
- Conduct two focus groups with targeted organizations/academics familiar with transportation equity
- Other?



Date: November 5, 2013  
To: Public Engagement Review Committee  
From: Ted Leybold, MTIP Program Manager  
Grace Cho, Assistant Transportation Planner  
Subject: Environmental Justice and Title VI Feedback Strategy for 2015-2018 MTIP & 2014 RTP Update

---

## **I. Introduction**

The following memorandum outlines the proposed strategy for soliciting feedback on the methodology for the Benefits and Burdens analysis as required by Executive Order 12898 on Environmental Justice and the Disparate Impact analysis as required by Title VI of the 1964 Civil Rights Act. These analyses will be conducted for the 2016-2018 Metropolitan Transportation Improvement Program (MTIP) and the 2014 Regional Transportation Plan (RTP) update. For the purpose of brevity, these two analyses are referred to as the equity analysis for the appropriate planning activity.

## **II. Background**

As a recipient of federal transportation funds, Metro is obligated to meet the requirements set forth by Executive Order 12898 on Environmental Justice and Title VI of the 1964 Civil Rights Act. For both Environmental Justice and Title VI, there are public involvement and analytical requirements which must address specific populations including:

- racial and ethnic minorities;
- people with low-income; and
- limited English proficiency populations.

Analytical requirements include demographic analysis of the region to identify locations of specific populations and conducting a benefits and burdens analysis of regional investments. Additionally, a new Federal Transit Administration (FTA) analytical requirement, entails agencies to conduct a disparate impact analysis for all federal and state public transportation investments in aggregate on planning and project development activities. The analysis must demonstrate that policies, planning, and decisions do not unintentionally discriminate or have adverse impacts on communities of color.<sup>1</sup> While FTA and the Federal Highway Administration (FHWA) strive to provide guidance and resources on the analytical methodology, many remain at the discretion of the agency. For instance, neither FTA nor FHWA has produced guidance on how to conduct a disparate impact analysis leaving many agencies to create a methodology.

---

<sup>1</sup> Discovery of such a discriminatory effect or adverse impact does not prevent an action, but if the agency does move forward it must identify a legitimate justification for the policy and what alternatives were explored and rejected.

These analytical requirements are separate from general public involvement requirements to engage and remove barriers that inhibit the participation of environmental justice and limited-English proficiency populations.

### **III. Analyses Methodology Development**

The core methodology elements, such as the identification of transportation investments, of the benefits and burdens analysis emerges from previous allocations of Metro's Regional Flexible Fund Allocation (RFFA), a subset of the MTIP, and the RTP analyses. These previous efforts were informed by input provided from stakeholders, including an environmental justice task force formed for the 2014-2015 RFFA process to provide direction on engagement and investments.

Over the summer of 2013, Metro hired a Ph.D. candidate to review and refine the quantitative methodology for the benefits and burdens analysis and propose an initial disparate impact analysis. The result is the draft methodology to be tested with the 2016-2018 MTIP and further refined to assess the 2014 RTP. The draft methodology outlines the quantitative elements of the analysis, but several qualitative and threshold aspects remain undecided. Gathering feedback to the qualitative aspects is the focus of the proposed engagement approach.

### **IV. Feedback Approach**

The proposed engagement approach for receiving feedback on the benefits and burdens as well as disparate impact methodology focuses on three main activities. These activities include:

- Participate and observe TriMet community forums focused on equity analyses methodology
- Conduct a survey prior to the facilitated discussion groups to kick off discussions
- Host facilitated discussions with targeted technical audiences including the Transportation Policy Advisory Committee (TPAC), Metro's Equity Strategy Technical Work Group, and TriMet's Equity Advisory Committee.

Metro is working in conjunction with TriMet on gathering high-level feedback on the methodology. As a recipient of federal transportation funds, TriMet is also undertaking an effort to solicit feedback on its multifaceted equity analysis as part of Environmental Justice and Title VI obligations. In discussions held with TriMet staff, both agencies found value in coordinating since because of overlap in qualitative elements, such as defining a low-income community. Metro staff had an opportunity to review and help develop the forum questions applicable for both agencies. In participating and listening to the partner-led community forums, the feedback received will refine certain qualitative elements of the draft methodology, including the definitions, thresholds to refine facilitated discussion questions.

The second component is to administer an online survey to gather focused feedback on certain qualitative thresholds. The target audience for the survey are environmental justice communities representatives serving on various equity and public involvement committees as well as local partner staff represented on Metro's technical advisory committees. Acting as a springboard for the facilitated discussions, the online survey is intended to familiarize and ease the technical audience on the topic and gathering input on the definitions and thresholds to round out the draft methodology. Metro staff will propose a number of definitions and threshold options for the audience to consider and will help on reinforce or redirect the inputs for the methodology.

The final component of the engagement approach is to dig further into discussion and receive additional feedback from the same members who received the online survey through facilitated

discussions to be held at upcoming November and December meetings. These meetings include the Transportation Policy Advisory Committee (TPAC), the Metro Equity Strategy Technical Work Group and TriMet’s Transit Equity Advisory Committee. The committees will receive a background memorandum outlining the purpose of the analyses being conducted, the results of the survey, and asked to consider more challenging questions, including defining a transportation burden. These questions will differ from the online survey questions, which are more narrow on a specific definition or concept. A draft of the initial discussion questions can be found in **Attachment A**. All the feedback received through the three activities will help shape the qualitative methods still remaining to be determined. Staff will also report back results to committees.

The anticipated schedule to undertake the engagement strategy for the two analyses is as follows:

**Schedule for Soliciting Feedback**

<b>Group</b>	<b>Date</b>
TriMet Community Forums	October 24 <sup>th</sup> , October 29 <sup>th</sup> , and November 6 <sup>th</sup>
TriMet Transit Equity Advisory Committee	November (TBD)
Equity Strategy Technical Working Group	December 2013
TPAC	November 22, 2013 at 9:30am
TPAC	January 3, 2014

Upon further discussion, the following engagement activities are also being considered for the engagement strategy for the methodology of the two analyses.

- Administer the online survey to a select, but broader audience (beyond the facilitated discussion groups) to gather feedback from a broader perspective; and/or
- Conduct two focus groups with targeted organizations/academics familiar with transportation equity to help inform the methodology.

Recognizing at this time, general public outreach and public comment are not being considered for input on the methodology, staff felt that having additional facilitated discussions and/or broadening the audience of the online survey would assist in refining the methodology and confirm any themes heard. General public engagement on the methodology is not being sought at this time because: 1) the very technical nature of the topic matter is challenging translate to a general audience to gather effective feedback; and 2) the opportunity identified for general engagement would be during the 2016-2018 MTIP and 2014 RTP public comment period when the draft results of the benefits and burdens as well as disparate impact analysis are available. Future efforts may focus towards incorporating a broader public comment on the methodology if deemed appropriate.

**V. Request**

Metro staff requests the Public Engagement Review Committee to provide direction and feedback on the approach as well as the value or benefit added for the additional activities under consideration.

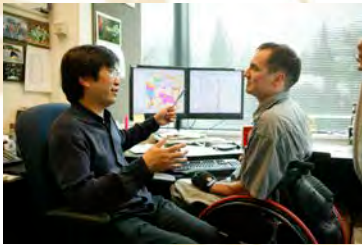
## **Attachment A - Draft Facilitated Discussion Questions**

### **Discussion Questions for Committees**

- 1) What are the benefits of a transit capital investment to a low-income/minority/LEP/youth/senior community?
- 2) What are the burdens of a transit capital investment to a low-income/minority/LEP/youth/senior community?
- 3) What are the benefits of a capital roadway investment (e.g. expansion, interchanges, intersections) to a low-income/minority/LEP/youth/senior community?
- 4) What are the burdens of a capital roadway investment (e.g. expansion, interchanges, intersections) to a low-income/minority/LEP/youth/senior community?
- 5) When a capital transit investment has simultaneous benefits and burdens, can a proportion of both a benefit and a burden be assigned? What are recommended ways of assigning both proportionate benefit and burden? Should it be based on population in the given area?
- 6) Should temporal aspects of a benefit or a burden be considered or should the assignment of benefit or burden only be looked at in a present context? For example, a capital transit project, when completed, may provide access benefits, but the construction work would provide a burden.
- 7) How should historical trends data be factored into the analysis? Knowing that some areas in the region have experienced a shift in demographics (demographic turnover), should both historic/present day populations and projected areas be identified? Essentially, should we be more conservative and inclusive in our analysis in identifying areas with communities of concern? (this has to do with the weighted mean concept)



# Equity Analysis Engagement Strategy for the 2016-18 MTIP and 2014 RTP Update



Ted Leybold, MTIP Program Manager  
Grace Cho, Transportation Planner



Metro | *Making a great place*



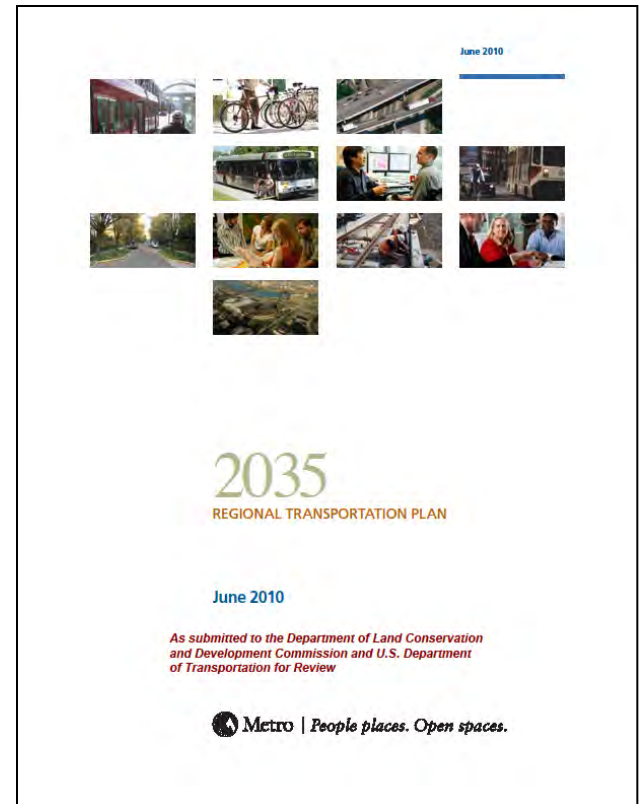
# Why are we here today?

- To provide an outline of the engagement approach for the Equity Analysis
- Receive your feedback on the proposed approach
- Receive guidance on additional engagement activities being considered

# What is the MTIP and RTP?

## Regional Transportation Plan (RTP)

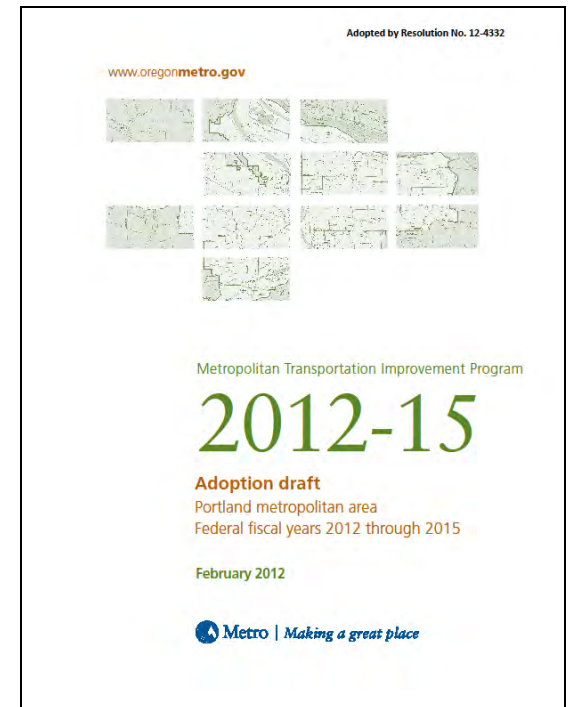
The long-range vision for the regional transportation system and the policy framework to achieve that vision.



# What is the MTIP and RTP?

## Metropolitan Transportation Improvement Program

The regional transportation system's schedule of spending federal transportation funds along with significant state and local funds.



# What are our obligations pertaining to equity?

## Title VI of the Civil Rights Act of 1964

*“no person in the US shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”*

# What are our obligations pertaining to equity?

**EXECUTIVE ORDER 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**

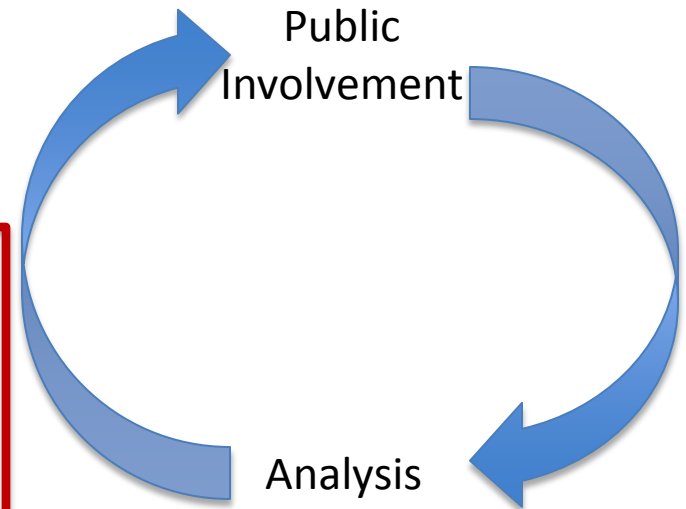
*“The fair treatment and meaningful involvement of all people regardless of race, color, or income.”*

# What are our obligations pertaining to equity”

Two categories of compliance:

- Public Involvement

- Analysis (policies, programs, plans, demographic baseline, needs)



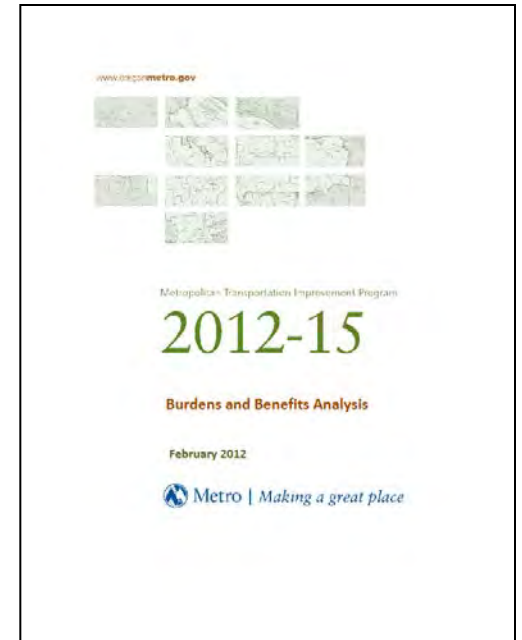
Engagement approach is focused on the analysis methodology (but there is much overlap between both)

# What is the Equity Analysis?

Two analyses:

Disparate Impact Analysis  
(public transportation  
investments only)

Benefits and Burdens  
Analysis (all transportation  
investments)



# Engagement Approach (for analysis methodology)

## Part I

- Participate and listen to feedback at partner-hosted community forums

## Part II

- Conduct an online survey
- Host facilitated discussions with targeted audiences or interviews with stakeholders



# Who we are engaging (for analysis methodology)

## Part I

Community organizations representing environmental justice populations and community members

## Part II

- TriMet Transit Equity Advisory Committee
- Metro's Equity Strategy Technical Work Group
- Transportation Policy Advisory Committee

# Partner Workshops

Listen to community members provide feedback on similar equity analysis methodology questions

Example Questions:

Which of these definitions of low-income makes the most sense to you?

## Low-income Thresholds within TriMet District

Household Size	100% Federal Poverty Level	150% Federal Poverty Level	200% Federal Poverty Level
1 person	\$11,490	\$17,235	\$22,980
2 person	\$15,510	\$23,265	\$31,020
4 person	\$23,550	\$35,325	\$47,100
% TriMet District population meeting low-income definition	13.3%	Existing definition 21.9%	30.5%

# Online Survey

Administer online survey to participants of facilitated discussions

## Equity Analysis Methodology Feedback - 2016-18 MTIP and 2014 RTP Update

Please provide your name.

Please provide the name of the organization or agency you represent.

Please provide your title.

### 1. What is your gender?

- Female
- Male

### 2. What is your age?

- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 or older

### 3. Please describe your race/ethnicity.

- African/African American/Black
- American Indian/Native American or Alaska Native
- Asian or Pacific Islander

- Hispanic/Latino
- Middle Eastern
- White/Caucasian

### 4. Please describe the population group your organization serves.

- Low-income
- Youth
- Elderly/Seniors

- Disabled
- Specific Race/Ethnic Group
- Immigrants (all)

Specific methodology questions

Example:

What should be the threshold for considering a neighborhood a minority neighborhood: 50%, 60%, 70%

# Facilitated Discussions

Hold facilitated discussions with targeted audiences

Or

Hold interviews with targets stakeholders

See Attachment A for draft facilitation questions



# Engagement Under Consideration (for the analysis methodology)

- Administer the online survey to a select, but broader audience
- Conduct two focus groups with targeted organizations/academics familiar with transportation equity

# **This is not the end**

## **2016-18 MTIP/2014 RTP Update Schedule**

- Equity analysis methodology feedback – Winter 2013/2014
- Analysis work (MTIP) – Winter 2013/2014
- Public comment – Spring 2014
- Refinements to analysis methodology – Spring 2014
- Analysis work (RTP) – Spring 2014
- JPACT and Metro Council adoption – Summer 2014

# What are your thoughts?

- Administer the online survey to a select, but broader audience
- Conduct two focus groups with targeted organizations/academics familiar with transportation equity
- Other?

MAKING A  
GREAT  
PLACE



# Public Engagement Guide





---

# Overview

1. Introduction
2. Governing structure
3. Services
4. Public meetings and events
5. Public engagement in regional land use and transportation planning
6. Best practices for inclusive public engagement and outreach

# Local engagement and non-discrimination checklist

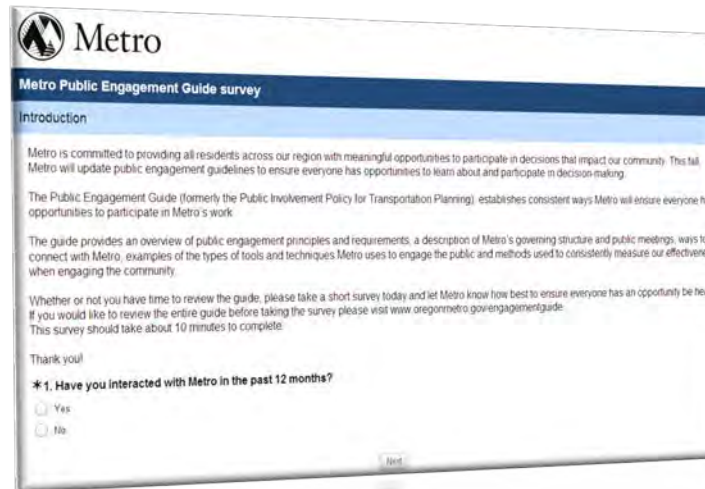
- Public engagement plan
- Identify participants
- Underserved communities
- Benefits and burdens
- Timely public input
- Demonstrate how comments were considered
- Adequate notice



# Public Comment Report

45-day public comment period  
August 12 through September 30

## Short online survey



The screenshot shows a web browser window displaying the Metro Public Engagement Guide survey. The page features the Metro logo at the top left. Below the logo, the title "Metro Public Engagement Guide survey" is displayed in a blue header. The main content area is titled "Introduction" and contains several paragraphs of text. The text explains Metro's commitment to providing meaningful opportunities for public participation and describes the Public Engagement Guide. It also includes a thank you message and a survey question: "\*1. Have you interacted with Metro in the past 12 months?". The question has two radio button options: "Yes" and "No". A "Next" button is visible at the bottom right of the survey area.

**1,466 comments received**

---

# Summary of comments from TPAC and MTAC

Members were generally supportive of the approach of the guide and provided suggestions for improvement.

- More detail about leveraging and coordinating with local cities and counties as a resource to reaching more audiences.
- Periodically hold public meetings and open houses in different locations around the region.
- MTAC agenda should include an opportunity for public comment, as should all advisory committee public meetings.
- Metro staff were encouraged to embed the project fact sheets describing the typical engagement process on the web page for each project.
- Help increase awareness among local governments about the new federal expectations for public involvement on transportation projects.

---

# Public comment

## Key themes

- Active in the community
- Build awareness about Metro
- Build relationships with community-based organizations
- Engage through multiple channels



---

# Revisions to the guide



# Timeline

Key milestones	Date
Public engagement guide available for public comment period	Aug. 12(45 days)
TPAC	Sept. 27
Close public comment period	Sept. 30
MTAC	Oct. 2
MPAC	Oct. 23
TPAC final review of guide, recommendation to JPACT	Nov. 1
<b>JPACT action on guide</b>	<b>Nov. 14</b>
<b>Council action on guide</b>	<b>Nov. 21</b>

---

# Questions?



# Thank you!



## **4. MTIP Burdens & Benefits Analysis**

---



PROGRESS REPORT  
FALL 2013

Nature in Neighborhoods

# Capital Grants

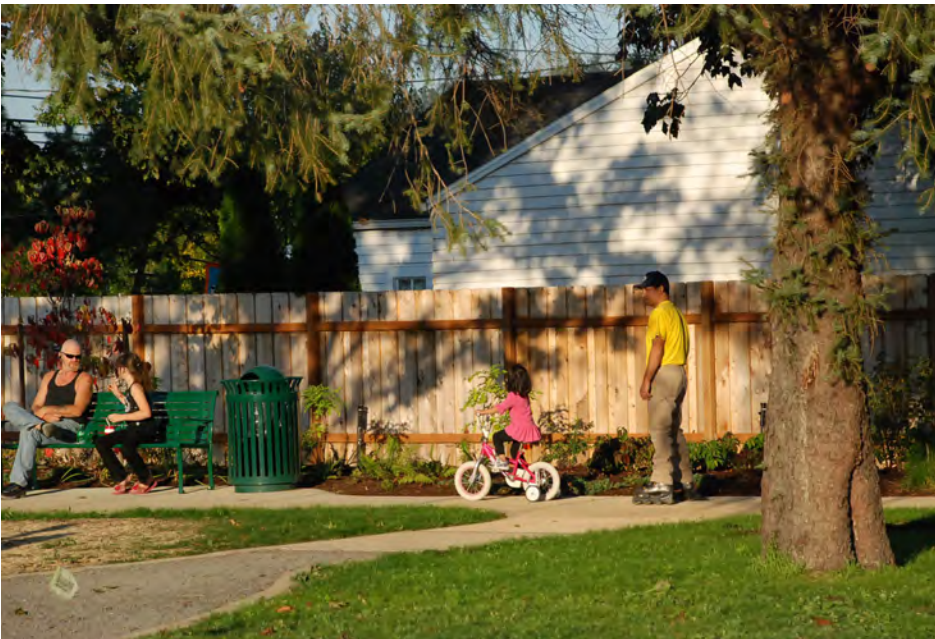
Funding is available to help bring nature into neighborhoods.

Is your project next?



Metro | *Making a great place*

# Are you ready to make the next great neighborhood natural area?



**A**cross the Portland metropolitan area, communities are finding innovative ways to help nature thrive. Salmon habitat was restored along Johnson Creek. An eco-friendly light rail station is taking shape in Oak Grove, and a degraded alley was reinvented as a green parkway in Cornelius. Trees are springing up in the unlikeliest of places, such as Interstate 205. These projects have one important thing in common: support from Metro's Nature in Neighborhoods capital grants.

Metro has awarded \$7.5 million to 27 projects using funds from the voter-approved 2006 natural areas bond measure. Successful projects get the community involved, foster diverse partnerships and innovate. They lead to bigger benefits, from jobs and economic development to livable neighborhoods and clean air.

## PROJECTS AND CASE STUDIES

- 4 Land acquisition
- 6 Urban transformation
- 8 Habitat restoration
- 10 Neighborhood livability

*Working with community partners, Metro's Nature in Neighborhoods capital grants have already transformed acres of land across the region.*

While the grants fund only capital investments, a wide variety of projects can fit the bill.

- Would privately owned property in your community make the next great neighborhood natural area?
- Can a redevelopment project in your community go the extra step to integrate nature and habitat if more funding is available?
- Is there a degraded stream, wetland or other habitat that needs to be restored?
- Can schools, parks or other public land in your neighborhood become a place for people to interact with nature?

**WHO QUALIFIES** | Neighborhood and community groups, nonprofit organizations, schools, cities, counties and public park providers are invited to apply.

**WHAT QUALIFIES** | Projects must purchase land or make improvements to public property that result in a capital asset with a life of at least 20 years and a total value of at least \$50,000.

**MATCH CRITERIA** | Applicants must match grants with outside funding or in-kind services equivalent to twice the grant award.

**APPLICATION PROCESS** | Letters of inquiry are accepted anytime. Metro staff will evaluate letters, invite full applications from promising projects and conduct site visits. A grant review committee evaluates full applications at least once yearly and makes recommendations; the Metro Council awards grants.

**NEXT STEPS** | Contact Mary Rose Navarro at 503-797-1781 or [maryrose.navarro@oregonmetro.gov](mailto:maryrose.navarro@oregonmetro.gov) to discuss your idea, get advice on project planning, connect with potential partners and hear lessons learned from successful projects.

Learn more or download forms:  
[www.oregonmetro.gov/capitalgrants](http://www.oregonmetro.gov/capitalgrants)



# Land acquisition

*By protecting special habitats, Nature in Neighborhoods capital grants give communities a place to connect with nature*

**F**rom white oak savannas to urban creeks, land acquisition projects are preserving some of the region's most special places.

Communities have come together to protect local assets that aren't covered by Metro's regional efforts to buy natural areas. Preserving these small neighborhood jewels unites groups as diverse as local governments, neighborhood associations, churches, businesses and nonprofit organizations. Sometimes, land trusts help get the job done.

As a tried-and-true conservation tool, land acquisition provides a straightforward way to make a difference. But purchasing land isn't an ending point. It's often the first step in a community's mission to open a nature park, build trails or restore habitat.

**Summer Creek, \$1 million** At 43 acres, Summer Creek is Tigard's second largest park. Nestled along Summer and Fanno creeks, the mature forest, wetlands and open spaces are blossoming as a hub for environmental education. Nature lovers might spot turtles, frogs, salamanders, red-tailed hawks, owls and herons.

**Nadaka Nature Park, \$220,000 and \$239,000 awards** It's easier to find Gresham's Nadaka Nature Park these days, thanks to a two-acre expansion supported by a \$220,000 Nature in Neighborhoods grant. The park, which was tucked away in the East Wilkes Neighborhood, can now be reached from Northeast Glisan Street. Led by the Columbia Slough Watershed Council, neighborhood and community groups secured a second, \$239,000 grant to transform the natural area's gateway with gathering spaces, nature-based play and a community garden.

**Lilly K. Johnson Park expansion, \$345,000** Nestled south of Farmington Road in Beaverton, Lilly K. Johnson Park serves as a neighborhood

destination and a potential wayside along the future Westside Trail. With a new addition, it will more than double in size and grow exponentially in wildlife habitat.

**White Oak Savanna, \$334,000 and \$500,000 awards** Protecting the 20-acre White Oak Savanna in West Linn preserves a rare habitat – and, for commuters who zoom by on Interstate 205, a spectacular view. A soft-surface trail will allow visitors to experience this unique habitat, showcasing remarkable vistas over the Willamette River to Canemah Bluff.



**White Oak Savanna** Photo by Roberta Schwartz

## CASE STUDY

### Grant connects neighbors with nature in St. Johns' Baltimore Woods corridor

Baltimore Woods was in limbo. While the recession kept developers at bay, the area gave rise to weeds, litter and neglect. But neighbors around the 30-acre corridor in North Portland's St. Johns neighborhood saw a community asset. And with the support of two Metro Nature in Neighborhoods capital grants, the woods were given a new lease on life.



Baltimore Woods

Much of Baltimore Woods borders homes, garages and lawns north of Cathedral Park, stretching toward Pier Park. The trees, some crawling with ivy and blackberry, act as a buffer between the elevated residential area and industrial sites below, on the eastern banks of the Willamette River.

Friends of Baltimore Woods had been advocating for restoration for several years, but with development looming, it was time to act. They contacted Three Rivers Conservancy – which has since become part of the Columbia Land Trust – and met with Virginia Bowers, who specializes in helping acquire land for preservation. There must be an option for rescuing the woods, the group thought. After hearing their vision, Bowers said, “it seemed appropriate for Three Rivers to have a spot at the table.”

Meanwhile, a study funded by the Port of Portland looked at ways to route two proposed regional trails through Baltimore Woods rather than on a nearby street. The report noted support for preserving the woods as a trail asset and buffer, improving storm water filtration, saving 30 Oregon white oaks and potentially creating an area for environmental education.

Barbara Quinn, chair of Friends of Baltimore Woods, said the group hoped to purchase several lots, which peaked in value a few years earlier and were now less appealing to developers. But purchasing the land could be difficult, Bowers explained. Urban properties often don't meet the criteria for grants that protect wildlife habitat and endangered species.

Metro's Nature in Neighborhoods capital grants are a rare exception. The Baltimore Woods project was chosen in 2010, with commitments from the Portland Bureau of Environmental Services' Grey to Green program, the restoration volunteer group SOLV and the funding match of the City of Portland's Parks & Recreation department. Metro provided \$158,000 toward the \$475,000 price tag.

With financial backing, Bowers helped the group scoop up five vacant tax lots – including the site of proposed condos that were home to a large oak grove.

“The recession has had a silver lining because people were willing to sell,” Quinn said. “Some saw that we were very interested in this project, and they wanted to do something good for the neighborhood as well.”

SOLV organized volunteers to remove invasive species and plant new natives. A number of groups, representing both schools and businesses, have taken part.

*Urban properties often don't meet the criteria for grants that protect wildlife habitat and endangered species. Metro's Nature in Neighborhoods capital grants are a rare exception.*

**Baltimore Woods corridor, \$539,000**

(\$158,000 in 2010, \$381,000 in 2012)

**Recipients:** City of Portland Bureau of Environmental Services, Columbia Land Trust, Friends of Baltimore Woods

**Partners:** Portland Parks & Recreation, Friends of Baltimore Woods, Audubon Society of Portland, SOLV, Port of Portland, Cathedral Park Place LL

A second Nature in Neighborhoods grant, awarded in 2012, will help buy four more parcels for preservation. Bowers thanks Metro for turning a grassroots efforts into real progress for the St. Johns community.

“Without the grant from Metro, it wouldn't have happened,” she said. “No way.”

# Urban transformation

*Who says nature can't be at home along a freeway, at a light-rail station or outside a medical campus?*

Often, urban transformations feel far removed from the natural world. Busy roads and big buildings evoke images of gray, not green.

But, as Nature in Neighborhood grant recipients are showing, a little creativity and determination can go a long way toward weaving nature into the most urban development and infrastructure projects. Just ask cyclists and runners enjoying thousands of plantings along Interstate 205, or commuters who will experience the region's first green park-and-ride.

Urban transformations bring people together in unique ways, including organizations that don't typically collaborate. Although these projects tend to have the biggest price tags, they also have some of the biggest benefits for their communities.

## **Greening Interstate 205, \$410,000**

Unlikely partners – Friends of Trees and the Oregon Department of Transportation – teamed up to plant native trees and shrubs in an unlikely place: along the I-205 pathway. While greening the 16-mile trail, they engage volunteers, establish a model for future roadside landscaping and generate jobs for diverse communities.



Interstate 205 tree planting with former Portland Trail Blazers center Marcus Camby (red shirt)

Photo by Tom Atiyeh, Friends of Trees

## **Hall Creek water quality**

**enhancement, \$354,000** When you think of nature, central Beaverton probably doesn't pop to mind – but that's about to change. The City of Beaverton is teaming up with local businesses, schools, civic organizations and governments to show that restoring a 650-foot section of Hall Creek can help the environment and attract redevelopment, too.

## **Park Avenue transit station,**

**\$350,000** When TriMet's newest MAX line pulls into Park Avenue Station in Oak Grove, riders will experience the region's first sustainable, habitat-friendly park-and-ride. Green features will include a recreated riparian forest and a natural stormwater treatment system.

The project will be highly visible, situated along Southeast McLoughlin Boulevard and the new Trolley Trail.

## CASE STUDY

**Metro grant helps concrete alley in Cornelius become a ribbon of green**

On a sunny Saturday afternoon in Cornelius, lively conversation filled a once-gray alley behind the new Virginia Garcia Wellness Center.

A group of volunteers cut wood, drilled screws, weeded and transplanted grasses to create new garden boxes for the center's teaching space. Dozens of people passed by: Families laughing as they walked. Children riding bikes. An elderly man heading to the market. They greeted the volunteers with smiles, and questions about their work.

Wellness coordinator Ivy Wagner, who typically spends her days indoors, began to see the center through new eyes. It's not just doctors and nurses making people healthier, she realized – it's also the outdoor space, which was transformed with help from a Metro Nature in Neighborhoods capital grant.

"Even when the clinic isn't open, the community is walking through the Green Alley, learning, enjoying, connecting with others and nature," Wagner said. "And this is only the beginning of what the space will mean to the community, as we continue to explore ways to engage and educate those who visit."

The wellness center opened in 2012, replacing a converted home and garage where Virginia Garcia got its start. While allowing the center to see more patients, the new campus is also designed to more efficiently achieve the center's longstanding goal: providing healthcare and wellness education to uninsured and low-income families.

That vision was realized, in part, beyond the walls of the modern new building. Virginia Garcia transformed a crumbling alley, which ran east to west through the



**Cornelius Wellness Center**

lot. Devoid of green except for a pair of unhealthy trees, the blacktop path had been an eyesore and walking hazard for years.

Virginia Garcia's team wanted to invigorate the walkway, but they needed a concept and capital. Scott Edwards Architecture provided the vision, and the Metro grant provided part of the funding.

The block-long path was outfitted with permeable pavers, a dozen benches, 16 native trees and more than 2,000 new plants and shrubs. The architects also worked with Jackson Bottom Wetlands Preserve to create new interpretive signs, teaching passersby about bioswales and water-saving features on campus.

"We wanted to look at the bigger picture of how a building contributes to the water environment in the area, and how it can have a positive impact," said Michelle Horn, foundation relations officer for Virginia Garcia.

Benefits of the transformed alley transcend beyond Virginia Garcia's campus, said Dick Reynolds, community development director for the City of Cornelius – a partner in the Metro grant. The ADA-accessible outdoor space helps serve the 22 percent of Cornelius residents who have a disability, Reynolds said.

*"Even when the clinic isn't open, the community is walking through the Green Alley, learning, enjoying, connecting with others and nature"*

**Ivy Wagner**

Wellness Coordinator

**Green Alley, \$322,000**

**Recipient:** Virginia Garcia Memorial Health Center

**Partners:** City of Cornelius, Adelante Mujeres, Centro Cultural, Verde, Jackson Bottoms Wetlands Preserve

"Even more impressive is that this accessible route was built using pervious surfaces, native plants and bioswales that benefit local and regional water and air quality," he said. "It's a win-win!"



# Habitat restoration

*By improving habitat for fish and animals, restoration projects create better places for people, too*

Conservation groups and local governments have no shortage of restoration projects on their wish lists. The challenge: finding funding to make them happen. With a boost from Nature in Neighborhoods grants, restoration efforts are improving the health of floodplains and watershed basins across the region – from the Jackson Bottom Wetlands Preserve to Mount Scott Creek and several places in between. Although these projects improve habitat for fish, amphibians and other animals, many are also designed to improve the park experience for human visitors.

Successful restoration projects are selected for their ecological value. Their benefits will unfold over many years, as native plants make a comeback, salmon return to streams and birds rediscover healthy wetlands.

**Boardman Creek fish habitat, \$485,000** At Oak Grove’s Stringfield Park, habitat was restored along lower Boardman Creek. Two downstream culverts were replaced with bridges, providing innovative “wildlife crossings” for amphibians and land animals.

**Crystal Springs, \$311,000** Crystal Springs is realizing its potential as an excellent salmon stream, thanks to the restoration of floodplain and riparian habitat and the removal of a culvert that blocked juvenile fish passage.



Johnson Creek restoration

**Rock Creek confluence, \$209,000**

When Happy Valley and Damascus grow, Rock Creek will be ready. Partners are improving stream complexity, reducing erosion, enhancing water quality and creating an environmental study site where the creek meets the Clackamas River.

**Spring Park Natural Area, \$178,000**

Partners are rerouting a trail out of a wetland, installing boardwalks and an overlook, restoring native planting and adding large, woody debris at this seven-acre natural area nestled along the Willamette River in Milwaukie.

**Mount Scott Creek, \$150,000** With restored banks and riparian areas at North Clackamas Park, Mount Scott Creek is healthier than it has been in a long time. New overlooks reduce heavy

foot traffic that trampled native plants and eroded creek banks.

**Wapato Marsh, \$129,000** When Hillsboro’s Jackson Bottom Wetlands Preserve serves as a destination for hiking and bird-watching – and a living example of restoration. Partners are transforming 120 acres of degraded wetlands into a healthy ecosystem.

**Stone Bridge Fish Passage on Nettle Creek, \$47,000** At Tryon Creek State Park, erosion threatened a stone bridge across Nettle Creek – and, along with it, a regional trail connection. The Tryon Creek Watershed Council is replacing the bridge, stabilizing stream banks and enhancing habitat.

## CASE STUDY

### In Milwaukie, Metro helps a riverfront renewal come to life

Reinvigorating Milwaukie's waterfront has been a public priority for nearly half a century. And with help from Metro, both residents and salmon will have reason to come and stay a while.

Renderings of manmade water features, a floating dock and paved trails offer a promising future for Milwaukie Riverfront Park – long home to parking lots, a boat ramp and a smattering of trees.

The city envisions a walkable park with benches, event space and picnic areas for the 8.5 acres sandwiched between the Willamette River and McLoughlin Boulevard. A four-phase design plan stresses recreation, the environment and education.

Officials hope that completing phase one will feed interest – and funds – into the project. Thanks in part to a \$225,000 grant from Metro's Nature in Neighborhoods program, progress is under way.

The City of Milwaukie and the Johnson Creek Watershed Council saw the riverfront as an opportunity to collaborate. Both want to create recreation space while being sensitive to the location, bordered to the north by Johnson Creek and to the south by Kellogg Creek. The streams are hubs of activity for salmon seeking refuge from the warmer Willamette River.

Robin Jenkinson, restoration coordinator for the watershed council, uses the site for school field trips to talk about water conditions and the species that call Johnson and Kellogg creeks home.

"As an urban watershed council, at least half of our projects include an education and outreach component," she said. "It's an important place for people to connect and learn about our streams."



Milwaukie Riverfront Park

Using funds from Metro, along with various matches, the groups oversaw the meticulous construction of log jams at the mouth of Johnson Creek, as well as a stone riffle over an exposed sewer pipe. Crews secured 150 massive logs to provide fish habitat, and the riffle eases their migration upstream.

Jenkinson said the features have been on the organization's wish list for years and may improve fish counts, which are increasing but still very low. Last year, three Coho salmon were found about 15 miles upstream in Johnson Creek – the farthest they've been spotted in more than a decade.

The final piece of phase one is a curving concrete path that ends in an overlook of the mouth of Johnson Creek. It will be partially shaded by a 200-year-old Oregon white oak tree, and interpretive signs will explain the vital role Johnson Creek plays for salmon.

Herrigel called the riverfront project her biggest task at the city. She is one of many in the community counting on the redesign to revive the waterfront and reflect the city's vibrancy.

#### Klein Point overlook and habitat enhancement, \$225,000

**Recipients:** Johnson Creek Watershed Council, City of Milwaukie

**Partners:** Willamette Riverkeeper, Milwaukie Rotary, Oregon Dental Services, Gary and Sharon Klein, Oregon Watershed Enhancement Board, PGE Salmon Fund, FishAmerica Foundation, City of Portland

"What we're creating is a recreational endpoint so that people can walk, bike or drive. Once they're here, they can actually interact with music and performances, enjoy the play area and picnic grounds, sit on benches and read interpretive signs," she said.

It's a tall order for a site that started as a blank slate – or empty parking lot. But Herrigel is optimistic, promising "We're going to turn passive recreation into active recreation."

# Neighborhood livability

## *Metro's capital grants transform neighborhood natural areas, showing that nature can be close to home*

**T**ourist guidebooks hail big regional parks, but for locals, neighborhood natural areas are a big draw. They give people a place to walk, reflect and connect with nature.

Nature in Neighborhoods grants are helping communities create and transform outdoor destinations close to homes and schools. Thanks to voters' support, kids will enjoy a new nature play area at Westmoreland Park. In North Portland, two urban gardens provide a learning laboratory for nature lovers of all ages. And students at Pleasant Valley School will explore their favorite natural area on a network of trails and boardwalks.

Unlike big regional natural areas, neighborhood projects typically don't protect large blocks of threatened wildlife habitat. But, by preserving the nature down the street, they forge a connection between people and the natural world.

**Cully Park, \$577,000** Once a closed and gated former landfill, Cully Park is being transformed with walking trails, play and picnic areas, and a community garden. The nonprofit Verde is taking the lead in the transformation, engaging diverse community groups and neighbors to reclaim this 25-acre site in Northeast Portland.



Conservation Corner

**Westmoreland Park, \$150,000** A popular Southeast Portland park gets an upgrade with the restoration of Crystal Springs Creek. A concrete channel and playground equipment were removed from the floodplain, and banks replanted with native trees and shrubs. A new play area helps children discover the natural environment.

**Pleasant Valley School boardwalk, \$112,000** Restoring the Wildside natural area has been a learning experience for students at Centennial's Pleasant Valley Elementary School – and the lessons will multiply with a new network of trails and boardwalks. This project allows students to explore the seven-and-a-half-acre natural area more easily.

### **Conservation Corner, \$99,000**

A historic property in North Portland's Humboldt neighborhood has been transformed into an outdoor classroom and living laboratory. The demonstration garden, housed at the East Multnomah Soil & Water Conservation District office, gives visitors ideas to try at home.

**April Hill Park, \$83,000** A durable trail, a boardwalk with a nature-viewing platform and bridges at creek crossings will protect sensitive habitat at April Hill Park in Southwest Portland, while catering to the people who enjoy it. Visitors are treated to chorus frogs, long-toed salamanders, rough-skinned newts and dozens of bird species.

### **Humboldt Learning Garden, \$34,000**

A long-vacant lot next to Humboldt School is now a learning garden for students and residents of Humboldt Garden, a low-income housing development across the street. Metro's funding helps collect and reuse the school's stormwater and incorporate native plants throughout the garden.

## CASE STUDY

### For park-deprived neighborhood in Clackamas County, neighborhood natural area was a selling point

When Jill and Adam Brittle want to take their toddler to the park, they barely have to leave the front door of their Clackamas County home.

Less than a minute away, at Hawthorne Park, they can enjoy native trees and shrubs, a walking path, picnic tables, a stormwater pond and bridge – and, most importantly for little Ella, a play area that borrows from nature with logs and climbing boulders. The promise of this park, funded in part by a Metro Nature in Neighborhoods grant, helped attract the Brittles to the neighborhood a few years ago.

“It’s not a private park, but it’s right across the street,” said Adam Brittle, president of the Hawthorne Park Condominiums Association. “That was one of the real selling points.”

Until their namesake park opened in 2012, residents of the Hawthorne Park development had to walk a mile to the nearest playground. West of 82nd Avenue near Southeast King Road, the new neighborhood offered easy access to shopping and transportation – but no park. The development falls in an urban renewal district intended to revitalize part of northern Clackamas County, which allowed Portland-based HP Development to enhance the project by teaming up with the Clackamas County Development Agency. They guaranteed that 10 units in the 29-home development will always be affordable. Plus, the county purchased an acre of land for a neighborhood park and secured a Nature in Neighborhoods grant to help create it, along with a \$50,000 grant from Oregon State Parks.

“Initially, our interest was piqued with the housing part of the project,” said Ken Itel, project manager for the development agency. “When we realized there was going to be this leftover open space, we



**Hawthorne Park**

recognized that was an opportunity to provide some additional park space for the community. The entire neighborhood is really deficient in parks and open space.”

Leftover land was no accident, said Kirby Gibson, HP Development’s real estate agent. Rather than build a traditional neighborhood with large yards, she said, the developer decided to squeeze lots and make room for a communal outdoor area. This approach paid off, with the promise of a future park attracting home buyers with dogs and children. Residents paid \$185,000 to \$235,000 for the three-and-four bedroom homes, trickling into the new neighborhood in 2010 and 2011.

The Brittles were among the first to move in, getting settled just a few days before their daughter was born. Their new addition heightened their interest in park space, Adam said, because “we wanted somewhere for her to play.” He served on a committee that helped design the park. Participants said Metro’s involvement helped steer the park toward a greener future. They chose a nature-based play area instead of traditional slides and jungle gyms, and opted for native plantings. Natural materials take fewer resources to maintain – a bonus for the homeowners

**Hawthorne Grove Park,  
\$140,000**

**Recipient:** Clackamas County

**Development Agency**

**Partners:** HP Development, Clackamas County Land Trust, North Clackamas Parks and Recreation District, Clackamas County Soil and Water Conservation District

association, which is responsible for park upkeep. They also make the park more appealing, participants said.

*“Metro’s grant was great because it adds to the greenness of the community.”*

**Kirby Gibson,**

Real estate agent for HP Development



Summer Creek natural area



Whether you're in the mood for a short hike or a weekend camping trip, a boat ride or a picnic, Metro has a destination for you.

You'll share the landscape with salmon swimming in restored streams, birds streaking across the sky and giant old oak trees towering overhead.

Thanks to voters, you can explore 16,000 acres of regional parks, trails and natural areas across the Portland metropolitan region. You also have opportunities to take nature classes and volunteer at these special places.

To get involved, visit [www.oregonmetro.gov/naturalareas](http://www.oregonmetro.gov/naturalareas).

### 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 REPRESENTATIVES

#### 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

Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700





Are you connecting people  
with nature in the Portland  
metropolitan area?

Apply for a Metro Nature in Neighborhoods  
conservation education grant.



Metro

## Nature in Neighborhoods conservation education grants

Small grants up to \$25,000 and large grants up to \$100,000 will support partnerships that connect communities with nature. A wide variety of projects can fit the bill, from nature education for school-aged children in local natural areas to job skill development for nature-based careers to implementation of region-wide conservation education initiatives. Wherever you live, you can bring people closer to the natural world.

Learn more and start your application:  
[www.oregonmetro.gov/grants](http://www.oregonmetro.gov/grants)



Whether you're in the mood for a short hike or a weekend camping trip, a boat ride or a picnic, Metro has a destination for you. You'll share the landscape with salmon swimming in restored streams, birds streaking across the sky and giant old oak trees towering overhead. Thanks to voters, you can explore 16,000 acres of regional parks, trails and natural areas across the Portland metropolitan region. You also have opportunities to take nature classes and volunteer at these special places.

### **TriMet Transit Equity Advisory Committee**

Catherine Ciarlo, Committee Chair - Senior Project Manager, CH2M Hill

Andre Baugh - President/Chairman, Group AGB. LTD; Portland Planning Commission

Jan Campbell - Chair, TriMet Committee on Accessible Transportation

Bridget Dazey - Program Manager, Workforce Investment Council of Clackamas County (WICCO)

Ben Duncan - Chairman of the Board, OPAL

Rey España - Community Development Director, Native American Youth and Family Center (NAYA)

Isaiah Fair - Junior, Lincoln High School

Jose Lopez Delgado - Junior, David Douglas High School

Shannon Mayorga - Executive Assistant, Kaiser Permanente

Mel Rader - Co-Director, Upstream Public Health

Shelli Romero - Manager, Public Policy and Community Affairs, Oregon Department of Transportation

Consuelo Saragoza - TriMet Board Member

Daniel Vázquez - Cultural Inclusion Coordinator, Office of the Mayor, City of Beaverton

Cameron Whitman - Member, Portland African-American Leadership Forum (PAALF) Leadership Class