

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793



METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION MEETING
DATE: February 8, 2005
DAY: Tuesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | | |
|----------------|-----------|---|-------------------------|
| 2:00 PM | 1. | DISCUSSION OF AGENDA FOR COUNCIL
REGULAR MEETING, FEBRUARY 10, 2005/
ADMINISTRATIVE/CHIEF OPERATING OFFICER
AND CITIZEN COMMUNICATIONS | |
| 2:15 PM | 2. | REGIONAL SOLID WASTE MANAGEMENT PLAN
VISION AND VALUES | Matthews |
| 2:35 PM | 3. | DISPOSAL SYSTEM PLANNING | Hoglund/Anderson |
| 3:15 PM | 4. | BREAK | |
| 3:20 PM | 5. | REGIONAL HABITAT AND ACQUISITION
PROGRAM | Desmond |
| 4:10 PM | 6. | DAMASCUS CONCEPT PLANNING UPDATE | Valone |
| 4:40 PM | 7. | COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

A G E N D A

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ADJOURN

Agenda Item Number 2.0

REGIONAL SOLID WASTE MANAGEMENT PLAN VISION AND VALUES

Metro Council Work Session
Tuesday, February 8, 2005
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: 01/25/05

Time: 2:45

Length: 30 minutes

Presentation Title: Regional Solid Waste Management Plan: Vision and Values

Department: Solid Waste & Recycling

Presenter: Janet Matthews

ISSUE & BACKGROUND

At the January 11th work session, following up on recent discussions on disposal system planning, Council reviewed proposed regional policies related to the disposal system that are intended for inclusion in the updated RSWMP.

This work session takes a turn back to (more or less) the beginning of RSWMP. It is intended to:

- (a) familiarize Council with the proposed RSWMP outline, identifying key changes from the current Plan (attachment 1);
- (b) engage Council in identifying a preferred vision statement for the Plan (attachment 2); and
- (c) engage Council in identifying top preferences for a short list of regional values to include in the updated Plan (attachment 3).

Overall regional direction in the updated RSWMP will be established through the following framework:

- 1. Plan vision
- 2. Regional values
- 3. Regional policies
- 4. Toxicity and waste reduction goals and objectives
- 5. Facilities and services goals and objectives

OPTIONS AVAILABLE

N/A

IMPLICATIONS AND SUGGESTIONS

This Council work session will be followed by a Regional Solid Waste Advisory Committee (SWAC) meeting on Thursday, January 27th, at which time these regional stakeholders will be asked for their comments and ideas on the plan vision statement and regional values. Based on comments received from Council and SWAC, staff will then develop a revised vision statement and short list of regional values. Council will have a further opportunity for review and comment before the draft plan is released for public comment in the spring.

QUESTION(S) PRESENTED FOR CONSIDERATION

- 1. Which vision statement do councilors prefer?
- 2. Which regional values are most important to have on a short list?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No
DRAFT IS ATTACHED Yes No

SCHEDULE FOR WORK SESSION

Department Director Approval _____
Chief Operating Officer Approval _____

Regional Solid Waste Management Plan Draft Outline

Front Material

- Cover letter
- Acknowledgements
- Table of Contents
- Executive Summary

I. Chapter 1, Introduction

- A. Why a Regional Plan?
- B. Context of the Plan
- C. The Planning Process
- D. Scope of Plan
- E. Historical benchmarks
- F. Organization of Plan

II. Chapter 2, Current Solid Waste Practices

- A. Introduction
- B. The Regional Solid Waste System
- C. Roles in SW
- D. Current Practices
 - 1. Toxicity and Waste Reduction
 - 2. Waste Disposal
 - 3. Collection Services
 - 4. Facilities and Services
 - 5. Illegal Dumping
- E. Current Waste Composition
- F. Current WR and Disposal Rates
- G. Current and Future Waste Quantities

III. Chapter 3, Future Direction and Regional Policies

- A. Introduction
- B. RSWMP Vision
- C. Regional Values
- D. Regional Policies

IV. Chapter 4, Toxicity and Waste Reduction Goals and Objectives

- A. Introduction
- B. Goals and Objectives
- C. Description & Implementation
 - 1. Toxicity Reduction
 - a. Hazardous waste
 - 2. Waste Reduction
 - a. Residential
 - b. Multifamily
 - c. Commercial
 - i. Businesses
 - ii. Commercially-generated Organics
 - iii. Building Industry
 - 3. Education and Information Services
 - a. Information services
 - b. School education

V. Chapter 5, Solid Waste Facilities and Services Goals and Objectives

- A. Introduction
- B. Goals and Objectives
- C. Description & Implementation
 - 1. Regulation and Siting
 - 2. Collection?
 - 3. Transfer and Disposal System

VI. Chapter 6, Plan Progress, Performance and Updates

- A. Introduction
- B. Process
- C. Program Monitoring
- D. Program Evaluation
- E. Regional Benchmarks
- F. Future Plan Updates

Back Material/Appendices

Glossary

Appendices as appropriate:

- A. Disaster Debris Plan
- B. Detailed Waste Composition Data
- C. System Financing

VISION -- A long-term ideal and ultimate aspiration**Current 1995-2005 RSWMP vision statement:**

Solid waste is viewed by citizens of the region as a resource to be managed. We understand that the conservation of natural systems – soil, water, air and biological diversity – sustain both economic prosperity and life itself and that the protection of our natural systems requires changes in consumption of resources. In order to build a sustainable future together, we recognize the link between integrated waste management and the conservation of resources as an integral part of the regional decision-making process.

#1 Proposed New Vision Statement:

The protection of our environment requires changes in consumption of resources. The Plan envisions a sustainable future where knowledgeable and engaged residents have and make choices that preserve options that future generations will need to secure the quality of life we enjoy. The elimination of toxicity and a significant reduction in the volume of solid waste will be achieved through the advancement and implementation of shared responsibility among producers, users, and government.

#2 Proposed New Vision Statement:

The protection of our environment requires changes in consumption of resources. To achieve a more sustainable future, the Plan envisions *consumers* making choices that preserve options for future generations to secure the quality of life we enjoy today; *producers* taking responsibility for the lifecycle impacts associated with their products and packaging; *businesses and non-profits* utilizing discarded materials as resources, and creating jobs that contribute to economic prosperity; and *government* curtailing its role in disposal as sustainability policies virtually eliminate the inefficiency known as “solid waste.”

Potential Regional Values

1. Environmental Sustainability
 - Conserve natural resources
 - Reduce toxicity
 - Reduce the generation of waste
2. Public Health and Safety
 - Ensure sound facility operations
 - Prevent/eradicate illegal dumps
3. Shared Responsibility
 - Reduce product impacts through producer role in design and end-of-life management
 - Shift disposal costs to product manufacturers and users
 - Provision of services ensured by government
4. Life-long Learning
 - Deliver information the public needs
 - Promote an awareness of sustainable living
 - Encourage best practices
5. Coordination and Cooperation
 - Develop regional programs in partnership
 - Eliminate unnecessary duplication of efforts
 - Involve public and private sector in working groups to address regional issues
6. Performance
 - Ensure efficiency in programs and services
 - Maintain reasonable rates
 - Develop measures to determine program effectiveness
 - Evaluate programs and policies for relevance and results on a regular basis
7. Access
 - Provide equitable distribution of recovery and disposal facilities in the region
 - Preserve public access to recovery and disposal services

Agenda Item Number 3.0

DISPOSAL SYSTEM PLANNING

Metro Council Work Session
Tuesday, February 8, 2005
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: February 8, 2005 Time: 2:00 p.m. Length: 40 minutes

Presentation Title: Disposal System Planning – Outline for Scope of Work

Department: Solid Waste and Recycling

Presenters: Hogle/Anderson

ISSUE & BACKGROUND

The current disposal system has been changing over the years since the collection/transfer and remote disposal (Columbia Ridge Landfill) model was implemented in 1990. First, private transfer stations are now in the system (many of them vertically integrated with haulers and landfills) and handle a significant share of waste. Second, additional landfills are available for waste disposal. Third, markets, technologies and processors have expanded to increase recovery. Fourth, key milestones are approaching in the timeframe of 2009/2010 on key system elements, including a) paying off Metro bonds on the two transfer stations; b) franchise agreement renewals on private local transfer stations; and c) the end of the current transport contract.

Metro staff have previously discussed these and other issues related to the region's disposal system and identified a number of policy issues that require Council review over the next few years. These issues include:

- What services are expected from the region's disposal and recycling system?
- What are the best delivery models to provide those services? Private and public models, included.
- How is "best" defined in terms of policy (cost, environmental benefits, customer service, etc.)?
- How are agency finance objectives related to Metro assets, in particular, the two transfer stations?
- What is the interaction and opportunities between contracts for waste transfer, waste transport, and waste disposal?

The work session will offer the Council an opportunity to discuss these and other issues and to review a staff-proposed outline of an approach to address these and other questions. The proposed strategy is attached and covers key issues that need to be decided by mid-2006, or earlier. The strategy allows for Council to re-direct staff throughout the process and focus resources on key issues.

The work proposed in the outline will lay the groundwork for activities that need to follow beginning in late 2006. In particular, an RFP will need to be developed by early 2007 for the next transport contract, if Metro chooses to continue to hold that contract. Proposals would then be reviewed late 2007 and a new contract approved by early 2008. A new contract for transport will require a mobilization period of at least 18 months. The existing contract expires 12/31/09. In addition to transport, activity related to the next transfer station contract will need to gear up by early 2008.

OPTIONS AVAILABLE

Council has at least four options:

1. If Council generally agrees with the issues identified above and listed in the attached Disposal System Planning draft outline, then direction to staff should be to begin the work evaluating transfer station ownership and related disposal planning issues following a "go/no go" approach.
2. Council may direct staff to proceed to evaluate transfer station ownership and related disposal planning issues, but modify the scope of work. One option would be to do a comprehensive analysis without the "go/no go" approach. A second option would be to address all issues, but at a cursory, qualitative level (at 50,000 feet).
3. Council may pick and choose certain issues to address and not address others. For example, review caps and enhancement fees, but do not address divestiture of the stations.
4. Council may direct that the current model of disposal system planning be retained in the updated RSWMP.

It should be noted that following any analysis under options one through three above, the Council is free to default to the existing disposal system, one that is slightly modified, or one that is significantly modified.

IMPLICATIONS AND SUGGESTIONS

Each option has implications for resource allocation within the department, for Council oversight and attention, and for stakeholder and public participation. Staff is ready to move on either option and would be able shift resources and activities accordingly.

QUESTION(S) PRESENTED FOR CONSIDERATION

After reviewing the proposed draft outline for disposal system planning, which of the above four options would Council wish to direct to follow? Are there other options or other directions that Council would direct to staff on these issues?

Following direction from Council, staff will be ready to begin work and will draft a detailed work scope for Council review at a March work session.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes X No
DRAFT IS ATTACHED __Yes __No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____
Chief Operating Officer Approval _____

**Disposal System Planning
Draft Outline of Work Plan
February 8, 2005**

Overview. The purpose of this document is to provide a starting point for discussion with Council on planning for the regional disposal system.

The Disposal System Planning project is designed to answer the following questions:

- In conjunction with the RSWMP update, what does the region need from the disposal system?
- What is the best way to fill those needs?

In particular, on this second point, is the council's interest in an analysis of Metro's role as an owner and direct provider of disposal services. The Council has expressed interest in an analysis of selling the transfer stations and re-deploying the assets and/or revenues toward other strategic directions at Metro. Much of the detail in this draft addresses this issue.

For this project, the department envisions a multiple stakeholder process to develop:

- Agreement on system boundaries (wet, dry waste, other waste streams; facilities),
- Statement of objectives; opportunities and problems,
- Agreement on what a "good" solution looks like and understanding of constraints,
- Shared participation in generating, analyzing and recommending options.

The project is envisioned as a series of steps, with interim "go/no-go" decision points that determine the direction of the analysis. For example, if a fairly high-level feasibility study is sufficient to decide whether to sell the transfer stations or not, then further detailed analysis would not be needed. These decision points are indicated below with "Go/No-Go?" in a diamond. Many of these decisions would be made at Council Work Sessions. Products (reports, position papers, analyses, etc.) are marked .

The balance of this paper addresses the ownership analysis in detail.

Work Plan Outline for Analysis of Metro Ownership of Transfer Stations

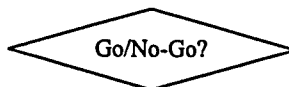
Work Plan Step / • Elements of the process

Time Frame

I. Basic Feasibility of Divestiture

May/June

- Determine value of transfer stations (valuation models and application to stations)
- Identify strategies for maximizing value (e.g., tonnage guarantees; highest & best use)
- Identify legal issues: use of the funds, charter issues (tax study committee, expenditure cap)
- Financial planning & analysis (e.g., rate and tax design under divestiture)
- Summary and discussion of the points above.



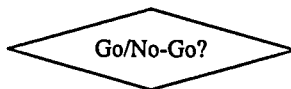
If decision is "No-Go" (i.e., no further analysis of divestiture), proceed to Step III below.

If "Go" (i.e., continue analysis), proceed to Step II, Detailed Divestiture Analysis, next.

II. Detailed Divestiture Analysis*

Summer 2005

- Identify options and costs of:
 - Meeting the 90% flow guarantee under divestiture
 - Funding mechanisms (collection of solid waste fees and Metro excise tax)
 - The regulatory system:
 - Extent (Less? more? status quo? Regulate entry? rates? market share? service standards?)
 - Approach (e.g., public utility model; exclusive franchises; status quo with tweaks)
 - Meeting RSWMP objectives and other public service requirements
 - Transition issues, costs, and timing:
 - Turnover to new operator (if transfer stations remain as disposal sites)
 - Ensuring capacity is in place (if transfer stations are sold and converted to other uses)
- Analysis
 - Cost-benefit of status quo vs. divestiture based on the above ☐☐
 - Cost-benefit of divestiture vs. new use(s) of funds
(This analysis would involve other departments with programs that use the freed-up funds.)



If “Go,” set in motion a divestiture transition plan and schedule.

If “No-Go” (continue to own), then go to Step III, Planning for Continued Ownership

III. Planning for Continued Ownership

- Private facility regulatory issues: November 2005
 - Regulatory extent & approach (see points under Step II above)
 - Methods for allocating tonnage (e.g., exclusive franchises; auctioning tonnage authorizations)
 - Tonnage received at facilities (“caps”)
 - Tonnage delivered to Waste Management landfills (90% flow guarantee)
 - Findings and ordinance on moratorium based on the above. ☐☐
- Other private facility issues: November 2005—April 2006
 - Enhancement fee policies
 - Regional vs. local transfer stations and “cap” policy
 - Mandatory MRFing issue (in conjunction with Waste Reduction Division projects)
- Public facility issues: April 2006
 - Strategic direction on operations contract,
 - Transport procurement, including consideration of alternative modes and contingency plans,
 - Disposal (consider bundling contracts),
 - Other issues and opportunities identified by process

M:\rem\od\projects\worksessionworksheets\2005\DSP Wkst Attachment 020805.doc (Queue)

* If Metro does not own the transfer stations, Metro has considerable flexibility to choose its role and level of effort in the solid waste system. With divestiture, the main solid waste obligations that remain are: meeting requirements of the disposal contract (in particular, the 90% flow guarantee); continuing post-closure activities at St. Johns Landfill, and reporting to DEQ/EQC on the regional implementation status of the Opportunity to Recycle Act. For purposes of this draft work plan, status quo involvement is assumed, in particular: continuing to collect, recover and dispose of household hazardous waste; maintaining and managing a waste reduction plan for the region; regulating private facilities; ensuring other services such as access to disposal sites for public self-haul customers; and related programs and services. The Council may wish to weigh in on this assumption.

Agenda Item Number 5.0

***REGIONAL HABITAT AND ACQUISITION
PROGRAM***

Metro Council Work Session
Tuesday, February 8, 2005
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: February 8, 2005 Time: _____ Length: _____

PRESENTATION TITLE: Regional Habitat and Acquisition Program

DEPARTMENT: Regional Parks and Greenspaces

PRESENTERS: Jim Desmond, Nancy Chase, Jim Morgan, Heather Nelson Kent, Jeff Tucker

ISSUE & BACKGROUND:

Begin council discussion on a November 06 Fish and Wildlife Acquisition and Restoration bond measure as set out in Resolution No. 04-3506A. Provide staff with direction on bond components, goals, timeline and public process.

OPTIONS AVAILABLE IMPLICATIONS AND SUGGESTIONS:

Possible Bond Measure Components:

Regional Acquisition and Restoration:

- Initiate a regional restoration effort for fish and wildlife lands (“Nature in the Neighborhoods”) based on habitat types and criteria to be developed with Planning staff and community.
- Regional target areas such as: Damascus, Bethany, and Stafford, etc. [Note: the 1995 measure selected 14 out of the 57 regionally significant natural area sites, and did not address the remaining 43 regionally significant sites.]
- Continue acquisition in 1995 regional target areas with a focus on:
 1. Remaining essential properties
 2. Other properties within the target area (tiers 1, 2 & 3) that meet fish and wildlife goals or provide connectivity between public ownerships
- Regional trail corridors – acquisition (and/or construction?).

Local Share:

- Determine the local share % of the bond; establish criteria for use of the bond money and conditions of disbursement. Issues to consider:
 1. Habitat only
 2. Neighborhood parks
 3. Active recreation
 4. Acquisition focus or development or defer to individual jurisdictions

Challenge Grant:

- Set aside a % of the bond as a Challenge Match fund for local governments and non-profits to purchase land subject to criteria. (Example: Mt. Williams in Beaverton; Inkster property in Tryon Creek.) Chicago Wilderness model. Community applicants (public or private) must provide say a 50% match. Another way to achieve “Nature in the Neighborhoods”.

Revolving Acquisition Fund:**Stream/Habitat Protection Easement Fund:**

Purchase property along targeted streams or habitats of concern as properties become available (this is intended for properties where the owner is not willing or is unable to sell a conservation easement). The land deemed critical to the program will be restored and a conservation easement put in place. The property will then be resold, subject to the new conservation restrictions, and the fund repaid.

Revolving Loan Fund:

In “future urban areas”, purchase land for community and neighborhood parks and trails. The fund would be repaid through system development charges as the area developed. Repayment could be based on current market value or an agreed upon interest rate. Funds would likely be repaid in a 10 to 15 year time frame and would replenish the bond fund.

Other Candidates for Funding Which Have Been Raised:

Centers, plazas, affordable housing.

QUESTION(S) PRESENTED FOR CONSIDERATION:**Regional Fish and Wildlife Property Acquisition Program**

“purchase from willing sellers those properties...deemed to be of the greatest ecological importance” Res. 04-3506A

How should an acquisition program utilize the fish and wildlife habitat inventory information?

For example:

- Should the acquisition program target those areas with highest ranking (e.g., Class I & II Riparian Habitat)?
- Or should acquisition target rare habitat types (HOC) or other area of ecological importance?
- Should there be a regional and local scale and prioritization of acquisition and restoration?

Regional Fish and Wildlife Restoration Program

“...to fund habitat restoration efforts that could provide even higher quality habitat” Res. 04-3506A

- Will funding be made available for restoration on private as well as public lands?
- Will funds be available to governments and non-profits (such as watershed councils)?
- Should restoration funds be targeted to specific watersheds or based on Fish and Wildlife habitat area or open to all areas?

- What type of criteria should be used, including the capability of on-going maintenance and monitoring?

What about Parks and Trails?

Resolution No.04-3506A describes “A Regional Fish and Wildlife Acquisition and Restoration Program”. Parks and trails are not mentioned in Resolution No. 04-3506A.

To date, funds from the 1995 Open Spaces bond measure have purchased approximately 1,982 acres in Class I and II Wildlife habitat and Riparian lands. 7,935 acres are located in the Goal 5 inventory. The intended use of these already acquired lands includes the potential for public access in the future – as well as habitat protection and water quality protection and improvements.

- Should public access be a consideration when purchasing land under the new bond proposal?
- Should natural resource-dependent regional-scale projects be included, similar to Metro’s last bond measure (e.g., Cooper Mountain, Wilsonville, etc.)?
- Should multi-use regional trails be included?
- Should regional system connectors (e.g., connect an existing park to an existing future trail) be included?

Local Share

We have heard from citizens and local governments and local park districts that the local share portion of Metro’s 1995 Open Spaces bond measure was a resounding success. It allowed local partners to fund projects that they had no other way of funding, allowing for strategic acquisitions and investments in public use facilities that give people access to nature in their neighborhoods.

Resolution No.04-3506A only describes local share program in the context of “A Regional Habitat Acquisition and Restoration Program”. Only local governments that have adopted their own “*non-regulatory habitat protection and restoration incentive program*” would qualify for these funds.

- How shall we establish that they are in compliance with the Council’s resolution?
- Are there particular components of such a program you would like local government’s to highlight or focus on?
- What are those key elements? One method would be to establish criteria local governments need to meet, and have locals report to Metro how they are meeting those criteria.
- How much time do locals have to demonstrate they are in compliance? Do we hold local share funds in reserve for locals until they have demonstrated compliance?
- How is funding achieved for those park providers who serve more than one local government? Such as the two park districts and Metro who administers the Multnomah Co. Local share?

Timeline:

Steps that need to be taken:

JANUARY TO MARCH, 2005

February 8 and 22, 2005 - Council study session:

Receive feedback on draft resolutions, bond process, budget, and public involvement plan. Get direction on regional priorities (fish and wildlife habitat priorities, existing target areas, trails, etc.).

- Introduce a Resolution to Council that identifies anticipated expenses in preparation of the ballot measure.
 - Expenses that are identified prior to the vote, and eligible to be reimbursed by a bond measure, can be reimbursed if there is a Council resolution identifying those expenses.
- Establish budget authority for work in support of the ballot measure.
 - **Decision point:** Should a ballot amendment be introduced to increase budget in the general fund in FY 2004-05 for this purpose, or should this be done as part of the FY 2005-06 budget process?
 - Need to decide what is in that budget. Potential expenses include:
 - 0.5 FTE Real Estate Negotiator to research target areas
 - M&S budget to pay for real estate appraisers, bond council, public outreach, etc. to assist staff
 - Budget to purchase “Options to Buy”

MARCH TO JUNE 2005

- Introduce a Resolution to Council that announces that we intend to go to the ballot with an acquisition measure in November 2006. This puts other jurisdictions on notice, to avoid the possibility of competing ballot measures
- Survey to test public sentiment, size, configuration, etc.
- Continue meeting with stakeholders (local governments, non-profits, business leaders, etc) to determine community support for different bond components.
- Begin discussions on local share component.
- Develop bond components with biological data, goals and estimated cost.
- Work with non-profits to establish option criteria.
- Begin option program.
- Discussion with GPAC concerning overall strategies and desired outcomes from the measure.

SUMMER TO FALL 2005

- Convene Advisory Committees to begin to finalize measure (e.g., GPAC, MPAC?)
- Package Development
- Reaffirm and/or amend the local share formula in the Greenspaces Master Plan.

FALL/WINTER 2005

Public outreach, open houses, presentations to special interest groups on Bond Proposal

JANUARY TO MARCH 2006

- Formal hearing on Bond Measure components
- Referral to ballot
- Formal notification to local governments with deadlines and project criteria

- Assist on local share process and projects
- Assist Bond Counsel and Finance Dept. in preparing the Tax Supervising and Conservation Financial Report
- Develop bond fact sheets and maps

SPRING THROUGH FALL 06

- Provide information to the public on the bond measure
- Staff training program on bond measure details
- Establish hotline for questions regarding the measure.

NOVEMBER 2006

Election

Input from Public and Partners

Will commence approximately March 1 and be ongoing. GPAC to play significant role.

Next Study Session

February 22nd

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes __No
DRAFT IS ATTACHED __Yes No

SCHEDULE FOR WORK SESSION (Please initial as appropriate indicating that the material for presentation has been reviewed and is ready for consideration by the Council).

Department Director/Head Approval _____

Chief Operating Officer Approval _____

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
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METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING – revised 2/7/05
DATE: February 10, 2005
DAY: Thursday
TIME: 5:30 PM
PLACE: Portland Community College (PCC) Rock Creek Campus Bldg 9,
 Room 122C

CALL TO ORDER AND ROLL CALL

1. **INTRODUCTIONS**
2. **WELCOME FROM PCC DISTRICT PRESIDENT PRESTON PULLIAM**
3. **PCC ROCK CREEK CAMPUS PRESIDENT BILL CHRISTOPHER
 ADDRESS TO THE COUNCIL**
4. **CITIZEN COMMUNICATIONS**
5. **COMMUNICATION FROM CPOs 1, 6, 7, 8, BETHANY
 NEIGHBORHOOD ASSOCIATION AND ORENCO
 NEIGHBORHOOD ASSOCIATION** Garcia, Bartlett,
 Laine, Waldo,
 Manseau, Oberhelman
6. **CONSENT AGENDA**
- 6.1 Consideration of Minutes for the February 3, 2005 Metro Council Regular Meeting.
7. **ORDINANCES – FIRST READING**
- 7.1 **Ordinance No. 05-1072, For the Purpose of Amending the FY 2004-05 Budget and
 Appropriations Schedule Accepting \$850,000 of Federal Funds From the Oregon
 Department of Transportation (ODOT) For a Regional Travel Options Marketing
 Campaign; Recognizing \$150,000 of the New Grant Funds to Increase the Materials
 and Services Budget of the Planning Department to Hire Consultants to Develop and
 Implement the Marketing Campaign; Transferring \$54,655 of TriMet Grant Funds
 From Contracted Services to Personal Services to Add 1.0 FTE Regional Travel Options
 Program Manager (Manager 1); and Declaring an Emergency.**

- 7.2 **Ordinance No. 05-1073**, For the Purpose of Amending the FY 2004-05 Budget and Appropriations Schedule Recognizing \$48,820 in Grant Funds and Private Contributions For Specific Projects in the Zoo Operating Fund; Adding \$48,820 to Revenue and Operating Expenses in the Zoo Operating Fund; and Declaring an Emergency.

8. **ORDINANCES – SECOND READING**

- 8.1 **Ordinance No. 05-1071**, For the Purpose of Amending the FY 2004-05 Budget and Appropriations Schedule Recognizing \$10,000 in Grant Funds; Transferring \$79,640 From the Regional Parks Operating Fund Contingency; Increasing Operating Expenditures in the Regional Parks Operating Fund By \$89,640; Authorizing 1.0 FTE Receptionist Position; and Declaring an Emergency. McLain

9. **RESOLUTIONS**

- 9.1 **Resolution No. 05-3536**, For the Purpose of Establishing the Regional Housing Choice Task Force and Its Duties and Responsibilities, and Appointing Its Members. Burkholder
- 9.2 **Resolution No. 05-3545**, For the Purpose Endorsing the Regional Water Supply Plan Update and the Amendments to the Intergovernmental Agreement Forming the Regional Water Providers Consortium. McLain

10. **CHIEF OPERATING OFFICER COMMUNICATION**

11. **COUNCILOR COMMUNICATION**

ADJOURN

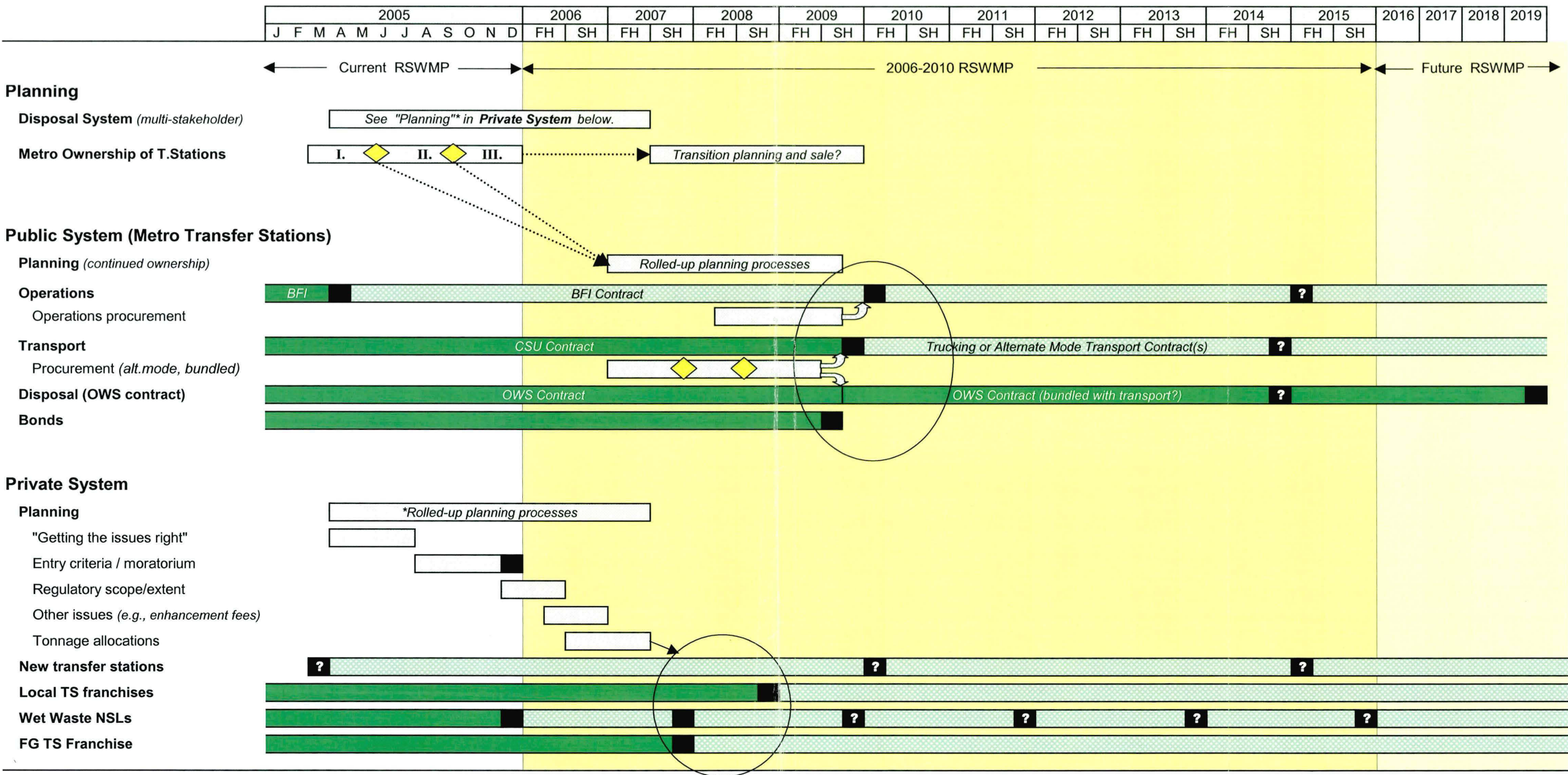
B

Regional Solid Waste Management Plan Update Vision Statements/Key Concepts Discussion

VISION	KEY CONCEPTS
<p>Current 1995-2005 RSWMP Vision Statement:</p> <p>Solid waste is viewed by citizens of the region as a resource to be managed. We understand that the conservation of natural systems – soil, water, air and biological diversity – sustain both economic prosperity and life itself and that the protection of our natural systems requires changes in consumption of resources. In order to build a sustainable future together, we recognize the link between integrated waste management and the conservation of resources as an integral part of the regional decision-making process.</p>	<ul style="list-style-type: none"> ▪ Resource conservation ▪ Sustainable future ▪ Solid waste as resource to be managed ▪ Conservation of natural systems ▪ Economic prosperity ▪ Regional cooperation
<p>#1 Proposed New Vision Statement:</p> <p>The protection of our environment requires changes in consumption of resources. The Plan envisions a sustainable future where knowledgeable and engaged residents have and make choices that preserve options that future generations will need to secure the quality of life we enjoy. The elimination of toxicity and a significant reduction in the volume of solid waste will be achieved through the advancement and implementation of shared responsibility among producers, users, and government.</p>	<ul style="list-style-type: none"> ▪ Resource conservation ▪ Sustainable future ▪ Waste as a resource to be managed ▪ Shared responsibility to prevent and reduce waste
<p>#2 Proposed New Vision Statement:</p> <p>The protection of our environment requires changes in consumption of resources. To achieve a more sustainable future, the Plan envisions <i>consumers</i> making choices that preserve options for future generations to secure the quality of life we enjoy today; <i>producers</i> taking responsibility for the lifecycle impacts associated with their products and packaging; <i>businesses and non-profits</i> utilizing discarded materials as resources, and creating jobs that contribute to economic prosperity; and <i>government</i> curtailing its role in disposal as sustainability policies virtually eliminate the inefficiency known as “solid waste.”</p>	<ul style="list-style-type: none"> ▪ Resource conservation ▪ Sustainable future ▪ Waste as a resource to be managed ▪ Shared responsibility to prevent and reduce waste ▪ Jobs and economic prosperity ▪ Waste as sign of inefficiency

Draft Work Plan at Council Work Session - February 8, 2005

Disposal System Planning



Key to Symbols

	Plan, contract, license, or franchise currently in place.		Major milestone
	Renewal/extension/replacement plan, contract, license, or franchise.		Contingent milestone
	Planning/procurement/study period.		Decision

METRO COUNCIL**Work Session Worksheet**

Presentation Date: February 8, 2005 Time: 4:10 p.m. Length: 30 min

Presentation Title: Damascus/Boring Concept Plan Update

Department: Planning

Presenters: Ray Valone

ISSUE & BACKGROUND

The Damascus/Boring Concept Plan process has been underway for just over a year. The design workshops held last October engaged the community and other stakeholders to develop alternative concept plans for evaluation against project goals and principles, which were previously adopted by the project Advisory Committee (AC). Since the workshops, the AC and project staff worked to narrow the number of alternatives to four. These four alternatives will be analyzed within the next 4-6 months for how well they meet the project evaluation measures, including transportation modeling and feasibility.

After the four hand-drawn alternatives were digitized and capacities of dwelling units and jobs calculated, it became apparent that they did not meet Metro's Functional Plan Title 11 requirement of 10 dwelling units/net residential acre. They also were short on the net acreage of job land that was 'assigned' to this area during the 2002 Urban Growth Boundary (UGB) expansion. This number, estimated at 1657 acres, was derived from the 'Community Planning Committee Action Worksheet for UGB Expansion' that the Metro Council used during its December 2002 deliberations.

The acreage in the study area dedicated to jobs is shown on the Title 4 map that the Metro Council adopted as part of the 2002 UGB decision. The gross acreage shown on this map, 4,821 acres, represents approximately 40% of the 12,215-acre study area. This acreage is an outgrowth of the economic development studies undertaken by Clackamas County prior to the 2002 UGB expansion, and clearly echoes a policy goal of the County to overcome a job shortfall.

Because the UGB expansion number for jobs was expressed in net acreage and not jobs, the Project Management Team (PMT) requested that Metro staff check whether the calculated number of jobs for the alternatives would adequately reflect the acreage number. Metro staff wrote a memo to the PMT (Attachment 1) explaining the methodology used to arrive at a jobs number of 63,610. It is a number derived from a regional forecast, disaggregated to fit into the assigned Title 4 design types within the study area. The number of jobs should not be construed as an accurate depiction of what the study area is expected to accommodate.

The memo also recommended that at least one of the alternative plans show 1657 acres of job land, thus providing a bookend of job land for evaluation. This approach is consistent with discussions last summer by the project AC, where it was decided to evaluate a range of job land because no consensus could be reached on how many jobs are enough. The memo also states that if the final recommended concept plan shows significantly less than

the 1657 net acreage or job number (63,610), a case will need to be made to the Metro Council explaining why it was not met.

Pursuant to the recommendations in the memo, project staff increased the amount of job land for all four alternatives. The revised numbers (shown on Attachment 2) range from 807 net acres (36,789 jobs) to 1668 acres (76,887 jobs). A subcommittee of the AC reviewed these revisions with some members of that body having concerns that not all the alternatives meet the 1657-acre job benchmark. The subcommittee requested that guidance be sought from the Metro Council and representatives from DLCD before evaluation of the alternatives commences; the concern being that if anything less than 1657 job acres is not acceptable to Metro, then no alternative should show a shortfall and be analyzed unless it meets minimum requirements.

OPTIONS AVAILABLE

The Metro Council has the following options:

1. Agree that the current approach of having one of four alternatives show 1657 net acres of job land is satisfactory; and that the final recommended concept plan does not have to meet this number based on good cause.
2. Recommend that project staff increase the three other alternatives to at least 1657 acres dedicated to jobs; and that the final recommended concept plan has at least this number of job acres.
3. Recommend that project staff increase the three other alternatives to show more job land, though not necessarily meeting the 1657-acre benchmark; and that the final recommended concept plan does / does not have to meet this number.
4. Recommend that not all the alternatives need to meet the 1657-acre benchmark and the low end of the job acreage range be set to another benchmark, e.g. the region's current jobs to housing number.

IMPLICATIONS AND SUGGESTIONS

The Metro Council's 2004 UGB decision is currently under remand from LCDC due to a shortfall of job acreage. The acreage shortfall is for the identified need for industrial land in particular. If the Council decides to allow the Damascus/Boring project to go forward with not all alternatives showing at least 1657 net acres of job land, this could be construed as a message to the DLCD that Metro will likely not meet the total identified job acreage pursuant to the 2002 and 2004 UGB expansions. Any shortfall of job land would need to be made up during the next review of the UGB.

If the Council requires that all alternatives and the final recommended plan show at least 1657 net acres of job land, this would differ from direction given by the AC and understanding of the Damascus/Boring area community and stakeholders that a range of job numbers would be evaluated. The range discussed at the AC was from meeting the new community's job needs to meeting the countywide job needs as identified by county staff. There is an understanding that the final recommended plan would reflect the 'appropriate' number of jobs based on balancing all the project goals.

QUESTION(S) PRESENTED FOR CONSIDERATION

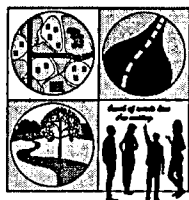
1. Does the Council agree that the current range of job acreage shown on the four alternative concepts is acceptable for evaluation?
2. If not acceptable, does the council recommend that all four alternative plans include at least 1657 acres of job land?
3. Does the Council require that the final recommended concept plan include at least 1657 net acres of job land?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes x No
DRAFT IS ATTACHED __Yes __No**

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____

Chief Operating Officer Approval _____



Damascus/ Boring Concept Plan

To: Project Management Team
From: Ray Valone
Date: January 24, 2005
Re: Jobs Benchmark for Concept Alternatives

As you know, digitizing the drawn concept alternatives revealed that the net acreage for job land ranges from 720 acres to 915 acres. The calculated job numbers for these alternatives range from approximately 28,000 to 43,500. The acreage numbers are well short of the 1,657 net acres that were adopted by Metro as the employment design types for the primary study area.

At our January 6 PMT meeting, members requested that I check whether the calculated job numbers would satisfy Metro even though the acreage in each concept alternative is much less than the 1,657 net acres identified during the UGB decision. Based on discussions and work with other Metro staff, I offer the following information and recommendation.

Background

The 1,657 net acreage figure was derived from the 2002 Alternatives Analysis Study, which was the basis for the Metro Council's decision to expand the UGB. As such, this figure represents more than 50% of the total net buildable employment acres brought into the UGB during that decision. Similar to the 25,595 dwelling unit number, the 1,657-acre number has no direct regulatory significance. Both numbers are benchmarks against which to measure whether and how Metro complies with statewide Goal 14, as well as how efficiently the land will be used vis-à-vis the region's adopted 2040 Growth Concept.

Acreage 'Conversion'

Metro staff has calculated an equivalent number of jobs for the 1,657-acre figure, which is 63,610 (see table below). This number was derived from a Metroscope analysis regarding mix of employment types and average building and employee densities associated with these employment types. This approach estimated industrial and commercial land need by firm size/parcel size, which is used to forecast future land demand. The industrial and commercial projections were grouped into 6 building types

(see table). The regional forecast was estimated on an industry-by-industry basis using Standard Industrial Classification categories. Each industry sector was assigned a 'typical' building type and size. Next, the forecast was divided into a firm-size forecast, of which there are no models or economic framework that can be used to ascertain or justify the firm sizes for future industries. The firm size estimate was based on distribution for firms currently operating in the region or the pattern of sizes that have recently come into existence.

For the above reasons, the employment number of 63,610 should not be taken as an accurate depiction of what the Damascus/Boring area is expected to accommodate. The employment need was derived from a regional forecast, disaggregated to fit into assigned Title 4 design types, in terms of land demand by firm size and building type. The locations and sizes of these design types were informed by Clackamas County economic studies.

Recommendation

While the employment need, as estimated by Metro, may not accurately depict the actual number of jobs that can or will be accommodated in the primary study area, at least one of the concept alternatives should at this time (before evaluation) include acreage or job numbers that are consistent with the decision that added this land to the UGB. If the final recommended concept plan shows significantly less than the 1,657 net acreage or job number target, a case will need to be made to the Metro Council explaining why it was not met. The Industrial and RSIA design type acreages are especially important. The Employment designated area is more flexible because those employment types can be readily accommodated in mixed-use zones.

A concept alternative that includes approximately 1,657 acres or 63,610 jobs would provide a bookend for accommodating a sub-regional need that has been identified by Clackamas County. Making this change now allows the process to evaluate a full range of employment opportunities as discussed by the Advisory Committee last summer, and will inform future Advisory Committee policy discussions as we move forward to create a recommended plan.

**ESTIMATED JOB NUMBERS FOR
DAMASCUS/BORING AREA CONCEPT PLAN AREA**

Employment Land Use	Percent bldg type in 2025	Net Vacant Buildable Acres	Jobs/Net Acre by LU	Jobs @ Buildout
Warehouse/distribution	4%	25	7.5	188
Gen Industrial	40%	252	38.1	9601
Tech/flex	14%	88	29.0	2552
Office	10%	63	87.1	5487
Retail	6%	38	54.8	2082
Institutional	26%	164	37	6068
Sub-totals	100%	630		25,978
				(41.2 jobs/ac)
Industrial Land Use	Percent bldg type in 2025	Net Vacant Buildable Acres	Jobs/Net Acre by LU	Jobs @ Buildout
Warehouse/distribution	15%	99	7.5	743
Gen Industrial	40%	265	38.1	10097
Tech/flex	14%	93	29.0	2697
Office	10%	66	87.1	5749
Retail	9%	60	54.8	3288
Institutional	12%	80	37	2960
Sub-totals	100%	663		25,534
				(38.5 jobs/ac)
RSIA Land Use	Percent bldg type in 2025	Net Vacant Buildable Acres	Jobs/Net Acre by LU	Jobs @ Buildout
Warehouse/distribution	30%	109	7.5	818
Gen Industrial	40%	146	38.1	5563
Tech/flex	15%	55	29.0	1595
Office	10%	36	87.1	3136
Retail	5%	18	54.8	986
Institutional	0	0	37	0
Sub-totals	100%	364		12,098
				(33.2 jobs/ac)
TOTALS		1657		63,610 (38.4 jobs/ac)

PRIMARY STUDY AREA - Net Buildable Land Comparisons (2/2/05)					
		Alternative A	Alternative D	Alternative E	Alternative F
		Acres	Acres	Acres	Acres
TOTAL Acres in Primary Study Area		12,215	12,215	12,215	12,215
Total Net Buildable Land		4,914	4,769	5,162	5,145
Total Net Buildable Residential Land		3,613	3,635	3,713	3,103
Residential A, B, C and A' Design Types		3,218	1,869	1,836	2,056
Hilltop A, Hilltop B and UFF		394	1,766	1,877	1,045
Total Net Buildable Jobs Land		1,008	807	977	1,668
Industrial		638.1	510	539	997
Mixed Employment		297.7	250	367	605
Other Jobs Land		72	47	71.4	66
Total Buildable School and Park Land		293	327	472	374
DRAFT Dwelling Unit and Employment Capacity Findings					
		Alternative A	Alternative D	Alternative E	Alternative F
		Units / Emp	Units / Emp	Units / Emp	Units / Emp
Total Potential New Dwelling Units		36,191	35,789	33,403	29,415
Employees (includes school employees and home		44,885	36,314	35,010	76,887
Other DRAFT evaluation measures					
		Alternative A	Alternative D	Alternative E	Alternative F
Dwelling units per net residential buildable acre		10.0	9.8	9.0	9.5
Attached SFR and Accessory Dwelling Units)		39.3%	71.5%	77.8%	45.7%
% Detached SFR		60.7%	28.5%	22.2%	54.3%



AGENDA



METRO

PEOPLE PLACES
OPEN SPACES

Partnerships Matter 2005

Portland
6 p.m. Tuesday, Feb. 8

6 to 6:15 p.m.

Dinner

Order from the menu and enjoy your meal during the program

6:15 to 6:30

Introductions

All

6:30 to 7

Metro Council priorities

Presentation of Metro program priorities
Metro Council President David Bragdon

7 to 7:45

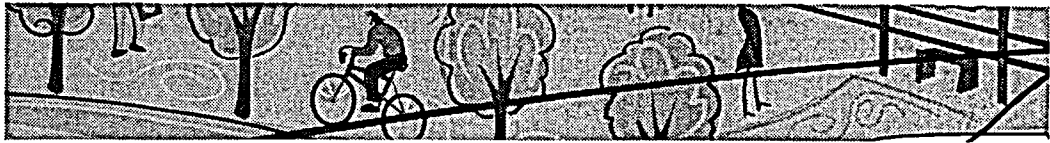
Discussion

Local issues and concerns
All

7:45 to 8

Wrap-up and next steps

Metro Council President David Bragdon

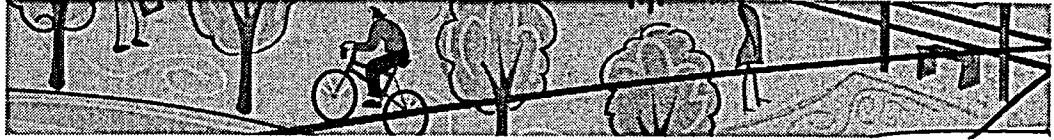


AGENDA

Partnerships Matter 2005

Gresham
6 p.m. Thursday, Feb. 17

- | | |
|-----------------------|---|
| <i>6 to 6:15 p.m.</i> | Buffet dinner
Enjoy your meal during the program |
| <i>6:15 to 6:30</i> | Introductions
All |
| <i>6:30 to 6:50</i> | Acceptance of grant for drug enforcement
East Metro Regional Issues forum |
| <i>6:50 to 7:10</i> | NASCAR discussion
East Metro Regional Issues forum |
| <i>7:10 to 7:25</i> | Presentation of Metro program priorities
Metro Council Prsident David Bragdon |
| <i>7:25 to 8:05</i> | Discussion: Local issues and concerns
All |
| <i>8:05 to 8:15</i> | Wrap up and next steps
Metro Council Prsident David Bragdon |

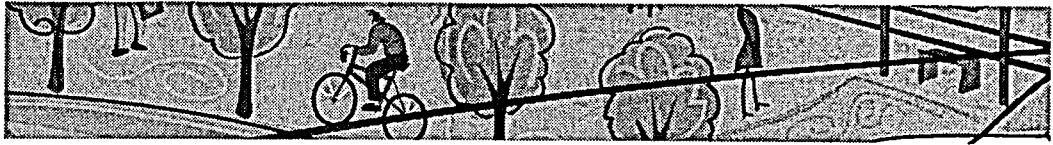


AGENDA

Partnerships Matter 2005

Oregon City
6 p.m. Wednesday, Feb. 9

- | | |
|-----------------------|--|
| <i>6 to 6:15 p.m.</i> | Buffet dinner
Enjoy your meal during the program |
| <i>6:15 to 6:30</i> | Introductions
Metro Councilor Brian Newman, District 2 |
| <i>6:30 to 7</i> | Overview of Metro and upcoming program priorities
Metro Councilor Brian Newman, District 2 |
| <i>7 to 7:45</i> | Discussion: Local issues and concerns
All |
| <i>7:45 to 8</i> | Wrap up and next steps
Metro Councilor Brian Newman |



AGENDA

Partnerships Matter 2005

Hillsboro

7:30 p.m. Thursday, Feb. 10

7:30 to 7:45 p.m.

Buffet dinner

Enjoy your meal during the program

7:45 to 8

Introductions

All

8 to 8:15

Presentation of Metro program priorities

Metro Council President David Bragdon

8:15 to 8:45

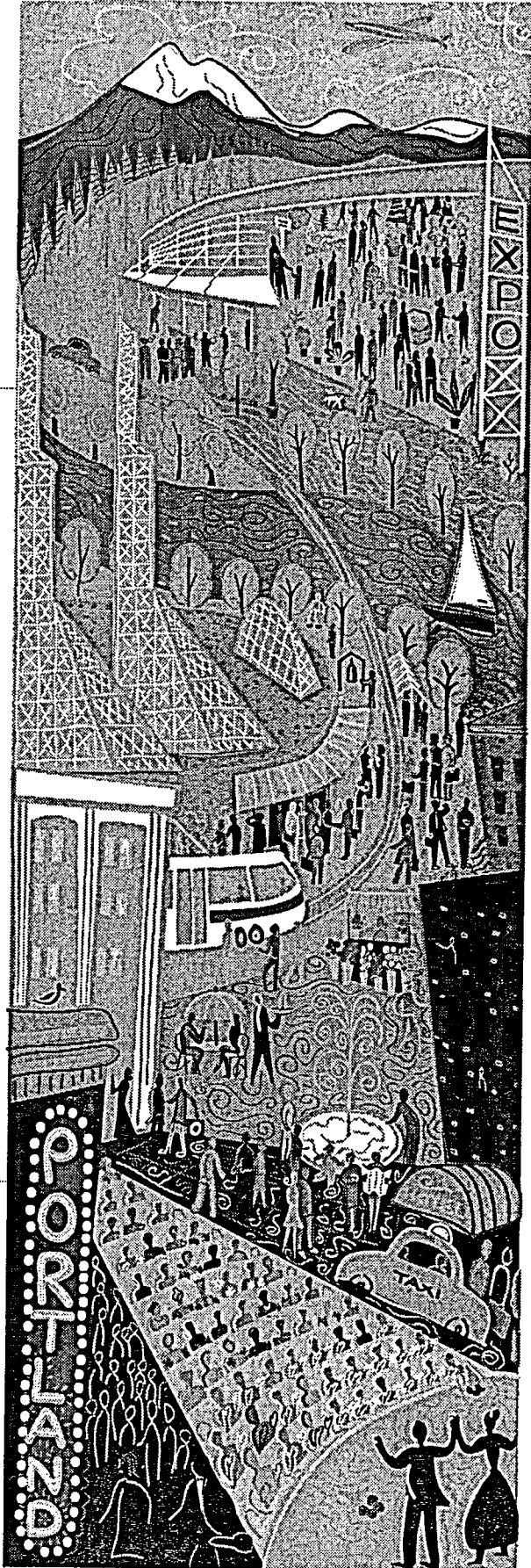
Discussion: Local issues and concerns

All

8:45 to 9

Wrap up and next steps

Metro Council President David Bragdon

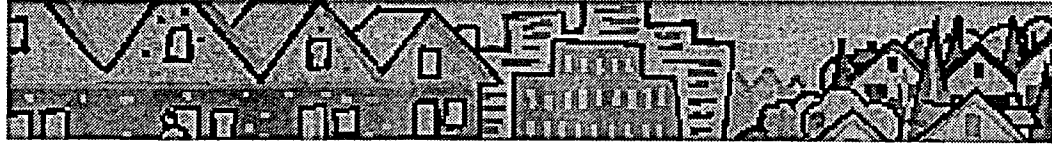


February 2005

Metro Council
Partnership Matters
Forum



METRO
PEOPLE PLACES
OPEN SPACES



Metro contacts

Metro Regional Center

600 NE Grand Ave.
Portland, OR 97232
(503) 797-1700
www.metro-region.org

TDD – (503) 797-1804
Job line – (503) 797-1777

Metro Council

Information – (503) 797-1540
David Bragdon, council president, (503) 797-1889
Rex Burkholder, deputy council president, district 5, (503) 797-1546
Rod Park, district 1, (503) 797-1547
Brian Newman, district 2, (503) 797-1887
Carl Hosticka, district 3, (503) 797-1549
Susan McLain, district 4, (503) 797-1553
Robert Liberty, district 6, (503) 797-1552

Auditor

Alexis Dow, CPA, (503) 797-1892

Chief Operating Officer

Michael Jordan, (503) 797-1541

Finance and Administration

Bill Stringer, chief financial officer, (503) 797-1908

Metropolitan Exposition Recreation Commission

Information, (503) 731-7800
Expo Center, (503) 736-5200
Oregon Convention Center, (503) 235-7575
Portland Center for the Performing Arts, (503) 248-4335

Oregon Zoo

Tony Vecchio, director, (503) 220-2450
Rates and hours, (503) 226-ROAR (226-1561)
Event hotline, (503) 220-3687
To volunteer, (503) 220-5711
Teen volunteers, (503) 220-2449
To book catered events, (503) 220-2729
Classes and camps, (503) 220-2781

Planning

Andy Cotugno, director, (503) 797-1763
Land-use information, (503) 797-1839
Land-use hotline, (503) 797-1888
Transportation information, (503) 797-1757
Transportation hotline, (503) 797-1900

Public Affairs and Government Relations

Kate Marx, director, (503) 797-1505

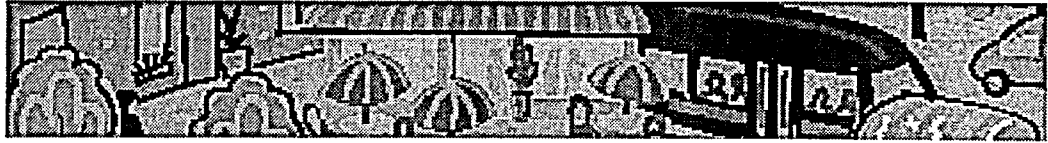
Metro Regional Parks and Greenspaces

Jim Desmond, director, (503) 797-1914
Information, (503) 797-1850
Events and facility reservations, (503) 797-1928
Blue Lake Regional Park, (503) 665-4995
Glendoveer Golf course, (503) 253-7507
Howell Territorial park, (503) 797-1850
Oxbow Regional Park, (503) 663-4708

Solid Waste and Recycling

Michael Høglund, director, (503) 797-1743
Information, (503) 797-1650
Metro Recycling Information, (503) 234-3000

Bus and MAX information to Metro facilities – (503) 238-RIDE (238-7433)
or visit www.trimet.org



Partner Toolbox

Data Resource Center

Metro is a clearinghouse for collecting, maintaining and producing timely, relevant information that supports land-use, transportation and parks planning, as well as recycling and waste reduction efforts.

The Regional Land Information System (RLIS) contains information about zoning, soils, water, floodplains, topographic features, environmental constraints, vacant and developed land, streets, travels forecasts, employment, income, population, households, dwelling units and more.

Metro uses RLIS data, along with other sources, to offer a broad range of custom services such as state-of-the-art mapping, demographic and spatial analysis and regional economic forecasting. Metro can link and combine different map layers of interest and produce custom queries or analysis to meet specific needs. RLIS Lite, a product available to local partners, provides a desktop version of RLIS on CD-ROM.

For more information, visit www.metro-region.org/drc or call (503) 797-1742.

Educational resources

Metro offers resources to directly involve teachers, students, parents and others in understanding, improving and protecting this place we call home. Metro's educational resources can help educators prepare students to meet social science, science and English benchmarks for Oregon's certificates of initial and advanced mastery. Resources are available for students of all ages.

Grants – Metro works with organizations to identify and leverage resources to fund projects that help educate students of all ages. Metro manages grants that come primarily from state and federal agencies and are distributed to schools. For information about specific grants, visit www.metro-region.org/store or call (503) 797-1542.

Curriculum, teaching aids, presentations, field trips and technical assistance

– Metro offers thematic curriculum to enrich students' exposure to concepts and issues, advance their development and cognitive skills and engage them in hands-on activities. Interactive presentations cover a multitude of topics and range from puppet shows to insect exhibitions tailored to fit any audience.

Trips to the zoo or regional parks are among the favorites, and hands-on outdoor experiences can be great learning opportunities. School recycling assistance from Metro can help get your program off the ground with tips from seasoned experts. For more information, visit www.metro-region.org/schools and www.oregonzoo.org/Education/main.htm.

Regional Directory

Since 1979, Metro has published the Regional Directory, a guide to governments and agencies serving Clackamas, Multnomah and Washington counties and the 25 cities in the Portland metropolitan area to help promote greater cooperation by connecting local governments with one another and the residents we all serve.

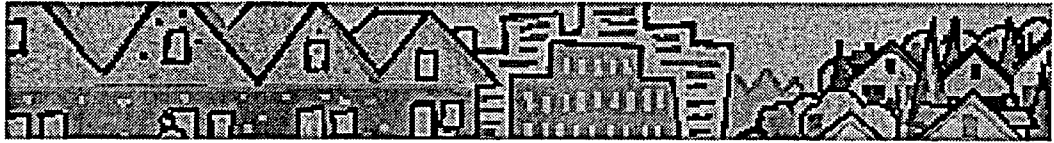
The directory contains the names of local, regional, state and federal elected officials for the region and staff contacts as well as chambers of commerce, citizen involvement contacts, meeting times and more.

To access or purchase online, visit www.metro-region.org/store.

Public speakers

Experienced public speakers are available for presentations, panel discussions and forums sponsored by local governments, policy bodies, businesses and civic organizations. Topics range from openspaces to transportation, land-use to recycling and governance to the zoo.

For more information or to schedule a speaker, call (503) 797-1536.



Metro funding, technical assistance and resources

Metro assists its local government partners by providing funding for programs and services that relieve or reduce local government's responsibilities to provide similar services. Additionally, Metro serves as a source of federal pass-through and direct funding for local efforts.

Following are Metro funding, technical assistance and resources available to local communities. For more information about these programs, visit www.metro-region.org.

Waste reduction

Waste reduction education grants – Metro's waste reduction education grant program, begun in 1997, distributes 30 grants annually to metro area schools. In addition, Metro develops and maintains a wide selection of materials and programs for schools and youth groups of all ages. Waste reduction education offers students an opportunity to use the skills they are learning to investigate real-world environmental problems and issues.

- Earth Day billboard art contest
- School recycling assistance
- 2002 Field Trip Guide to Recycling Facilities
- "Reduce Reuse Recycle – Start with Lunch" program

A revenue sharing program called Partnership Plan for Waste Reduction distributes funds on a per capita basis to local governments to help maintain existing waste reduction and recycling programs developed in cooperation with Metro.

Commercial sector waste reduction assistance grants – These are competitively awarded matching grants open to all public agencies and public/private/nonprofit partnerships. Metro also offers specific resources to the business community including:

- a Buyer's Guide to Recycled Products
- waste prevention and recycling tips for conferences and meetings
- ideas on creating "The Paperless Office" and specific suggestions for realtors and law offices
- a working example – ENACT: Metro's in-house sustainability program for Metro facilities.

Neighborhood cleanup matching grants – These grants help fund 50-75 separate cleanup events where thousands of households and many local jurisdictions participate each year. The program was created to help local jurisdictions with the costs associated with community-based cleanup events (e.g., drop-box rental, signs, outreach and supplies). Funds are allocated on a per capita basis to match the local contribution. In addition, the disposal fee waiver program supplies up to \$100,000 per year to qualified groups to dispose of waste collected at cleanup events.

Community enhancement grants – Metro has been turning trash into a neighborhood resource since 1985, when the community enhancement grants program was established. Funds are generated from a 50-cent surcharge collected on each ton of garbage collected at the region's four garbage disposal facilities (North and Northwest Portland, Oregon City and Forest Grove). The funds benefit areas directly affected by the facilities. Committees composed of local residents and elected officials promote, solicit and evaluate applications and select projects to fund.

Grants are used to improve the vitality of commercial areas, increase employment and economic opportunities, preserve wildlife and recreational areas for public enjoyment, enhance neighborhood appearance or cleanliness, provide programs and training opportunities to benefit youth and elderly. The program has awarded more than \$4.5 million to projects to date.

In the past, Metro has funded projects such as these:

- environmental education projects for at-risk youth
- installing fire escapes at senior centers
- planting trees in neighborhoods for low-income families and seniors
- producing summer concert programs in local parks
- storefront improvements to buildings along main street boulevards.

Transportation Priorities 2006-09

As the federally designated metropolitan planning organization for the region, Metro cooperates with local and state governments to develop a Regional Transportation Plan to identify a 20-year list of future transportation projects based on transportation and land-use policies. The cost of all the projects approved in the plan exceeds the amount of funding available at any one time, so the Transportation Priorities program is a tool used by Metro and its partners to select projects to receive funding.

The region provides approximately \$635 million in federal, state, regional and local funds for transportation projects annually. Funds are spent on maintenance and operation of existing roads and transit as well as the construction of new roads, sidewalks and bike facilities and implementation of programs to manage or reduce demand on the region's transportation system.

In July 2002, Metro and its partners adopted a new policy direction for transportation funding. The primary objective is to leverage economic development through investments that support commercial centers, industrial areas and urban growth boundary expansion areas with completed concept plans. Other objectives include emphasizing projects that do not have other funding sources, completing gaps in the system and developing a system that serves all travel options.

Regional Travel Options Program

This program is the region's transportation-demand management strategy for reducing reliance on the automobile. In a coordinated effort with public agencies and business groups, the program promotes and supports transportation options to reduce the number of drive-alone trips in the region.

Reducing the number of vehicles on the road cuts vehicle emissions, decreases congestion, extends the life cycle of existing roadways and promotes a healthier community. Transportation options include carpool or vanpool, bicycling, walking, public transportation and teleworking.

Key components of the travel options program are a collaborative marketing program, a rideshare-vanpool program, a transportation management association program and a grant program. Grants are awarded to projects every two years. Funds are allocated by Metro's TDM subcommittee. For more information, contact Bill Barber, (503) 797-1758, or barberb@metro.dst.or.us.

Get Centered!

From Lake Oswego to Gresham, lively, mixed-use developments that combine housing, retail, restaurants and offices are opening their doors. Get Centered! will highlight successful projects and the tools that can be used to create these projects in your community and bring people and business to your downtown.

Residents of the region have consistently said they value uniqueness, community and a “main street” feel in their towns and cities. Multi-storied, mixed-use, center-style development can establish this community identity while decreasing sprawl and its associated costs.

Throughout 2005, Get Centered! will showcase thriving mixed-use centers and development opportunity sites with five downtown events that will include case studies of completed projects, tours of development opportunity sites and a discussion series where you can hear what experts in the field have to say about topics such as public-private financing and partnerships, building and streetscape design and ongoing technical and financial resources available from Metro’s Centers Program.

To register for this series, visit www.metro-region.org/getcentered.

Transit-Oriented Development Implementation Program

Metro’s Transit-Oriented Development Program effects the construction of “transit villages” and projects that concentrate a mix of retail, housing, and jobs in areas around regional light-rail and other transit lines. These compact, mixed-use, mixed-income developments:

- concentrate retail, housing and jobs in urban environments scaled for pedestrians
- increase use of non-auto transportation choices such as transit, bikes and walking
- decrease regional congestion and air pollution.

Through a series of cooperative agreements between government and private developers, property is acquired, planned and re-parceled, then sold with conditions for constructing transit-oriented development and/or dedicated to local governments for streets, plazas, and other public facilities where appropriate. The program is the first of its kind in the United States.

Transportation technical resources

Based on available grant funding, Metro offers technical support for transportation studies used to determine demand and infrastructure impacts. Metro also offers training on the use of transportation planning data. Metro’s travel forecasts and computer modeling techniques are routinely used in federal, state and local transportation studies and project designs.

Land-use technical resources

Metro staff will review development applications, comment on proposed amendments to zoning codes and comprehensive plans and offer general support for local implementation of the 2040 Growth Concept, a regional plan for development through the year 2040.

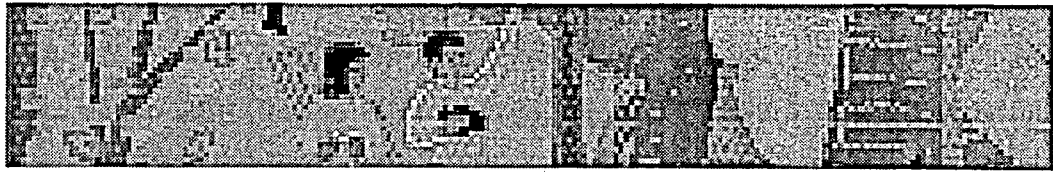
Affordable housing

Metro is working with local governments, business leaders and citizens to develop strategies to meet the diverse housing needs of all residents of the region. To spur housing development inside and outside of the region’s centers and to encourage the development of affordable housing, Metro will focus on building its capacity to serve as a technical resource supporting city and county efforts to:

- overcome barriers
- coordinate housing projects
- establish partnerships with builders, financiers and housing advocates
- identify funding sources.

Disaster mitigation

Metro has worked with the Federal Emergency Management Agency and the Oregon Department of Geology to map natural hazard information for the region. Maps are available from Metro’s Data Resource Center.



Glossary

Alternative analysis – study used to address the shortfall of land needed for residential and employment purposes in the Portland metropolitan area. The analysis focuses on four different types of lands based on a state hierarchy that defines which land should be included within the urban growth boundary in which order of priority. The analysis determines how productive these lands are for future urban development, the relative difficulty of extending public services to the lands and the impacts on natural resources and agriculture if the lands are added.

Calculated capacity – number of dwelling units and jobs that can be contained in an area based on the allowed zoning, existing regulations and historical performance.

Capture rate – the portion of residential and job growth anticipated to occur inside the urban growth boundary based on historic and future estimates of growth.

Centers – designated areas of concentrated employment and housing, well served by transit with compact areas of retail, cultural and recreational activities in a pedestrian-friendly environment. Distinguished by size and accessibility, there are three types of centers: central city, regional centers and town centers.

Central city – the downtown and adjacent portions of the city of Portland.

Commercial lands – land zoned for commercial use, such as office and retail uses.

Corridors – a relatively narrow band of higher intensity development occurring along a street or transit line or at a major intersection.

Employment areas – an area supporting a variety of commercial, industrial or retail jobs that serve residents or workers in the immediate area.

Employment land-need analysis – document addressing the 20-year land supply for commercial and industrial development.

Exception land – land that has the least value for farming or forestry and is therefore the first land taken for future urbanization of rural areas.

Exclusive farm use – land zoned primarily for farming with restrictions on many uses that are incompatible with farming, such as rural housing. This type of land is the least likely to be designated for urbanization.

Family wage job – a permanent job with an annual income greater than or equal to the average annual income in the region.

Freight mobility – the efficient movement of goods from point of production to destination.

Functional plan – adopted by the Metro Council in 1996, the functional plan sets regional standards and targets on such issues as how to plan for population and job growth, parking, water quality and relations with neighboring cities.

Growth concept – a concept for the long-term growth management of our region stating the preferred form of future growth, development and transportation systems including where and how much the urban growth boundary should be expanded, what densities should characterize different areas and which areas should be protected as open space.

High-capacity transit – transit routes that may be either a road designated for frequent bus service or a light-rail line.

Housing affordability – the availability of housing that requires no more than 30 percent of the monthly income of a household to be spent on shelter

Industrial areas – an area set aside for industrial activities. Supporting commercial and related uses may be allowed, provided they are intended to serve the primary industrial users.

Infill – refers to “filling in” vacant parcels of land in existing developed areas. Infill makes more efficient use of existing infrastructure such as streets and water and sewer lines, minimizes auto trips by reducing commuting distances, and relieves some of the pressure for suburban sprawl.

Infrastructure – water, storm drainage and sewer systems; roads, bridges and transit facilities; telecommunications and energy transmission and distribution systems; and parks, schools and public facilities that function in developed portions of the environment. These basic facilities and services are essential to support new development.

Inner neighborhoods – areas in Portland and older cities that are primarily residential, close to employment and shopping areas, and have slightly smaller lot sizes and higher population densities than outer neighborhoods.

Intermodal – the connection of one type of transportation with another.

Intermodal facility – a transportation facility where a person changes modes of transportation (i.e., from bike to bus or bus to light rail). A freight intermodal facility is a place where trucks, trains and barges meet to exchange loads.

Jobs and housing balance – the relationship between the number of existing and anticipated jobs balanced with housing availability.

Local comprehensive plan – a 20-year, coordinated land-use map and policy statement for a city or a county.

Major amendment – a proposal made to the Metro Council for expansion of the urban growth boundary by 20 acres or more, consistent with the provisions of the Metro Code.

Metropolitan housing rule – a rule (OAR 660, Division 7) adopted by the Land Conservation and Development Commission to assure opportunity for the provision of adequate numbers and type of needed housing units within the urban growth boundary. The rule specifies that 50 percent of the land set aside for new residential development be zoned for multifamily housing.

Main streets – neighborhood shopping area along a main street or at an intersection, sometimes having a unique character that draws people from outside the area. Northwest 23rd Avenue and Southeast Hawthorne Boulevard in Portland are examples.

MetroScope – a set of computer models used to evaluate changes in economic conditions, land use trends and transportation activity within the region. Models draw on regional geographic information and related socioeconomic data and map the results.

Neighboring cities – cities such as Sandy, Canby and Newberg that are outside Metro’s jurisdiction but will be affected by growth policies adopted by the Metro Council or other jurisdictions.

Open space – publicly and privately owned areas of land, including parks, natural areas and undeveloped areas inside the urban growth boundary.

Outer neighborhoods – areas in the outlying cities that are primarily residential, farther from employment and shopping areas, and have larger lot sizes and lower population densities than inner neighborhoods.

Pedestrian scale – an urban development pattern where walking is a safe and convenient way to travel.

Performance measures – a point of reference or standard from which measurement can be made to determine whether a planning policy is achieving its expected outcome. Metro’s performance measures report on eight fundamental values of the 2040 growth concept as required by state law and Metro’s Regional Framework Plan.

Periodic review – a cooperative process between state and local governments and other interested parties to assure that the process of reviewing and amending the urban growth boundary complies with statewide planning goals. Metro must make certain that adequate provisions are being made for housing, employment, transportation and public facilities and services. Review required every five to 10 years.

Redevelopment – the conversion of land from one type of use to another, such as empty warehouses to residential developments.

Refill – combining infill and redevelopment for the purpose of increasing employment and housing in a given area.

Regional centers – areas of mixed residential and commercial use that serve hundreds of thousands of people and are easily accessible by different types of transit. Examples include traditional centers like Clackamas Town Center and new centers such as downtown Gresham.

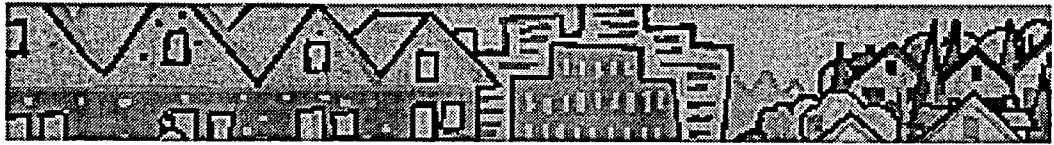
Rural reserves – areas that are a combination of public and private lands outside the UGB, used primarily for farms and forestry. They are protected from development by very low-density zoning and serve as buffers between urban areas.

Station communities – an area with a mix of residential and commercial uses within 1/4- to 1/2-mile radius of light-rail stations or other high-capacity transit.

Town centers – areas of mixed residential and commercial use that serve tens of thousands of people. Examples include the downtowns of Forest Grove and Lake Oswego.

Urban growth boundary – a boundary that marks the separation between urban and rural areas.

Urban growth report – a document blending science, policy and technical assumptions to estimate the region's current capacity to provide land for housing and jobs.



Acronyms

CAC	Citizen advisory committee	JPACT	Joint Policy Advisory Committee on Transportation (Metro)
CDC	Community Development Corporation	LCDC	Land Conservation and Development Commission
CMAQ	Congestion Mitigation Air Quality	LOS	Level of service
CRAG	Columbia Region Association of Governments	LPA	Locally preferred alternative
CREEC	Commercial Real Estate Economic Commission	LRT	Light-rail transit
DEIS	Draft Environmental Impact Statement	LUBA	Land Use Board of Appeals
DLCD	Department of Land Conservation and Development	LUFO	Land Use Final Order
DRC	Data Resource Center (Metro)	MAX	Metropolitan Area Express (light rail)
ETAC	Economic Technical Advisory Committee (Metro)	MCCI	Metro Committee for Citizen Involvement
FEIS	Final Environmental Impact Statement	MERC	Metropolitan Exposition Recreation Commission
G5TAC	Goal 5 Technical Advisory Committee	MOU	Memorandum of understanding
GTAC	Greenspaces Technical Advisory Committee (Metro)	MPAC	Metro Policy Advisory Committee
ESA	Endangered Species Act	MPO	Metropolitan Planning Organization
HCT	High-capacity transit	MRC	Metro Regional Center
HOV	High-occupancy vehicle	MRF	Material recovery (or recycling) facility
HHW	Household hazardous waste	MTAC	Metro Technical Advisory Committee
IGA	Intergovernmental agreement	MTIP	Metropolitan Transportation Improvement Program
IMAX	light rail between the Rose Garden and Expo Center, North east to North Portland	NAAQS	National Ambient Air Quality Standards
IRIS	Integrated Road Information System	NMFS	National Marine Fisheries Service
ISTEA	Intermodal Surface Transportation Efficiency Act	NPAC	North Portland Enhancement Committee
IT IS	Integrated Transportation Information System (ODOT)	OCC	Oregon Convention Center
ITS	Intelligent Transportation System	ODOT	Oregon Department of Transportation
		PCPA	Portland Center for the Performing Arts
		PE	Preliminary engineering
		PMAR	Portland Metropolitan Association of Realtors

PMSA	Primary Metropolitan Statistical Area	UGB	Urban growth boundary
POVA	Portland Oregon Visitors Association	UGMFP	Urban Growth Management Functional Plan
RACC	Regional Arts and Culture Council	UGR	Urban Growth Report
RFP	Regional Framework Plan; request for proposals	VHT	Vehicle hours traveled
RLIS	Regional Land Information System	VMT	Vehicle miles traveled
ROW	Right of way	WRPAC	Water Resources Policy Advisory Committee (Metro)
RPGAC	Regional Parks and Greenspaces Advisory Committee	WSDOT	Washington Department of Transportation
RRC	(Solid Waste) Rate Review Committee	ZELDA	Zonal Employment Land Demand Analysis Model
RSWMP	Regional Solid Waste Management Plan		
RTP	Regional Transportation Plan		
RUGGO	Regional Urban Growth Goals and Objectives		
RWPC	Regional Water Providers Consortium		
SOV	Single-occupancy vehicle		
STIP	State Transportation Improvement Program		
SWAC	Solid Waste Advisory Committee		
TAZ	Transportation Analysis Zone		
TC	Transit center		
TDM	Transportation demand management		
TIP	Transportation Improvement Program		
TMA	Transportation Management Area		
TMDL	Total maximum daily load		
TOD	Transit-oriented development		
TPAC	Transportation Policy Advisory Committee		
TPR	Transportation Planning Rule		
TSM	Transportation Systems Management		
TSP	Transportation System Plan		

Metro

600 NE Grand Ave.

Portland, OR 97232

www.metro-region.org

Metro grants and funding assistance

Central City

Metro assists its local government partners by providing funding for programs and services that relieve or reduce the local burden to provide similar services. Following are examples of projects and programs in your area that Metro recently contributed to through grants and other funding sources.

Open spaces acquisition program and local share expenditures

As a result of the passage of the 1995, \$135.6 million voter-approved bond measure for regional open spaces, parks and streams, Metro has distributed \$25 million "local share funds" to 26 local government park providers for more than 100 local park projects, located in almost every city, county and park district in the region. These local projects provided fish and wildlife a better place to live as well as new trails, footbridges, boardwalks, picnic shelters and boat launches. A special edition of Metro GreenScene (August 2001) provides details of these local parks projects.

Metro has used regional funds to purchase natural areas, trails and greenways to be held for future use as parks, trails, and fish and wildlife habitat in 14 target areas. As of Jan. 31, 2005, Metro has acquired more than 8,120 acres of land in 236 separate property transactions.

A total of 1,323 acres were acquired in the City of Portland at a cost of \$13.8 million. Since, March 2003, the following open spaces were acquired from willing sellers: Fanno Creek Greenway (11 acres), Forest Park (861 acres), Willamette River Greenway (407 acres), Peninsula Crossing Corridor (1 acre) and Tryon Creek (43 acres). In addition, in the central city, \$7.4 million in local share funds made it possible to acquire 147 acres and make local park improvements.

Greenspaces grants program

In cooperation with the US Fish and Wildlife Service, Metro offers small grants to schools, cities, park agencies and community groups in the Portland/Vancouver metropolitan region. The funds are used for various environmental education and habitat restoration projects, engaging hundreds of people in exploring and improving waterways, wetlands and other habitats. Since 1991, the grants program funded 318 projects in the Portland/Vancouver metropolitan region totaling over \$2.8 million. The program has generated over \$9 million in additional local match contributions.

The Metro Regional Parks and Greenspaces department serves to conduct the environmental education grants program. In 2005, the 14 projects funded will engage thousands of youth and adults in hands-on, outdoor studies including environmental data collection, habitat improvements for fish and wildlife, agriculture, water conservation, nature awareness skills and teacher training.

Seven of these grant projects benefit Multnomah County:

Find It in Forest Park

Friends of Forest Park

Grant award \$4,850

A collection of clues and maps will guide visitors through the largest forested city park in the country. These "quests" will be a fun and engaging way for explorers of all ages to learn about the unique natural and cultural history of the park.

Ecological Schoolyards Program

Urban Water Works

Grant award \$4,000

Grant funds will support the completion of 2 school courtyard projects at Astor and Bridger Elementary schools. Students and community members will plant rain gardens and build sculpture elements to redirect storm water to the gardens.

Lessons learned from the creatures of the Columbia Slough

The Xerces Society for Invertebrate Conservation

Grant award \$6,000

In collaboration with the Columbia Slough Watershed Council, volunteers of all ages will collect, sort and identify aquatic invertebrates in the Columbia Slough. The species diversity and abundance of the samples collected will help determine water quality conditions.

Wild on the Willamette
Willamette Riverkeeper

Grant award \$3,000

Middle- and high-school students throughout the region will explore the Willamette River by canoe. The paddle trips will feature Portland harbor wildlife and riparian vegetation.

Johnson Lake Restoration and Mapping

George Middle School

Grant award \$2,540

Sixty middle school students will learn about a NE Portland lake ecosystem by identifying plants and animals, mapping the area, removing non-native invasive plants, planting native vegetation and monitoring the results of their restoration efforts.

Grow Wise Youth Education

Friends of Zenger Farm

Grant award \$7,500

This former farm and adjacent wetland in SE Portland will provide hundreds of students the opportunity to learn about environmental impacts of agriculture, the importance of species diversity, watershed health and how food and energy choices can affect environmental quality.

Metro GreenScene

Metro GreenScene features a calendar of no- or nominal cost trips into nature, volunteer opportunities, news and events that is published quarterly by the Metro Regional Parks and Greenspaces Department. Metro, local park providers, environmental groups and businesses use Metro GreenScene to offer people hundreds of ways to enjoy their parks and natural areas. East Multnomah County organizations using Metro GreenScene as a promotion tool include:

Audubon Society of Portland
Backyard Birdshop
City of Portland
Columbia Slough Watershed Council
Fans of Fanno Creek
Friends of Forest Park
Friends of Smith and Bybee Lakes
Friends of Trees
Johnson Creek Watershed Council
Leach Botanical Garden
No Ivy League
SOLV

Metro Park Naturalists regularly offer nature programs at Oxbow Regional Park, Blue Lake Regional Park, Chinook Landing Marine Park and the Springwater Corridor Trail.

To list nature-based tours, classes, volunteer opportunities and other related activities, call the Metro GreenScene editor, Lia Waiwaiole at (503) 797-1728. Get your activity listed even faster in the electronic version of Metro GreenScene at www.metro-region.org/greenscene.

To find out more about parks and greenspaces or to get involved, call your local park agency, Metro's Regional Parks and Greenspaces Department at (503) 797-1850 or visit Metro's web site at www.metro-region.org/parks.

Metro Solid Waste and Recycling waste reduction grants

During fiscal year 2003-04, the City of Portland received \$56,000 for training for commercial food waste separation/composting program. In addition, Portland partnered with three organizations to receive funding as follows:

- \$4,000 with Portland State University for targeted recycling and waste prevention information fairs for businesses
- \$2,500 with the School and Community Reuse Action Project (SCRAP), to assist with relocation and expansion of SCRAP facilities
- \$54,773 with the ReBuilding Center to expand the ReBuilding Center's site to increase capacity and quality of goods

During 2004 Metro gave fifty-nine waste reduction education presentations in the central city.

Partnership for waste reduction

This revenue-sharing program distributes funds on a per capita basis to local governments to help maintain existing waste reduction and recycling programs. Since July 2003, Metro has allocated \$472,297 to City of Portland and unincorporated Multnomah County as follows:

City of Portland	\$461,427
Unincorporated Multnomah County	\$ 10,870

Regional planning transportation priorities funding program

Metro asks cities and counties in the region to submit prospective transportation projects for funding consideration. Types of projects include freight, multi-use paths, new road capacity, boulevards, transit, pedestrian, road reconstruction, transit-oriented development and regional travel options programs that maximize the efficiency of existing transportation systems.

Proposed projects are ranked based on how well they meet a variety of criteria. Metro committees with local representation review and comment on the ranking and collaborate to select projects for funding.

Current examples of projects funded in the City of Portland:

NE 102nd Avenue Boulevard from NE Weidler Street to E Burnside Street: \$1,000,000

Project will add two 6' bike lanes, construct new 12' sidewalks on both sides, construct a new median where appropriate, while reducing lanes from 11 – 12 feet to 10.5 – 11 feet. New pedestrian crossings will be established, including median refuge islands and curb extensions. Street tree plantings will be provided in a 4 – 6 feet planting strip between the sidewalk and the curb, and also in the median. Where possible, green street techniques will be used in the median strip, planting strip and curb extension to provide stormwater treatment.

NE Columbia to NE Lombard Freight Connection: \$2,000,000

Freight lacks an easy way to use NE Lombard St, which is underutilized, to access I-5. NE Columbia Blvd has easy access to I-5, but is congested with freight related businesses. NE Lombard St on the other hand will not have congestion created by driveways for businesses because of topography and a rail line. The project aims to create an efficient link between NE Lombard St and NE Columbia Blvd at or near NE MLK Jr. Blvd. A study will determine whether NE MLK Jr. Boulevard can be modified to accommodate the movement of freight trucks between Columbia and Lombard or whether a new over crossing of the rail tracks in this vicinity is a preferable solution. Engineering of the preferred solution to provide construction documents will then be completed.

Cully Boulevard; Prescott to Killingsworth: \$773,000

The Cully Boulevard Green Street project will plan and design the reconstruction of NE Cully Boulevard between NE Prescott Street and NE Killingsworth Street incorporating green street design

practices. Project planning and preliminary engineering will analyze alternatives for the roadway with public input and involvement. Alternatives that will be explored will include:

- Minimum 6-foot wide sidewalks; 4 plus-foot planting strips or street tree wells with detention basins, with street trees that meet the guidelines in the Trees for Green Streets manual;
- 7 to 8-foot wide permeable pavement parking lanes;
- 8-foot wide planted bulb-out infiltration wells that take the place of the parking lanes in some places to capture stormwater runoff through modified curbs;
- 13-foot wide median swale with modified curbs to capture stormwater runoff;
- 5-foot bike lanes in each direction; and
- Two 11-foot travel lanes.

Central Eastside Bridge Access: \$1,455,500

The proposed project would address these issues by investing in the completion and improvement of the pedestrian system on SE Grand and Water Avenues. Providing an infrastructure that is more amenable to the safe and convenient movement of pedestrians and that also improves access to the three bridges is a largely matter of filling gaps and removing barriers. In some instances, on both Grand and Water, this will be no more than a matter of providing sidewalks and curb ramps where they do not exist. In the case of Grand Avenue between the Morrison and Hawthorne Bridge approaches, between SE Morrison and Belmont and Hawthorne and Madison, the provision of sidewalks will include a reduction of vehicle turn lanes (left turn slip lanes). On Water Avenue completion of a safe and convenient pedestrian system includes reconfiguration of vehicle ramps from the I-5 and Morrison Bridge structures. These two ramps will be separated by approximately 120 feet, providing for a safer and more convenient crossing distance and eliminating the need for a pedestrian to cross where vehicles are often weaving across lanes to make turns onto Water Avenue. Pedestrian and bicycle access to the south side of the Morrison Bridge will also be improved via a new combined bicycle and pedestrian lane from Water Avenue.

St. Johns Town Center: \$1,933,740

The St. Johns town center project will address pedestrian safety and truck movements in St. Johns. Originally targeted to two specific intersection and traffic signal improvements, definition of the scope of this project will be delayed until completion of the St. Johns town center and Lombard main street plan so that ideas defined through that process may be considered. The following condition is to be met prior to these funds being released to the project: *"Both the pedestrian and freight elements of the St. Johns improvement shall be designed and constructed in tandem. The design process shall include involvement of community residents, businesses and area freight interests to ensure the design is consistent with the St. Johns truck strategy report and the adopted St. Johns town center and Lombard main street plans"*.

SE Division; Planning from 12th Avenue to 60th Avenue and reconstruction from 6th to 39th: \$2,500,000

The Division Streetscape and Reconstruction Project has two major components: Division Streetscape Plan and Division Streetscape and Reconstruction Project – Phase 1. The proposed project will develop a transportation and streetscape plan for City Council adoption with the input and involvement of area residents, property owners and business owners. The plan will complement a Land Use and Transportation Study of SE Division Street that the Portland Office of Transportation and the Portland Planning Bureau will conduct prior to the start of the proposed project. The City study will consider new zoning designations, transportation policy objectives and street design goals that would support the 2040 Main Street designation.

The Division Streetscape Plan will develop design alternatives and identify streetscape and transportation improvements between SE 12th Ave and SE 60th Ave such as:

- pedestrian crossing improvements using curb extensions or median islands;
- bicycle parking and improved access from adjacent parallel bike routes to Division Street;

- transit amenities such as curb extensions, benches, and shelters; green street solutions such as porous pavement, stormwater mitigation and street trees; pedestrian-scale street amenities such as lighting, kiosks, benches, and public art;
- signal enhancements to increase safety for motorists and pedestrians and to improve signal communications for transit priority technology;
- opportunities for creating a sense of place that supports the mixed-use, multi-modal character of the neighborhood.

With the plan in place, preliminary engineering and construction can take place for Phase 1 implementation of the Division Streetscape and Reconstruction Project. The project will design and build streetscape improvements between SE 12th Ave and SE 39th Ave, complete base repair and pavement reconstruction between SE 6th Ave and SE 14th Ave, and grind and overlay asphalt in the area between SE 14th Ave and SE 39th Ave.

Interstate Travel Smart Project from Going Street to North Columbia: \$300,000

This project will be implemented along the Interstate Corridor within one-half mile radius of four light rail stations located at N. Killingsworth Street, N. Portland Boulevard, N. Lombard Street, and Kenton/N. Denver Avenue. The Interstate TravelSmart Project is a project to reduce car trips and improve the efficiency of our transportation infrastructure in the Interstate Corridor. The City of Portland seeks funds to implement TravelSmart around four of the new light rail stations at Kenton, Lombard, Portland Boulevard, and Killingsworth. The project is designed to coincide with the startup of Interstate MAX. In addition it will complement changes in transit service and improvements to bike and pedestrian facilities that are planned for the startup.

The TravelSmart approach uses survey techniques to identify individuals who want help in using travel alternatives. The project links these people with experts in biking, walking, and transit, and provides the information and training needed to get them where they want to go without driving alone in their cars. TravelSmart focuses exclusively on those who want travel assistance. TravelSmart employs an intensive personalized dialogue that rewards existing users, provides information and incentives to those who are interested and schedules home visits if desired. The program has been used successfully to reduce car travel in 13 European countries and in Australia. A large-scale project in S. Perth, Australia reduced car travel by 14%.

Metro grants and funding assistance

East Multnomah County

Metro assists its local government partners by providing funding for programs and services that relieve or reduce the local burden to provide similar services. Following are examples of projects and programs in your area that Metro recently contributed to through grants and other funding sources.

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Metro has used regional funds to purchase natural areas, trails and greenways to be held for future use as parks, trails, and fish and wildlife habitat in 14 target areas. As of Jan. 31, 2005, Metro has acquired more than 8,120 acres of land in 236 separate property transactions.

A total of 1,623 acres were acquired in east Multnomah County at a cost of \$23.8 million. A total of 66 acres are leased for farming vegetables and raspberries or used as horse pasture. Since March 2003, the following open spaces were acquired from willing sellers in Multnomah County: 63 acres in Beaver Creek Canyon, 28 acres in the East Buttes and 1 acre in the Willamette Greenway. In addition, in east Multnomah County, \$3.9 million in local share funds made it possible to acquire 57 acres and make local park improvements.

Metro's local government partners, schools, citizen groups and individual volunteers have helped in the management and enhancement of these greenspaces in east Multnomah County:

Beaver Creek Greenway (110 acres)

City of Gresham

City of Troutdale

Mt. Hood Community College

Columbia River Shoreline (271 acres)

Northwest Chiropractic College

Salmon Corps

SOLV

Wasabi Paddling Club

East Buttes (499 acres)

City of Gresham

City of Portland

Johnson Creek Watershed Council

Mt. Hood Community College

National Community Conservation Corps

Sandy River Gorge (743 acres)

Aim High School

Alice Ott Middle School

Alpha High School

Boy Scouts of America

Cascadia Wild

Gresham/Barlow School District

Hands on Portland

Hollydale Elementary School

Mt. Hood Community College
Mt. Hood Mental Health
Multnomah County Explorers
National Community Conservation Corps
Navel Cadets Youth Program
Northwest Service Academy
Oregon Trout
Project YESS
Salmon Corps
Sandy River Watershed Council
SOLV
The Nature Conservancy
Youth Volunteer Corps

Greenspaces grants program

In cooperation with the US Fish and Wildlife Service, Metro offers small grants to schools, cities, park agencies and community groups in the Portland/Vancouver metropolitan region. The funds are used for various environmental education and habitat restoration projects, engaging hundreds of people in exploring and improving waterways, wetlands and other habitats. Since 1991, the grants program funded 318 projects in the Portland/Vancouver metropolitan region totaling over \$2.8 million. The program has generated over \$9 million in additional local match contributions.

The Metro Regional Parks and Greenspaces department serves to conduct the environmental education grants program. In 2005, the 14 projects funded will engage thousands of youth and adults in hands-on, outdoor studies including environmental data collection, habitat improvements for fish and wildlife, agriculture, water conservation, nature awareness skills and teacher training.

Seven of these grant projects benefit Multnomah County:

Find It in Forest Park
Friends of Forest Park
Grant award \$4,850

A collection of clues and maps will guide visitors through the largest forested city park in the country. These "quests" will be a fun and engaging way for explorers of all ages to learn about the unique natural and cultural history of the park.

SOS (Scappoose On Sauvie)

Metro

Grant award \$2,062

Thirty-six 8th graders from Scappoose Middle School will learn earth science with engaging hands-on field studies and planting native vegetation to improve wildlife habitat at Howell Territorial Park on Sauvie Island.

Ecological Schoolyards Program

Urban Water Works

Grant award \$4,000

Grant funds will support the completion of 2 school courtyard projects at Astor and Bridger Elementary schools. Students and community members will plant rain gardens and build sculpture elements to redirect storm water to the gardens.

Lessons learned from the creatures of the Columbia Slough

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Grant award \$6,000

In collaboration with the Columbia Slough Watershed Council, volunteers of all ages will collect, sort and identify aquatic invertebrates in the Columbia Slough. The species diversity and abundance of the samples collected will help determine water quality conditions.

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Willamette Riverkeeper
Grant award \$3,000

Middle- and high-school students throughout the region will explore the Willamette River by canoe. The paddle trips will feature Portland harbor wildlife and riparian vegetation.

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George Middle School
Grant award \$2,540

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Grow Wise Youth Education
Friends of Zenger Farm
Grant award \$7,500

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Metro Greenscene

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Audubon Society of Portland
Backyard Birdshop
Boeing
City of Fairview
City of Gresham
City of Troutdale
Columbia Slough Watershed Council
East Multnomah Soil and Water Conservation District
Friends of Trees
Gresham Outlook
Johnson Creek Watershed Council
Merchants Bank
Mt. Hood Community College
Multnomah Greyhound Park
Portland General Electric
Portland Family Magazine
SOLV
The Nature Conservancy
The Yoshida Group

Metro Park Naturalists regularly offer nature programs at Oxbow Regional Park, Blue Lake Regional Park, Chinook Landing Marine Park and the Springwater Corridor Trail.

To list nature-based tours, classes, volunteer opportunities and other related activities, call the Metro GreenScene editor, Lia Waiwaiole at (503) 797-1728. Get your activity listed even faster in the electronic version of Metro GreenScene at www.metro-region.org/greenscene.

To find out more about parks and greenspaces or to get involved, call your local park agency, Metro's Regional Parks and Greenspaces Department at (503) 797-1850 or visit Metro's web site at www.metro-region.org/parks.

Metro Solid Waste and Recycling waste reduction grants

During fiscal year 2003-04, The City of Gresham partnered with two organizations to receive funding as follows: \$3,830 with the East County Haulers Association for organic waste characterization studies performed for Gresham by Portland State University and \$25,000 with the City of Wood Village to expand and enhance GREAT business program, a recycling resource for business. During 2004 Metro gave fourteen waste reduction education presentations in east Multnomah County.

Partnership for waste reduction

This revenue-sharing program distributes funds on a per capita basis to local governments to help maintain existing waste reduction and recycling programs. Since July 2003, Metro has allocated \$101,174 to east Multnomah County cities as follows:

Fairview	\$ 7,236
Gresham	\$ 79,345
Troutdale	\$ 12,157
Wood Village	\$ 2,436

Regional planning transportation priorities funding program

Metro asks cities and counties in the region to submit prospective transportation projects for funding consideration. Types of projects include freight, multi-use paths, new road capacity, boulevards, transit, pedestrian, road reconstruction, transit-oriented development and regional travel options programs that maximize the efficiency of existing transportation systems.

Proposed projects are ranked based on how well they meet a variety of criteria. Metro committees with local representation review and comment on the ranking and collaborate to select projects for funding.

Current examples of projects funded in east Multnomah County:

Yamhill Street from 190th to 197th: \$450,000

The project will demonstrate Metro's innovative Green Street guidelines on Yamhill Street, a neighborhood collector, located in the Rockwood Town Center. Currently, Yamhill is a well used but substandard street, lacking both sidewalk and bike lane. The project will construct two 9-foot travel lanes, bike lanes and on street parking using pervious concrete from 190th to 197th. Edge treatment using a slotted or perforated curb will define the parking lane from the grassy swale. A sidewalk, also constructed of pervious concrete, will be added at the edge of right-of-way and separated from the travel space by the swale. Street trees will be incorporated to fill the gaps between the existing mature fir trees.

223rd Avenue railroad under crossing: \$1,000,000

Replacement of the existing Union Pacific Railroad (UPRR) bridge over 223rd Avenue is necessary to allow the widening of 223rd Ave. to current street standards and allow for safe passage of all modes of transportation. The existing bridge carries one railroad track. UPRR desires the new bridge to accommodate two track lines. New retaining walls are required to retain the paved front slopes of the adjacent I-84 Bridge, as well as the existing steep slopes along both sides of 223rd Ave. south of the existing UPRR bridge to accommodate the road widening. The existing basalt retaining wall on the west side of 223rd Avenue is likely to be removed. Street illumination will be installed through the 223rd Avenue corridor. 223rd Ave. is a major collector and it is a Collector of Regional Significance. 223rd Ave. provides a link to Blue Lake Regional Park to the Fairview/Wood Village Town Center and the Gresham Regional Center; 223rd Ave. provides truck access to the Columbia South Shore, directly serving industrial sites in the cities of Fairview, Wood Village and Troutdale. It is part of the Portland 40 Mile Loop; it is designated as a Regional Access Bikeway in Metro's Regional Bicycle system; and, it is a

connection between the Pedestrian District in Fairview and Sandy Blvd, which is also an important Transit/Mixed Use Corridor. 223rd Ave. is also the major access to Fairview's industrial area and without the improvement the city's economic development activities will be impaired.

Gresham Civic Station and TOD Development: \$2,000,000

This project constructs a new light-rail station and transit plaza immediately surrounding the future MAX station on 85-acres of vacant land west of Civic Drive in the City of Gresham. This project provides a unique opportunity to design and build a transit station and the surrounding transit-oriented development (TOD) together. When completed, this will be the largest TOD in the region outside Portland's downtown that is physically or functionally connected to transit and a rare opportunity for the transit station to be surrounded by a TOD on all sides. The proposed transit station is the epicenter of Gresham Civic Neighborhood, which will eventually include 700,000 square feet of retail, 1,100 housing units (including for sale and for rent, elderly, market rate and affordable), grocery store, movie theaters, restaurants, health club, health care and office.

Metro grants and funding assistance

Clackamas County

Metro assists its local government partners by providing funding for programs and services that relieve or reduce the local burden to provide similar services. Following are examples of projects and programs in your area that Metro recently contributed to through grants and other funding sources.

Open spaces acquisition program and local share expenditures

As a result of the passage of the 1995, \$135.6 million voter-approved bond measure for regional open spaces, parks and streams, Metro has distributed \$25 million "local share funds" to 26 local government park providers for more than 100 local park projects, located in almost every city, county and park district in the region. These local projects provided fish and wildlife a better place to live as well as new trails, footbridges, boardwalks, picnic shelters and boat launches. A special edition of Metro GreenScene (August 2001) provides details of these local parks projects.

Metro has used regional funds to purchase natural areas, trails and greenways to be held for future use as parks, trails, and fish and wildlife habitat in 14 target areas. As of Jan. 31, 2005, Metro has acquired more than 8,120 acres of land in 236 separate property transactions.

A total of 3,222 acres were acquired in the Clackamas County at a cost of \$45.9 million. A total of 298 acres are leased for farming hay grass, wheat, vegetables and filberts or used as horse pasture. Since March 2003, the following open spaces were acquired from willing sellers: 28 acres in Clear Creek Canyon, 72 acres in Newell Creek Canyon, 7 acres in Tryon Creek Canyon and 9 acres in the Willamette Greenway. In addition, in Clackamas County, \$4.4 million in local share funds made it possible to acquire 40 acres and make local park improvements.

Metro's local government partners, schools, citizen groups and individual volunteers have helped in the management and enhancement of these greenspaces in Clackamas County:

Clackamas River Greenway (608 acres)

Boy Scouts of America
Clackamas River Basin Council
Friends of Barton Park
Friends of the Clackamas River
Northwest Service Academy
Portland State University
SOLV
The Nature Conservancy

Clear Creek Canyon (520 acres)

Boy Scouts of America
Bureau of Land Management
Clackamas High School
Lake Oswego Junior High School
Mt. Hood Community College
Northwest Service Academy
Oregon Department of Forestry
Portland State University
Xerces Society

East Buttes (356 acres)

City of Portland
North Clackamas Parks and Recreation District

Newell Creek Canyon (280 acres)

Boy Scouts of America
City of Oregon City
Clackamas Community College

John Inskip Environmental Learning Center
Northwest Service Academy
SOLV

Sandy River Gorge (339 acres)
Northwest Service Academy
Oregon Trout
Sandy River Watershed Council
SOLV
The Nature Conservancy

Tonquin Geologic Area (460 acres)
Clean Water Services
City of Wilsonville
CREST Center
Friends of Goal 5

Tualatin River (27 acres)
City of Tualatin
Clackamas High School
Clean Water Services
National Community Conservation Corps
Tualatin Riverkeepers

Willamette River greenway (606 acres)
Adolfson Associates
City of Portland
Concordia University
Friends of Trolley Trail
Mt. Hood Community College
Northwest Service Academy
Portland State University
Retired Senior Volunteer Program
SOLV
The Nature Conservancy
Warn Industries
Xerces Society

Greenspaces grants program

In cooperation with the US Fish and Wildlife Service, Metro offers small grants to schools, cities, park agencies and community groups in the Portland/Vancouver metropolitan region. The funds are used for various environmental education and habitat restoration projects, engaging hundreds of people in exploring and improving waterways, wetlands and other habitats. Since 1991, the grants program funded 318 projects in the Portland/Vancouver metropolitan region totaling over \$2.8 million. The program has generated over \$9 million in additional local match contributions.

The Metro Regional Parks and Greenspaces department serves to conduct the environmental education grants program. In 2005, the 14 projects funded will engage thousands of youth and adults in hands-on, outdoor studies including environmental data collection, habitat improvements for fish and wildlife, agriculture, water conservation, nature awareness skills and teacher training. Three of these grant projects benefit Clackamas County:

Disappearing Wetlands
Christ the King Parish School
Grant award \$3,557

Students in grades 6-8 will explore Furnberg Park in Milwaukie to learn about wetlands and the affects humans can have these vital habitats. Students will write and publish a field guide documenting their studies and lead "Docent Dialogues" for visiting elementary students.

Watershed Ecology
Clackamas High School
Grant award \$3,410

A three-week intensive summer course on watershed dynamics will engage high-school students in a research project conducted with the Clackamas River basin Council. Students will collect data on water quality, riparian vegetation, habitat quality and aquatic invertebrate diversity.

Ecological Teacher Training
Friends of Tryon Creek State Park
Grant award \$9,900

Fifteen teachers will learn about place-based education and how to incorporate schoolyards and local greenspaces into their daily lessons. Four hundred elementary school students will receive the benefits of their training.

Metro GreenScene

Metro GreenScene features a calendar of no or nominal cost trips into nature, volunteer opportunities, news and events that is published quarterly by the Metro Regional Parks and Greenspaces Department. Metro, local park providers, environmental groups and businesses use Metro GreenScene to offer people hundreds of ways to enjoy their parks and natural areas. Clackamas County organizations using Metro GreenScene as a promotion tool include:

Audubon Society of Portland
Backyard Birdshop
City of Lake Oswego
City of West Linn
City of Wilsonville
Clackamas County Parks
Clackamas River Watershed Council
Friends of Trees
Friends of Tryon Creek State Park
North Clackamas Parks and Recreation
SOLV
Tryon Creek Watershed Council
Tualatin River Watershed Council
Tualatin Riverkeepers
The Nature Conservancy
Willamette Riverkeeper

Metro Park Naturalists regularly offer nature programs at Mt. Talbert, Clear Creek Canyon, Newell Creek Canyon, Canemah Bluff, Willamette Narrows and the Wilsonville Tract (AKA Graham Oaks Natural Area).

To list nature-based tours, classes, volunteer opportunities and other related activities, call the Metro GreenScene editor, Lia Waiwaiole at (503) 797-1728. Get your activity listed even faster in the electronic version of Metro GreenScene at www.metro-region.org/greenscene.

To find out more about parks and greenspaces or to get involved, call your local park agency, Metro's Regional Parks and Greenspaces Department at (503) 797-1850 or visit Metro's web site at www.metro-region.org/parks.

Metro Solid Waste and Recycling waste reduction grants

During fiscal year 2003-04, Clackamas County, the Clackamas County Refuse and Recycling Association, LaSalle High School, local cities, the City of Milwaukie and the Full Circle Countryside School received a total of \$40,817 for vermicomposting at schools, a promotion campaign for Supply Our Schools program, resources for event recycling and the development of a system to scan and create image files for development proposals submitted to the county. Metro grant funds are matched by local funding or in-kind value.

During 2004 Metro gave six waste reduction education presentations in Clackamas County.

Partnership for waste reduction

This revenue-sharing program distributes funds on a per capita basis to local governments to help maintain existing waste reduction and recycling programs. Since July 2003, Metro has allocated \$273,033 to Clackamas County and its cities as follows:

Unincorporated Clackamas County	\$154,031
Estacada	\$ 2,079
Gladstone	\$ 9,971
Happy Valley	\$ 5,184
Lake Oswego	\$ 30,504
Milwaukie	\$ 17,521
Mollalla	\$ 4,933
Oregon City	\$ 23,585
Sandy	\$ 5,100
West Linn	\$ 20,125

Regional planning transportation priorities funding program

Metro asks cities and counties in the region to submit prospective transportation projects for funding consideration. Types of projects include freight, multi-use paths, new road capacity, boulevards, transit, pedestrian, road reconstruction, transit-oriented development and regional travel options programs that maximize the efficiency of existing transportation systems. Proposed projects are ranked based on how well they meet a variety of criteria. Metro committees with local representation review and comment on the ranking and collaborate to select projects for funding.

Current examples of projects funded in Clackamas County:

Trolley Trail from Jefferson to Courtney (PE to Glen Echo): \$844,275

The Trolley Trail is a 6-mile multi-use trail that follows an abandoned streetcar right of way between Milwaukie and Gladstone. This project is to complete preliminary engineering for the 6-mile multi-use trail and to construct the first three segments of the trail from Jefferson Street boat ramp to Courtney Road. The project also includes intersection improvements at 22nd Avenue, Bluebird Road and River Road as they intersect Highway 99E, in addition to landscaping, benches, drinking fountains, mile post markers, interpretative and directional signs and public art. The trail will provide an important off-street pedestrian and bicycle connection between Milwaukie and Gladstone town centers, where 99E and River Road lack a consistent network of sidewalks and bike facilities. The Trolley Trail, when complete, will create a continuous 20-mile trail loop connecting the Portland central city to Milwaukie and Gladstone town centers and Gresham and Oregon City regional centers.

McLoughlin Boulevard from I-205 to Hwy 43 Bridge: \$3,000,000

This project constructs the first phase of a boulevard retrofit of McLoughlin Boulevard in downtown Oregon City. The project includes a new intersection and traffic signal at 12th Street, enhanced pedestrian crossings at 7th, 10th, 14th streets, improved pedestrian crossings at I-205 ramps, sidewalk infill and the construction of a Willamette riverfront promenade with river viewpoints. The project will establish a bike route and make improvements to the existing multi-use path. The project will maintain existing on-street parking. The project is considered a key public investment to achieve regional center and local community goals; trigger redevelopment and economic growth; and achieve transit-oriented (South Corridor Study – Bus Rapid Transit) development in downtown Oregon City. The city's Downtown Community Plan (regional center plan) and Waterfront Master Plan identify McLoughlin Boulevard as critical transportation link that requires multi-modal transformation and natural resource (historic and water) preservation.

Boeckman Road extension: \$1,956,000

The Boeckman Road Extension project between 95th Avenue and Graham's Ferry Road in Wilsonville is a Metro designated regional street that will provide a multi-modal link from the proposed Dammasch Mixed-Use Urban Village, called Villebois, to industrial and employment areas, the Wilsonville Commuter Rail Station & Transit Center, Interstate 5 and Wilsonville Town Center. This project extends Boeckman

Road approximately 6,500 linear feet to the west of its current terminus. This section of road is anticipated to be three lanes (2-12' travel lanes, 1-14' left turn lane) with 6' on-street bike lanes and 6' offset sidewalks. Landscaped medians and 5' buffer planting strips between curb and sidewalk will be provided to the extent possible. It remains to be determined if the full street section can be built at the portion of the project that crosses the Coffee Lake Creek wetlands complex, as this area of significant resource will need to be bridged in some resource protective manner. However, this natural resource does provide additional opportunity for human/resource interface and its successful integration into the project is seen as a valuable opportunity.

Metro grants and funding assistance

Washington County

Metro assists its local government partners by providing funding for programs and services that relieve or reduce the local burden to provide similar services. Following are examples of projects and programs in your area that Metro recently contributed to through grants and other funding sources.

Open spaces acquisition program and local share expenditures

As a result of the passage of the 1995, \$135.6 million voter-approved bond measure for regional open spaces, parks and streams, Metro has distributed \$25 million "local share funds" to 26 local government park providers for more than 100 local park projects, located in almost every city, county and park district in the region. These local projects provided fish and wildlife a better place to live as well as new trails, footbridges, boardwalks, picnic shelters and boat launches. A special edition of Metro GreenScene (August 2001) provides details of these local parks projects.

Metro has used regional funds to purchase natural areas, trails and greenways to be held for future use as parks, trails, and fish and wildlife habitat in 14 target areas. As of Jan. 31, 2005, Metro has acquired more than 8,120 acres of land in 236 separate property transactions.

A total of 1,898 acres were acquired in Washington County at a cost of \$27.7 million. A total of 501 acres are leased for farming hay grass, clover, wheat, corn, potatoes and nursery stock. Since March 2003, the following open spaces were acquired from willing sellers in Washington County: 20 acres at Jackson Bottom, 2 acres in the Rock Creek Greenway and 8 acres in the Tualatin River Greenway. In addition, in Washington County, \$7.4 million in local share funds made it possible to acquire 125 acres and make local park improvements.

Metro's local government partners, schools, citizen groups and individual volunteers have helped in the management and enhancement of these greenspaces in Washington County:

Cooper Mountain (256 acres)

Aloha High School
Beaverton High School (EcoClub and science classes)
Boy and Girl Scouts of America
Catlin Gable School
Cooper Mountain Vineyards
Friends of Cooper Mountain
Friends of Trees
Lake Oswego Jr. High School
Kemmerview Neighborhood Association
Mt. Hood Community College
Northwest Service Academy
Prescott Bluebird Recovery Project
SOLV
Tualatin Valley Fire and Rescue
Xerces Society

Tualatin River (372 acres)

Clean Water Services
Ducks Unlimited
SOLV
Tualatin Riverkeepers
US Fish and Wildlife Service

Jackson Bottom (493 acres)

Jackson Bottom Wetland Preserve
Clean Water Services
City of Hillsboro
Oregon Watershed Enhancement Board

SOLV
Tualatin Riverkeepers
Washington Co. Soil & Water Conservation District

Rock Creek Greenway (117 acres)
City of Hillsboro
SOLV
Tualatin Hills Park and Recreation District

Fanno Creek Greenway (29 acres)
Audubon Society of Portland
City of Durham
City of Portland
City of Beaverton
City of Tigard
City of Tualatin
Clean Water Services
Fans of Fanno Creek
40-mile Loop Land Trust
National Park Service
SOLV
SW Neighborhoods, Inc.
Three Rivers Land Conservancy
Tualatin Hills Park and Recreation District

Gales Creek (606 acres)
City of Forest Grove
Friends of Fernhill Wetland
Clean Water Services

Tonquin Geologic Area (27 acres)
Northwest Service Academy

Greenspaces grants program

In cooperation with the US Fish and Wildlife Service, Metro offers small grants to schools, cities, park agencies and community groups in the Portland/Vancouver metropolitan region. The funds are used for various environmental education and habitat restoration projects, engaging hundreds of people in exploring and improving waterways, wetlands and other habitats. Since 1991, the grants program funded 318 projects in the Portland/Vancouver metropolitan region totaling over \$2.8 million. The program has generated over \$9 million in additional local match contributions.

The Metro Regional Parks and Greenspaces department serves to conduct the environmental education grants program. In 2005, the 14 projects funded will engage thousands of youth and adults in hands-on, outdoor studies including environmental data collection, habitat improvements for fish and wildlife, agriculture, water conservation, nature awareness skills and teacher training. Two of these grant projects benefit Washington County:

Nature Discovery at Tualatin River National Wildlife Refuge
Friends of Tualatin River National Wildlife Refuge
Grant award \$9,000
Thousands of K-8 students will experience urban wildlands, view wildlife, discover historic landscapes and learn habitat management techniques on their field trip to the Refuge.

Go with the Flow: A Water Quality Monitoring Project
Jackson Bottom Wetland Preserve
Grant award \$9,945

A new water quality monitoring station will be installed on the Tualatin River and engage citizen volunteers to collect data for the wetland preserve's watershed education activities for students of all ages.

Metro Greenscene

Metro GreenScene features a calendar of no or nominal cost trips into nature, volunteer opportunities, news and events that is published quarterly by the Metro Regional Parks and Greenspaces Department. Metro, local park providers, environmental groups and businesses use Metro GreenScene to offer people hundreds of ways to enjoy their parks and natural areas. Washington County organizations using Metro GreenScene as a promotion tool include:

Audubon Society of Portland.
Backyard Birdshop
Clean Water Services
Fans of Fanno Creek
Friends of the Refuge
Hillsboro Parks and Recreation
Jackson Bottom Wetlands Preserve
SOLV
Tualatin Hills Park and Recreation District
Tualatin Riverkeepers

Metro Park Naturalists regularly offer nature programs at Fernhill Wetlands, Jackson Bottom, Tualatin River National Wildlife Refuge, Tualatin Hills Nature Park and Cooper Mountain.

To list nature-based tours, classes, volunteer opportunities and other related activities; call the Metro GreenScene editor, Lia Waiwaiole at (503) 797-1728. Get your activity listed even faster in the electronic version of Metro GreenScene at www.metro-region.org/greenscene.

To find out more about parks and greenspaces or to get involved, call your local park agency, Metro's Regional Parks and Greenspaces Department at (503) 797-1850 or visit Metro's web site at www.metro-region.org/parks.

Metro Solid Waste and Recycling waste reduction grants

During fiscal year 2002-03, Washington County received \$35,000 for a feasibility study for a construction and demolition deposit system to ensure recycling of construction and demolition waste. In addition, the City of Beaverton partnered with the City of Portland to receive \$40,000 for green building initiatives focused on tenant improvement projects that would increase use of recycled products and green building alternatives while also reducing construction waste. During 2004 Metro gave sixteen waste reduction education presentations in Washington County.

Partnership for waste reduction

This revenue-sharing program distributes funds on a per capita basis to local governments to help maintain existing waste reduction and recycling programs. Since July 2003, Metro has allocated \$412,369 to Washington County and its cities as follows:

Unincorporated Washington County	\$165,885
Banks	\$ 1,214
Beaverton	\$ 66,520
Cornelius	\$ 8,552
Durham	\$ 1,189
Forest Grove	\$ 16,134
Hillsboro	\$ 65,648
King City	\$ 1,794
North Plains	\$ 1,406
Sherwood	\$ 11,811
Tigard	\$ 37,991
Tualatin	\$ 20,821

Regional planning transportation priorities funding program

Metro asks cities and counties in the region to submit prospective transportation projects for funding consideration. Types of projects include freight, multi-use paths, new road capacity, boulevards, transit, pedestrian, road reconstruction, transit-oriented development and regional travel options programs that maximize the efficiency of existing transportation systems. Proposed projects are ranked based on how well they meet a variety of criteria. Metro committees with local representation review and comment on the ranking and collaborate to select projects for funding.

Current examples of projects funded in Washington County:

Beaverton Powerline Trail: \$430,500

The BPT is a regional twenty-five mile off street corridor. The corridor begins in Portland's Forest Park, passes through the cities of Beaverton, Tigard, King City, and Sherwood, and terminates at the Willamette River in Wilsonville. Ten miles of this corridor are within THPRD (from NW Springville Road at the extreme northern THPRD boundary to SW Barrows Road/Murray Scholls Town Center). This grant application is for a 10-foot wide, 1.95-mile segment multi-use path of this regional corridor. The proposed segment begins at the Tri-Met Light Rail line and the Tualatin Hills Nature Park and continues south to Schuepbach Park. Murray Boulevard is to the east of the corridor and 170th Avenue is to the west. The north end of this segment, from the Light Rail line to Tualatin Valley Highway, is in the City of Beaverton. South of Tualatin Valley Highway to Schuepbach Park, the corridor is in unincorporated Washington County. The trail alignment will generally be within the Bonneville Powerline Administration (BPA) and Portland General Electric (PGE) power line corridors and adjacent properties.

Washington Square Regional Center Greenbelt Trail from Highway 217 to Hall: \$386,000

Phase I Greenbelt trail construction between Highway 217 and Hall Blvd. The trail loop will ultimately connect to the Fanno Creek Trail on the west side of Highway 217 in the future (Phase II). Phase I: The project is approximately 3,000 feet in length and 16 feet in width. The paved width will be 10 feet with 2-foot shoulders. The path will be a multi-use bicycle and pedestrian path. The path will generally be located along the south side of Ash Creek so as to minimize wetland impacts, however, there will be a crossing of the wetland area to create a temporary connection to 95th Avenue. This temporary connection is necessary until funding for a pedestrian bridge over Highway 217 is acquired which will allow a more direct connection to Greenburg Road and the Fanno Creek Trail.

South Washington County Arterial Freight Priority: \$2,000,000

Washington County is currently studying needed arterial improvements in South Washington County. These funds will provide engineering, and possibly right-of-way acquisition for the priority improvements for freight movement that emerge from the study process.

Forest Grove Town Center Pedestrian Improvements: \$900,000

Forest Grove's Town Center Pedestrian Improvement Project has been identified in the 2000 Regional Transportation Plan (RTP) as a financially constrained project. This project is identified in the RTP as being that section of roadway along Pacific Avenue and 19th Avenue between Quince Street and 'E' Street, which passes through Forest Grove's town center area. The main feature of this project is to enhance pedestrian safety and access to transit within the town center area of Forest Grove by providing improved sidewalks, lighting, crossings, bus shelters and benches.

Currently this section of roadway has many areas where sidewalks are not contiguous or are in disrepair. The areas lacking sidewalk and curbing pose hazards by not providing defined separation between pedestrian and vehicle traffic. Existing sidewalks in many areas are deteriorated to a point where they have become a hazard to pedestrians. Some intersections on the westerly end of the project have no wheel chair accessible ramps or ramps that are not ADA approved. On the easterly end of the project area the roadway is four lanes with two-way traffic and a refuge lane. In this area there is +/- 1000 feet between lighted pedestrian crossings. Pedestrians frequently attempt to cross the 80-90 feet of traffic lanes at un-signalized locations as they try to access bus stops or businesses. Several bus stops along this route are lacking shelters, exposing transit riders to the elements.

Completion of this project will succeed in providing contiguous sidewalks and curbing along the route, enhancing pedestrian safety with a buffer from vehicle traffic. It will address pedestrian hazards by replacing deteriorated sidewalks and curbing where necessary and installing ADA approved ramps. Another objective will be to enhance the safety and number of pedestrian crossing opportunities. Amenities such as planted buffer strips and increased lighting will also improve pedestrian safety. Users of these facilities will welcome the addition of bus shelters and benches.

I-5/99W Connector Corridor Study: \$500,000

The I-5/99W connector corridor extends approximately 3.5 miles from I-5, south of the Tualatin town center, to 99W either north or south of Sherwood. The request is for funding to complete planning work for a new proposed new four-lane, grade separated, limited-access highway. The new facility is assumed to have two travel lanes in each direction with access limited to the termini and, if justified, one or two midpoint interchanges.

SE 10th Avenue (Hillsboro) from E. Main Street to SE Baseline Street: \$1,345,950

This project will construct an exclusive right-turn southbound lane that will extend from SE Baseline Street north 900-feet past E Main Street. The roadway will be reconfigured with an outside travel lanes and right turn only lane, inside travel lanes, a median, and 5-foot bicycle lanes. The existing sidewalk will be improved and widened to 8-feet with a 4.5-foot landscape buffer. The existing traffic island will be removed. The project site lies entirely within the Hillsboro Regional Center.

Murray Boulevard extension from Scholls Ferry to Barrows: \$986,000

Murray Blvd., Scholls Ferry Road to Barrows Road two-lane roadway with intersection, bicycle, and pedestrian improvements. Extending Murray Blvd. to Barrows Road through the Murray/Scholls Town Center is critical to Murray/Scholls Town Center's ability to develop as assumed in the 2040 Growth Concept and to bicycle, pedestrian, transit, and vehicular access and circulation. Murray Blvd. currently terminates in a street stub 438 feet south of Scholls Ferry Road. The proposed project will construct 1,651 additional linear feet of Murray Blvd. from the current terminus south to Barrows Road at Walnut Street in Tigard. The project will construct 5' bike lanes and sidewalks with street trees where none previously existed creating new circulation and access for non-auto modes potentially increasing the non-auto mode share. Turn lanes will be added at intersections. A concrete multiple-arch-type bridge (five 20-foot spans) will span Summer Creek and surrounding wetlands. The arch span will be set on strip footings with the natural stream floor preserved to minimize the impact on the wetlands and stream to enhance the passage of fish and wildlife. The sidewalk width will generally be 10 feet wide and along the multiple-arch span it will allow for viewing opportunities of the wetlands, open space, and wildlife. The right-of-way has already been purchased in anticipation of construction. This public/private project proposal includes a local overmatch and a private commitment of funds.



Multnomah County representatives on Metro committees

**Cities of Fairview, Gresham,
Maywood Park, Troutdale and
Wood Village**

Updated February 2005

COUNCIL

Metro Committee for Citizen Involvement (MCCI)

Representatives for Multnomah County:
J.C. Kizak

Representatives for unincorporated
Multnomah County: Winfield "Skip" White

Representatives for Metro District 1:
Kathryn Henton, vacant

Representatives for Metro District 5:
Scott Seibert (chair), Ed Rutledge

Representatives for Metro District 6:
Angela Rysdam, vacant

Metro staff contact: Cheryl Grant,
(503) 797-1539

PLANNING

Joint Policy Advisory Committee on Transportation (JPACT)

Representatives for Multnomah County:
Commissioner Maria Rojo de Steffey;
Commissioner Lonnie Roberts; alternate

Representatives for city of Portland:
Commissioner Sam Adams; Portland
Mayor Tom Potter, alternate

Representatives for cities of Multnomah
County: Fairview Councilor Steve Owen;
Gresham Councilor Dave Shields, alternate

Metro staff contact: Renee Castilla,
(503) 797-1916

Metro Policy Advisory Committee (MPAC)

Representatives for Multnomah County:
Commissioner Lisa Naito; Commissioner
Maria Rojo de Steffey, alternate

Representatives for Multnomah County citi-
zens: Ted Wheeler; Tim Crail, alternate

Representatives for the second largest city
in Multnomah County (Gresham): Mayor
Charles Becker; Councilor Dave Shields,
alternate

Representatives for small cities in Multnomah
County: Mayor Dave Fuller, Wood Village;
Councilor David Ripma, Troutdale, alternate

Representatives for Multnomah County
Special Districts: vacant; Larry Cooper,
Multnomah County Drainage District 1

Metro staff contact: Kim Bardes,
(503) 797-1537

Representatives for city of Portland:
Mayor Tom Potter; Commissioner Dan
Saltzman, position 2; Commissioner Erik
Sten, alternate

Transportation Policy Alternatives Committee (TPAC)

Representatives for Multnomah County:
Ed Abrahamson, principal planner;
Karen Schilling, Transportation Planning
administrator, alternate

Representatives for city of Portland:
Laurel Wentworth, Portland Bureau of
Transportation; Mark Lear, Portland Bureau
of Transportation, first alternate; John Gillam,
Portland Bureau of Transportation, second
alternate

Representatives for small cities in Multnomah
County: Ron Papsdorf, Gresham Community
Planning manager; James Galloway, Trout-
dale Public Works director, alternate

Metro staff contact: Renee Castilla,
(503) 797-1916

Metro Technical Advisory Committee (MTAC)

Representatives for Multnomah County:
Gary Clifford, senior planner; Ed Abrahamson,
principal planner, alternate

Representatives for Multnomah County
citizens: Kay Durtschi; Ross Williams, alternate

Representatives for largest city in the region
(Portland): Gil Kelley, Portland Planning Bureau
director; Bob Clay, Portland chief planner,
first alternate; Al Burns, Portland city planner,
second alternate

Representatives for second largest city in
Multnomah County (Gresham): Ed Gallagher,
Gresham Community and Economic Develop-
ment director; Ron Bunch, principal compre-
hensive planner, alternate

Representatives for small cities in Multnomah
County: Rich Faith, Troutdale Community
Development director; Clayton Morgan, Wood
Village assistant city manager, alternate

Metro staff contact: Paulette Copperstone,
(503) 797-1562

Goal 5 Technical Advisory Committee (G5TAC)/Water Resources Policy Advisory Committee (WRPAC)

Representatives for Multnomah County:
Gary Clifford, Multnomah County Planning

Representatives for city of Portland:
Roberta Jortner, city of Portland Planning

Representatives for the Portland Bureau of En-
vironmental Services: Jim Middaugh, Planning
manager; Dave Kliewer, alternate

Representatives for the Portland Water
Bureau: Rebecca Geisen, Portland Water
Bureau; Lorna Stickel, Portland Water Bureau,
alternate

Representatives for Gresham Department of
Environmental Services: Carrie Pak, Storm-
water Division manager; Kathy Majidi, ESA
coordinator, alternate

Representatives for East Multnomah County
Soil & Water Conservation District: Clifton
Deal; Julie DiLeone, alternate

Representatives for West Multnomah County
Soil & Water Conservation District: vacant;
vacant, alternate

Representatives for Citizens of Lower Wil-
lamette River Watershed: vacant; vacant,
alternate

Metro staff contact: Paulette Copperstone,
(503) 797-1562

REGIONAL PARKS AND GREENSPACES

Greenspaces Policy Advisory Committee (GPAC)

Representatives for cities and park districts in
Portland and the eastern districts in the re-
gion respectively: Zari Santner, Portland Parks
and Recreation director; Ernie Drapela, former
Gresham Parks director

Metro staff contact: Heather Nelson Kent,
(503) 797-1739

Smith and Bybee Lakes Management Committee

Representing the areas around Smith and
Bybee lakes: Brenda Hanke and Ray Piltz,
St. Johns Neighborhood Association (shared
membership); Jeff Kee and Dale Svart, Friends
of Smith and Bybee Lakes (shared member-
ship); Patt Opdyke, North Portland
neighborhoods

Representing the city of Portland: Jim Sjuln,
Parks; Nancy Hendrickson, Bureau of Environ-
mental Services

Metro staff contact: Elaine Stewart,
(503) 797-1515

SOLID WASTE AND RECYCLING

Solid Waste Advisory Committee (SWAC)

Government representatives for East Multnomah County cities: Matt Korot, Gresham Recycling/Solid Waste manager; Alison Cable, Gresham, alternate

Government representatives for the city of Portland: Bruce Walker, Office of Sustainable Development; Susan Anderson, Office of Sustainable Development, alternate

Hauling industry representatives for Multnomah County: Mike Miller, Gresham Sanitary Service; Bryan Engleson, Eastside Recycling, alternate

Representatives for Multnomah County citizens: vacant

Metro staff contact: Susan Moore,
(503) 797-1643

Metro Central Enhancement Committee (MCEC)

Representing areas around Metro Central Station: Wayne Luscombe, Forest Park neighborhood; Rick Sandstrom, Friends of Cathedral Park Neighborhood Association; Jim Stahly, Linnton neighborhood; Leland Stapleton, Northwest District Association; Scott Rosenlund, environmental community; Dale Machaffie, Northwest industrial neighborhood; and Metro Councilor Rex Burkholder, District 5

Metro staff contact: Karen Blauer,
(503) 797-1506

Metro North Portland Enhancement Committee (NPEC)

Representing areas around the St. Johns Landfill: Mark Kirchmeier, University Park neighborhood; Alan Holzapfel, Arbor Lodge neighborhood; Susan Landauer, Community Association of Portsmouth; Sarah Barrett, Overlook neighborhood; Jean Estey-Hoops, Cathedral Park neighborhood; Maria Elena Alvarado, St. Johns neighborhood; Neil Arden, Kenton neighborhood; and Metro Councilor Rex Burkholder, District 5

Metro staff contact: Karen Blauer,
(503) 797-1506



Clackamas County representatives on Metro committees

**Cities of Gladstone, Happy Valley,
Johnson City, Lake Oswego, Mil-
waukie, Oregon City, Rivergrove,
West Linn and Wilsonville**

Updated February 2005

COUNCIL

Metro Committee for Citizen Involvement (MCCI)

Representing Clackamas County:
Christine Roth

Representing unincorporated Clackamas
County: Norm Andreen

Representing Metro District 2: Dick Jones,
Kate Schiele

Representatives for Metro District 3:
Mojji Momeni; vacant

Metro staff contact: Cheryl Grant,
(503) 797-1539

PLANNING

Joint Policy Advisory Committee on Transportation (JPACT)

Representatives for Clackamas County:
Commissioner Bill Kennemer;
Commissioner Martha Schrader, alternate

Representatives for cities of Clackamas
County: Lake Oswego Councilor Lynn Peter-
son; Milwaukie Mayor Jim Bernard, alternate

Metro staff contact: Renee Castilla,
(503) 797-1916

Metro Policy Advisory Committee (MPAC)

Representatives for Clackamas County:
Commissioner Martha Schrader;
Commissioner Larry Sowa, alternate

Representatives for Clackamas County
citizens: Wilda Parks; Ed Gronke, alternate

Representatives for Clackamas County
special districts: John Hartsock, Boring Fire
District 59; vacant, alternate

Representatives for largest city in Clackamas
County: Lake Oswego Councilor Jack Hoff-
man; Lake Oswego Mayor Judie Hammerstad,
alternate

Representatives for second largest city in
Clackamas County: Oregon City Mayor Alice
Norris; Oregon City Councilor Bob Bailey,
alternate

Representatives for small cities in Clackamas
County: Wilsonville Mayor Charlotte Lehan;
West Linn Mayor Norm King, alternate

Metro staff contact: Kim Bardes,
(503) 797-1537

Transportation Policy Alternatives Committee (TPAC)

Representatives for Clackamas County: John Rist, Business and Administrative Services manager, Ron Weinman; alternate

Representative for the cities in Clackamas County: Nancy Kraushaar, Oregon City Public Works director

Metro staff contact: Renee Castilla, (503) 797-1916

Metro Technical Advisory Committee (MTAC)

Representatives for Clackamas County: Doug McLain, planning director; R. Scott Pemble, Land Use Planning manager, alternate

Representatives for the largest city in Clackamas County (Lake Oswego): Stephan Lashbrook, Community Development director; Dennis Egner, Long Range Planning manager, alternate

Representatives for second largest city in Clackamas County (Oregon City): Dan Drentlaw, Community Development director; Terry Konkol, associate planner, alternate

Representatives for small cities in Clackamas County: Bryan Brown, West Linn Planning director; Cathy Daw, Happy Valley Community Development director, first alternate; John Gessner, Milwaukie Planning director, second alternate

Representatives for Clackamas County citizens: Bob Sweeney; Christine Roth, alternate

Metro staff contact: Paulette Copperstone, (503) 797-1562

Goal 5 Technical Advisory Committee (G5TAC)/Water Resources Policy Advisory Committee (WRPAC)

Representatives for Clackamas County: Greg Fritts, Clackamas County planner; Doug McLain, Community Development director, alternate

John Nagy, Clackamas County Water Environment Services

Representatives for Clackamas County cities: Lisa Hamerlynck, Lake Oswego Long Range Planning manager; Dennis Egner, Lake Oswego Long Range Planning manager, alternate; Nancy Kraushaar, Oregon City Public Works director; Joel Komarck, Oregon City engineer, alternate

Representatives for Clackamas County citizens: Michael Carlson, Clackamas River Basin Council; Lowell Hanna, Clackamas River Basin Council and Clackamas River Water, alternate

Representatives for County Soil & Water Conservation District: Rick Gruen, manager; Clair Klock, resource conservationist, alternate

Representatives for Oak Lodge Sanitary District: Kent Squires, general manager; Walt Mintkeski, Planning and Engineering manager, alternate

Metro staff contact: Paulette Copperstone, (503) 797-1562

REGIONAL PARKS AND GREENSPACES

Greenspaces Policy Advisory Committee (GPAC)

Representatives for cities and park districts in the southern and southwestern districts of the region and east of the Willamette River respectively:

West Linn City Councilor Scott Burgess; Kim Gilmer, Lake Oswego Parks and Recreation director; Don Trotter, chair of the North Clackamas Parks and Recreation District

Metro staff contact: Heather Nelson Kent, (503) 797-1739

SOLID WASTE AND RECYCLING

Solid Waste Advisory Committee (SWAC)

Government representatives for Clackamas County: Rick Winterhalter, Waste Reduction coordinator; Susan Ziolko, Recycling Program coordinator, alternate

Hauling industry representatives for Clackamas County: Steve Schwab, Sunset Garbage Collection; Mike Borg, Oak Grove Disposal, alternate

Representatives for Clackamas County cities: Nancy Kraushaar, Oregon City Public Works director; JoAnn Herrigel, alternate

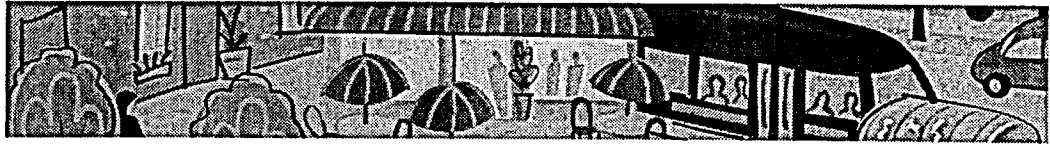
Representatives for Clackamas County citizens: Heather Hansen

Metro staff contact: Susan Moore,
(503) 797-1643

Metro South Enhancement Committee

Representing areas around Metro South Station: Sandy Bell, member at-large; Laura Law, member at-large; Lois Kiefer, Park Place neighborhood; Oregon City Commissioner Trent Tidwell; Oregon City Commissioner Bob Bailey; Oregon City Commissioner Damon Mabee; Oregon City Commissioner Tom Lemons; Oregon City Mayor Alice Norris; Metro Councilor Brian Newman, District 2

Metro staff contact: Karen Blauer,
(503) 797-1506



Washington County representatives on Metro committees

**Cities of Beaverton, Cornelius,
Durham, Forest Grove, Hillsboro,
King City, Sherwood, Tigard, Tualatin**

Updated February 2005

COUNCIL

Metro Committee for Citizen Involvement (MCCI)

Representatives for Washington County:
vacant

Representatives for unincorporated
Washington County: vacant

Representatives for Metro District 3: Moji
Momeni, vacant

Representatives for Metro District 4:
Dresden Skees Gregory, David Polaksi

Metro staff contact: Cheryl Grant,
(503) 797-1539

PLANNING

Joint Policy Advisory Committee on Transportation (JPACT)

Representatives for Washington County:
Commissioner Roy Rogers; Commissioner
Tom Brian, alternate

Representatives for cities of Washington
County: Mayor Rob Drake, Beaverton;
Mayor Lou Ogden, Tualatin, alternate

Metro staff contact: Renee Castilla,
(503) 797-1916

Metro Policy Advisory Committee (MPAC)

Representatives for Washington County:
Commissioner Andy Duyck; Commissioner
John Leeper, alternate

Representatives for Washington County citi-
zens: Nathalie Darcy; Dresden Skees Gregory,
alternate

Representatives for the largest city in
Washington County (Beaverton): Mayor Rob
Drake; vacant, alternate

Representatives for second largest city in
Washington County (Hillsboro): Mayor Tom
Hughes; Councilor Joe Keizur, alternate

Representatives for small cities in Washington
County: Mayor Richard Kidd, Forest Grove;
Councilor Nick Wilson, Tigard, alternate

Representatives for Washington County
Special Districts: Deanna Mueller-Crispin,
Tualatin Hills Park and Recreation District;
Gordon Martin, Tualatin Valley Water District,
alternate

Metro staff contact: Kim Bardes,
(503) 797-1537

Transportation Policy Alternatives Committee (TPAC)

Representatives for Washington County:
Brent Curtis, Land Use and Transportation
manager; Andy Back, principal planner,
alternate

Representatives for cities in Washington
County: Mike McKillip, Tualatin City engi-
neer; Randy Wooley, Beaverton; alternate

Metro staff contact: Renee Castilla,
(503) 797-1916

Metro Technical Advisory Committee (MTAC)

Representatives for Washington County: Brent Curtis, Land Use and Transportation manager; Andy Back, principal planner, alternate

Representatives for Washington County citizens: Ramsey Weit; David Hoffman, Washington County Committee for Citizen Involvement, alternate

Representatives for the largest city in Washington County (Hillsboro): Wink Brooks, planning director; Valerie Counts, planning supervisor, first alternate; Pat Ribellia, Planning, second alternate

Representatives for the second largest city in Washington County (Beaverton): Joe Grillo, Community Development director; Hal Bergsma, principal planner, alternate

Representatives for small cities in Washington County: Jon Holan, Forest Grove Community Development director; Jim Hendryx, Tigard Community Development director, first alternate; Richard Meyer, Cornelius Community Development director, second alternate

Metro staff contact: Paulette Copperstone, (503) 797-1562

Goal 5 Technical Advisory Committee (GSTAC)/Water Resources Policy Advisory Committee (WRPAC)

Representatives for Washington County: Brent Curtis, Land Use and Transportation manager; Andrea Vannelli, planner, alternate

Representatives for the cities of Washington County: David Winship, Beaverton; Mike McKillip, Tualatin, alternate

Representatives for Beaverton: Barbara Fryer, planner; Hal Bergsma, planner, alternate

Representatives for Tualatin: Jim Jacks, planner

Representatives for Clean Water Services: Craig Dye, Planning Division manager; Kendra Smith, program manager, alternate,

Representatives for Tualatin Valley Water

District: Todd Heidgerken, Intergovernmental Relations coordinator; Greg DiLoreto, alternate

Representatives for Washington County Soil & Water Conservation District: vacant; vacant, alternate

Representatives for citizens of Tualatin River Watershed: Sue Marshall, Tualatin Riverkeepers; April Olbrich, Tualatin River Watershed Council, alternate

Metro staff contact: Paulette Copperstone, (503) 797-1562

REGIONAL PARKS AND GREENSPACES

Greenspaces Policy Advisory Committee (GPAC)

Representatives for cities and park districts in western and central and western districts in the region and a park provider west of the Willamette River respectively: Steve Greagor, Hillsboro Parks director; John Griffiths, Tualatin Hills Parks and Recreation District; Washington County Commissioner Dick Schouten

Metro staff contact: Heather Nelson Kent, (503) 797-1739

SOLID WASTE AND RECYCLING

Solid Waste Advisory Committee (SWAC)

Representatives for Washington County: Mark Altenhofen, Recycling Coordinator; vacant, alternate

Representatives for the cities of Washington County: Paul Edwards, Hillsboro; Tom Im-dieke, Tigard, alternate

Representatives for the hauling industry in Washington County: Mike Leichner, Pride Disposal; Charles Marshall, Washington County Haulers Association, alternate

Representatives for citizens of Washington County: vacant

Metro staff contact: Susan Moore, (503) 797-1643