



# Metro | Agenda

**Meeting:** Metro Council Work Session  
**Date:** Tuesday, July 7, 2015  
**Time:** 2:00 p.m.  
**Place:** Metro Regional Center, Council Chamber

---

## CALL TO ORDER AND ROLL CALL

- |                |   |  |
|----------------|---|--|
| <b>2:00 PM</b> | <b>1. CHIEF OPERATING OFFICER COMMUNICATION</b>                         |  |
| <b>2:10 PM</b> | <b>2. MARINE DRIVE TRAIL EASEMENT AND KINSMAN ROAD EASEMENT UPDATES</b> | <b>Dan Moeller, Metro<br/>Hope Whitney, Metro</b>                              |
| <b>2:30 PM</b> | <b>3. THE INTERTWINE ALLIANCE</b>                                       | <b>Kathleen Brennan-Hunter, Metro<br/>Mike Wetter, The Intertwine Alliance</b> |
| <b>3:00 PM</b> | <b>4. BROWNFIELD IMPLEMENTATION</b>                                     | <b>Noah Siegel, Metro<br/>Brian Harper, Metro</b>                              |
| <b>4:00 PM</b> | <b>5. COUNCILOR LIAISON UPDATES AND COUNCIL COMMUNICATION</b>           |  |

**ADJOURN**

# Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at [www.trimet.org](http://www.trimet.org).

## Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

## Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

## Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

## Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullamada dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

## Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

## Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1890（平日午前8時～午後5時）までお電話ください。

## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសម្រាប់ទស្សនាការសាធារណៈ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

## إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

## Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

## Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

## Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

## Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwmm ua ntej ntawm lub rooj sib tham.



Agenda Item No. 2.0

**MARINE DRIVE TRAIL EASEMENT AND  
KINSMAN ROAD EASEMENT UPDATES**

Metro Council Work Session  
Tuesday, July 7, 2015  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** July 7, 2015

**LENGTH:** 15 minutes

**PRESENTATION TITLE:** In Consideration of Resolution No. 15-4630 for the Purpose of Authorizing the Chief Operating Officer to Grant an Easement Under Metro Code Chapter 2.04.026(2)

**DEPARTMENT:** Parks and Nature

**PRESENTER(S):** Dan Moeller, [dan.moeller@oregonmetro.gov](mailto:dan.moeller@oregonmetro.gov), x1819

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To inform the Council members about a proposed Natural Areas Program acquisition that requires approval of the Council because it involves granting an easement on Metro-owned property. This matter is time-sensitive because the Property is under a purchase agreement with an expiration date.
- Outcome: Staff would like to receive Council comments and support for forwarding the Resolution to a vote of the Council, ideally on the consent agenda. If the resolution is adopted, we would proceed to close on the transaction.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Metro Code Section 2.04.026(2) requires Metro Council authorization for any contract for the sale of real property owned by Metro. In order to close one of the last gaps in the Marine Drive Trail, Metro staff entered into an agreement to sell an access easement containing approximately 200 sq. ft. across a narrow parcel of Metro-owned land on NE Interlachen Lane, across from Blue Lake Park. This will add an additional access point to a 13-acre parcel on the southwest corner of Interlachen and Marine Drive (the "Property"). The transaction also involves the donation of an approximate 13,339 sq. ft. trail easement by the Property's owner on Marine Drive, allowing construction that will contribute to filling a 3,300 ft. long gap in the trail. The value of the access easement is negligible (\$100) and the donation of the trail easement will curtail the Property owner's ability to access the Property from Marine Drive. Because the contemplated easement sale is part of a real estate transaction in which Metro is receiving an interest in land that will benefit Metro parks and natural areas, it is not subject to the easement policy established via Resolution 97-2539B, "For the Purpose of Approving General Policies Related to the Review of Easements, Right-Of-Ways and Leases for Non-Park Uses through Proprieties Managed by Regional Parks and Greenspaces Department" (which would still require Metro Council approval in order for the COO to grant an easement).

Construction of this segment of the trail was identified as a priority in Resolution No. 14-4583, "for the Purpose of Endorsing Additional Investments for Restoration and Public Access to Nature", recommending the use of Natural Areas bond funds to "Build trail gaps on Marine Drive from Bridgeton to Troutdale". The trail will be managed by the City of Gresham. There is no known opposition to this proposal.

### QUESTIONS FOR COUNCIL CONSIDERATION

- Are there any anticipated negative effects resulting from Metro selling an easement to the Property owner?

**PACKET MATERIALS**

- Would legislation be required for Council action  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today? Showing a map of the Property with both easements outlined, and a map of the larger area showing the trail alignments.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE ) RESOLUTION NO. 15-4630  
CHIEF OPERATING OFFICER TO GRANT AN )  
EASEMENT UNDER METRO CODE CHAPTER ) Introduced by Chief Operating Officer Martha  
2.04.026(2) ) Bennett, with the concurrence of Council  
 ) President Tom Hughes

WHEREAS, at the election held on November 7, 2006, the voters approved Ballot Measure 26-80, authorizing Metro to issue \$227.4 million of general obligation bonds to fund natural area acquisition and restoration that would protect lands near rivers and streams, fish and wildlife, and wildlife and trail corridors (the “Bond Measure”); and

WHEREAS, on September 6, 2007, the Metro Council approved Resolution No. 07-3840, “Approving the Natural Areas Acquisition Refinement Plan for the Columbia Slough Target Area,” setting forth objectives and acquisition targets including closing trail gaps on the Marine Drive Trail; and

WHEREAS, the proposed trail segment along NE Marine Drive between NE 185<sup>th</sup> and NE Interlachen Drive is one of the last remaining gaps in the Marine Drive Trail, an important part of the 40-Mile Loop trail system; and

WHEREAS, in November 2014, the Metro Council approved Resolution No. 14-4583, “For the Purpose of Endorsing Additional Investments for Restoration and Public Access to Nature,” authorizing Bond Measure funds to be spent to “build trail gaps on Marine Drive from Bridgeton to Troutdale;” and

WHEREAS, Metro has entered into an agreement for an easement with the owner of the remaining gap segment property (the “Property”) at the intersection of NE Marine Drive and NE Interlachen Lane, and as part of the same transaction, the owner has requested that Metro sell the owner an easement across adjacent Metro-owned property; and

WHEREAS, Resolution 97-2539B, “For the Purpose of Approving General Policies Related to the Review of Easements Right of Ways, and Leases for Non-Park Uses Through Properties Managed by the Regional Parks and Greenspaces Department,” provides a process for review of such easement requests; and

WHEREAS, the transaction is exempt from these general policies because it is designed specifically for the benefit of a Metro park and recreational facility, allowing construction of a pedestrian and bicycle trail on an important un-built segment of the Marine Drive Trail connecting Blue Lake Park to the Marine Drive Trail; and

WHEREAS, Metro Code Chapter 2.04.026 requires Metro Council approval for the purchase, sale, lease or transfer of real property owned by Metro, including easements; now, therefore,

BE IT RESOLVED that the Metro Council hereby authorizes the Chief Operating Officer to sell an easement to the owner of the property at the intersection of NE Marine Drive and NE Interlachen Lane, on terms and conditions acceptable to the Office of Metro Attorney.

ADOPTED by the Metro Council this \_\_\_\_\_ day of July, 2015.

---

Tom Hughes, Council President

Approved as to Form:

---

Alison R. Kean, Metro Attorney

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4630 FOR THE PURPOSE OF AUTHORIZING THE CHIEF OPERATING OFFICER TO GRANT AN EASEMENT UNDER METRO CODE CHAPTER 2.04.026(2)

---

Date: June 25, 2015

Prepared by: Dan Moeller  
Interim Natural Areas Program Director  
503.797.1819

### BACKGROUND

The “40-Mile Loop” is a loop system of trails that connect parks and natural areas in and around the greater Portland region. After the voters of the region passed the 2006 Natural Areas Bond Measure (the “Bond Measure”), the Metro Council adopted Resolution No. 07-3840, “Approving the Natural Areas Acquisition Refinement Plan for the Columbia Slough Target Area”. One of Tier 1 objectives of the Refinement Plan directs Metro to “Acquire property to close trail gaps in the Columbia Slough Trail and the 40-Mile Loop Trail between NE 33<sup>rd</sup> Avenue and the future Gresham-Fairview Trail”. This describes the Marine Drive portion of the 40-Mile Loop Trail. The remaining gap in this trail segment is between NE 185<sup>th</sup> Street and NE Interlachen Lane, which is just west of Metro’s Blue Lake Park. The trail is constructed on either side of this gap. An opportunity now exists for a trail easement acquisition to close this gap and secure the right to build a trail through a final property with frontage on NE Marine Drive and NE Interlachen (the “Property”).

The owner has agreed to donate this final, necessary easement. He has asked that at the same time, Metro sell the owner an easement across a strip of Metro-owned land that blocks the owner’s access to NE Interlachen Lane (the “Metro Property”), as shown on Attachment A to this Staff Report. The owner of the Property is requesting to purchase this easement across the narrow Metro Property because once he donates the easement to Metro, his access to Marine Drive will be curtailed. The easement area that Big Eddy Marina Inc. is seeking to acquire from Metro is about 200 sq. ft., fronting NE Interlachen Lane. Our internal estimate of market value for this portion based on a 2011 appraisal of similar property is about \$100.

Metro receives requests for easements, leases and right-of-ways through natural area and park properties and these requests are reviewed and analyzed per guidance and policy established via Resolution 97-2539B, “For the Purpose Of Approving General Policies Related To The Review of Easements, Right-Of-Ways and Leases for Non-Park Uses Through Properties Managed by Regional Parks and Greenspaces Department,” adopted by Council on November 6, 1997. Since this proposed sale of an easement by Metro is part of a real estate transaction in which Metro is receiving an interest in land that will benefit Metro parks and natural areas, it is outside of the easement policy, and this resolution serves as authorization to grant the owner of the Property an easement across the Metro Property.

In November of 2014, the Metro Council adopted Resolution No. 14-4583, “For the Purpose of Endorsing Additional Investments for Restoration and Public Access to Nature,” authorizing the use of Natural Areas Bond funds to build out key regional trail gaps identified in its Exhibit A. The Project/Target area that pertains to the Property was to “Build trail gaps on Marine Drive from Bridgeton to Troutdale.” Accordingly, the funds for trail design and construction are available. Closing this gap will improve bicycle and pedestrian access by providing an off-street trail to link the Blue Lake Park Trail to the Marine Drive Trail. The partners involved in this project may include the City of Gresham, the Multnomah County Drainage District and Pacific Power and Light.



Section 2.04.026 of the Metro Code, "Council Approval of Contracts," requires Metro Council authorization for any contract for the purchase, sale, lease or transfer of real property owned by Metro, which includes the easement requested by the owner across the Metro Property.

## **ANALYSIS/INFORMATION**

1. **Known Opposition.** None

2. **Legal Antecedents.**

Metro Code Section 2.04.026(a)(2), which requires Metro Council authorization for the Chief Operating Officer to transfer interests in real property, including easements.

2006 Metro Natural Areas Bond Measure approved by voters on November 7, 2006.

Resolution No. 07-3840, "Approving the Natural Areas Acquisition Refinement Plan for the Columbia Slough Target Area," adopted September 6, 2007.

Resolution 97-2539B, "For the Purpose of Approving General Policies Related to the Review of Easements Right of Ways, and Leases for Non-Park Uses Through Properties Managed by the Regional Parks and Greenspaces Department," adopted November 6, 2007.

Resolution No. 14-4583, "For the Purpose of Endorsing Additional Investments for Restoration and Public Access to Nature," adopted November 13, 2014.

3. **Anticipated Effects.** Granting this easement is not expected to produce a negative impact on the natural resource and market value of the Metro Property.

4. **Budget Impacts.** There are no budget impacts except the \$100 purchase price for the easement that will be added to existing bond funds.

## **RECOMMENDED ACTION**

The Chief Operating Officer recommends approval of Resolution No. 15-4630.



NE MARINE DR

Blue Lake Regional Park

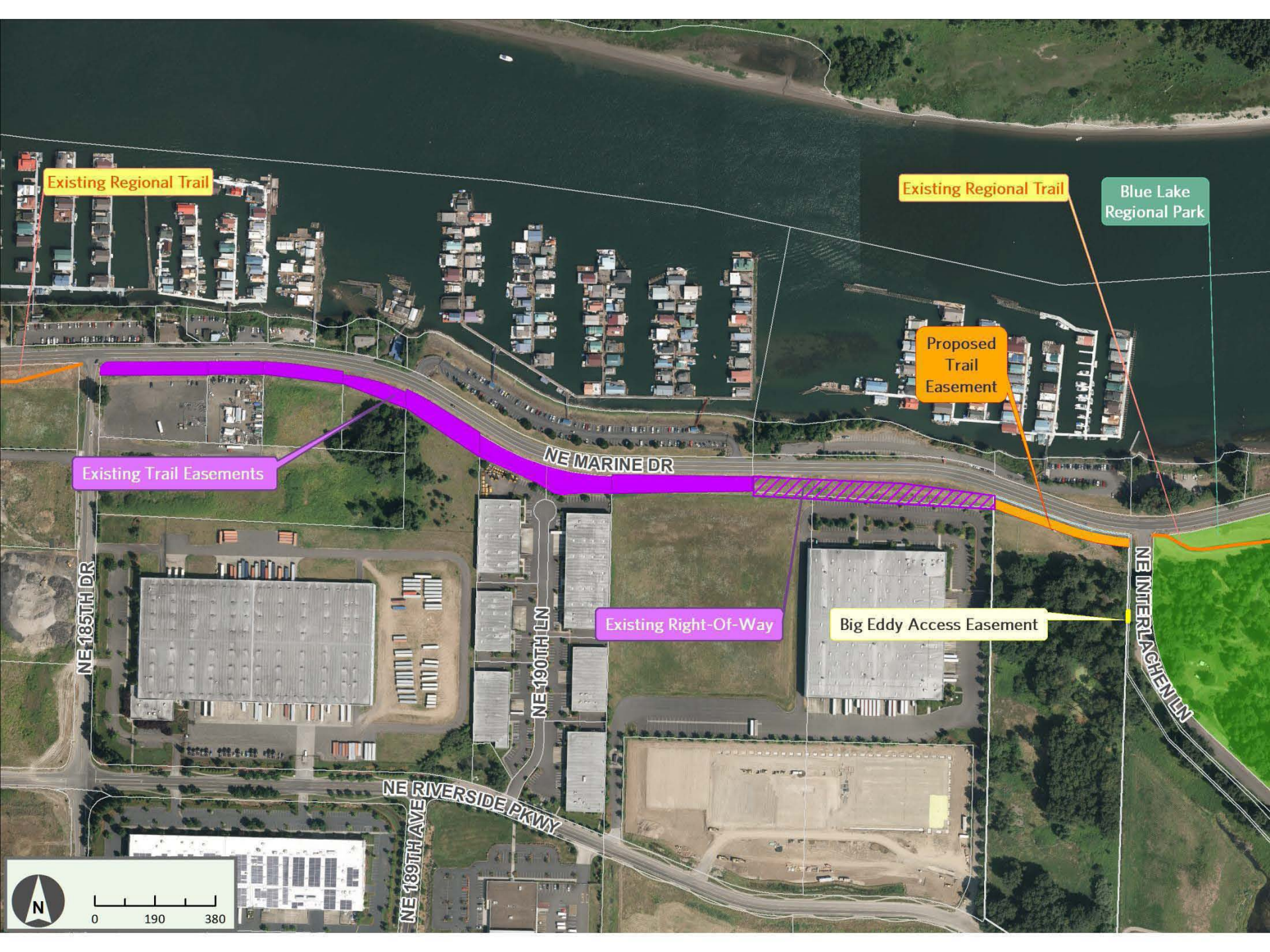
Proposed Trail Easement

Existing Regional Trail

Big Eddy Access Easement  
6 ft x 36 ft = 216 sq ft

NE INTERLAGHEN LN

Metro owned



Existing Regional Trail

Existing Regional Trail

Blue Lake Regional Park

Proposed Trail Easement

Existing Trail Easements

Existing Right-Of-Way

Big Eddy Access Easement

NE MARINE DR

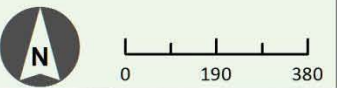
NE 185TH DR

NE 190TH LN

NE INTERLACHEN LN

NE RIVERSIDE PKWY

NE 189TH AVE



# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** July 7, 2015

**LENGTH:** 15 minutes

**PRESENTATION TITLE:** In Consideration of Resolution No. 15-4631 for the Purpose of Authorizing the Chief Operating Officer to Grant an Easement to the City of Wilsonville

**DEPARTMENT:** Parks and Nature

**PRESENTER(S):** Dan Moeller, Hope Whitney, Shannon Leary

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To inform the Council members about an easement application that Metro processed according to the criteria set forth in Metro Council Resolution No. 97-2539B “For the Purpose of Approving General Policies Related to the Review of Easements, Right of Ways, and leases for Non-Park Uses Through Properties Managed by the Regional Parks and Greenspaces Department” for the City of Wilsonville to complete the extension of SW Kinsman Road from SW Barber Road to SW Boeckman Road.
- Outcome: Staff would like to receive Council questions, comments and support for forwarding the Resolution to a vote of the Council, ideally on the consent agenda.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Metro’s Parks and Nature Department receives requests for easements, leases and right-of-ways for non-park uses through park and natural area properties. These requests are reviewed and analyzed per guidance and policy established via Resolution 97-2539B, “For The Purpose Of Approving General Policies Related To The Review Of Easements, Right-Of-Ways and Leases For Non-Park Uses Through Properties Managed By Regional Parks and Greenspaces Department,” adopted by the Metro Council on November 6, 1997. Metro received an easement application from the City of Wilsonville, and it has been reviewed by staff in accordance with this policy.

The City believes the extension of SW Kinsman Road provides a significant public benefit by improving the connectivity and capacity for all modes of transportation in southwest Wilsonville, especially between Wilsonville and Boeckman Road. The City also believes the extension is needed as a safe and efficient route to move freight through western Wilsonville, removing truck traffic from several unsafe smaller roads. The City has been awarded federal aid grants on two occasions for a total of \$3.63 million for preliminary design and final construction. The City believes this level of federal aid investment signifies the regional support and importance of this roadway to improve freight movement and multi-modal connections within the region.

At the north end of this roadway extension, at the intersection of SW Kinsman Road and SW Boeckman Road, the City has planned and designed a single-lane roundabout. The location of the roundabout and supporting storm drainage infrastructure necessitates the City’s acquisition of right-of-way and easements from adjacent property owners, including 4,403 square feet from Metro. The Metro property in question was purchased in the Tonquin Geologic Target Area with funds from the 1995 Open Spaces, Parks and Streams bond measure (“Open Spaces bond measure”), and subsequent acquisitions through both the Open Spaces bond measure and the 2006 Natural Areas bond measure brought the site to its current size of 232 acres, known as “Coffee Lake Creek Wetlands.”

Metro staff reviewed this easement request, in accordance with Resolution 97-2539B, “For The Purpose Of Approving General Policies Related To The Review Of Easements, Right-Of-Ways and Leases For Non-Park Uses Through Properties Managed By Regional Parks and Greenspaces Department.” As set forth in the findings in Attachment 1 as required by the policy, staff recommends approval of the easement request.

There is no known opposition to this proposal.

**QUESTIONS FOR COUNCIL CONSIDERATION**

- Are there any anticipated negative effects resulting from Metro granting an easement to the City of Wilsonville?

**PACKET MATERIALS**

- Would legislation be required for Council action  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today? Showing a map of the Property with both easements outlined, and a map of the larger area showing the trail alignments.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE ) RESOLUTION NO. 15-4631  
CHIEF OPERATING OFFICER TO GRANT AN )  
EASEMENT TO THE CITY OF WILSONVILLE ) Introduced by Chief Operating Officer Martha  
Bennett in concurrence with Council  
President Tom Hughes

WHEREAS, pursuant to the Metro Open Spaces, Parks and Streams 1995 Ballot Measure 26-26 on January 23, 2002, Metro purchased approximately 39 acres of real property in the Tonquin Geologic Area Target Area, now known as part of “Coffee Lake Creek Wetlands”; and

WHEREAS, on June 17, 2013, the Wilsonville City Council adopted the Transportation System Plan for the City of Wilsonville, which is the City’s long-term transportation plan and is an element of its Comprehensive Plan; and

WHEREAS, the Transportation System Plan identified the extension of SW Kinsman Road as an important minor arterial roadway, and the City has been awarded Federal-Aid Surface Transportation Program (STP) urban funds (2009) and Statewide Transportation Improvement Program (STIP) enhancement funds (2015) for the design and construction of the project; and

WHEREAS, as part of this road extension, a single-lane roundabout is planned to be constructed adjacent to Coffee Lake Creek Wetlands, and the location of the roundabout and supporting storm drainage infrastructure necessitates the City’s acquisition of right-of-way and easements from adjacent property owners, including 4,403 square feet across Coffee Lake Creek Wetlands; and

WHEREAS, the City of Wilsonville requests a permanent easement of 4,403 square feet for the construction and maintenance of public roadway and utility infrastructure; and

WHEREAS, Metro Parks and Nature department staff have evaluated this easement request according to the criteria set forth in Metro Council Resolution No. 97-2539B, “For the Purpose of Approving General Policies Related to the Review of Easements, Right of Ways, and Leases for Non-Park Uses Through Properties Managed by the Regional Parks and Greenspaces Department,” adopted on November 6, 1997 (the “Easement Policy”), as further set forth in Attachment 1 to the Staff Report for this Resolution; and

WHEREAS, staff has determined that the easement request can be accommodated with minimal impact to natural resources, cultural resources, recreational resources, recreational facilities, recreational opportunities and their operation and management at the Coffee Creek Wetlands, and staff therefore recommends approval of the easement request; and

WHEREAS, the Easement Policy and the Metro Code requires review of all easement requests by the Metro Council; now therefore,

BE IT RESOLVED that the Metro Council hereby authorizes the Chief Operating Officer to grant a permanent access, construction and maintenance easement to the City of Wilsonville in the location

described on the attached Exhibit A to this Resolution, on terms satisfying the Easement Policy and approved by the Office of Metro Attorney.

ADOPTED by the Metro Council this 23 day of July, 2015.

---

Tom Hughes, Council President

Approved as to Form:

---

Alison R. Kean, Metro Attorney

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 15-4631, FOR THE PURPOSE OF AUTHORIZING THE CHIEF OPERATING OFFICER TO GRANT AN EASMENT TO THE CITY OF WILSONVILLE**

---

Date: July 23, 2015

Prepared by: Dan Moeller  
503-797-1819

#### **BACKGROUND**

Metro's Parks and Nature Department receives requests for easements, leases and right-of-ways for non-park uses through park and natural area properties. These requests are reviewed and analyzed per guidance and policy established via Resolution 97-2539B, "For The Purpose Of Approving General Policies Related To The Review Of Easements, Right-Of-Ways and Leases For Non-Park Uses Through Properties Managed By Regional Parks and Greenspaces Department," adopted by the Metro Council on November 6, 1997. Metro received an easement application from the City of Wilsonville, and it has been reviewed by staff in accordance with this policy. As set forth in the findings in Attachment 1 as required by the policy, staff recommends approval of the easement request.

The City of Wilsonville's Comprehensive Plan is an official statement of the goals, policies, implementation measures, and physical plan for the development of the city. The plan documents the city's approach to the allocation of available resources for meeting current and anticipated future needs, ensuring the City's planning programs support Metro's 2040 Regional Framework Plan. The City of Wilsonville updated its Comprehensive Plan in 2013, and as a supporting document to the City's Comprehensive Plan, the City completed an update of its Transportation System Plan ("TSP") also in 2013.

The TSP is the City's long-term transportation plan and intends to ensure the City will be prepared to support land use growth within the urban growth boundary through the 2035 planning horizon. The "Higher Priority Project List" within the TSP includes recommended projects reasonably expected to be funded through 2035. These are the highest priority projects and will inform the City's yearly budget and 5-year Capital Improvement Plan.

One of these Higher Priority Projects is the southern extension of SW Kinsman Road, from SW Barber Street to SW Boeckman Road. The City believes the extension of SW Kinsman Road provides a significant public benefit by improving the connectivity and capacity for all modes of transportation in southwest Wilsonville, especially between Wilsonville and Boeckman Road. The City also believes the extension is needed as a safe and efficient route to move freight through western Wilsonville, removing truck traffic from several unsafe smaller roads. The City has been awarded federal aid grants on two occasions for a total of \$3.63 million for preliminary design and final construction. The City believes this level of federal aid investment signifies the regional support and importance of this roadway to improve freight movement and multi-modal connections within the region.

At the north end of this roadway extension, at the intersection of SW Kinsman Road and SW Boeckman Road, the City has planned and designed a single-lane roundabout. The location of the roundabout and supporting storm drainage infrastructure necessitates the City's acquisition of right-of-way and easements from adjacent property owners, including 4,403 square feet from Metro. The Metro property in question was purchased in the Tonquin Geologic Target Area with funds from the 1995 Open Spaces, Parks and Streams bond measure ("Open Spaces bond measure"), and subsequent acquisitions through both the Open Spaces bond measure and the 2006 Natural Areas bond measure brought the site to its current size of 232 acres, known as "Coffee Lake Creek Wetlands." The site consists primarily of wetland with some forested upland and overall, provides excellent wildlife habitat and is an important area for groundwater



recharge and discharge. It is also a great spot for nesting waterfowl and other wildlife species. According to the 2002 closing memo, these open space values are even more significant because the property is located near the “future 2,400+ housing unit urban village at the nearby Dammasch site.” This Dammasch site is now known as Villebois, and the Kinsman Road extension design provides safe multi modal opportunities for these residents. Much of this site lies within the city limits of the City of Wilsonville.

Metro staff reviewed this easement request, in accordance with Resolution 97-2539B, “For The Purpose Of Approving General Policies Related To The Review Of Easements, Right-Of-Ways and Leases For Non-Park Uses Through Properties Managed By Regional Parks and Greenspaces Department.” As set forth in the findings in Attachment 1 as required by the policy, staff recommends approval of the easement request.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

None

### **2. Legal Antecedents**

1995 Metro Open Spaces Bond Measure approved by voters on May 16, 1995;

2006 Metro Natural Areas Bond Measure approved by voters on November 7, 2006;

Metro Code Section 2.04.026(a)(2), which requires Metro Council authorization for the Chief Operator to transfer interests in real property; and

Metro Council Resolution No. 97-2539B “For the Purpose of Approving General Policies Related to the Review of Easements, Right-Of-Ways, and Leases for Non-Park Uses through Properties Managed by the Regional Parks and Greenspaces Department,” adopted November 6, 1997.

### **3. Anticipated Effects**

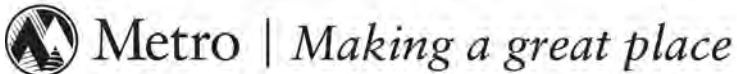
Adoption of the easement will allow the City of Wilsonville construct and maintain roadway extension that will provide improved multi-modal connectivity to residents and businesses in southwestern Wilsonville.

### **4. Budget Impacts**

None

## **RECOMMENDED ACTION**

The Chief Operating Officer recommends approval of Resolution 15-4631.



## METRO EASEMENT POLICY CRITERIA AND STAFF FINDINGS ON CITY OF WILSONVILLE'S APPLICATION FOR A PERMANENT EASEMENT IN COFFEE LAKE CREEK WETLANDS NATURAL AREA

- 1) Provide for formal review of all proposed easements, rights of ways, and leases for non-park uses by the Regional Parks and Greenspaces Advisory Committee, the Regional Facilities Committee and the full Council. Notwithstanding satisfaction of the criteria set forth herein, the final determination of whether to approve a proposed easement, right of way, or lease is still subject to the review and approval by the full Metro Council.**

*Staff finding:* Criterion has been satisfied through a thorough review by Metro Parks and Nature Department staff and the Office of Metro Attorney. Staff has prepared a Resolution, Staff Report and this Staff Findings Report to present to the Metro Council for a final decision.

- 2) Prohibit the development of utilities, transportation projects and other non-park uses within corridors or on sites which are located inside of Metro owned or managed regional parks, natural areas, and recreational facilities except as provided herein.**

*Staff finding:* The applicant requests a permanent 4,403 square foot easement on the southeast corner of Coffee Lake Creek Wetlands for a transportation project which will include some utility infrastructure. Department staff reviewed this request as provided herein for a non-park use on a natural area site in accordance with this policy.

The applicant is constructing a minor arterial roadway intended to remove truck traffic from smaller, unsafe roadways and enhance both local and regional freight mobility west of I-5. This roadway will terminate at its north end in a roundabout at SW Boeckman Road. The location of this roundabout and supporting storm drainage infrastructure necessitates acquisition of right-of-way and easements from adjacent property owners, including Metro. The proposed use of the easement area will include construction and maintenance of public roadway and utility infrastructure, including use by franchise utilities. The remainder of the proposed easement is intended to accommodate re-grading due to change in elevation. The easement area is on the fringe of a 232 acre natural area and adjacent to the existing thoroughfare Boeckman Road. Most of the easement area is already burdened by a Bonneville Power Administration easement which restrict the uses and vegetation permitted.

- 3) Reject proposals for utility easements, transportation right of ways and leases for non-park uses which would result in significant, unavoidable impacts to natural resources, cultural resources, recreational facilities, recreational opportunities or their operation and management.**

*Staff finding:* Criterion satisfied. Parks and Nature Department staff reviewed this request and has determined that there will be no significant impacts to natural resources, cultural resources, recreational facilities, recreational opportunities or their operation and management to the site by the requested easement, while providing a significant public

benefit of improving connectivity and capacity for all methods of transportation in southwest Wilsonville. The easement is very small, on the edge of a natural area, already adjacent to a major roadway, and already burdened by a Bonneville Power Administration easement prohibiting certain vegetation growth and other development. The impacts to the easement area will be minimal and any impacts to plants or habitat will be restored by the applicant through their Wetlands-Fill permit issued by the Department of State Lands and the U.S. Army Corps of Engineers.

- 4) **Accommodate utility easements, transportation right of ways or other non-park uses when the Regional Parks and Greenspaces Department (the Department) determines that a proposed easement, right of way, or non-park use can be accommodated without significant impact to natural resources, cultural resources, recreational facilities, recreational opportunities or their operation and management; and that the impacts can be minimized and mitigated.**

*Staff finding:* Criterion satisfied. There is not a master or management plan for the site, but the requested easement area of 4,403 square feet consists of 0.04% of the 232 acre site, and the requested easement lies at the very edge of the site, adjacent to an existing major roadway, and already burdened by the Bonneville Power Administration easement prohibiting certain vegetation growth. Department staff believe any impacts to the natural area can be minimized and mitigated, and will be mitigated through the requirements in place in the Wetlands-Fill permit issued to the applicant by the Department of State Lands and the U.S. Army Corps of Engineers.

- 5) **Require full mitigation and related maintenance, as determined by the Department, of all unavoidable impacts to natural resources, recreational facilities, recreational opportunities or their operation and management associated with the granting of easements, right of ways, or leases to use Metro owned or managed regional parks, natural areas or recreational facilities for non-park uses.**

*Staff finding:* Criterion satisfied. The applicant has an extensive mitigation plan that has already been approved by the Oregon Department of State Lands and the U.S. Army Corps of Engineers. The applicant proposes to mitigate impacts to the site's natural resources by re-grading to existing contours when possible and replanting with native trees, shrubs and groundcover.

The wetland fill area was included in the City's Wetlands Removal-Fill permit through the Oregon Department of State Lands and U.S. Army Corps of Engineers. As mitigation for the loss of the wetlands and natural area functions, the City has purchased wetland mitigation bank credits through the Mud Slough Wetland Mitigation Bank, LLC. In addition to the mitigation credits, a 1.35 acre temporal mitigation area will be constructed immediately west of the proposed road alignment within the Coffee Lake Creek wetlands (non-Metro owned portion), providing on-site mitigation for tree removal on non-Metro owned property and loss of natural area resulting from the project. Since the mitigation area is comprised of seasonally wet pastureland, plantings will be predominately comprised of native, wet-tolerant species, consisting of 325 trees and 650 shrubs. This mitigation area is intentionally located immediately north of an existing 1.0 acre temporal mitigation site, thereby providing a combined mitigation area of 2.35 acres with a correspondingly higher functional classification than would be otherwise accomplished with two separate mitigation areas. As mitigation for removal of upland trees (oak trees in particular) on non-Metro owned property and loss of natural area resulting from the project, an additional 1.24 acre oak habitat enhancement area

will be constructed at the northeast corner of the SW Barber Street and SW Kinsman Road intersection, adjacent to the proposed road alignment. The mitigation area will consist of 200 native trees and shrub species to expand and enhance the existing oak stand's diversity over time. Native groundcover and grass seed mix will be applied to enhance the oak understory and replace the impacted natural area function.

**6) Limit rights conveyed by easements, right of ways, and leases for non-park uses to the minimum necessary to accomplish the objectives of any proposal.**

**Staff finding:** Criterion satisfied. The applicant requests an easement of 4,403 square feet. This is a very small portion of the greater 232 acre site. The applicant has demonstrated that this square footage is necessary to construct and maintain a section of public roadway (a roundabout) and utility infrastructure. The remainder of the proposed easement is intended to accommodate re-grading due to change in elevation.

**7) Limit the term of easements, right of ways and leases to the minimum necessary to accomplish the objectives of any proposal.**

**Staff finding:** Criterion satisfied. The applicant indicates that permanent easement space limitations are the minimum needed to accomplish and maintain the project. Maintenance of this area in perpetuity after the construction will be necessary. The City will maintain the roadway and utilities within the easement in working order utilizing practices consistent with the maintenance of similar facilities under City jurisdiction.

**8) Require reversion, non-transferable, and removal and restoration clauses in all easements, rights of ways, and leases.**

**Staff finding:** Criterion satisfied. If the Metro Council approves an easement, the easement will include these terms. The Office of Metro Attorney will draft and review the easement before signature.

**9) Fully recover all direct costs (including staff time) associated with processing, reviewing, analyzing, negotiating, approving, conveying, or assuring compliance with the terms of any easement, right of way, or lease for non-park use.**

**Staff finding:** Criterion satisfied. Metro staff documented time and costs spent on this application and informed the applicant of the policy requiring reimbursement. Execution of the easement is subject to satisfaction of all expenses and the applicant is aware and agreeable to this.

**10) Receive no less than fair market value compensation for all easements, right of ways, or leases for non-park uses. Compensation may include, at the discretion of the Department, periodic fees or considerations other than money.**

**Staff finding:** Criterion satisfied. If the Metro Council elects to approve the easement, the applicant will be required to obtain an appraisal to determine the fair market value of the proposed permanent easement and compensate Metro accordingly. A Metro staff person, an acquisition expert, has already valued this easement area for Metro use internally at \$1,000. The applicant proposes to obtain an outside appraisal as well. Department staff believes the valuation will be consistent.

- 11) **Require full indemnification from the easement, right of way or leaseholder for all costs, damages, expenses, fines, or losses related to the use of the easement, right of way, or lease. Metro may also require insurance coverage and/or environmental assurances if deemed necessary by the Office of General Counsel.**

*Staff finding:* Criterion satisfied. If the Metro Council elects to approve the easements, the easement document will include indemnification and insurance provisions.

- 12) **Limit the exceptions to this policy to: grave sales, utilities or transportation projects which are included in approved master/management plans for Metro regional parks, natural areas and recreational facilities; projects designed specifically for the benefit of a Metro regional park, natural area, or recreational facility; or interim use leases as noted in the Open Spaces Implementation Work Plan.**

*Staff finding:* Criterion satisfied - there is no exception requested.

- 13) **Provide for the timely review and analysis of proposals for non-park uses by adhering to the following process:**

- A. **The applicant shall submit a detailed proposal to the Department which includes all relevant information including but not limited to: purpose, size, components, location, existing conditions, proposed project schedule and phasing, and an analysis of other alternatives which avoid the Metro owned or managed regional park, natural area or recreational facility which are considered infeasible by the applicant. Cost alone shall not constitute infeasibility.**

*Staff finding:* Criterion satisfied. The applicant submitted a detailed application and proposal that included all necessary information.

- B. **Upon receipt of the detailed proposal, the Department shall determine if additional information or a Master Plan is required prior to further review and analysis of the proposal. For those facilities, which have master plans, require that all proposed uses are consistent with the master plan. Where no master plan exists all proposed uses shall be consistent with the Greenspaces Master Plan. Deficiencies shall be conveyed to the applicant for correction.**

*Staff finding:* Criterion satisfied. The application was thorough and completed and no additional information is needed. The site does not currently have a Master Plan, and a Site Conservation Plan is underway. The easement area is so small in relation to the larger site than it should not impact the Site Conservation Plan or any future Master Plan.

- C. **Upon determination that the necessary information is complete, the Department shall review and analyze all available and relevant material and determine if alternative alignments or sites located outside of the Metro owned or managed regional park, natural area, or recreational facility are feasible.**

*Staff finding:* Criterion satisfied. Based on the applicant's extensive analysis, Parks and Nature Department staff concur no reasonable alternative exists.

Over the past several years the applicant performed an extensive analysis to not only limit the impact to Metro land, but also to limit the overall project impact to wetlands and natural areas within the area. In lieu of constructing the SW Kinsman Road extension, an

analysis to improve three different routes was performed. The studied routes included SW Boburg Road, SW Brown Road, and SW Boones Ferry Road. Both the Boburg and Boones Ferry routes failed to provide enough capacity at the intersection of SW Boeckman Road and SW Boburg Road and were determined to be infeasible. The Brown Road route failed to provide enough capacity at the intersection of SW Brown Road and SW Barber Street and created safety and liability concerns by routing a significant amount of heavy truck traffic through a residential neighborhood and adjacent to an elementary school. One of the key goals of the project is to remove truck traffic from smaller, unsafe roadways and enhance both local and regional freight mobility west of I-5. The alternative route analysis confirmed that a new north-south minor arterial roadway was needed between SW Villebois Drive and SW Boburg Street to improve roadway connectivity, enhance freight mobility and relieve congestion at existing street intersections.

The current alignment of this roadway, the Kinsman Road extension, was selected as the least impactful alternative through a master planning process that included multiple discussions with the regulatory agencies spanning more than a decade. The road alignment is significantly constrained by the existing Bonneville Power lines and the extensive Coffee Lake Creek Wetlands to the west and the existing forested wetlands, industrial development, and the proximity of the existing railroad alignment to the east. As conditioned by the City's wetlands removal-fill permit, the new road location is also limited to the area of previously impacted wetlands from the recent installation of a 48" water line along the same alignment as the proposed roadway (not on Metro property).

In addition to the road location and the alignment analysis, the City has examined a number of options to locate the SW Kinsman Road and SW Boeckman Street intersection improvements as to minimize the impacts to the Metro properties. Initially, a standard signalized intersection was proposed at Boeckman Road. However, the signal poles could not meet the clearance requirements of the overhead Bonneville Power lines. As a result, a roundabout intersection design was determined to be necessary, which requires more space than a standard signalized intersection. The City also looked at shifting the roundabout further to the south, away from the Metro properties. A number of design issues were identified, including the need to realign a portion of SW Boeckman Road and associated utilities thus filling additional wetlands in the Coffee Lake Creek complex. Also, a large existing underground water system pressure reducing vault (25' x 15' x 10') does not allow for shifting the roundabout any further south than currently proposed. Shifting the roundabout further south would also create additional impacts to the forested wetland southeast of the proposed roundabout, which is not allowed under the City's wetlands removal-fill permit. The City has reduced the impacts to the Metro owned properties as much as possible. The requested easement area is the minimum necessary to accommodate the SW Kinsman Road extension and intersection improvements at SW Boeckman Road.

- D. If outside alternatives are not feasible, the Department shall determine if the proposal can be accommodated without significant impact to park resources, facilities or their operation and management. Proposals which cannot be accommodated without significant impacts shall be rejected. If the Department determines that a proposal could be accommodated without significant impacts, staff shall initiate negotiations with the applicant to resolve all issues related to exact location, legal requirements, terms of the agreement, mitigation requirements, fair market value, site restoration, cultural resources, and any other issue relevant to a specific proposal or park, natural area or recreational facility.**

**The Department shall endeavor to complete negotiations in a timely and business-like fashion.**

*Staff finding:* Criterion satisfied. Department staff determined the proposal can be accommodated without significant impacts to natural resources or the operations and management of Metro property. Staff does not believe there are any outstanding issues related to exact location, legal requirements, terms of the agreement, mitigation requirements, fair market value, site restoration, cultural resources, and any other issue relevant to a specific proposal or park, natural area or recreational facility. Should the Metro Council approve the easement request, staff will work with the Office of Metro Attorney to resolve any and all issues that arise.

- E. Upon completion of negotiations, the proposed agreement, in the appropriate format, shall be forwarded for review and approval. In no event shall construction of a project commence prior to formal approval of a proposal.**

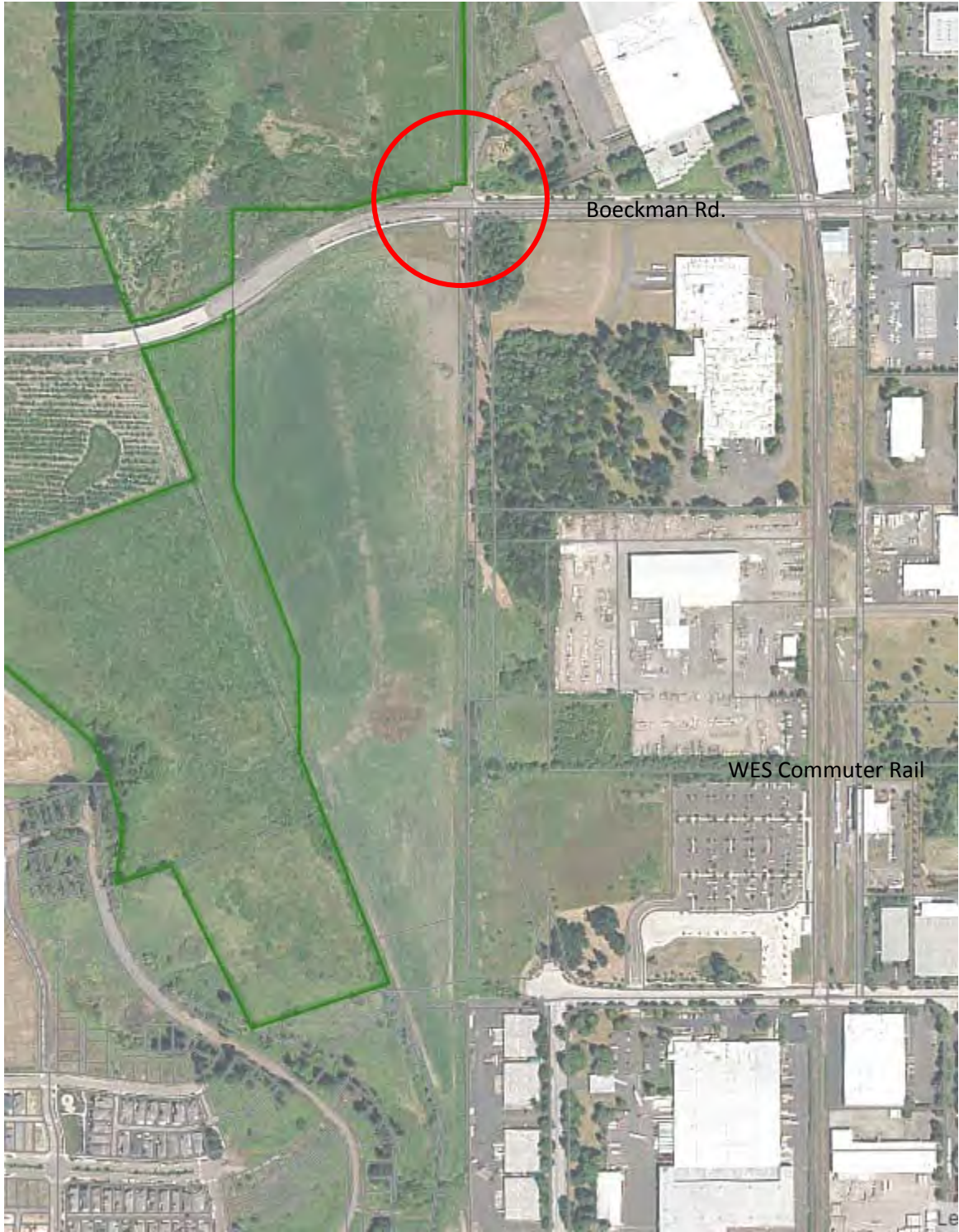
*Staff finding:* Criterion satisfied. If the easement is approved by the Metro Council, the Office of Metro attorney will draft and approve the easement document.

- F. Upon completion of all Metro tasks and responsibilities or at intervals determined by the Department, and regardless of Metro Council action related to a proposed easement, right of way, or lease for a non-park use, the applicant shall be invoiced for all expenses or the outstanding balance on expenses incurred by Metro.**

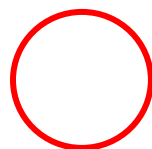
*Staff finding:* Criterion satisfied. Metro costs have been documented and the applicant will be billed for reimbursement.

- G. Permission from Metro for an easement or right-of-way shall not preclude review under applicable federal, state, or local jurisdiction requirements.**

*Staff finding:* Criterion satisfied. The applicant has already received permits from the Department of State Lands and the U.S. Army Corps of Engineers.



Metro site boundary

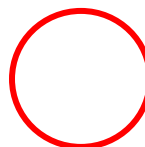


Project (easement) area

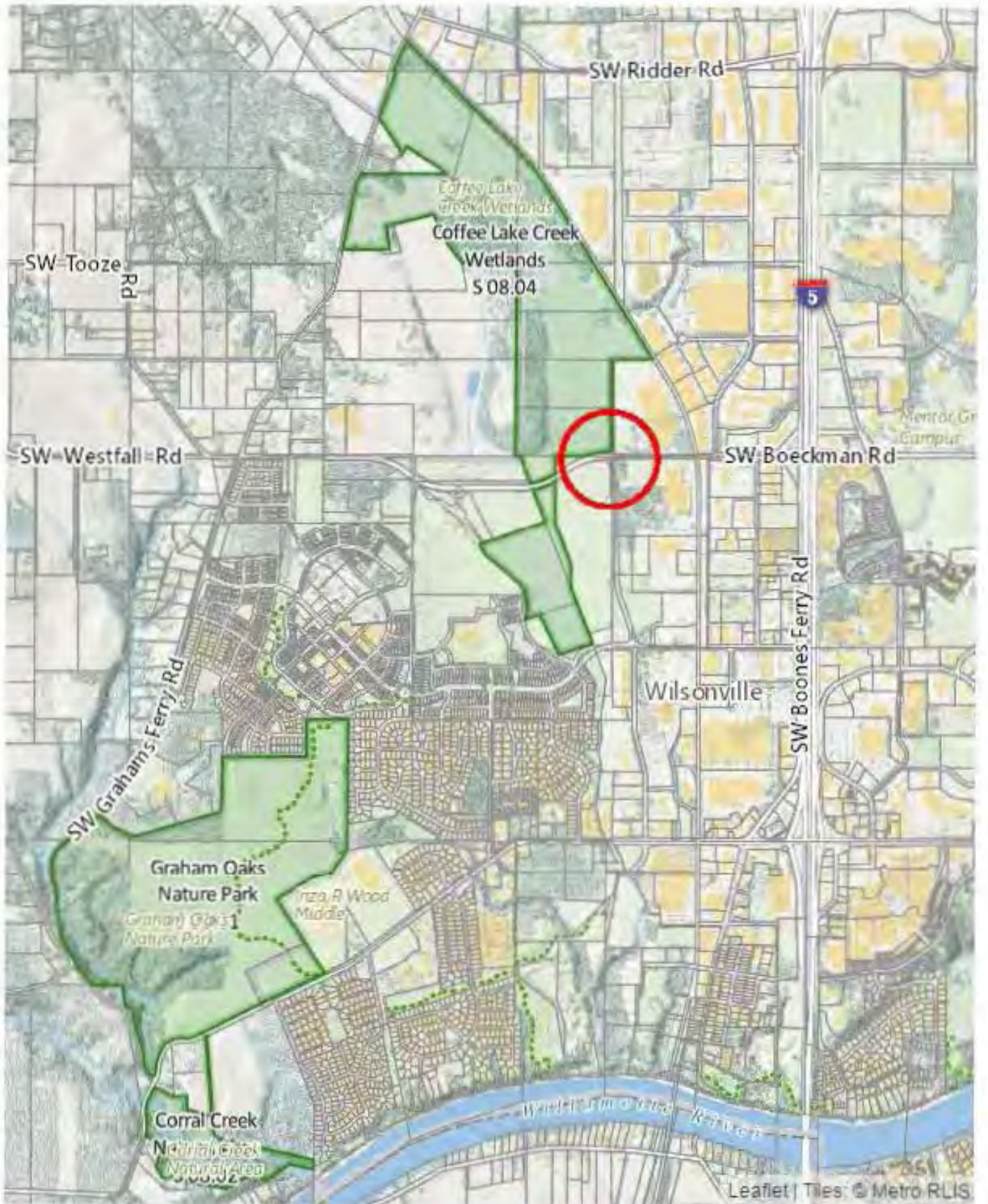




Metro site boundary



Project (easement) area



Metro site boundary



Project (easement) area

Agenda Item No. 3.0

**THE INTERTWINE ALLIANCE**

Metro Council Work Session  
Tuesday, July 7, 2015  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** July 7, 2015

**LENGTH:** 30 minutes

**PRESENTATION TITLE:** The Intertwine Alliance

**DEPARTMENT:** Parks and Nature

**PRESENTER(S):** Kathleen Brennan-Hunter; kathleen.brennan-hunter@oregonmetro.gov  
Mike Wetter, The Intertwine Alliance; mike.wetter@theintertwine.org

### WORK SESSION PURPOSE & DESIRED OUTCOMES

The purpose of this presentation is to update the Metro Council on The Intertwine Alliance's progress and activities, present the Intertwine Alliance's 2015 Annual Report and to discuss ways that the two organizations can strengthen their partnership. As The Alliance exists to serve its partners, Executive Director Mike Wetter is interested in getting feedback on how The Alliance can best support Metro goals.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The relationship between Metro and The Intertwine Alliance is dynamic and mutually beneficial. The Alliance would not exist in its current form except for both the initial and current support of Metro and the Metro Council. On the other hand, there are roles and functions that The Alliance can provide to Metro that Metro either cannot provide or cannot provide as cost effectively. This strategic partnership is vital to both parties, and merits periodic review and consideration by the Metro Council.

The Intertwine Alliance launched from Metro as a 501c3 four years ago. Since that time, it has grown from 28 partners to more than 140. Much of The Intertwine Alliance's work focuses on two primary objectives: attracting new funding to parks, trails and natural areas and related programming; and engaging the public. Metro continues to maintain a close working relationship with The Alliance and to partner on a number of fronts including equity and inclusion, public engagement, youth engagement, conservation, conservation education, urban forestry, and exploring parks and trails funding options. Metro staff serve on both the Core Group and the Board of Directors.

One significant development this year was the \$1 million per year award made to the region's urban wildlife refuges by the U.S. Department of Interior. The announcement was made by U.S. Fish & Wildlife Director Dan Ashe at The Intertwine Alliance's April summit. The Alliance worked closely with the region's urban refuges to develop the proposal and will be key to implementation of the program.

### OPTIONS AVAILABLE

The Intertwine Alliance Board of Directors is currently in the midst of a strategic planning process and is considering three different paths forward:

- A “build the base” scenario where The Alliance focuses on the “fundamentals” of connecting its partners together to foster stronger partnerships, communications and best practice exchange across a variety of fronts, from conservation to community health.
- A “focused” scenario, where The Alliance puts an intense focus on one specific community objective, such as community health, and attempts to achieve significant and measurable impact through a collective impact approach.
- A “capacity and funding” scenario where The Alliance aligns and mobilizes the nonprofit organizations and private companies in the region behind ballot measures and/or other large scale policy undertakings. This would involve working at a much more grass roots level than has previously been the case and doing more outreach and engagement with elected officials.

Regardless of which direction The Alliance board chooses, the Urban Challenge award, mentioned earlier, will likely put heavy demands on Alliance resources in the near future.

### **QUESTIONS FOR COUNCIL CONSIDERATION**

1. Based on The Alliance’s core strengths, such as its ability to connect with and mobilize its partner organizations, leverage private funding, serve as a communications platform, and engage the public through its Our Common Ground campaign, how can The Alliance best serve Metro goals?
2. Is there a strategic direction that Council would like to see The Alliance take?
3. Attendance by elected officials at Intertwine summits has been very low. Is there anything The Intertwine Alliance should be doing specifically with elected officials to better gain their participation and support?

### **PACKET MATERIALS**

- Would legislation be required for Council action  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today? Intertwine Alliance 2015 Annual Report



**THE  
INTERTWINE  
ALLIANCE**  
2014-15 ANNUAL REPORT



June 19, 2015

Dear Intertwine Alliance Partners,

The Intertwine Alliance was created by this community, by the parks and conservation leaders in our four-county region, to strengthen our ability to work together collectively. Each of our partner organizations has every year invested a little bit of their precious time and money in The Alliance with the prospect that, working together, we might attract new funding and more deeply engage residents.

We achieved a significant milestone toward each of these objectives this year, when U.S. Fish & Wildlife Service Director Dan Ashe announced at The Intertwine Spring Summit that our region had been chosen as one of two national pilots to receive a \$1-million-per-year award to engage residents with nature. This is new money resulting directly from our collective efforts.

The U.S. Fish & Wildlife funds are to be invested to achieve outcomes related to public engagement, youth engagement, equity and inclusion, and community health. To achieve what we as a community want around these four objectives will require us to leverage the \$1 million per year many times over. Further, these four objectives are part of a broader vision that itself will require additional investment.

We've now demonstrated that our coalition can be effective in attracting new funding. Over the coming months and years, we'll be working to build on that success, and to take it to the scale necessary to actualize our full vision for the region.

Sincerely

Mike Wetter, Executive Director  
The Intertwine Alliance



Image Credit: U.S. Fish & Wildlife Service

# 2014-15 HIGHLIGHTS AND NEXT STEPS

## PASSING THE TORCH

Following on the heels of the November Intertwine Plant-Off, an entirely youth-run tree planting initiative orchestrated by 10 of our partners, we invited young people to lead The Intertwine Fall Summit. Youth shared their stories and ran the show at a summit focused on the future. We've committed to continue to invite youth to participate meaningfully in our work, including the development and launch of the Daycation App.



Plant-Off leaders celebrate the event's success.  
Photo Credit: Frank Creative

## MAKING OUR COMMUNITY MORE EQUITABLE

In partnership with the Coalition of Communities of Color and Ann Curry-Stevens at PSU, a cohort of nine partner organizations, including the Alliance itself, are undertaking an 8-month formal assessment of their equity and inclusion practices. Supplementing this work, The Alliance is bringing Crossroads Antiracism Organizing & Training to Portland to offer a one-day anti-racism workshop to Intertwine partners in July and a 2.5-day advanced anti-racism training in October. This work is sponsored in part by the U.S. Fish & Wildlife Service.

## CONNECTING HEALTH AND NATURE

About 100 conservation and health professionals convened in October for the second Intertwine Health & Nature Forum. During a third forum in June, the group focused on a range of potential collaborative project ideas. We will continue holding quarterly forums to

advance this work, and to launch pilot projects in the near future.

## FINDING OUR COMMON GROUND

Thanks to support from Waste Management Company, Meyer Memorial Trust, and the U.S. Fish & Wildlife Service, Intertwine partners are working together to build and launch the Daycation mobile app, a new interactive parks & trails map, and a new portal on The Intertwine website to better support partners in working together. Work has begun on all fronts, with roll-out of new products planned by spring 2016.

## MEASURING OUR PROGRESS

With the support of PSU intern Lyndsey Boyle, we made great strides in identifying high-level indicators of the progress we are making collectively to complete The Intertwine. In the future, we hope to track and publicize metrics focused on park accessibility, acres of natural area, tree canopy, students who attend outdoor school,

## MEET THE 2014 FORCES OF NATURE

2014 Outstanding Program  
**Urban Ecology Research Consortium**

2014 Outstanding Project  
**Outdoor Adventure, Portland's Children Museum**

2014 Outstanding Young Professional  
**Jalene Littlejohn,  
West Willamette Restoration Partnership  
&  
Nikkie West,  
Audubon Society of Portland**

2014 Community Leadership  
**Dick Schouten, Washington County  
Commissioner**

2014 Lifetime Achievement  
**Kelly Puntney**



# 2014-15 HIGHLIGHTS & NEXT STEPS

miles of trail, and other key indicators.

## ORGANIZING LOCALLY

A Clark County Network of partner organizations working in southwest Washington was formed this spring, with two meetings of 50+ people to connect, organize, and set direction for collaborative work in the county. In the coming year, we will support similar networks in other Intertwine counties.

## LEADING THE CHARGE ON CONSERVATION

Work continues to implement the Regional Conservation Strategy. Intertwine Alliance conservation leaders are mapping the region's oak habitat through the OakQuest project and are submitting an application to the Oregon Watershed Enhancement Board for the Focused Investment Program.

## RISING TO THE URBAN CHALLENGE

We worked successfully with the U.S. Fish & Wildlife staff to win a \$1-million-per-year commitment from the U.S. Department of Interior. The years of investment



Intertwine Alliance Board member Don Goldberg chats with U.S. Fish & Wildlife Service Director Dan Ashe

our partners have made in building social capital, and our work to create the Our Common Ground campaign, were key to this success. We told U.S. Fish & Wildlife Director Dan Ashe that we accepted this challenge; that we could successfully work together as a community to address public engagement, youth engagement, community health, and equity & inclusion. We are confident that The Alliance and this community can deliver on this promise!

## INTERTWINE ALLIANCE FINANCIAL STATEMENT

	2013-14	2014-15	2014-15	2015-16
	Actual	Budget	Projected	Proposed
<b>REVENUES</b>				
Dues	157,485	160,000	188,761	160,000
Grants/Metro	164,162	346,594	254,775	141,134
Events & Other	7,161	7,000	20,150	10,000
Interest Income	67	100	60	100
U.S. Fish & Wildlife		525,000	-	367,000
<b>Total Cash</b>	<b>328,875</b>	<b>1,038,694</b>	<b>463,746</b>	<b>678,234</b>
<b>EXPENSES</b>				
Personnel*	270,948	980,020	400,420	643,200
Office/Travel	14,155	14,700	20,809	20,000
Meetings/Events	16,134	14,700	12,491	12,500
Printing and Materials	1,780	28,500	1,281	1,700
<b>Total Expenses</b>	<b>303,017</b>	<b>1,037,920</b>	<b>435,001</b>	<b>677,400</b>
<b>NET**</b>	<b>25,858</b>	<b>774</b>	<b>28,745</b>	<b>834</b>
Total Assets	179,862	180,636	208,607	209,441

\*Includes consultants, which is projected at \$159,659 in 2014-15 and is proposed at \$388,200 for 2015-16

\*\*Net was \$1,403 after accounting for restricted funds and uncollected invoices

Agenda Item No. 4.0

**BROWNFIELD IMPLEMENTATION**

Metro Council Work Session  
Tuesday, July 7, 2015  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** July 7, 2015

**LENGTH:** 60 minutes

**PRESENTATION TITLE:** Brownfield Implementation

**DEPARTMENT:** Planning & Development, RISE

**PRESENTER(S):** Brian Harper- [brian.harper@oregonmetro.gov](mailto:brian.harper@oregonmetro.gov) ex. 1833  
Noah Siegel- [noah.siegel@oregonmetro.gov](mailto:noah.siegel@oregonmetro.gov) ex. 1525

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- The purpose of the work session is to provide Metro Council with an update on the Brownfield Coalition's legislative progress and to discuss the potential for a future Regional Brownfield program
- The desired outcome of the work session is Council support of a Regional Brownfield program

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

At the January 29, 2015 Council Work Session, staff provided an update on the status of pending brownfield legislation in the 2015 Session. Council was updated on two bills that had been introduced, a Brownfield Tax Credit Bill (HB 2289), and a Local Tools Bill (HB 2734) that focused on enabling legislation for both brownfield-focused land banks and a brownfield tax abatement program. Additionally, we discussed the broad Coalition support for recapitalization of the State Brownfield Fund. As of this date, the recapitalization of the State Brownfield Fund seems to be solidified at \$7 million dollars and the Land Bank element of HB 2734 has been passed by the House and Senate and is now on its way to be signed by the Governor.

#### History

The Legislative efforts built on previous successes related to brownfields. Our EPA Petroleum Assessment Grants in 2006 and 2008 allowed Metro to offer assessment dollars and technical assistance to 11 separate properties across multiple jurisdictions. All of the properties were located in 2040 Town Centers and Corridors and several were able to leverage Metro's initial investment to obtain cleanup money from the State Brownfield Fund. This allowed for remediation of properties with known contamination issues, allowing these properties to be put back into productive use.

After completion of the 2008 EPA Grant, the Metro Council invested \$50,000 in the Regional Brownfield Scoping Project. This effort allowed Metro and local partners to gain a greater understanding of brownfield contamination issues throughout the Metro region and to identify tools best suited to addressing the problems.

Building off that work, Metro convened over 35 jurisdictions, agencies, and organizations from all sectors to form the Statewide Brownfield Coalition in early 2014. This Coalition's first targeted action was to select the critical policy tools that it would introduce and support at the State Legislature's 2015 Session. The Brownfields Coalition served as a powerful resource that stood out in Salem for its diverse participants and focused objectives. The Coalition notched important successes in the legislature and set the stage for future action on tax incentives for cleanup.

In addition to legislative changes, there is much work to be done at the regional level. Some local cities have successfully applied to the EPA for federal funding in support of brownfields. The City of Tigard received a grant focused on its downtown and the City of Beaverton used federal money to clean up brownfields in its existing Enterprise Zone.

Despite these successes, many communities in the region lack resources to sustain this vital work. Even the City of Portland's effective and long-standing brownfield program was not awarded an EPA grant in the last cycle, leaving the future of the program uncertain. There are only a handful of existing brownfield grants in the region today and no coordinated regional effort to address contaminated properties. A regional brownfield program, focused on leveraging multiple resources and offering sustained, targeted assistance to local jurisdictions would allow for a coordinated effort in making the most of existing land inside the UGB.

### **Proposed Solution**

Metro's involvement and progress with brownfield issues has shown considerable evolution since our first EPA grant award in 2006. Building on past successes with EPA brownfield assessment grants and the coalition focused on legislative changes, staff proposes a new initiative that represents the next step in the evolution of Metro's interest in brownfields. Staff is requesting \$200,000 from the Metro Council's Opportunity Fund to support a new regional Brownfield Assessment Program that would be a collaboration between the Investment Areas section and the RISE team. This program will build on Metro's past history with brownfields assessment and expand regional assistance by:

1. Directly supporting internal Metro programs that focus on site acquisition and/or readiness (Natural Areas, TOD, Enterprising Places, RISE).
2. Leveraging Metro dollars to obtain federal grants for site assessments and remediation grants. If staff is successful in obtaining a matching EPA grant, it will represent the largest single brownfield program in the region. This funding would enable Metro to directly support local and state jurisdictional partners as they work to restore brownfield sites to productive use and implement the 2040 Growth Concept by utilizing land inside the UGB more efficiently.
3. Utilizing resources created by the Coalition, including statewide grants, loans, and land bank authority.

This proposed program would include the following elements, further described in the Project Proposal concept (attached):

1. EPA Brownfield Grant funds- Apply for federal EPA Brownfield assessment grants using Metro project dollars as a match. Staff would be seeking grant funds in the range of \$200,000-\$400,000.
2. Criteria and Goals- Develop a process for how project funds will be utilized to support targeted Natural Areas acquisitions, TOD project sites, properties participating in the Enterprising Places program, and key RISE projects.
3. Structure- Develop the structure of a Regional Brownfield Fund dedicated to the assessment and remediation of properties in targeted Investment Areas. The group tasked with managing this fund would be similar to the Brownfield Task Force that the Metro Council initiated for the 2006/08 Petroleum Assessment Grants.
4. Regional Land Bank study- Follow up on our legislative efforts by conducting a Regional Land Bank Study. This study would detail the costs to develop and maintain a regional land bank program, including the level of support needed from a broad coalition of regional partners.

**QUESTIONS FOR COUNCIL CONSIDERATION**

- Do you support our request for \$200,000 to create a new regional brownfield program?
- Should the Statewide Brownfield Coalition continue to be staffed and supported by Metro?
- What guidance would you give us as we convene our partners to discuss this new program?

**PACKET MATERIALS**

- Would legislation be required for Council action  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today?

# PROJECT CONCEPT FORM



<b>Project Title</b>	<i>Regional Brownfield Assessment Program</i>		
<b>Project Sponsor</b>	<i>Elissa Gertler</i>	<b>Metro Facility or Department</b>	<i>Planning &amp; Development</i>
<b>Proposed Project Manager</b>	<i>Malu Wilkinson/Brian Harper</i>		
<b>Type</b>		<b>Proposed start date</b>	<i>07/15</i>

## SCOPE

<p><b>Business purpose of this project:</b></p> <p><i>The purpose of this project is to continue Metro’s work toward facilitating the redevelopment of brownfield sites within the UGB.</i></p> <p><i>Brownfields are sites where contamination - or the perception of contamination - create barriers to productive use or redevelopment. Metro’s Regional Brownfield Scoping Report showed that a significant amount of land within the UGB is currently sitting vacant or underutilized based on real or perceived contamination issues. Many of our local governments do not have the staff or funds necessary to address brownfields in their community.</i></p> <p><i>Metro has previously obtained federal brownfield funding to successfully assess and remediate contaminated properties, bringing them back into productive use. In addition, the diverse statewide Brownfields Coalition convened by Metro represents a powerful social and political resource that can help initiate and move projects forward.</i></p> <p><i>This current proposal builds on Metro’s past history with brownfields remediation, leverages state brownfield dollars that the Coalition helped recapitalize, to accomplish two specific goals:</i></p> <ol style="list-style-type: none"> <li><i>1. Directly support internal Metro programs that focus on site acquisition and/or readiness (Natural Areas, TOD, Enterprising Places, RISE)</i></li> <li><i>2. Leverage Metro dollars to obtain Federal assessment and remediation grants that would have the biggest impact possible on contaminated properties. If staff is successful in the grant process with EPA, it will represent the largest single brownfield program in the region and allow Metro to expand its ability to implement successful development on the ground by:</i> <ul style="list-style-type: none"> <li><i>-Directly supporting local jurisdictional partners as they work to implement the 2040 Growth Concept and utilize land inside the UGB more efficiently;</i></li> </ul> </li> </ol>
<p><b>Project scope statement:</b></p>

# PROJECT CONCEPT FORM



## SCOPE

*This project would work to achieve the following outcomes:*

### Partnerships

- Coalition evolves into regional working group (2015-2017)
- Interdepartmental coordination (2015-2017)

### Planning

- Regional Land Bank Study (2016-2017)
- Develop investment criteria for regional funds

### Implementation

- Invest funds in targeted sites that meet the regional funding criteria (2017-2018)

### **Specific exclusions from scope:**

*The program will not assist or offer financial incentives to parties that are responsible for the contamination of a site.*

### **Project deliverables and key milestones:**

1. *Complete Regional Land Bank Study*
2. *Develop an internal/external brownfield investment program*
3. *Establish a Regional Brownfield Task Force from existing (and future) Brownfield Coalition members*
4. *Prioritize key sites throughout the region*
5. *Apply for EPA Grant Funding*

### **Stakeholders**

*Metro Parks and Natural Areas program, Development Center staff, Investment Areas staff, local jurisdictions, Oregon DEQ, Business Oregon, EPA Region 10, Regional Brownfield Coalition, Columbia Corridor Association, Port of Portland, Local Cities and Counties, Greater Portland Inc.*

## COST

<b>What is the estimated cost of this project?</b>	<i>\$200,000 Council Funds + \$200,000 EPA Grant</i>
<b>What is the estimated cost of staff time dedicated to this project?</b>	<i>1 FTE</i>
<b>What materials or services are included in this estimate?</b>	
<ol style="list-style-type: none"> <li>1. <i>\$100,000- Site Assessment and Cleanup of identified sites</i></li> <li>2. <i>\$100,000- Coalition support and feasibility/policy studies</i></li> </ol>	
<b>How did you arrive at this estimate?</b>	
<ol style="list-style-type: none"> <li>1. <i>Review of previous grant processes with EPA</i></li> <li>2. <i>Planning and Development budget includes 1.0 FTE to manage project</i></li> </ol>	
<b>Between what percentage range do you think your estimate is accurate?</b>	<i>75% &amp; 95 %</i>
<b>Budget year(s) / Funding source(s):</b>	<i>FY 15-16 and 16/17</i>

# PROJECT CONCEPT FORM



## STAFF RESOURCES

<b>Who else will be working or providing input on this project?</b>	
<i>Planning and Development Department staff, RISE staff, Parks and Natural Areas staff, OMA,</i>	
<b>What is the estimate of total staff hours?</b>	<b>N/A</b>
<b>Can current staffing accommodate project?</b>	<i>Planning and Development has the capacity to handle program management but would require consultants for specific technical work</i>

## SCHEDULE

<b>What is anticipated start date?</b>	<i>07/01/15</i>	<b>anticipated end date?</b>	<i>6/30/18</i>
<b>What is the project duration in weeks</b>	<i>156</i>		

## CONSTRAINTS / ASSUMPTIONS

<b>What constraints will impact or assumptions shape this project?</b>
<ol style="list-style-type: none"> <li><i>Federal Grant guidelines regarding expenditure of funds on sites with responsible parties</i></li> <li><i>Metro will not focus efforts on identified Superfund sites</i></li> </ol>

## RISKS

<b>What key risks will you have to assess, plan for and monitor on this project?</b>
<ol style="list-style-type: none"> <li><i>EPA Grant award- if Metro were to be unsuccessful at obtaining an EPA Assessment or Cleanup grant, it would bring limits to the overall goals of the project</i></li> <li><i>Internal collaboration- project manager will have to assess and maintain strong cross-departmental relationships to be successful</i></li> <li><i>Brownfield contamination is a technically, legally, financially, and politically complex issue that our region has struggled with for many years. Metro's role at the regional scale can help address this issue, but only at a targeted level</i></li> </ol>

## FORM PROCESS FLOW

For Capital Project requests:

**Department Director** signs form indicating approval for project to proceed to Capital Planning review. Forward a copy of the signed form to Project Sponsor and Capital Planning Coordinator.

For Renewal and Replacement requests:

**Department Director** signs form indicating approval for project to proceed to Renewal and Replacement review. Forward a copy of the signed form to Project Sponsor and Capital Planning Coordinator.



# PROJECT CONCEPT FORM

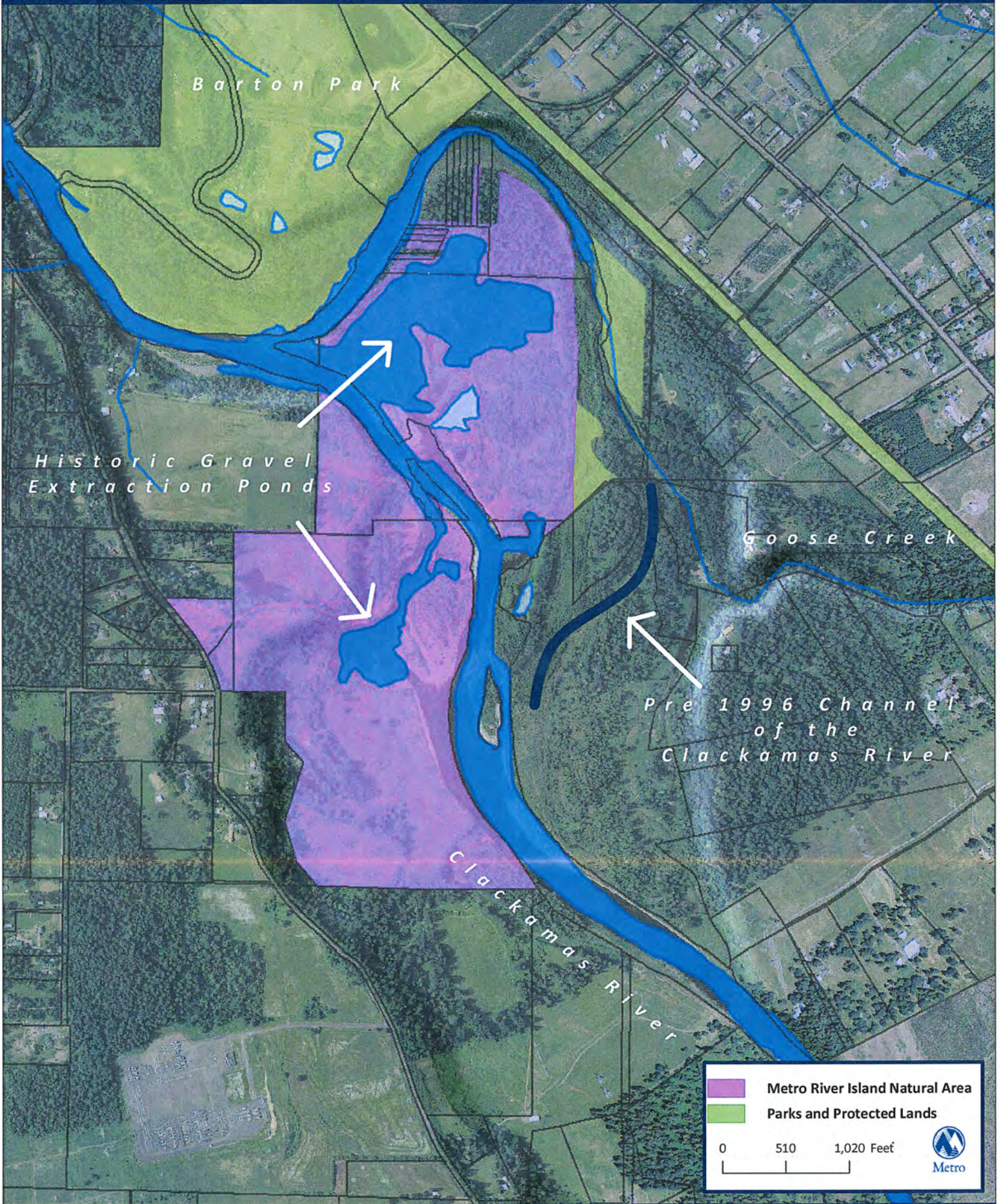


**APPROVED BY**

Title / Name	Signature	Date

Materials following this page were distributed at the meeting.

# River Island (Clackamas River)



## Kathryn Harrington

---

**From:** Tom Chaimov  
**Sent:** Friday, June 26, 2015 9:21 AM  
**To:** Alexandra Eldridge; Alison Kean; Amy Croover; Andy Cotugno; Andy Shaw; Beth Cohen; Bob Stacey; Botond Kovacs; Carlotta Collette; Cary Stacey; Colin Deverell; Craig Dirksen; Elissa Gertler; Frank Lewington; Heidi Rahn; Hillary Wilton; Ina Zucker; Jim Middaugh; John Williams; Kate Giraud; Kathryn Harrington; Kathryn Krygier; Katie Reeves; Lisa Hefty; Lisa Hrenko; Martha Bennett; Michelle Bellia; Nathan Sykes; Nellie Papsdorf; Nikolai Ursin; Noah Siegel; Patty Unfred; Ramona Perrault; Randy Tucker; Sam Chase; Scott Robinson; Shirley Craddick; Tom Hughes  
**Cc:** Tom Chaimov; Paul Slyman  
**Subject:** Solid Waste Roadmap in July  
**Attachments:** Roadmap Schedule.pdf; Solid Waste Consolidated Calendar June 2015.pdf  
**Categories:** Oregonmetro.gov

Metro Councilors:

July will be an important month for the Solid Waste Roadmap program, with four related topics coming before the Metro Council at two separate Council Work Sessions. This email provides a preview of July Roadmap topics, and the attachments\* present a high-level look at Roadmap engagements for the remainder of 2015 and into 2016.

You'll recall that the Roadmap is Metro's effort to ensure that the public is receiving maximum benefit from the refuse we all throw away. Despite world class recycling program performance, every year our region throws about one million tons into landfills. That's 2 billion pounds! Disposal is the lowest rung on the reduce-reuse-recycle waste management hierarchy. We can—and should—do better.

To that end, between now and early 2016, staff will be seeking your help in shaping Metro's leadership role in the region's solid waste system to enable everyone in the region make the most of what we don't want.

### *Food Scraps and the Transfer System*

At the July 21 Council Work Session, staff will present two out of six related Roadmap projects: Food Scraps Capacity and Transfer System Configuration. Food scraps project staff will bring you a menu of options for enabling the region to develop a full-scale, region-wide commercial food scraps recovery system, with the goal of reducing greenhouse gas emissions from landfills by up to 50,000 tons of CO<sub>2</sub>e per year and putting food scraps to higher and better use. Potential actions Metro could take range from relatively hands-off to more intentional, with pros and cons to each. Based on your choices on July 21, staff will develop an implementation plan, review it with you at a later date, and then execute. With many important stakeholder groups, full implementation is probably two years off.

Whatever your policies toward food scraps, existing transfer stations are likely to play an integral role in ensuring success of a food scraps recovery program. For this reason, immediately following your food scraps conversation, staff will engage you in discussion around how Metro could take a more intentional approach to managing the region's system of facilities. Such an approach could involve, for example, setting clear

expectations about what services should be offered, and where in the region, in order to maximize the delivery of public benefits.

### *Long-term Management of garbage and Landfill Capacity*

One week later, at the July 28 Council Work Session, staff will provide you an update on what we have learned from nineteen responses received from a recent solicitation for Expressions of Interest to do something with a portion of this region's garbage that will achieve greater benefits than landfill disposal. Last July, you endorsed continued exploration of five different technologies.\*\* On July 28 staff will seek your input on further narrowing the list of viable options based on a number of practical considerations. With ample landfill capacity available for decades to come, this work is not driven by a landfill capacity crisis, but rather by wanting to do the right thing by extracting the most value—and the most public benefit—out of our garbage. Staff will continue the conversation with you at a Work Session later in the fall.

Landfill Capacity is the other Roadmap topic on the July 28 Work Session agenda. This project, to develop an explicit policy to govern the region's use of landfills for years to come, kicked off earlier this year. Staff will look to the Metro Council July 28 to endorse the overall project plan and stakeholder engagement approach. A final policy recommendation and action from Council are expected by mid-2016, with Council touch points in the interim.

The Solid Waste Roadmap has many moving parts, and a number of them are scheduled for discussion at late July Work Sessions. This email and attachments provide a preview for what's coming up.

And if this isn't enough, remember that on Wednesday, July 15, you are touring the amazing MetroPaint facility on Swan Island.

Please contact me if you have any questions or concerns about this information before the two work sessions in late July.

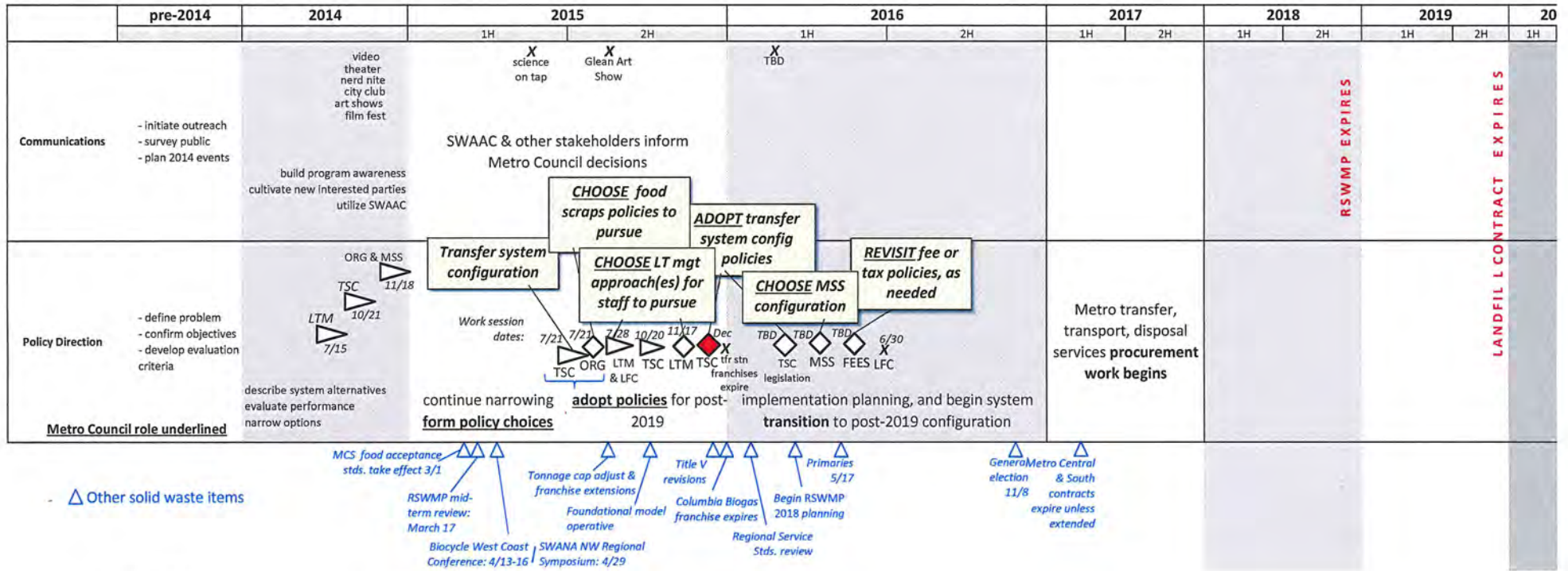
Tom Chaimov, Roadmap program coordinator  
Parks and Environmental Services  
Metro  
503.797.1681  
[tom.chaimov@oregonmetro.gov](mailto:tom.chaimov@oregonmetro.gov)

Metro | *Making a great place.*  
[www.oregonmetro.gov](http://www.oregonmetro.gov)

*\* Attachments to this email include a graphical gantt-type chart for 2014 through 2016 Solid Waste Roadmap milestones ("Roadmap Schedule"), and a chronological list of important solid waste events for the remainder of 2015 ("Consolidated Calendar").*

*\*\* The winnowed list of garbage management technologies includes advanced material recovery, combustion, gasification, anaerobic digestion of garbage, and so-called "engineered," or "refuse derived," fuel.*

## Schedule for Solid Waste Roadmap Policy Development, 6/23/15 update



- KEY TO SYMBOLS**
- ▷ Council work session
  - ◇ Provide major policy
  - ◆ Formally adopt new
  - X Date certain event
- KEY QUESTIONS\***
- LTM = Long-term, what should the region do with items that aren't reused, recycled, or composted?
  - TSC = What model of public-private transfer system best serves the public interest?
  - ORG = What actions should Metro take to ensure adequate and reasonably proximate food scraps tfr and processing capacity?
  - MSS = What service alternative should Metro pursue at or near Metro South?
  - FEES = How should Metro recover the cost of solid waste services and general government?
  - LFC = How should capacity of individual landfills inform where Metro directs waste? (draft)

\* Ongoing foundational work will support key questions by helping to describe how various alternatives would perform in managing the region's waste.

Schedule for Solid Waste Roadmap Policy Development, 6/23/15 update

20			
2H			

## Solid Waste Consolidated Calendar

SWAAC<sup>i</sup>, Liaisons, Work Sessions, Council Meetings, Let's Talk Trash, and other important items

*Theme in 2015: continuing to narrow options, and making choices*

### Roadmap projects highlighted in color

Long-term management	Transfer system configuration
Metro South Station	Fee & tax policy
Food scraps	Landfill capacity policy

...

### Jun

10.....SWAAC: canceled

18.....Liaisons: Food scraps quick briefing for 7/21 ws; Long-term Management, quick briefing for 7/28 ws; Landfill Capacity, scope the project

various.....Councilor briefings re: Title V update\* and tonnage cap proposal

\* Title V amendment package includes regulatory gap closure, EDWRP sampling & markets, fee & tax exemption clarification, housekeeping

### July

7.....Liaisons: Food scraps dry run for 7/21 work session; Long-term Management, dry run for 7/28 work session; Transfer System Configuration, preview 7/21 work session

7.....Councilor briefings (joint) re: Food scraps and LTM in advance of 7/21 and 7/28 work sessions

8.....SWAAC: Title V update; Food scraps, review options; Long-term Management, review options

various....Councilor briefings re: Title V update and tonnage cap proposal

16.....Council Meeting: First read Ordinance on tonnage caps and franchise extensions

21.....Work Session: Food scraps decision, choose preferred policies; Transfer System Configuration, narrow policy direction

23.....Council Meeting: Second read Ordinance on tonnage caps and franchise extensions

28.....Work Session: Long-term management review management options and direct staff on next steps; Landfill capacity policy, confirm work plan

### Aug

6.....Liaisons: Transfer System Configuration, prep for 8/12 SWAAC

early Aug...Public workshop re: Title V update

12.....SWAAC: Transfer System Configuration; Mattress recycling

### 10-21.....COUNCIL RECESS

27.....Council Meeting: *Second read Ordinance on tonnage caps*

### Sep

3.....Liaisons: Transfer System Configuration, narrow policy alternatives

9.....SWAAC: TBD

### Oct

1.....Liaisons: LTM prep for work session; Regional Service Standards review; Transfer System Configuration, opportunity to endorse preferred approach to transfer system management

14.....SWAAC: Transfer system configuration; Title V update

20.....Work Session: Transfer System Configuration, opportunity to endorse preferred approach to transfer system management



**Nov**

- 5.....Liaisons: LTM; Metro South Station; Transfer System Configuration, follow-up from 10/20 work session
- 11.....SWAAC: Metro South Station;
- 17.....Work Session: Council indicates direction for regional LTM
- 19.....Council Meeting: First read Ordinance on Title V update
- TBD... Council Meeting: If desired, Resolution formalizing future direction for disposal (LTM)

**Dec**

- 3.....Liaisons: TSC dry run for work session to preview draft legislation
- 10.....Council Meeting: Second read Ordinance on Title V update
- TBD....Work Session: TSC preview legislation
- TBD....Cascadia Rising tabletop exercise

**Other items on the horizon**

- Oregon Legislative Assembly: Outdoor School funding; DEQ materials management bills; HHW producer responsibility
- Revisit Metro South Station improvements in 2016
- revisit solid waste Fee & Tax policy in 2016
- Food scraps: develop detailed implementation plan w/ stakeholder input

2016

**Jan**

- 1.....Private transfer station franchises take effect
- TBD....Council Meeting: First read Ordinance to revise RSWMP regional service standards
- TBD....Council Meeting: Second read Ordinance to revise RSWMP regional service standards

**Feb**

**Mar**

- TBD.....Council Meeting: Transfer system configuration Ordinance (Title V)

.  
. .

**Fall/Winter**

- TBD....Council Meeting: Transfer system configuration Ordinances (franchises)

---

<sup>i</sup> Metro's Solid Waste Alternatives Advisory Committee develops "...policy options that, if implemented, would serve the public interest by reducing the amount and toxicity of waste generated and disposed, or enhancing the effectiveness and sustainability of the system through which the region's solid waste is managed." (Metro Code, Chapter 2.19.130)