

Lia Waiwaiole - November GTAC meeting

From: Lia Waiwaiole
To: Metro Parks System Accounts
Date: 10/31/2002 10:33 AM
Subject: November GTAC meeting

Dear GTAC members:

On October 9, 2002, GTAC recommended both technical and graphical changes to the map. Please see the attachment to this e-mail to review the changes and then download the amended map from this ftp site: ftp://ftp.metro-region.org/dist/parks/concept_map_103002.pdf. If you have problems opening the map, please call us to get a hard copy of the map.

Staff is in the process of collecting letters of support for the map from all jurisdictions. We have not heard back from all jurisdictions and we hope to hear from you, answer your questions and schedule presentations at your committees, if needed.

Please mark November 13th on your calendar for the next GTAC meeting. At the next meeting, we will be continuing the discussion on map amendments. A meeting agenda is attached for your perusal.

See you at the next GTAC meeting.

Jennifer Budhabhatti

NOVEMBER AGENDA

Wednesday, November 13
Room 370
1 to 3 p.m.

1. Introductions and announcements (10 minutes, all)
2. Greenspaces Concept Map update (50-60 minutes, Metro staff, all)
Continue review of updated Greenspaces Map; comments and suggestions on map; discuss approval process of map to take place in December.
3. Damascus Design Workshop (45 minutes)
Karen Perl Fox and Ginny Peckinpaugh from 1000 Friends of Oregon will give a presentation on the Damascus Design Workshop.

Next Meeting: January 8, 1 to 3:00 p.m., Metro Regional Center, Room 370.
There will be no meeting in December.

Draft GTAC Agenda for Fall 2002

September

Greenspaces Master Plan update:

- Review Regional Greenspaces System map review
- Begin developing plan for moving map update forward for Metro Council consideration/adoption in early 2003

MTIP update: schedule, criteria, Metro transportation staff meetings with locals, coordination on trail project applications

Update on Trails BMP's Project (Guidelines): clarification of purpose, schedule, opportunities for input

October

Greenspaces Master Plan update: GTAC action on map update?

Finalize GTAC recommendation on "process" for establishing local support

November

Quarterly Trails Meeting

"Expert Panel" presentations on good trail design, engineering and construction: George Hudson, Mary Ann Zarkin, xx?

Present draft Trail guidelines

December

Trail guidelines: feedback/work session

PROPOSED GREENSPACES CONCEPT MAP AMENDMENTS

Background: On October 9, 2002, the Greenspaces Technical Advisory Committee (GTAC) representatives made some technical and graphical recommendations to the regional greenspaces concept map. GTAC approved these recommendations which are now reflected on the updated map. The committee agreed that the changes made would improve the technical and graphic quality of the map. GTAC also granted Metro staff some leeway to experiment with the recommendations about the graphic representation of the map and to use their best judgement to depict these proposed changes.

Listed below are the technical and graphic recommendations.

Technical recommendations:

Jurisdiction	Technical Recommendation
City of Portland	<p>Include north fork of Ash Creek and Stevens Creek to be consistent with the City of Portland environmental zones</p> <p>Include Mock's Crest as a corridor</p>
City of Wilsonville	Include Boeckman Creek as a corridor
Three Rivers Land Conservancy	Extend the corridor on the Abernathy Creek to Beaver Lake.

Graphic recommendations:

1. Include the word connector to the legend. It will now read as "other natural areas and *connecting* corridors in the regional system".
2. Explain the significance of the arrow (as depicted in the map) in the legend.
3. Add the light rail layer to the map
4. Take the red labeling out, reduce the font size of the labels, and show no hierarchy in size of labeling.
5. Replace the wording in the legend from "this map is for *planning purposes* only and holds no regulatory authority" to "this map is a *vision* document and will not hold any regulatory authority"
6. Delete the term "greenways" from all the labeling in the map.
7. Label freeways and street names should have a smaller font size as compared to the city names.
8. Replace the word "*river* trails" with "*water* trails" in the legend.
9. Depict regional trails as existing, proposed or water only. Instead of red, use a more neutral color to highlight trails.
10. Add a symbol for airports.

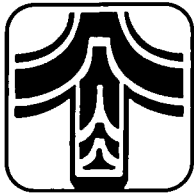
Regional Greenspaces System Concept Map - Letters of support

Unqualified support from:

1. City of Durham
2. City of Fairview
3. City of Forest Grove
4. City of Gladstone
5. City of Gresham
6. City of Happy Valley
7. City of Lake Oswego
8. City of Oregon City
9. City of Milwaukie
10. City of Tigard
11. City of Troutdale
12. City of Tualatin
13. City of West Linn
14. Clackamas County
15. North Clackamas Parks and Recreation District
16. Oregon Dept. of Fish and Wildlife
17. Oregon State Parks and Recreation
18. Washington County
19. Washington County Soil and Water Conservation District

Qualified support from:

1. Audubon Society of Portland
 - Map should state that it is not a regulatory document (done)
 - Should have a mechanism for amendments to the map (done)
2. City of Beaverton
 - Map should not be used as a basis for related Metro regulations such as Goal 5
3. City of Cornelius
 - Update depiction of Council Creek land acquisitions (done)
 - Correct depiction of Banks-Vernonia Trail (will do)
4. City of Hillsboro
 - Map should not be used to impose any regulatory or land use application
5. City of Portland
 - Improve explanation on how the map will be used
 - Should have a clear process for amendments to the map (done)
 - Map should not be used as a basis for setting protection and funding priorities
 - Map should not imply relative natural resource value of private lands
6. City of Wilsonville
 - Map should show Willamette River Greenway Trail (done)
 - Update depiction of Coffee Lake land acquisitions (done)
 - Place Coffee Lake label in correct location and label the Wilsonville tract and Memorial Park (will do)
7. Port of Portland
 - Concerns how map may be used in the Goal 5 process
 - Concerns related to Willamette Greenway Trail in the Portland Harbor
8. Three Rivers Land Conservancy
 - Should have a mechanism for amendments to the map (done)
9. Tualatin Hills Park and Recreation District
 - Metro should pursue a regional funding initiative to further the implementation of the metropolitan master plan
10. U.S. Fish and Wildlife Service
 - Update depiction of federal land acquisitions related to the Tualatin River National Wildlife Refuge (will do)



City of Tualatin

18880 SW Martinazzi Avenue
Tualatin, Oregon 97062-7092
Main 503.692.2000
TDD 503.692.0574

November 27, 2002

Charlie Ciecko
Metro Regional Greenspaces
Metro
600 NE Grand Ave.
Portland, Oregon 97232-2736

RE: Regional Greenspaces System Concept

Dear Charlie,

Our staff has reviewed the Regional Greenspaces System Concept Map, and support moving forward with the update and approval of the document. It is our understanding this map is a concept in nature, and does not imply new natural area regulatory obligations if adopted.

On the map, many greenway corridors are quite wide, in some cases over 1/3 of a mile in width. Obviously, this does not correspond to local definitions of greenway or natural area widths. We are assuming that the scale at which these resources are identified is to help with legibility of the map. Please let us know if the case is different.

On November 12, 2002 your department made a presentation to the Tualatin Park Advisory Committee regarding the update process. They were pleased with the work that has been done, and gave a vote of support for the effort to update the Greenspaces Master Plan.

We support the efforts of the Metro Greenspaces Department and the Greenspaces Technical Advisory Committee in moving forward towards the final update of the Greenspaces Master Plan. Thank you for involving us in this worthy effort.

Sincerely,

A handwritten signature in black ink that reads "Paul Hennon" with a stylized flourish at the end.

Paul Hennon
Community Services Director



November 27, 2002

Metro Council
C/o Jennifer Budhabhatti
Metro Regional Parks and Greenspaces
600 NE Grand Avenue
Portland, OR 97232

Councilors:

Washington County is very pleased to offer this **Letter of Support** to express our concurrence with the last draft of the "Greenspaces Concept Map". As discussed with our Parks and Planning Staff, it is our understanding that this map represents a conceptual vision of the properties determined to be included in the Greenspaces inventory. This is with the understanding that there will continue to be opportunities to add other sites in the future, should a local agency make a reasonable justification for that to occur.

I would like to extend Washington County's thanks to you and your staff for the inclusive and professional process that has produced this quality product. Such a cooperative effort is much appreciated. We look forward to continuing work with you and others on the Greenspaces program.

Sincerely,

Larry Eisenberg
Washington County
Facilities Manager



Parks and Recreation

November 26, 2002

Susan McInain, Chair METRO Natural Resources Committee
C/O METRO Regional Parks & Greenspaces
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Susan:

I am writing in support of the Regional Greenspaces System Concept Update. As you know, we have worked with GTAC in conjunction with the City of Lake Oswego and the Three Rivers Land Conservancy, to propose a linking trails network in our portion of the metro area.

Specifically, two of the nominated trails are recommended in the City of West Linn Parks Recreation and Open Space Master Plan, which has also been adopted by reference into the City's Comprehensive Plan. These are the Tualatin River Greenway Trail no. 4, and the Willamette River Greenway no. 8.

The City of West Linn also supports the rest of the nominated trails and natural areas, but I would like to mention specifically the Willamette Narrows Greenway Trail, which would intersect with and extend the two trails mentioned previously. We are also pleased to see the inclusion of additionally identified natural areas within and near West Linn's borders.

Because of the importance of this plan to West Linn's livability, the West Linn Parks, Recreation and Open Space Advisory Board voted unanimously to endorse and support this update.

We look forward to seeing the adoption of Regional Greenspaces System Concept Update. Please let me know if you need any further information.

Sincerely,



Ken Worcester, Director

Copy: Sandi Farley City Manager

Klw02:Jkw

November 25, 2002



Susan McLain, Chair
Metro Natural Resources Committee
600 Northeast Grand Avenue
Portland, OR 97232-2736

Dear Ms. McLain:

This letter is in support of the concept of updating the 1992 regional Greenspaces schematic map developed as a component of the Metro Greenspaces Plan. Significantly, the program to implement this plan has put some 9,000 acres of mapped open spaces within the region into public ownership for permanent protection. Some 30 of these acres are located within Tigard.

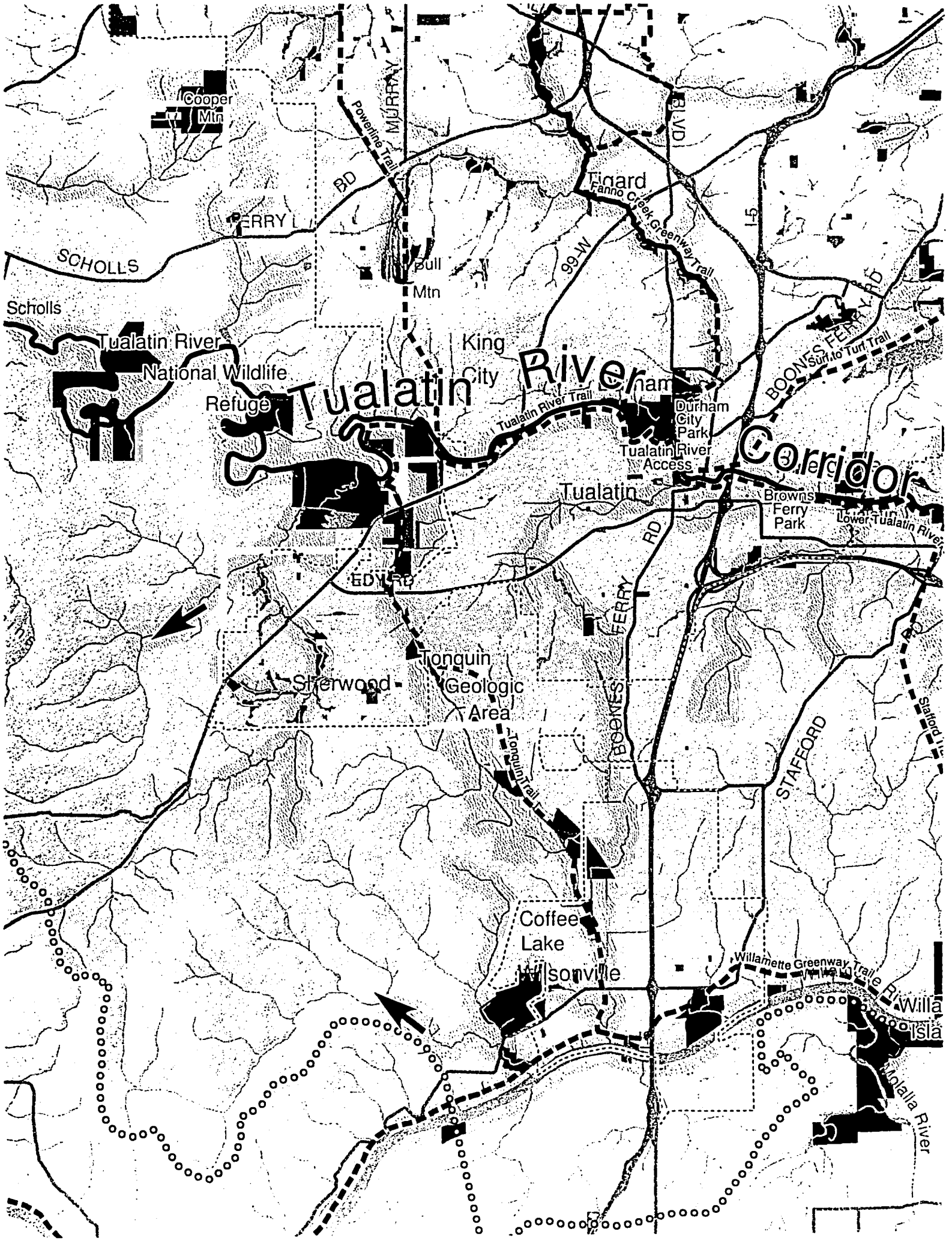
The revised map of Greenspace areas reflects changes in conditions that have occurred during the ten years since the original map was developed. The new map generally depicts the remaining natural areas within the region based on a scientific and public identification process. At the same time, we understand that the map is not site specific and imposes no regulatory or other obligations on the City of Tigard or its landowners.

The City has been a partner with Metro in the Greenspaces program since its inception. The City looks forward to many more years of cooperation and collaboration with Metro and its other partners in realizing a vision of a cooperative interconnected system of parks, natural areas, and greenways.

Sincerely,

A handwritten signature in black ink, appearing to read "William A. Monahan", is written over a horizontal line.

William A. Monahan
City Manager



Cooper Mtn

Powerline Trail
MURRAY RD

BLVD

Tigard
Fanno Creek Greenway Trail

I-5

SCHOLLS

Scholls

FERRY L

Bull Mtn

99-W

Tualatin River

National Wildlife Refuge

King City

Tualatin River

BOONES FERRY RD
Surf to Turf Trail

Tualatin River Access

Durham City Park

Corridor

Tualatin

Brown's Ferry Park

Lower Tualatin River

EDYSE

BOONES FERRY RD

Tonguin

Sherwood

Geologic Area

STAFFORD

Coffee Lake

Wilsonville

Willamette Greenway Trail

Willapa River

Willapa

Willapa

Willapa River

Willapa

Willapa

Willapa

NOV 8 - 2002

**forest
grove**

November 6, 2002

Susan McLain
Metro Council
600 NE Grand Avenue
Portland, Oregon 97232-2736

Re: Revisions to Metro Greenspaces Concept Map

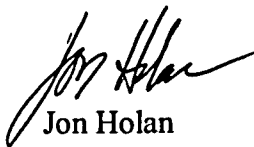
Dear Ms. McLain:

The City of Forest Grove supports the revisions to the Metro Greenspaces Concept Plan. City Council recently approved the City of Forest Grove's Park, Recreation and Open Space Master Plan. The Metro Concept Plan coincides with and supports the City's master plan efforts. In particular, the Concept Plan supports the City's efforts to develop a trail around the community by promoting the trail along Council Creek and the open space system along the Gales Creek/Tualatin River complex. In our review of the concept plan, there appears to be no areas of conflict between the City's and Metro's plans.

Additionally, the City's Recreation Commission reviewed the Plan at their October meeting. The commission felt that with the information they were given, they had no additional comments and were generally in favor of how the plan supports the City's efforts.

If you have any questions, please do not hesitate to contact either of us.

Sincerely



Jon Holan
Community Development Director



Tom Gamble
Parks and Recreation Director



October 30, 2002

Charlie Ciecko
Director of Parks and Greenspaces
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Charlie:

I have reviewed the Regional Greenspaces System Concept Map and have no further comments or concerns. As expressed by other members of GTAC, I understand the map to be a "concept" map only and will look forward to additional refinement, if and when, any acquisition effort or other actions are taken by Metro in the future.

I appreciate all the hard work you and your staff have put into the updating of this document.

Thank you for allowing us to provide input into this process.

Sincerely,

A handwritten signature in black ink that reads "JoAnn Herrigel". The signature is written in a cursive, flowing style.

JoAnn Herrigel
Program Administrator



Oregon

John A. Kitzhaber, M.D., Governor

Parks and Recreation Department

1115 Commercial St. NE

Salem, OR 97301-1002

(503) 378-6305

FAX (503) 378-6447

www.prd.state.or.us

October 31, 2002

Charles Ciecko, Chair
Greenspaces Technical Advisory Committee
600 N.E. Grand Ave.
Portland, Oregon 97232

Charlie,
Dear Mr. Ciecko:



The Oregon Parks and Recreation Department (OPRD) would like to convey its support for an update of the Regional Greenspaces System Concept Map as the second major step in Metro's strategy to update the Regional Greenspaces Master Plan.

As you are aware, OPRD supported the update of the Regional Trails and Greenways Plan map, adopted by the Metro Council on July 25, 2002, as the first significant step in this process. OPRD views this update as the next logical task in Metro's long-term commitment to updating the Greenspaces Master Plan.

The Greenspaces System is consistent with OPRD's goals of resource conservation and promotion of reasonable access to trails and waterways. OPRD has dedicated significant resources over the past two years developing the 2003-2007 Oregon Statewide Comprehensive Outdoor Recreation Plan. The results of surveys, needs and trends analysis, and public/stakeholder input, continue to point to the priority Oregonian's place on outdoor recreation and the extent to which our parks, openspace, trails, and waterways contribute to the "quality of life" that define us as Oregonians. According to results of the plan's participation survey, the most popular everyday activities in the state and in the Portland area are running and walking for exercise and walking for pleasure. These activities are generally engaged in near home, and on a regular basis.

OPRD supports the updated map being forwarded to Metro Council for adoption as a "concept map" for the Greenspaces System. We look forward to future discussion of the more complex issues related to what it will mean to be part of the regional greenspaces system and what will be the roles and responsibilities of public land managers.

Sincerely,

Mike

Michael Carrier
Director, OPRD

CC: Sean Loughran, ORPD
Dave Wright, OPRD
MG Devereux, OPRD
Jack Wiles, OPRD

GLADSTONE



October 29, 2002

Jennifer Budhabhatti
Metro Regional Parks and Greenspaces
600 NE Grand Avenue
Portland, Oregon 97232-2736

RE: Regional Greenspaces System Concept Update Map

Thank you for the letter from Councilor McClain and the excellent regional concept map update. I look forward to working with you in the future on the Greenspaces concept.

You're welcome to call me anytime at 503 557-2766.

CITY OF GLADSTONE

Jonathan Block, GTAC Representative

City Hall
525 Portland Avenue
Gladstone, OR 97027
(503) 656-5223
FAX: 650-8938
E-Mail: glad@spiritone.com

Municipal Court
525 Portland Avenue
Gladstone, OR 97027
(503) 656-5224

Police Department
535 Portland Avenue
Gladstone, OR 97027
(503) 656-4253

Fire Department
535 Portland Avenue
Gladstone, OR 97027
(503) 656-4253

Public Library
135 E. Dartmouth
Gladstone, OR 97027
(503) 656-2411
FAX: 655-2438
E-Mail: qlref@incc.lib.or.us

Senior Center
1050 Portland Avenue
Gladstone, OR 97027
(503) 655-7701
FAX: 650-4840

City Shop
18595 Portland Avenue
Gladstone, OR 97027
(503) 656-7957
FAX: 722-9078



*Clackamas
County*

DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

Sunnybrook Service Center

November 7, 2002

Metro Regional Parks & Greenspaces
Susan McLain, Chair
METRO Natural Resources Committee
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Susan,

As a member of the Greenspaces Technical Advisory Committee representing Clackamas County Parks, I want to express my support for the concept and work to date on the Regional Greenspaces System concept map. Clackamas County is committed to the ongoing cooperative committee work to lay the framework for interconnected regional parks. There remains much work to be done to determine what it means to be included in the regional system while maintaining local determination and priority.

The concept map is sufficiently complete to example the "regional concept" planning to our public for public support of the Greenspaces Master Plan Update and further public funding measures. The map examples positive progress within the urban tri-counties area and will be a tool and framework for rural parks and trail planning as the regional view expands.

Mike McLees

Mike McLees
Parks/Forest Supervisor



CITY OF TROUTDALE

"Gateway to the Columbia River Gorge"

001 2 4 7007

October 22, 2002

PUBLIC WORKS DEPARTMENT

Department Management

Environmental Services

Equipment Maintenance

Mapping Services

Streets Division

Wastewater Services

Water Division

Susan McLain, Chair, Metro Natural Resources Committee
METRO
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Susan:

The City of Troutdale has received and carefully reviewed your letter dated September 25, 2002 and the Regional Greenspaces System Concept Update map. The City of Troutdale does not oppose any of the visions or concepts that have been proposed as part of this concept. Troutdale recognizes the importance of greenspaces within the Metro region and to this extent endorses the Regional Greenspaces System Concept.

As a participating member of the Metro GTAC, the City of Troutdale is committed to working on greenspace issues via a collaborative regional system. Please call or email me directly if you have any questions or comments regarding this issue.

Sincerely,

CITY OF TROUTDALE

KEVIN RAUCH
Public Works Environmental Specialist
krauch@ci.troutdale.or.us
(503) 674-7241

CITY
OF

FAIRVIEW

COMMUNITY DEVELOPMENT
1300 NE VILLAGE ST., P.O. BOX 337
FAIRVIEW, OREGON 97024
(503) 674-6206 FAX 667-7866

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November 18, 2002

Susan McLain
Chair, Metro Natural Resources Committee
600 Northeast Grand Avenue
Portland, OR 97232

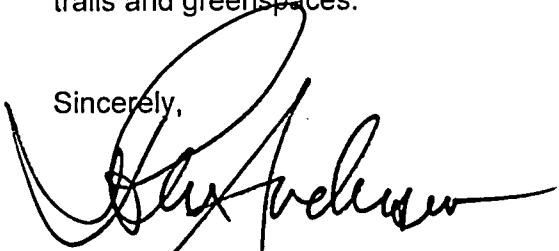
Re: Regional Greenspaces System Concept Map

Dear Ms. McLain:

The City of Fairview staff has reviewed the updated Regional Greenspaces System Concept Map, dated September 24, 2002. We have found the map to accurately reflect the primary natural areas and greenspace corridors within the City. The map depicts the major parks and open spaces and the riparian corridor of Fairview Creek and Fairview Lake.

The City of Fairview understands that the Concept Map does not provide a regulatory function, but serves as a vision document to look at greenspaces in the regional context. The City supports the use of the Regional Greenspaces System Concept Map as part of the Metropolitan Greenspaces Master Plan to continue to create a regional system of trails and greenspaces.

Sincerely,



John Andersen, FAICP
Community Development Director
City of Fairview





November 21, 2002

Charles Ciecko, Director
Metro Parks and Greenspaces
600 NE Grand Avenue
Portland, OR 97232

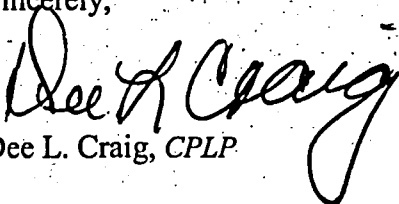
RE: Regional Greenspaces System Concept Update

Dear Charlie:

I am writing this letter on behalf of the Mayor and Commissioners of the City of Oregon City. The Commission, at their November 20, 2002 meeting, voted to "approve and support the Regional Greenspaces System Concept Map Update, final draft dated 9/24/02." The Commission continues to support Metro's efforts towards a regional system of parks and open spaces, which includes Oregon City.

Thank you for providing this information to the City and for soliciting our input throughout this process. The City's elected officials and staff look forward continuing the good working relationship we have forged with your office.

Sincerely,



Dee L. Craig, CPLP

Director
PO Box 3040
320 Warner Milne Rd
Oregon City, OR 97045
503-496-1546
Fax 503-657-6629

Aquatics
PO Box 3040
1121 Jackson St.
Oregon City, OR 97045
503-657-8273
Fax 503-657-0037

Carnegie Center
PO Box 3040
606 John Adams St
Oregon City, OR 97045
503-557-9199
Fax 503-557-9290

Library
362 Warner Milne Rd
Oregon City, OR 97045
503-657-8269
Fax 503-657-3702

Pioneer Community Center
Adults of All Ages
615 5th St
Oregon City, OR 97045
503-657-8287
Fax 503-657-9851

Mountain View Cemetery
& Parks Maintenance
Reservations
500 Hilda St
Oregon City, OR 97045
503-657-8299
Fax 503-656-7488



Oregon

John A. Kitzhaber, M.D., Governor

Department of Fish and Wildlife

Northwest Region
17330 SE Evelyn Street
Clackamas, OR 97015-9514
(503) 657-2000
FAX (503) 657-2050

November 13, 2002

Susan McLain, Chair
Natural Resources Committee
Metro Regional Government
600 Northeast Grand Avenue
Portland, 97232-2736



Dear Chair McLain,

The Oregon Department of Fish and Wildlife has reviewed the updated Regional Greenspaces System Concept final draft map dated Sept. 24, 2002 and the supporting documents. We have discussed the program with Metro staff, and provided input on the map.

The work done by staff, the Greenspaces Technical Advisory Committee and interested citizens is commendable. The map provides a comprehensive overview of natural areas and ecologically important landscapes, existing and proposed corridors and trails, and riparian systems.

This map is a valuable tool for private landowners, public land managers, citizens, planners and others because it is a vision document that also provides information that helps everyone to plan, prioritize, and hopefully, collaborate.

It is an important non-regulatory approach to identifying and developing an interconnected system of greenways and trails that benefit people, fish and wildlife.

ODFW supports Metro's Regional Greenspaces System Concept Update.

Thank you for the opportunity to comment on this program.

Sincerely,

Holly Michael
Wildlife Diversity Biologist
N. Willamette District

Patty Snow
Land & Water Use Coordinator
Habitat Division



Ron Klein - Greenspaces System Map

From: "Healy, Michelle" <MichelleHea@co.clackamas.or.us>
To: "Ron Klein (E-mail)" <kleinr@metro.dst.or.us>
Date: 11/22/02 2:44 PM
Subject: Greenspaces System Map

Dear Ron,

On behalf of the North Clackamas Park & Recreation District I want to thank you for attending the District Advisory Board meeting last Thursday. The Board enjoyed your presentation and has indicated their support for the updated Regional Greenspaces System Concept map. It is our understanding that this map is only a "concept" and will serve as a starting point (actually a continuing point) towards realizing a vision of interconnect parks and greenspaces throughout the region.

I apologize that the District will be unable to formally submit a letter of support in time for the December 4 committee meeting. Unfortunately, we are the midst of responding to our recent levy failure - frantically trying to figure out where we will go from here.

Please let this email serve as an endorsement of the map, as well as, support for the collaborative process for implementing the Metropolitan Greenspaces Master Plan. We will be happy to provide a letter at a later date.

We value the relationship we have developed with Metro Regional Parks and Greenspaces and look forward to continuing to work with Metro in the future. Thank you.

Sincerely,

Michelle Healy
Planner
North Clackamas Parks & Recreation District
11022 SE 37th Avenue
Milwaukie, OR 97222
503-794-8002

HON. EUGENE L. GRANT
Mayor

ROBERT BROOKS
JEFF DULCICH
JONATHAN EDWARDS
ROB WHEELER

City Recorder
WANDA M. KUPPLER

City of Happy Valley



12915 S.E. KING ROAD
HAPPY VALLEY, OR 97236-6298
TELEPHONE (503) 760-3325
FAX (503) 760-9397
Web site: www.happy-valley.org

October 21, 2002

Ms. Susan McClain
Metro Natural Resources Committee
600 NE Grand Avenue
Portland, OR 97232

RE: Regional Greenspaces System Concept Map

Dear Ms. McClain:

We are in receipt of the Final Draft of the Regional Greenspaces System Concept Update Map dated September 24, 2002.

After review of the proposed trails within our City limits and the connections in areas surrounding the City, we find that we are in support of the Final Draft of the Updated Concept Map.

On behalf of the City of Happy Valley we would like to enter our endorsement of the Regional Greenspaces System Concept Update Map as a vision for future work in planning for trails and greenways.

Sincerely,

A handwritten signature in cursive script that reads "Jim Crumley".

Jim Crumley
Community Development Director

Cc: Mayor Eugene Grant
City Council Members



CITY OF GRESHAM

Department of Environmental Services
 1333 N.W. Eastman Parkway
 Gresham, OR 97030-3813
 (503) 618-2525 • TTY (503) 661-3942
 Fax (503) 661-5927

December 2, 2002

Ms Susan McLain, Chair, Metro Natural Resources Committee
 Metro Regional Parks & Greenspaces
 600 N.E. Grand Avenue
 Portland, Oregon 97232

Dear Ms McLain:

It is my pleasure to support Metro's efforts towards adoption of the Regional Greenspaces System Concept Map. I understand the Map will be going before the Metro Council in December for approval. We are extremely pleased that Metro has taken the lead to coordinate planning and acquisition efforts for the preservation of rapidly vanishing open space in the Portland metropolitan area. Adoption of this document by the Metro Council will not only help to preserve the environmental and reduce sprawl; but will ensure that these valuable ecological lands will be set aside for the use and enjoyment of future generations.

Gresham Parks & Recreation Park Planner, Ric Catron and Landscape Architect, Phil Kidby have kept me updated and informed as to the progress of these ongoing efforts by their ongoing participation in the monthly Greenspaces Technical Advisory Committee (GTAC) meetings.

One of your staff Ron Klein, gave a PowerPoint presentation to our Parks & Recreation Council Advisory Committee (PRCAC) on October 24, 2002. The presentation covered the regional greenspaces system accomplishments over the past 10 years. PRCAC approved the motion to unanimously endorse the updated Regional Greenspaces System Concept Map at this meeting.

Gresham Parks & Recreation recognizes the valuable role Metro accomplishes in the preservation and protection of open space. Working together, we will continue to preserve these lands that make this region so special.

Sincerely,

Ernie Drapela, Chair
 Parks & Recreation Council Advisory Committee

David S. Rouse
 Director

Office of Administrative
 Services
 Brian Escudero
 Manager

Office of Community
 Relations
 Tam Driscoll
 Manager

Parks & Recreation
 Division
 Don Robertson
 Manager

Stormwater Division
 Carrie Pek
 Manager

Transportation Division
 Jenn Dorst
 Manager

Wastewater Services
 Division
 Guy Graham
 Manager

Water Division
 Dale Anderson
 Manager

Solid Waste & Recycling
 Program
 Matt Karot
 Manager

Mapping Program
 Ron Wray
 Manager



DEPARTMENT OF PARKS AND RECREATION

Charles Ciecko, Director
Metro Regional Parks & Greenspaces
600 N.E. Grand Avenue
Portland, OR 97232-2736

December 3, 2002

Dear Mr. Ciecko,

The Lake Oswego City Council recently reviewed the new Regional Greenspaces Concept Map, which is being considered for adoption by Metro Council. The City Council is pleased by the vision articulated in the map and would like to encourage the Metro Council to include the map in the Metropolitan Greenspaces Master Plan.

On behalf of the City Council I would like to thank you again for this opportunity to contribute to the region's greenspaces system.

Sincerely,

Kim Gilmer
Parks & Recreation Director



Washington County Soil and Water Conservation District

*Providing local solutions
to local problems.*

Bldg. B, Suite B-2, 1080 SW Baseline • Hillsboro, OR 97123-3823
Phone: 503-681-0953 • Fax: 503-640-1332

December 2, 2002

Dear Councilor McLain,

The Washington County Soil and Water Conservation District would like to express support for the Regional Greenspaces System Concept Map Update. We recognize the process and analysis work involved with producing this map. Additionally, we recognize the value of this map as a future vision concept and a basis for further collaborative efforts.

The map clearly identifies regional greenspaces, parks and natural areas managed by many jurisdictions and organizations currently in the system. The green arrows show connectivity to other significant parts of the rural landscape. The map provides a good geographical connection between the urban area and the rural area where the Washington County Soil and Water Conservation District is most active in assisting landowners.

In addition, we would like to thank Metro for its part in the maintenance and distribution of Regional GIS data. We look forward to working together on future projects.

Sincerely,

Daniel J. Logan
Chair, Washington County Soil
and Water Conservation District



City of Durham

17160 SW Upper Boones Ferry Rd.
P.O. Box 23483, Durham, Oregon 97281
Roel C. Lundquist - Administrator/Recorder

e-mail: durhamcity@aol.com
(503) 639-6851 Fax (503) 598-8595
Linda Smith, Administrative Assistant

November 27, 2002

Susan McLain, Chair
Metro Natural Resource Committee
600 NE Grand Avenue
Portland, OR 97232


Dear Chair McLain:

This letter is in response to your request to endorse or recognize the updated Regional Greenspaces System Concept map (Final Draft - 9/24/02). I apologize for the late response to your request; however, I felt it was appropriate to take this matter to both the Planning Commission (11/5) and the City Council (11/26) prior to responding. Both bodies were generally supportive of the vision statement from the 1992 Greenspaces Master Plan that was quoted in your letter.

Since its incorporation in 1966, Durham has supported the maintenance of natural areas. Durham's Land Use Code and Plan and Tree Ordinance are clearly supportive of the idea that the overall quality of life of the region's citizens is enhanced by maintaining natural areas.

In 1990, the City Council passed a resolution of support for the original Greenspaces Master Plan concept. As in the original resolution of support, Durham endorses the revised Concept map with the understanding that the cooperative regional planning process recognizes and abides by the local planning process as established within each jurisdiction.

Sincerely,


Roel C. Lundquist
City Administrator



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Oregon Fish and Wildlife Office
2600 S.E. 98th Avenue, Suite 100
Portland, Oregon 97266
(503) 231-6179 FAX: (503) 231-6195

Reply To: 6503.2000
File Name: mclain.wpd
TS Number: 02-8008

November 20, 2002

Susan McLain, Chair
Metro Natural Resources Committee
600 NE Grand Avenue
Portland, Oregon 97232

Dear Chair McLain and Councilors:

The U.S. Fish and Wildlife Service (Service) is submitting this letter in support of the Regional Greenspaces System Concept map developed by Metro with input from the Greenspaces Technical Advisory Committee (GTAC) and other stakeholders. This map is intended to update the original map that coincided with the Greenspaces Master Plan adopted a decade ago. The new map reflects the remarkable acquisitions of over 9,000 acres of natural areas and 150 miles of regional trails and greenways, and has taken other land use changes since 1992 into consideration in the process of identifying a current system of ecologically important greenspaces.

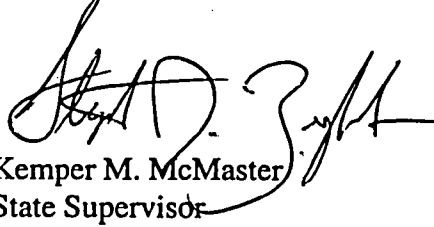
We are glad to see that the Tualatin River National Wildlife Refuge (NWR) is included within the regional system. The most current map showing our land acquisition status as of November 2002 is enclosed. It appears that the Metro map is accurate, but due to the difficulty in identifying specific parcels at the scale of the Metro map, we ask for your review to ensure that the recently acquired 92 acre parcel we refer to as "Olsen 2" and other acquired lands are represented as publicly owned, and that the other lands within the refuge acquisition boundaries are within the "other natural areas and connecting corridors in the regional system" layer. Our map will continue to change as lands within the approved refuge boundary become part of the refuge system through acquisitions and easements from willing sellers. For current information at any time or for the GIS data layer showing current refuge acquisition status, please contact Chris Lapp at the Tualatin River NWR at (503) 590-5811.

We have appreciated the opportunity to work with Metro staff and GTAC to develop and review the map. It has given us a chance to reflect on the past 10 years of outstanding progress in regional greenspaces protection, and to take a fresh look at the current landscape to consider

where we should go from here to better support fish and wildlife and their habitats, and to provide a system of open spaces that will serve the public.

Feel free to contact Jennifer Thompson of my staff at (503) 231-6179 if you would like to discuss any of these issues further.

Sincerely,


Kemper M. McMaster
State Supervisor

Enclosure

cc: Chris Lapp, Tualatin River National Wildlife Refuge
Charlie Ciecko, Metro Regional Parks and Greenspaces
Jennifer Budhabhatti, Metro Regional Parks and Greenspaces

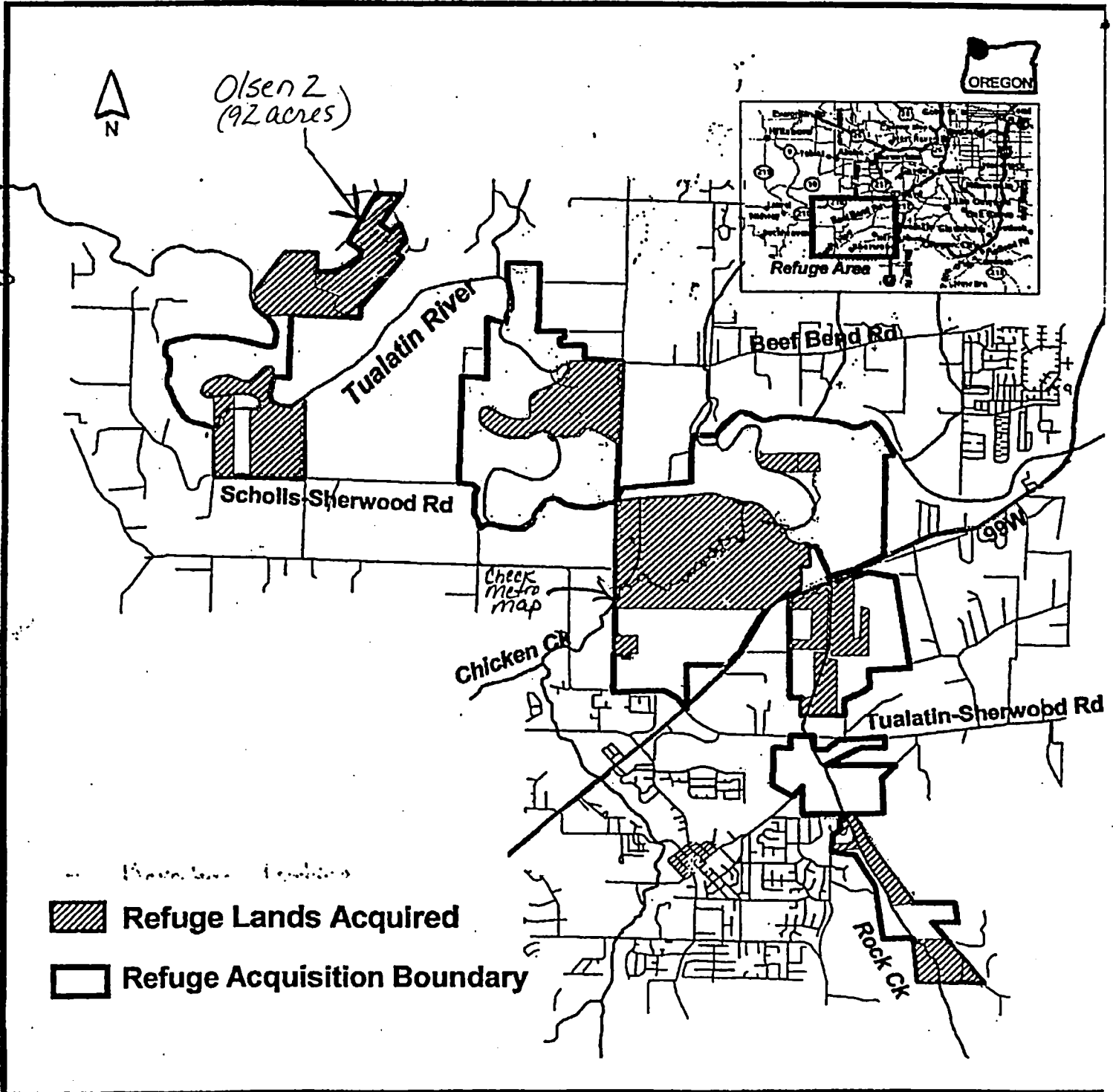
TUALATIN RIVER NATIONAL WILDLIFE REFUGE

Washington County, Oregon

Land Acquisition Status, 1999



*updated
Nov 2002*



Three Rivers

LAND CONSERVANCY 

Metro Council
600 NE Grand Ave.
Portland, OR 97223

November 26, 2002

Re: Adoption of Greenspaces Vision Map

Dear Councilors:

On behalf of Three Rivers Land Conservancy and as a member of the Greenspaces Technical Advisory Committee (GTAC) for 4 years, I urge you to adopt the Greenspaces Vision Map. This map highlights many of our region's important natural areas and may serve as the foundation for future regional voluntary protection efforts. This work will continue the regional conservation work of the Greenspaces department.

The Greenspaces Vision Map is very important because it illustrates the connections between larger natural area "anchor sites". This greenways system will be important to long-term ecological health and vitality of the region. Anchor sites like those acquired with regional greenspace dollars will be most effective from a natural resource functioning condition if they are connected.

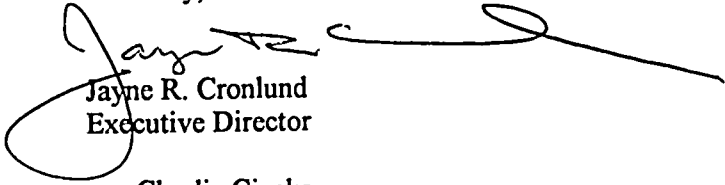
The one component to the map that Three Rivers strongly recommends is an associated amendment process. Over time, new information arises and needs to be included. If this process occurs once every ten years, there must be an interim amendment process open to all.

As background information, Three Rivers Land Conservancy is a nonprofit land conservation organization dedicated to preserving open space throughout the region on a voluntary basis. (I am forwarding under separate cover a copy of our Land Conservation Plan.) The Metro Greenspaces Map is drawn widely throughout the region. Three Rivers' Land Conservation Map is narrower. Focusing on 11 areas where the natural resources are threatened and where good local partners have been identified. No conflict exists between our maps. In fact, they may work well together.

Metro will need its partners to implement this Greenspaces Vision. The burden is not yours alone. Right now, Three Rivers is forwarding this vision by encouraging conservation easements (in 5 of our focus areas) as ways to protect some of these connecting greenspaces providing corridors for wildlife habitat and also trails.

By working together, we can achieve the vision that this Greenspaces Map represents. You have many great partners on the ground that will help implement this vision. By adopting this map, you will demonstrate leadership in the voluntary and incentive based path to conservation in the region.

Sincerely,


Jayne R. Cronlund
Executive Director

cc: Charlie Ciecko

Planning & Development
1120 SW Fifth Ave., Suite 1302
Portland, OR 97204
Phone (503) 823-5588
Fax (503) 823-5570



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PORTLAND PARKS & RECREATION

November 21, 2002

Susan McLain
Chair, Metro Natural Resources Committee
600 Northeast Grand Avenue
Portland Oregon, 97232

Dear Ms. McLain,

Thank you for the opportunity to comment on the Greenspaces System Concept Map. We are committed to joining our regional partners in creation and protection of a regional system of greenspaces, and appreciate your leadership in updating of the 1992 *Greenspaces Master Plan*.

The proposed concept map is a good first step in articulating the vision of an interconnected greenspaces system. We urge the Metro Council to adopt this vision map, with two additional components. One component is a better explanation of how the map will be used; the second is a clear process for how the map can be amended and refined in the future.

We believe that in its current format, the map can only be used for the broadest of vision and planning purposes. The document that accompanied the earlier draft of the map identified various functions intended for the map; we do not believe that the current version of the map should be used as a basis for decisions on "regional protection or funding priorities", nor does it "provide(s) private landowners with information about the relative importance of the region's natural areas."

The map we have seen depicts areas in the region with highest ecological function and connecting corridors of varying ecological function as one system. While this depiction is helpful in showing the concept of a connected system, it cannot serve as a basis for priorities for restoration or acquisition. Therefore, we would like to see a clarification of how this map will, in fact, be used.

Updating the vision of the 1992 *Greenspaces Master Plan* is an appropriate step. After ten years, it is time to reflect on our regional accomplishments and agree on a future direction. The concept map, showing natural areas and some connecting corridors can certainly serve as a backbone for a regional system, however, we would like to see an

opportunity for a broader update of the regional greenspaces vision. Areas currently in industrial use along the Willamette are included in the greenspaces system, but not other industrial or vacant lands that could be restored over the next 50 years. We'd like to see a discussion of additional opportunities to expand the greenspaces system, especially in the urban centers where opportunities for contact with nature are limited.

We hope that this concept map will be updated and refined, perhaps through partnerships with each local jurisdiction. Before the map can be used for setting any kind of action priorities, these refinements, particularly in the identification of corridors, will be necessary. As this map is adopted, a clear process for these refinements should be included.

Sincerely,

A handwritten signature in black ink, appearing to read "Zari Santner". The signature is fluid and cursive, with a large initial "Z" and "S".

Zari Santner, Division Manager
Planning and Development

C: Charles Jordan
Janet Bebb
Deborah Lev
Charlie Ciecko



November 22, 2002

Charlie Ciecko, Director
Metro Parks & Open Spaces
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Charlie:


The Port of Portland would like to offer its support to the Regional Greenspaces System Map, "Final Draft-11/21/02" version.

The Port supports the addition of the Portland Harbor as one of the map legend categories as a way of acknowledging existing marine industrial land use patterns on both the lower Willamette and Columbia Rivers.

In addition, the Port supports the addition of disclaimer language indicating that the map is to be used for planning and acquisition purposes and has no regulatory authority. While the Port understands that Metro Greenspaces is not a regulatory program, other Metro programs, such as Goal 5, could use these map features in a regulatory context. We also continue to be concerned that some of the features portrayed on the map, portions of the Willamette Greenway trail for instance, do not accurately convey the intended future disposition of parts of the urban area.

The Port remains committed to working with Metro, the City of Portland and other partners to provide trail and other recreational opportunities in North Portland and throughout the region. In addition, we look forward to continuing to participate on the Greenspaces Technical Advisory Committee. Please call me at (503) 944-7515 if you have any questions.

Sincerely,



Brian Campbell
Planning Manager
Strategic Planning



NOV 14 2002

CITY OF CORNELIUS

November 8, 2002

Susan McClain, Chair
Metro Natural Resources Committee
Metro Regional Services
600 N.E. Grand Avenue
Portland, OR 98232

RE: Metro Regional Greenspaces System Concept Map

Dear Susan McClain,

Our community supports Metro's Regional Greenspaces System Concept Map. The map represents in concept the location and relationship of greenspaces, natural resources and trails in our region. The Concept Map is a useful planning tool for our community to use as we consider the future of Cornelius. The purpose of the Greenspaces System to preserve significant natural areas that are in danger of being disturbed by expanding development is important. We are fortunate to be the benefactor of a regional greenspaces program.

The only points of concern I would like to make are:

- 1) The following properties located along Council Creek either have been or are in the process of being acquired by Metro through the Greenspaces program, but are not identified on the Concept Map as publicly owned:
 - a) Seus Property – Map # 1N3-34DA, Tax Lot # 600
 - b) Clapp Property – Map # 1N3-34DA, Tax Lot # 1000
 - c) Wilkinson Property – Map # 1N3-34DA, Tax Lot # 500
 - d) Harris Property – Map # 1N3-34, Tax Lot # 500
- 2) In the northwest corner of the map the Banks-Vernonia Trail indicates that it exists and is constructed into the community of Banks. The Trail actually dead-ends approximately four (4) mile out of town, near the intersection of Hwy. 47 and Hwy. 26

As time allows and as properties come into the system we assume corrections and updates will be done to the Concept Map. The Regional Greenspaces System Concept is important to our community and the good planning for our region. Thank you for the opportunity to participate and comment on the Concept Map. If we can be of further assistance, please contact Richard Reynolds at 503-357-7099.

Sincerely,

Richard Reynolds
Senior Planner

Cc: Jennfier Budhabhatti, Senior Environmental Planner, Metro
File



Charlie Ciecko, Director
Metro Regional Parks and Greenspaces
600 NE Grand
Portland, OR 97232

November 20, 2002

Dear Charlie,

I am writing this letter to provide the Audubon Society of Portland's strong endorsement for Metro Council adoption of the new Greenspaces map. After reviewing the map I referenced several issues that I thought should be cleared up prior to adoption and was assured by your staff that they would be dealt with before being submitted to Metro Council. I also felt the comments raised by GTAC members at the recent meeting will make the map a better product as well.

One caveat is that it needs to be abundantly clear, on the map itself, that it's purpose is not as a regulatory document. Metro must ensure that those who are engaged in the Goal 5 process do not use this map as mechanism to weaken much-needed protection strategies for riparian corridors and wildlife habitat. This map does not speak to the ecological integrity of the region's fish and wildlife habitat resources. It is intended to represent the best professional opinion of local park provider and selected natural resource experts as to the best array of natural areas across the regional landscape that would constitute a regional, publicly-owned Greenspaces system. The criteria and intent of the map and the program are different from, but complementary to Growth Management Services fish and wildlife habitat program.

That said, the map should also be an invaluable resource when used in combination with the regionally significant Goal 5 riparian and fish and wildlife habitat maps. In fact, when the ESEE analysis reaches the stage of integrating the social values this map should be an important reference with respect to where the regional Greenspaces "system" and recreational trails are located. Where there is coincidence with the fish and wildlife habitat maps it is my opinion that the Greenspaces map will provide additional data with regard to recreational and social functions of the Greenspaces system that could be important information for the ESEE process.

A second issue of concern is the fact that some local park providers expressed an interest in seeing some additional new sites added to the map. We support Metro's desire to adopt the map now, with the understanding that amendments can be made as a refinement process

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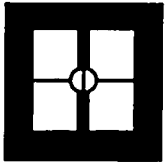
www.audubonportland.org

narrows potential acquisitions with a future bond measure. As I have stated in the past, I think the next bond should focus primarily inside the UGB, with special attention given to those areas most likely to experience higher density development. This may mean that some sites that were missed in this current process might need to be added to the system map at a later date. So long as there are good criteria developed through the GTAC process I would be comfortable leaving that process for later and adopting the map as it stands now.

Respectfully,


Mike Houck
Urban Naturalist

CITY OF HILLSBORO



November 12, 2002

Mr. Charlie Ciecko
Metro Parks and Greenspaces
600 NE Grand Ave.
Portland, OR 97232

RE: Regional Greenspaces System Concept Map

Dear Mr. Ciecko:

On November 12, 2002 the Hillsboro Park Commission discussed the proposed update of the Regional System Concept Map. It is the Commission's understanding that the proposed map is intended only to reaffirm the long term vision for a regional Greenspaces system and show the progress of efforts that have occurred over the last decade. Additionally, the Commission understands that the Regional Greenspaces System Concept Map would not impose any regulatory or land use application for the region and establish no requirements or obligations on public landowners. With this understanding, it was the consensus of the Commission that staff could convey the Commission's support for adoption of the proposed update of the Regional Greenspaces System Concept Map at the next GTAC meeting.

Sincerely,

A handwritten signature in black ink that reads "Scott Talbot".

Scott Talbot
Parks Development Manager

CC: Darell Lumaco, Park Commission Chair
Russ Sterenberg, Park & Recreation Dept. Director
File



CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

ROB DRAKE
MAYOR

November 4, 2002

Susan McClain, Metro Councilor and
Chair, Metro Natural Resources Committee
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Ms. McClain,

In a letter to Barbara Fryer of my staff dated September 25, 2002 you asked for official recognition or endorsement by the City of Beaverton of the updated Regional Greenspaces System Concept, as shown on a map accompanying the letter. It was noted in your letter that the map is not a regulatory document, but a vision.

As a member of the Greenspaces Technical Advisory Committee (GTAC) Barbara Fryer has participated in discussions regarding the preparation of the updated Greenspaces System Concept. Based on her judgment that updating the Concept will be of benefit to the City of Beaverton as well as Metro, and with the understanding that the map is not a regulatory document nor will it be the basis for related Metro regulations resulting from the Regional Goal 5 process, I hereby offer the City's endorsement of the updated Regional Greenspaces System Concept.

Thank you for the opportunity to participate in Metro's continuing efforts to preserve, conserve and manage a regional system of natural areas and connecting corridors.

Sincerely,

Rob Drake
Mayor

c. Beaverton City Council



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RECREATION
DISTRICT** ADMINISTRATION OFFICE

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www.thprd.org

Ronald D. Willoughby,
General Manager

BOARD OF DIRECTORS

Bruce Dalrymple
John Griffiths
Mark Knudsen
Terry Moore
Deanna Mueller-Crispin

December 3, 2002

The Honorable Susan McLain, Chair
Metro Natural Resources Committee
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Chairperson & Counselor McLain:

I am pleased to report that on December 2, 2002 the Tualatin Hills Park & Recreation District Board of Directors endorsed the proposed revisions to the *Regional Greenspaces System Concept Plan*. THPRD staff has worked closely with Metro staff since 1998 updating the plan along with other regional partners in the tri-county area.

We are pleased with the conceptual *Plan* direction and THPRD remains committed to helping make this vision a reality through our strong partnership with Metro. We especially appreciate the spirit of cooperation that is fostered by Metro's Parks & Greenspaces Department staff through the work of the Greenspaces Technical Advisory Committee.

We also encourage the Metro Council to pursue a regional funding initiative to carry out this vision sometime in the near future.

Please keep us in mind if we can assist further with this effort.

Sincerely,

Ronald D. Willoughby
General Manager

cc: THPRD Board of Directors
Doug Menke, Assistant General Manager
Stephen Bosak/Superintendent of Planning & Development

December 3, 2002



30000 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax
(503) 682-0843 TDD

Councilor Susan McLain, Chair
Metro Natural Resources Committee
600 NE Grand Avenue
Portland, OR 97232-1797

Dear Councilor McLain,

I am writing to provide the City of Wilsonville's support for the updated Regional Greenspaces System Concept Map (final draft dated 10/30/02). As a member of the Greenspaces Technical Advisory Committee, I am intimately aware of the importance of this map and all of the excellent work Metro does to provide an interconnected system of greenspaces and trails. It is because of the vision of the 1992 master plan that has led to the acquisition of over 9,000 acres of natural areas region wide. The protection of these natural areas provides a tremendous benefit too much of the wildlife as well as citizens of the region.

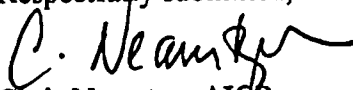
The City's Parks and Recreation Advisory Board was given a presentation on the history of the Greenspaces program and reviewed the map at their meeting on November 12, 2002. They unanimously forwarded a recommendation of support and directed Staff to prepare a letter to that end.

While the City of Wilsonville supports the map and the concepts contained within, there are a couple of minor technical modifications that I would like to see made prior to finalization and adoption.

- The 10/30/02 final draft does not contain the Willamette River Greenway trail that connects the Tonquin Trail to the Stafford Trail and beyond.
- The map does not appear to contain the most recent Metro purchases in the Coffee Lake area (Steele Foundation and Texas Oil). These properties should be added as publicly owned natural areas.
- The Coffee Lake label is in the wrong location. It is located on the Villebois planning area, Coffee Lake is north and east of this label. I would like to suggest that the label be moved, and a label added at the Wilsonville Tract and Memorial Park.

The minor amendments to the map are greatly appreciated. The City of Wilsonville looks forward to the continued relationship and all of the opportunities that the future will bring. If there is anything else you need at this time, please do not hesitate to give me a call at 503-570-1574.

Respectfully submitted,


Chris Neamtzu, AICP
Associate Planner



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Department of Business & Community Services
Land Use & Transportation Program

MULTNOMAH COUNTY OREGON

1600 SE 190th Avenue, Suite 116
Portland, Oregon 97233
(503) 988-3043 phone
(503) 988-3389 fax

December 4, 2002

Susan McLain, Chair, Metro Natural Resources Committee
600 NE Grand Ave
Portland, OR 97231 2736

Dear Councilor McLain:

Thank you for the opportunity to enter our comments into the record of the Regional Greenspaces Master Plan update. These comments are not provided on behalf of the Board of County Commissioners, but are those of the Land Use Planning staff. We believe the matter is important enough to take to our Board of County Commissioners and we invite you to come present the update of the Regional Greenspaces Master Plan to our Board. We believe our Board would like to understand how this Master Plan update fits with our Comprehensive Framework Plan and Rural Area Plans that they have adopted for Unincorporated Multnomah County. As you know, the County is supportive of the concept of the Greenspaces program and the mission of working toward open space for the region.

Multnomah County echoes some of the un-addressed concerns raised by others at the September 11, 2002 GTAC meeting that include; undetermined implications for properties on the map, the relationship of the map to acquisition, and the relationship of the map to site development of parks and trails. We question why it is necessary to move the map to adoption without addressing these concerns. It appears to us that these issues have been raised before in this process, and that as of the September GTAC meeting they remain unresolved. We think any revisions to the plan should be updated to address these concerns, which is why we are merely able to give input but not endorse the plan as proposed.

We note that the April 4, 2001 MPAC Parks Subcommittee Final Report states:

"The Metro Council, in collaboration with MPAC and local governments, should act to bring parks and related lands and facilities up to par with such important regional policy areas as land use, transportation and environmental protection. Failure to do this will place citizen support of the *Regional Growth Concept* - and perhaps Metro itself - increasingly in jeopardy."

In support of that concept, we offer the following comments:

Process

- We have concern over the process for the Regional Greenspaces System Concept Update. We believe any legislative map, laying out guidelines for future decision-making on land use, should be taken through a similar process that other Metro plans go through. The process should include the Metro Policy Advisory Committee. In addition, we have concerns over the public involvement in this process, or what appears to be a lack thereof. Individual property owners who will be affected by designated corridors on this map should be noticed and have an opportunity to be involved in the process, pursuant to Statewide Planning Goal 1, which requires a citizen involvement program in all phases of the planning process. Ideally, all plans from Metro should be integrating land use, transportation and greenspaces and take a holistic approach to planning for the region with the type of public involvement and approval process that Metro practices on such projects as the Urban Growth Boundary amendments and others.

Rural representation

- The rural areas outside the Metro jurisdictional boundary do not have representation on the Metro Council and we are concerned that their input is not represented in this draft. Rural areas are clearly being designated for potential acquisition, and it is unclear if these rural communities were involved in this process. In our experience, citizen trust and support is in no small part affected by the land use process guiding their future.

Local Government Involvement

- Before Metro acquires land along proposed corridors, local government should be given the opportunity to consider master plans and conceptual plans in a public process. This local review and approval should be done prior to beginning any acquisition process to avoid costly purchases and acquisitions that may not ever be able to receive citizen support or local government approval. How and when will local comprehensive plans and the System Concept Plan be reconciled? It seems prudent to reconcile the plans and maps prior to any acquisitions to ensure successful development of parks and trails.
- While we have had limited opportunity to review each designation of the System Concept Plan on a case by case or parcel by parcel basis, we have concern over how the land use designations recently approved in the West of Sandy River Rural Area Plan, which Metro Greenspaces submitted testimony on, will work together as these projects move towards fruition.

Update Map

- It appears that when compared to the 1992 Greenspaces Master Plan Map, the System Concept Update map is moving towards greater specificity and more detail, which can imply a higher level of commitment to a particular location or project. At some point it begins to go beyond a "concept map" by appearance, and this naturally raises questions about what the map means.

- Unanswered questions remain about how this mapping and these designations match up with the Goal 5 work currently occurring at Metro. These plans should be integrated and the purposes of each and relationship with each other should clearly laid out within each document.
- Multnomah County recommends amending the map legend to remove the phrase "in the regional system" from the category of "Other natural areas and corridors." The phrase implies that a connection or inclusion of some kind has already occurred.

Thank you for the opportunity to participate and provide comments. As you know, Multnomah County has consistently been a supporter of the Greenspaces program and initiatives. Our comments here are intended as a contribution to improve that program. We hope that we can work together to address any potential conflicts in implementation of the "concept map" at an early stage so we can have successes as we cooperatively work to provide Regional Greenspaces. Our staff is available to work with you and your staff on the points we have mentioned above.

Sincerely,



Susan L. Muir
Interim Planning Director

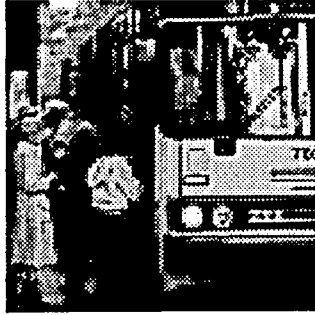
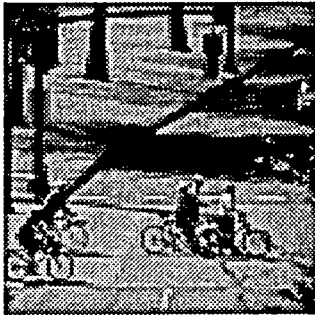
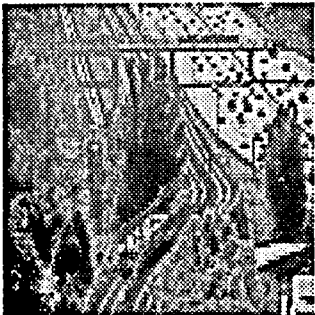
c: Multnomah County Board of Commissioners
Mike Oswald, Interim Land Use and Transportation Director

DRAFT

Investing in the 2040 Growth Concept
**Transportation
Priorities 2004-07**

September 11, 2002

Preliminary Draft



METRO



METRO

Transportation Priorities 2004-2007 Program

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Introduction

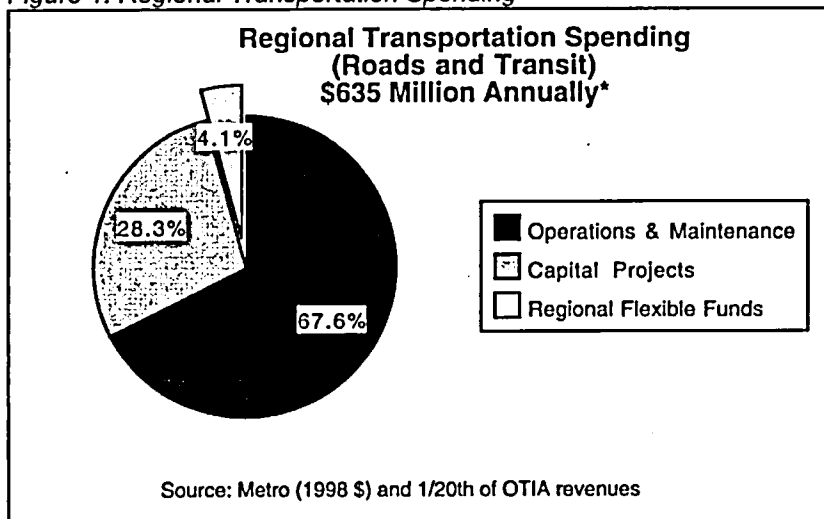
A summary of the Transportation Priorities 2004-07 program and the application materials for allocation of regional flexible funds for the years 2006 and 2007 is included in this packet. Metro anticipates allocating approximately \$52 million of Surface Transportation Program (STP) and Congestion / Air Quality (CMAQ) grant funds.

An outreach process preceded this allocation process to determine a policy objective for the allocation of regional flexible funding and to learn how the allocation process could be improved. The outreach process led to the adoption of Metro Resolution 02-3206, which includes policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 application process.

Summary of Annual Regional Spending on Transportation

Approximately \$635 million is spent on transportation in the Metro region each year. This includes spending on maintenance and operation of the existing road and transit system, construction of new facilities to meet growing demand for additional capacity and service and programs to manage or reduce demand for new facilities. Figure 1 shows how funds are spent in this region.

Figure 1. Regional Transportation Spending



Regional flexible funds represent \$26 million of this annual spending, or approximately 4 percent of the total amount of money spent on transportation in this region. These funds receive a relatively high degree of attention and scrutiny, because unlike most sources of transportation revenue, regional flexible funds may be spent on a wide variety of transportation projects or programs.

Policy Guidance

As distributors of the regional flexible funds portion of transportation spending in this region, JPACT and the Metro Council reviewed the regional flexible fund allocation program given the small percentage that these funds represent of total regional spending, the funding program's flexibility in application and the links between transportation, land use and economic vitality. In July 2002, JPACT and the Metro Council adopted new policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 application process.

The primary policy objective for the Transportation Priorities 2004-07 program is to leverage economic development in priority 2040 land-use areas through investments that support:

- centers
- industrial areas and
- urban growth boundary expansion areas with completed concept plans

Other policy objectives include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system

The Transportation Priorities 2004-07 program will address this policy guidance in two ways. First, the program provides a financial incentive to nominate projects that leverage economic development in priority 2040 land-use areas. Projects that meet this threshold will be eligible for up to a full regional match of 79.73 percent. Other transportation projects that may have systemic transportation merit but do not meet the priority 2040 land-use threshold will only be eligible for up to 70 percent regional match (see page 11 for further explanation of regional match eligibility).

The second means by which the program will address the policy guidance is through the technical evaluation and ranking criteria. Forty points out of the possible 100 points technical evaluation score is dedicated to evaluation of the development of the land uses served by the candidate transportation project or program.

New in this year's allocation program is a qualitative assessment of the development potential of the land uses served. This will provide a broader assessment and understanding of the ability of the transportation project to leverage other community investments, including job retention and creation.

Solicitation Packet Summary

Transportation Priorities 2004-07 program and regional flexible funding

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. Funds are estimated to be available based on an authorization bill, currently named the Transportation Efficiency Act for the 21st Century (or TEA-21), which grants spending authority for a six-year period. A new authorization bill is expected in 2003.

Regional flexible funds are derived from two components of federal transportation authorization and appropriations process; the Surface Transportation Program (STP) and the Congestion Management / Air Quality (CMAQ) program. Approximately \$52 million dollars is expected to be available to the Portland metropolitan region from these two grant programs during the years 2006 and 2007. The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive these funds.

Adjustments to the previous allocation of these funds for the years 2004 and 2005 will also be made as necessitated by delays in project readiness or special appropriations effecting those years.

Type of funding available

As mentioned, regional flexible funds come from two sources; Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) funding programs. Each program's funding comes with unique restrictions.

- **Surface Transportation Program funds** may be used for virtually any transportation project or program except for construction of local streets.
- **Congestion Mitigation / Air Quality program funds** cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program.

As in previous allocations, the region expects to select a variety of projects so that funding conditions may be met by assigning projects to appropriate funding sources after the selection of candidate projects. Applicants do not need to identify from which program they wish to receive funding.

Eligible applicants and project cost limits

Project applications may be submitted on behalf of eligible sponsors by: Metro, Tri-Met, SMART, Oregon DEQ, ODOT, Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern county cities, City of Portland, Port of Portland, and Parks and Recreation Districts.

Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and the City of Portland will be assigned a target for the maximum amount of project costs that may be submitted for funding consideration. These jurisdictions shall work through their transportation coordinating committees to determine which projects will be submitted based on the target amount.

Eligible projects

To be eligible for regional flexible funds, projects must be a part of the 2000 Regional Transportation Plan's financially constrained system. To make a project eligible for allocation of regional funds during this allocation process, JPACT and the Metro Council need to approve a proposed amendment to the financially constrained project list. If a project is proposed to be amended to the financially constrained system that is not considered "exempt" for air quality analysis purposes, an air quality analysis would need to be completed and approved before the project(s) could be amended into the financially constrained system.

To be eligible for consideration for regional flexible funding in this allocation process, JPACT and the Metro Council may consider awarding funding to a project and amending the financially constrained system under the following general condition.

A jurisdiction may petition JPACT and the Metro Council to exchange a project that is currently in a publicly adopted plan for a project(s) currently in the financially constrained network of similar cost (+ or - 10%).

The projects should be expected to result in a neutral or improved impact on air quality.

Application for freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible. Projects to acquire right of way or to construct new freeway capacity are not eligible.

Application for funding of regional transportation related programs are eligible.

Preliminary screening criteria

1. Project design must be consistent with regional street design guidelines for its designated design classification. Vehicle facility design classifications may be found in Chapter 1 of the Regional Transportation Plan (RTP). Regional street design guidelines may be found in Metro's *Creating Livable Streets* handbook. Green street design alternatives consistent with the design guidelines of the *Creating Livable Streets* handbook may be found in Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* handbook. If you have any questions regarding classification of a candidate facility, contact Tom Kloster at 503-797-1832.
2. Project design must be consistent with regional functional classification system described in the 2000 RTP. Chapter 1 of the RTP contains maps designating the motor vehicle, transit, freight, pedestrian, and bike systems. Projects that are proposed on facilities identified on these systems maps must be consistent with the associated system functions.
3. Candidate projects must be included in the Financially Constrained system of the 2000 RTP or otherwise eligible for consideration to amendment of the Financially Constrained system, consistent with the process described in the above section "Eligible Projects."
4. The total cost of submitted projects must be consistent with targets adopted by JPACT and Metro Council for the jurisdictions eligible to apply for funding.
5. Projects of any amount, up to jurisdictional cost targets, may be submitted. Projects costing less than \$200,000 are not encouraged because administrative costs of bringing a project to bid would be relatively high. Refinement of project definition or scope may be encouraged during the preliminary stage for small projects.

Public involvement

Projects must meet Metro's requirements for public involvement. Projects must be identified in a plan that meets the standards identified in the Metro' Local Public Involvement Checklist (see page 33 of this packet).

Furthermore, any public agency nominating a project must have its governing body identify that project(s) as their priority for application of regional flexible funds. The governing body shall identify these priority projects in a meeting open to the public prior to the release of a technical evaluation of the project(s). Adopting a resolution stating the intentions of the governing body with regard to project priority for regional flexible funds is an example of a process that would satisfy this requirement.

Technical ranking methodology

Information about how projects within each mode will be ranked and other special instruction follow in the sections below. Metro staff will calculate a draft technical score for each project based on the information provided in the application and performance of the project relative to the technical criteria and the other candidate projects within the same mode category.

Allocation process information

The draft technical score and other qualitative considerations will be summarized within each modal category and presented to TPAC for review. Metro staff and TPAC will then make a recommendation to narrow the projects for further consideration to JPACT and the Metro Council. Metro staff and TPAC may not recommend further consideration of a project within a particular mode category that has a technical score of 10 or more fewer points than another project not recommended for further consideration.

JPACT and the Metro Council will select projects for further consideration, narrowing the candidate projects to approximately 150 percent of available funding. Further environmental information of remaining candidate projects may be required at that time. A final recommendation and selection of projects within available funding revenues will then be made.

TRANSPORTATION PRIORITIES 2004-07 Program Schedule

September 2002	Project solicitation begins Applications released
December 2002	Project applications due
February 2003	Technical rankings and draft environmental justice analysis released Public hearings held
February/March 2003	150% cut list recommendations released
March/April 2003	Public hearings held Final recommendation approved
May/June 2003	Air quality conformity determination Public hearing held STIP reporting and documentation
July 2003	Full MTIP adoption
October 2003	Obligation of funding begins



METRO

TRANSPORTATION PRIORITIES 2004-07: Investing in the 2040 Growth Concept

PROJECT SOLICITATION FORM (complete this cover form for each candidate project)

1. Project Title:

2. RTP Project No.:

3. Lead Agency (i.e., responsible for match):

4. Project Contact:

a. Name _____

b. Title _____

c. Phone _____

d. Fax _____

e. E-mail (if any) _____

f. Mailing Address: _____

5. Project Cost/Requested Funds (PLEASE PROVIDE INFORMATION ON THIS FORM):

	PE	ROW	CONSTRUCTION	TOTAL
Federal				
Local				
Private				
TOTAL				

6. Project Description (summary for public presentation purposes, use 8.5" x 11" sheets)

- a. Street or Facility, if applicable
- b. Termini or project boundaries.
- c. Brief physical description of main project features (e.g., length, number and width of lanes, bike lanes and/or sidewalks, bridge crossings, medians, planting strip, etc.).
- d. Explain current transportation problem and how the nominated project would address the problem.
- e. Describe significant unique aspects of the project that transcend technical evaluation.
- f. Provide photo(s) of project area; digital preferred (no more than five).
- g. Attach 8.5" X 11" vicinity map indicating project and nearest major arterial intersection.
- h. Complete the ODOT Prospectus, following. **Parts 1 and 2 must be completed for all projects.** Part 3 (Environmental Checklist) will be required of projects advanced to the semi-final candidate list. Consult with your ODOT Local Program Coordinator (Martin Andersen, at 503-731-8288, and Tom Weatherford, at 503-731-8238) if you have questions regarding elements of the form.
- i. See the special instructions with the criteria and measures description for each modal category. Make sure the project description addresses all special instructions.

ODOT Prospectus Part 1 & 2

ODOT Prospectus Part 3



METRO
TRANSPORTATION PRIORITIES 2004-07
Project Match Eligibility by Location

Determination of Level of Regional Match

Projects will be determined eligible for different levels of regional match depending on whether they directly and significantly benefit a 2040 primary or secondary land use (Central city, regional or town center, main street, station community or industrial area/inter-modal facility). Projects that are determined to have a direct and significant benefit to these areas will be eligible for up to 89.73% regional match on the project. Other projects will be eligible for up to a 70% regional match. This determination will be based on the guidelines outlined below within each project category. Metro staff will make a preliminary determination on match level based on an early summary of the project that addresses these project definitions. Final determination of match level eligibility will be made by JPACT and the Metro Council.

Road Capacity, Road Reconstruction, Transit, and Bicycle projects

The following projects will be eligible for up to an 89.73% regional match:

- projects located in a 2040 primary or secondary land-use area,
- projects fully within one mile of a 2040 primary land-use area or town center if the facility directly serves that land-use area.

All other projects will be eligible for up to a 70% regional match.

Freight projects

The following projects will be eligible for up to an 89.73% regional match:

- projects located in an industrial area,
- projects fully within one mile of an industrial area or inter-modal facility¹ if the project facility directly serves the industrial area or inter-modal facility.

All other projects will be eligible for up to a 70% regional match.

Bridge, Pedestrian, TOD and Green Street demonstration projects

The following projects will be eligible for up to an 89.73% regional match:

- projects located in a 2040 primary or secondary land-use area.

All other projects will be eligible for up to a 70% regional match.

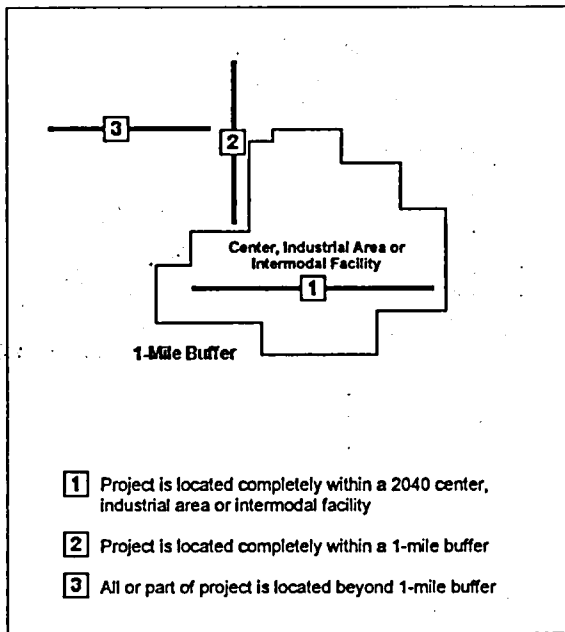
TDM

See TDM evaluation sheet.

Planning

All planning projects will be eligible for up to an 89.73% regional match.

¹ An inter-modal facility is a facility, terminal or railyard as defined in the Regional Transportation Plan Figure 1.17.



- Road, transit, bicycle and freight projects would be eligible for full regional match of 89.73% under project conditions 1 and 2 above.
- Bridge, Pedestrian and TOD projects would be eligible for full regional match of 89.73% under project condition 1 above.
- Other projects in these categories would be eligible for up to 70% regional match.

Bike

GOAL: Ridership (Usage) (25 points)

What is the project's potential ridership based on travel shed, existing socio-economic data and existing travel behavior survey data consistent with 2020 modal targets?

Numerical change between existing year riders and forecast year riders (10 points)

To improve the accuracy of the numerical change measure, it is recommended that project submittals include "before" bike counts in order to calibrate actual existing year riders and estimated existing year riders in the Metro bicycle travel demand model.

Points

- 10 High
- 7 Medium
- 3 Low

PLUS

Total Forecast Year population and employment within one-half mile of the project (5 points)

Points

- 5 High
- 3 Medium
- 1 Low

PLUS

System Connectivity (project completes a gap in the Regional Bikeway System (10 points)

Points

- 10 High (for greater than 67% of bike trips to and within centers)
- 7 Medium (for 34 to 66% percent of bike trips to and within centers)
- 3 Low (for 0 to 33% of bike trips to and within centers)

GOAL: Safety (20 points)

Does the project address an existing deterrent to bicycling?

Target roadway a deterrent to bicycling.

The staff resource to be utilized for this measure is the 2002 Metro "Bike There!" Map. The map rates roadways where bicyclists currently share the travel lane with motorists. The map uses a suitability rating to describe low, moderate, and high motorized traffic volumes, based on field work and existing traffic counts in the Region.

Points

- 15 High auto speed and volume (Daily traffic volumes greater than 10,000 and speeds greater than 35 miles per hour)
- 8 Moderate auto speed and volume (Daily traffic volumes of 3,000 to 10,000 and speeds of 25 to 35 miles per hour)
- 3 Low auto speed and volume (Daily traffic volumes of less than 3,000 and speeds of less than 25 MPH)

Other safety factors: Multi-Use Path

Points

5	Yes
0	No

GOAL: Address 2040 Land Use Objectives (40 points)

Regional Bikeway System Hierarchy from RTP (10 points)

Points

10	Regional Access Function
7	Regional Corridor Function
3	Bikeway Connector Function

PLUS

Region 2040 Mapped Land Use Designation (10 points)

Points

10	Central City, Regional and Town Centers, Main Streets, Industrial areas
7	Corridors and Employment Areas
3	Inner and Outer Neighborhoods

PLUS

Level of Community Focus (20 points) See Attachment A

GOAL: Cost Effectiveness (15 points)

Total project cost divided by ridership usage points

Points

15	Low cost
8	Medium cost
3	High cost

Special notes and instructions for bike projects:

1. Provide specific alignment information for the entire project to facilitate ridership calculation.
2. Direct any questions to Bill Barber at 503-797-1758.

Boulevard

GOAL: Reduce motor vehicle speeds (10 points)

Implement design elements that will help to reduce automobile speeds¹ along boulevard segments, with a goal of reducing speeds to 25 miles per hour, or less. (10 points)

Points

10	High – 5 or more design elements
7	Medium – 4 design elements
5	Low – 3 design elements
3	2 or fewer design elements

GOAL: Enhance walking, biking and use of transit (15 points)

Does project achieve optimum sidewalk width of at least 10 feet? (5 points)

(Note: Candidate projects that are constrained by narrow right-of-way may obtain full 5 points upon demonstration that all practical means are employed to maximize sidewalk width including: narrowing travel lanes and center median, elimination of on-street parking on one or both sides of street and transfer of bike facilities to parallel facility. Credit for transfer of bike lanes to a parallel facility may only occur if the parallel facility is in reasonable proximity and is included in the jurisdiction's transportation system plan with bike preferential treatments and improvements.)

Does project include design elements that enhance walking, biking and use of transit²? (10 points)

Points

10	5 or more design elements
7	4 design elements
5	3 design elements
3	1 to 2 design elements
0	No design elements

GOAL: Implement Proven Green Street Elements (10 bonus points)

- Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

¹ Design elements that reduce automobile speeds include: narrowed travel lanes, remove travel lanes, on-street parking, reduced turn radii, marked pedestrian crossings, new pedestrian refuges, street trees, curb extensions and signal timing.

² Design elements that enhance alternative modes include: transit amenities, landscaped buffer, curb extensions, raised pedestrian refuge median, increased pedestrian crossings (including mid-block crossings), bike lanes (on or parallel street), removing obstructions from the primary pedestrian-way and street amenities such as benches, pedestrian scale lighting, public art, etc.

GOAL: Improve Safety (20 points)

Does project remove hazards to walking, biking and use of transit³? (10 points)

<u>Points</u>	
10	5 or more elements
7	4 elements
5	3 elements
3	1 to 2 elements
0	No elements

Project is located on a transit corridor. (4 points)

Project is located on regional bicycle system (3 points)

Project is located within 1/4-mile of a school, civic complex or cultural facility. (3 points)

GOAL: Addresses 2040 Land Use Objectives (40 points)

2040 Land Use Designation; Project is located in: (5 points)

<u>Points</u>	
5	Central city, regional centers
3	Town centers, main streets, station communities
0	All other areas

Direct access to or circulation within the 2040 priority land use area. (10 points)

<u>Points</u>	
10	High (% of trips to and from priority land use areas greater or equal to 40%)
8	Medium (25-39% of trips to and from priority land uses)
4	Low (10-24% of trips to and from priority land uses)
0	(% of trips to and from priority land use less than 10%)

Note: %of trips to and from Tier 2 land uses (town centers, main streets and station communities) was dropped because they are now included in "priority 2040 land uses."

Regional Street Design Hierarchy; Project is: (5 Points)

<u>Points</u>	
5	Located in a boulevard designation
2	Located in a street designation
0	Located outside of above areas

Level of Community Focus (20 points) – see Attachments A and B

<u>Points</u>	
20	High
10	Medium
0	Low

³ Project includes actions to correct the following safety elements: 5 travel lanes, 12-foot lane widths or greater, travel speeds greater than 40 mph, lack of pedestrian refuge, more than 330 feet between marked pedestrian crossings, poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, numerous driveways, substandard width, utilities) and high incidence of pedestrian and bicycle injuries).

GOAL: Cost-Effectiveness Criteria (15 points)

Implement maximum feasible, highest priority boulevard design elements at lowest cost.

Points

- 15 Low cost/effectiveness
- 8 Medium cost/effectiveness
- 0 High cost/effectiveness

Note: Cost effectiveness = Total project cost is divided by use factor points (reduce motor vehicle speeds + enhance alternative mode travel)

Special notes and instructions for boulevard projects:

1. Under grounding of utilities is not eligible for federal reimbursement, nor may such costs be counted as local contribution toward matching fund requirements.
2. Direct any questions to Kim White at 503-797-1617.

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Freight

GOAL: Addresses 2040 Land Use Objectives (40 points)

Improvement of freight access to or within an industrial area or to an inter-modal facility via rail or road (High, Med, Low – 10 pts)

Ability of the project to leverage and retain economic development and traded sector employment; traded sector employment in year 2020 in area of project effect (High, Med, Low – 10 pts)

Readiness of industrial area or inter-modal facility to develop or to retain existing development

- Local/regional jurisdiction protection of industrial area or inter-modal facility beyond Title 4 requirements (High, Med, Low – 5 pts)
- Removal of a barrier on a Tier B or D industrial parcel within the UGB that elevates the parcel to Tier A (Y/N – 5 pts)

Reduction of truck freight out-of-direction travel

- Reduction in freight VMT (High, Med, Low – 5 pts)
- Reduction in through freight traffic in mixed use areas or neighborhoods (Y/N – 5pts)

GOAL: Supports the region's ability to attract or retain industrial business overall (first-order economic benefits)

Reduction in regional and local freight travel time (High, Med, Low – 5 pts each)

Improves opportunities for job retention and growth and economic development (High, Med, Low – 10 pts) Qualitative description that may reference RLS Study, the MPAC Jobs Subcommittee jobs memo, traded sector, high tech, and warehouse/distribution jobs.

GOAL: Cost effectiveness (20 points)

Hours of reduction in regional and local freight travel time v. project cost (High, Med, Low – 10 pts each)

GOAL: Safety (High, Med, Low – 20 points)

Project improves safety, reviewing factors such as:

- Truck movement geometry
- Reduction in potential for freight conflicts with non-freight modes
- Accident rates at the location
- Site distance improvements
- Other relevant factors identified by the applicant

Special notes and instructions for freight projects:

1. Metro will determine the area of effect of a freight project and will collaborate with PSU to determine the traded sector relationship of freight projects.
2. Direct any questions to John Gray at 503-797-XXXX.

Green Street Demonstration: Retrofit Project

Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation; Project is located in:

Points

- 10 Central city, regional centers, industrial areas, town centers
- 7 Main streets, station communities
- 3 Corridors
- 0 All other areas

GOAL: Effective removal of stormwater runoff from piped system and infiltration of stormwater near source of runoff. (60 points)

Size of project area (10 pts)

Points

- 10 High
- 7 Medium
- 3 Low

Design Elements (50 points)

- Preserving existing large trees and/or planting trees consistent with recommendations of Trees for Green Streets handbook (10 points)
- Removal of impervious surface area (High = 10 points, Medium = 7 points, Low = 3 points)
- Sidewalks and/or low traffic areas constructed with pervious material (10 points)
- Curb options consistent with handbook options (10 points)
- Use of Infiltration and/or detention devices (swale, filter strip, infiltration trench, linear detention basin, street tree well, engineered products) (10 points)

GOAL: Cost effectiveness (30 points)

Amount of project area that is infiltrated v. project cost (High, Med, Low – 30 pts)

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. Direct any questions to Ted Leybold at 503-797-1759.

Green Street Demonstration: New Construction

Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation; Project is located in:

Points

- 10 Central city, regional centers, industrial areas, town centers
- 7 Main streets, station communities
- 3 Corridors
- 0 All other areas

GOAL: Effective removal of storm water runoff from piped system and infiltration of storm water near source of runoff. (60 points)

Size of project area (High, Med, Low – 10 pts)

Design Elements (50 points)

- Protect and restore existing habitat and native vegetation and soils. Including stream crossing designs of:
 - Number and location consistent with Green Street handbook guidelines
 - Bridge structures for crossings of hydraulic openings of 15 feet or greater
 - Stream simulation culvert designs for culvert crossings (10 points)
- Planting trees consistent with recommendations of Trees for Green Streets handbook (5 points)
- Pipeless local streets (10 points)
- Sidewalks and/or low traffic areas constructed with pervious material (5 points)
- Curb options consistent with handbook options (10 points)
- Use of Infiltration and/or detention devices (swales, filter strip, infiltration trench, linear detention basin, street tree wells, engineered products) (10 points)

GOAL: Cost effectiveness (30 points)

Amount of project area that is infiltrated v. project cost (High, Med, Low – 30 pts)

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. Direct any questions to Ted Leybold at 503-797-1759.

Green Street Demonstration: Culvert Project

Note: Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts. Design solution should be consistent with Green Street handbook design guidance. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.

GOAL: Effectiveness (70 points)

Type of fish passage solution (20 points)

Fish barrier replaced or retrofitted with:

Points

- 20 Bridge structure over natural hydraulic area
- 13 Stream simulation culvert
- 5 Repair of fish ladder, jump pools, etc.

Amount of upstream habitat (stream miles) with improved fish passage (25 points)

Points

- 25 High
- 15 Medium
- 5 Low

Quality of habitat at fish barrier passage (10 points)

Points

- 10 High
- 7 Medium
- 3 Low

Presence of downstream fish barriers (15 points)

Points

- 15 None
- 10 One
- 5 Two
- 0 Three or more

GOAL: Cost effectiveness (30 points)

Amount of habitat (stream miles) with new or improved fish access vs. project cost (30 points)

Special notes and instructions for green street culvert demonstration projects:

1. Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage.
2. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts.
3. Design solution should be consistent with Green Street handbook design guidance.
4. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.
5. Direct any questions to Ted Leybold at 503-797-1759.

Pedestrian Projects

GOAL: Encourage Walking (25 points)

Project will encourage walking as a form of travel. The following elements will be considered in determining the projected increase in pedestrian mode share, consistent with 2040 modal targets:

Project is located in an area with a high potential for pedestrian activity. (15 Points)

Points

- 15 Most potential (within a Pedestrian district)⁴
- 10 Moderate potential (along a Transit/mixed use corridor⁵ within a 1/4-mile of a major transit stop, school, civic complex or cultural facility)
- 5 Less potential (along a Transit/mixed-use corridor location not specified above)
- 0 Least potential (other areas)

Project will correct a deficiency/ significantly enhance the pedestrian system in the area such that new pedestrian trips will be generated. (10 Points)

Points

- 5 Completes missing sidewalk link
- 5 Removes pedestrian obstacles⁶

GOAL: Improve Safety (20 points)

Project corrects a safety problem. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as high number of collisions involving pedestrians, traffic volume, posted speed greater than 30 mph, number of travel lanes, road width, complexity of traffic environment⁷ and existence of sidewalks will be considered in determining critical safety problems.

Project addresses a documented safety problem. (10 Points)

Points

- 10 High (>30 incidents during three-year period)
- 7 Medium (16-30 incidents during three-year period)
- 3 Low (0-15 incidents during three-year period)

Project location includes factors that deter walking.⁸ (10 Points)

Points

- 10 High (5 or more factors exist)
- 7 Medium (3-4 factors exist)
- 3 Low (less than 3 factors exist)

^{4 and 2} Refer to Figure 1.19 in the Regional Transportation Plan, which designates pedestrian districts and transit/mixed-use corridors.

⁶ Obstacles include missing curb ramps, >330' spacing between pedestrian crossing and lack of pedestrian refuges.

⁷ Complexity of traffic environment refers to number of driveways and turning movements in project area.

⁸ Factors that impact walking safety include: travel speeds greater than 30 mph, lack of landscaped pedestrian buffer, curb-to-curb widths greater than 70 feet, more than 20,000 ADT, more than 2 travel lanes, complex traffic environment, lack of sidewalks, poor pedestrian way delineation and lack of marked pedestrian crossings.

Pedestrian Projects (continued)

GOAL: Addresses 2040 Land Use Objectives (40 points)

2040 Land Use (10 points)

Points

- 10 Central city, regional centers
- 7 Town centers, main streets, station communities
- 3 All other areas

Direct access to or circulation within the 2040 priority land uses (10 points)

Points

- 10 High (project is located within or connects directly to priority land uses)
- 7 Medium
- 3 Low

Level of community focus – see Attachment A (20 points)

GOAL: Provide Mobility at Reasonable Cost (15 points)

Points

- 15 Low Cost/increase pedestrian mode share
- 10 Moderate Cost/increase pedestrian mode share
- 5 High Cost/ increase pedestrian mode share

Note: Cost effectiveness = Total project cost is divided by use factor points (increase pedestrian mode share)

Special notes and instructions for pedestrian projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. Direct any questions to Kim White at 503-797-1617.

Roadway Capacity

GOAL: Reduce Congestion (25 points)
 (Project derives from CMS, consistent with 2020 per capita VMT targets)

1998 V/C Ratio (pm peak hr & direction)

2020 V/C Ratio (pm peak hr & direction)

<u>Points</u>	
15	>1.0
10	>0.9
5	<0.9

<u>Points</u>	
10	>1.0
7	>0.9
3	<0.9

GOAL: Implement Proven Green Street Elements (10 bonus points)

- Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

GOAL: Enhance Safety (20 points)

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Accident Rate per Vehicle Mile (Use ODOT Accident Rate Book); per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street's functional classification.
- New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.
- Other relevant factors as identified by the applicant.

<u>Points</u>	
20	High
10	Medium
0	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

Is a high proportion of travel on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 pts, Medium = 7 pts, Low = 5 pts
 Secondary 2040 land use areas: High = 7 pts, Medium = 5 pts, Low = 3 pts
 Other 2040 land use areas: High = 3 pts, Medium = 0 pts, Low = 0 pts

Is a high number of vehicles on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 pts, Medium = 7 pts, Low = 5 pts
 Secondary 2040 land use areas: High = 7 pts, Medium = 5 pts, Low = 3 pts
 Other 2040 land use areas: High = 3 pts, Medium = 0 pts, Low = 0 pts

Community Focus (20 points) See Attachment A

GOAL: Provide Mobility at a Reasonable Cost (15 points)

Cost per VHD eliminated in 2020: VHD = 2020 No-Build VHD - Build VHD

<u>Points</u>	
15	Top 1/3
10	Mid 1/3
5	Low 1/3

Special notes and instructions for pedestrian projects:

1. Mainline freeway right-of-way or construction projects are not eligible for regional flexible funds.
2. Direct any questions to Terry Whisler at 503-797-1747.

Roadway Reconstruction

GOAL: Project brings facility to current urban design standard or provides long-term maintenance (25 points)

2002 Condition: pavement base, etc.
from ODOT

<u>Points</u>	
15	Fair
10	Poor
5	Very Poor

2012 Condition: pavement, base, etc.
(without earlier improvement)

<u>Points</u>	
0	Fair
5	Poor
10	Very Poor

OR

2002 Condition: pavement base, etc.
from ODOT

<u>Points</u>	
5	Fair
3	Poor
1	Very Poor

2012 Condition: pavement, base, etc.
(without earlier improvement)

<u>Points</u>	
0	Fair
3	Poor
5	Very Poor

Project adds urban design elements where current elements do not exist or are substandard.

- Sidewalks (3 points)
- Pedestrian crossing and/or transit stop improvements (3 points)
- Bike facilities (3 points)
- Storm water facilities (3 points)
- Lighting (3 points)

GOAL: Implement Proven Green Street Elements (10 bonus points)

- Project includes planting or preserving street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

GOAL: Enhance Safety (20 points)

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Accident Rate per Vehicle Mile (Use ODOT Accident Rate Book); per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street's functional classification.
- New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.
- Other relevant factors as identified by the applicant.

<u>Points</u>	
20	High
10	Medium
0	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

Is a high proportion of travel on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 pts, Medium = 7 pts, Low = 5 pts
 Secondary 2040 land use areas: High = 7 pts, Medium = 5 pts, Low = 3 pts
 Other 2040 land use areas: High = 3 pts, Medium = 0 pts, Low = 0 pts

Is a high number of vehicles on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 pts, Medium = 7 pts, Low = 5 pts
 Secondary 2040 land use areas: High = 7 pts, Medium = 5 pts, Low = 3 pts
 Other 2040 land use areas: High = 3 pts, Medium = 0 pts, Low = 0 pts

Community Focus (20 points) See Attachment A

GOAL: Provide Mobility at Reasonable Cost (15 points)

Cost per year 2020 VMT (or VT at interchanges & intersections)

Cost/Year 2020 Vehicles or VMT

<u>Intersections/Interchanges</u>		<u>Interstate Projects</u>		<u>Link Improvement</u>	
<u>Points</u>		<u>Points</u>		<u>Points</u>	
15	<\$.51 per vehicle	15	<\$.51 per vehicle	15	<\$.33/VMT
8	\$.51-.99 per vehicle	8	\$.51-.99 per vehicle	8	\$.24-.99 VMT
0	>\$1.00 per vehicle	0	>\$1.00 per vehicle	0	>\$.99/VMT

• Note.

Special notes and instructions for pedestrian projects:

1. Costs per year ranges will be updated to reflect current costs or points may be assigned for low medium and high cost.
2. Direct any questions to Terry Whisler at 503-797-1747.

Transportation Demand Management (TDM) Regional Core Program

Completely revise the technical project selection criteria for the Regional TDM Program, TDM is generally programmatic rather than project oriented. TDM and TMA programs requiring staffing would be classified as "Planning Projects" for the purposes of the Transportation Priorities solicitation. These components of the Regional TDM Program include the "core" TDM program at Metro and Tri-Met, new TMA start-ups, and the Wilsonville / SMART TDM Program.

TDM programs such as Region 2040 Initiatives (which includes the web-based rideshare project, etc.) and TMA Assistance (new and innovative projects/programs) that are more project-oriented will be ranked by the TDM subcommittee and submitted to TPAC. Refer to the technical project selection criteria below titled "TDM Program: TMA Assistance and Region 2040 Initiatives" for more specific detail.

TDM Program: TMA Assistance and Region 2040 Initiatives

TDM programs such as Region 2040 Initiatives (which includes the web-based rideshare project, etc.) and TMA Assistance (new and innovative projects/programs) that are project-oriented will be ranked by the TDM subcommittee and submitted to TPAC as part of the total Regional TDM Program. These programs are currently administered by Tri-Met.

GOAL: Increase Alternative (Non-SOV auto) Modal Share (35 points)

Mode share increase for transit, bike, walk, shared-ride, telecommute or elimination of trip.

Points

35	High
20	Medium
5	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

Region 2040 Mapped Land Use Designation (10 points)

Points

10	Central City, Regional and Town Centers, Main Streets, Industrial areas
7	Corridors and Employment Areas
3	Inner and Outer Neighborhoods

PLUS

Number of Employers and Employees Served By Project/Program (10 points)

Points

10	High
7	Medium
3	Low

PLUS

Level of Community Focus (20 points) See Attachment A.

GOAL: Cost Effectiveness (25 points)

Total Project Cost divided by Alternative Modal Share increase points

Points

25	Low cost
10	Medium cost
5	High cost

Special notes and instructions for TDM projects:

1. Direct any questions to Bill Barber at 503-797-1758.

TOD

GOAL: Increase Mode Share (25 points)

Will the TOD project increase the number of transit, bike and walk trips over the number that would be expected from a development that did *not* include these public funds for the TOD project?

Points

- 25 High - 50% or greater increase in non-auto trips
- 13 Medium - 25% or greater increase in non-auto trips
- 0 Low - less than 25% increase in non-auto trips

GOAL: Density Criteria (20 points)

How much does the TOD project increase the density of residential units and/or employment on the project site above the level that would result without these public funds?

Points

- 20 High - 50 percent or greater increase in persons per acre.
- 10 Medium - 25 percent or greater increase in persons per acre.
- 0 Low - less than 25 percent increase in persons per acre.

GOAL: 2040 Criteria (40 points)

Is the project located in a priority 2040 land-use area (10 points)?

Points

- 10 Central City or Regional Center
- 5 Town Center, Main Street or Station Community
- 2 Corridor
- 0 Other

Is the project located in an area projected in the 2040 Growth Concept to have a large increase of mixed use development between 1996 and 2020 (10 points)?

Points

- 10 High change
- 5 Medium change
- 0 Low change

Level of Community Focus (See Attachment A) (20 points)

GOAL: Cost-Effectiveness Criteria (15 points)

Cost per VMT reduced

Points

- 15 Low cost/VMT reduced
- 8 Medium cost/VMT reduced
- 0 High cost/VMT reduced

Special notes and instructions for TDM projects:

1. Direct any questions to Marc Guichard at 503-797-XXXX.

Transit: Start-up Service

Note: Applicant must demonstrate the ability and a commitment to continue new service after the expiration of application funding to be eligible for allocation of regional flexible funds.

GOAL: Increase Ridership (35 points)

New Boardings per vehicle revenue hour

Points

35	High boardings per revenue hour
20	Medium boardings per revenue hour
5	Low boardings per revenue hour

GOAL: Address 2040 Land Use Objectives (40 points)

Access to Centers; Central City, Regional and Town centers (10 points)
Number of centers served

Access to Mixed Use development (10 points)

- Forecast value of mixed-use index (High = 5, Med = 3, Low =1)
- Growth in forecast mixed-use index from current value (High = 5, Med = 3, Low =1)

Level of Community Focus: See Attachment A (20 points)

GOAL: Provide Cost Effective Improvements (25 points)

Cost/New Boarding

Points

25	Low Cost per new boarding
15	Medium cost per new boarding
5	High cost per new boarding

Transit: Capital

GOAL: Increase Service Efficiency (20 points)

Does the project include transit preferential and stop spacing treatments that reduce travel time and increase schedule reliability? Transit service hours saved.

Points

20	High transit service hours saved
13	Medium transit service hours saved
5	Low transit service hours saved

GOAL: Improve passenger experience (20 points)

Does the project include improved passenger amenities such as shelters, benches, pad and sidewalk improvements, real time schedule information and other elements that improve the passenger experience through their entire trip? Maximize the number of passengers served by new amenities.

Points

20	High number of riders served by new amenities
13	Medium number of riders served by new amenities
5	Low number of riders served by new amenities

GOAL: Address 2040 Land Use Objectives (40 points)

Project location

Points

- 20 Tier I land use area (Central City, regional center, industrial area)
- 13 Tier II land use area (Town center, main street, station community)
- 5 Tier III land use area (Inner and outer neighborhoods, employment area)

Level of Community Focus: See Attachment A (20 points)

GOAL: Provide Cost Effective Improvements (20 points)

Cost/Service hour saved (10 points)

Points

- 10 Low cost per service hour saved
- 5 Medium cost per service hour saved
- 0 High cost per service hour saved

Cost/Riders served with new amenities (10 points)

Points

- 10 Low cost per rider served
- 5 Medium cost per rider served
- 0 High cost per rider served

Special notes and instructions for transit projects:

- 1. Direct any questions to Ted Leybold at 503-797-1759.**

**Attachment A; Measure of Level of Community Focus
(For projects serving mixed use areas and inner/outer neighborhoods)**

Up to twenty points will be awarded for how well a project leverages or complements development of other center activities. Consideration will be given to the maturity of a mixed use area, the level of community commitment to achieve a dynamic, mixed use, community center and the impact the proposed project will have on implementing a mixed use area. (20 points)

1. Progress in developing and quality of the mixed use center¹ (10 points)

What level of planning and planning implementation are completed in the priority land-use area?

- Concept or Vision plan only
- Comprehensive plan adopted
- New zoning in compliance with Comprehensive or Concept plan adopted
- New development code regulations in compliance with Comprehensive or Concept plan adopted
- Plan is in compliance with 2040 target densities

What financial tools are available for mixed use plan implementation?

- Market based implementation plan adopted²
- Tax increment financing available or programmed/budgeted; amount \$_____ (if known)
- Local improvement district funding available or programmed/budgeted; amount \$_____ (if known)
- Tax abatement program available or programmed/budgeted; amount \$_____ (if known)
- General fund monies programmed or budgeted; amount \$_____ (if known)
- Other; please specify _____

Have/are other civic investments being made (i.e. public buildings, plazas/promenades, etc.)?

Please list; _____

Have/are other private investments being made?

Please list; _____

Describe or list a sample of key associations and individuals that are committed to the development of your priority mixed use area as a center/focus of the community.

Describe other community or cultural activities (farmers market, street fairs, volunteer efforts) that are a part of your mixed use area.

2. Local objectives (10 points)

Describe how this project would help implement or complement key local development, economic and other policy objectives.

¹ Based on Metro's Report "Ten Principles for Achieving 2040 Centers."

² A market based implementation plan is a development strategy based on a market analysis of the location of the center, the market area or geography it serves, service competition from other areas for the target market, land values, density levels, access, price, quality and demand.

Additional Qualitative Considerations
(formerly referred to as Administrative Factors)

In addition to the technical measures of a project listed above, other project elements or impacts may be listed for consideration by decision makers. These include; public support, over-match of funding, finishing a critical gap in a mode network, relationship to other local or regional goals such as affordable housing or protection of endangered species or any other consideration that makes a project unique.

These considerations as provided by the project applicant will be summarized and listed with the result of the technical rankings.

Local Public Involvement Checklist

Local jurisdictions/project sponsors must complete this checklist for local transportation plans and programs from which projects are drawn which are submitted to Metro for regional funding or other action.

If projects are from the same local transportation plan and/or program, only one checklist need be submitted for those projects. For projects not in the local plan and/or program, the local jurisdiction should complete a checklist for each project.

The procedures for local public involvement (See Section 3 of Metro's Local Public Involvement Policy) and this checklist are intended to ensure that the local planning and programming process has provided adequate opportunity for public involvement prior to action by Metro. Project sponsors should keep information (such as that identified in italics) on their public involvement program on file in case of a dispute.

A. Checklist

1. At the beginning of the transportation plan or program, a public involvement program was developed and applied that met the breadth and scope of the plan/program. Public participation was broad-based, with early and continuing opportunities throughout the plan/program's lifetime.

Keep copy of applicable public involvement plan and/or procedures.

2. Appropriate interested and affected groups were identified and the list was updated as needed.

Maintain list of interested and affected parties.

3. Announced the initiation of the plan/program and solicited initial input. If the plan/program's schedule allowed, neighborhood associations, citizen planning organizations and other interest groups were notified 45 calendar days prior to (1) the public meeting or other activity used to kick off public involvement for the plan/program; and (2) the initial decision on the scope and alternatives to be studied.

Keep descriptions of initial opportunities to involve the public and to announce the project's initiation. Keep descriptions of the tools or strategies used to attract interest and obtain initial input.

4. Provided reasonable notification of key decision points and opportunities for public involvement in the planning and programming process. Neighborhood associations, citizen planning organizations and other interest groups were notified as early as possible.

Keep examples of how the public was notified of key decision points and public involvement opportunities, including notices and dated examples. For announcements sent by mail, document number of persons/groups on mailing list.

5. Provided a forum for timely, accessible input throughout the lifetime of the plan/program.

Keep descriptions of opportunities for ongoing public involvement in the plan/program, including citizen advisory committees. For key public meetings, this includes the date, location and attendance.



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6. Provided opportunity for input in reviewing screening and prioritization criteria.

Keep descriptions of opportunities for public involvement in reviewing screening and prioritization criteria. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

7. Provided opportunity for review/comment on staff recommendations.

Keep descriptions of opportunities for public review of staff recommendations. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

8. Considered and responded to public comments and questions. As appropriate, the draft documents and/or recommendations were revised based on public input.

Keep record of comments received and response provided.

9. Provided adequate notification of final adoption of the plan or program. If the plan or program's schedule allows, the local jurisdiction should notify neighborhood associations, citizen participation organizations and other interest groups 45 calendar days prior to the adoption date. A follow-up notice should be distributed prior to the event to provide more detailed information.

Keep descriptions of the notifications, including dated examples. For announcements sent by mail, keep descriptions and include number of persons/groups on mailing list.

10. Provided a review by the governing body of the jurisdiction at a meeting that is open to the public. Submitting the list of projects by adopted resolution will meet this intent.

Keep a record of the governing body meeting, minutes and any adopted resolutions.

B. Summary of Local Public Involvement Process

Please attach a summary (maximum 2 pages) of the key elements of the public involvement process for this plan, program or group of projects.

C. Certification Statement

(project sponsor)

Certifies adherence to the local public involvement procedures developed to enhance public participation.

(Signed)

(Date)

GREENSPACES TECHNICAL ADVISORY COMMITTEE

please sign in . . .

name	organization
Michelle Healy	NCPRD
Chris Noautzer	Wilsonville
Julie Reilly	THPRD
Jayne Cronlund	Three Rivers Land Conservancy
Alec Craig	City of OC
Mike Hock	Audubon / CLF
Chris Wayland	Washington County
BOB LONDBLAD	CITY OF DUFFHAM

GREENSPACES TECHNICAL ADVISORY COMMITTEE

please sign in . . .

name	organization
Steve BOSAK	THPRD
Chuck BEASLEY	MULTNOMAH COUNTY
KARL MANSON	Goal 5 TAC
Tim RAFFAEL	TPL
Craig Dye	CWS
Ric Catram	City of Gresham
Deborah Lev	Portland
Tom Bouillon	Port of Portland
David Reid	Johnson Creek Watershed Council