

Carl Hosticka

Metro Council District 3 News

[Metro Council will ask voters to approve local option levy for natural areas, water quality in May](#)

December 19, 2012 6:07 PM

In their final meeting of the year, the Metro Council on Tuesday unanimously agreed to refer a five-year local option levy to voters in May, asking for help to restore the region's natural areas, improve water quality and fish habitat, maintain parks, and provide people with more opportunities to experience nature.

The proposed levy of 9.6 cents per \$1,000 of assessed value would cost the owner of a home with an assessed value of \$200,000 about \$20 a year and would raise approximately \$10 million annually.

"At the heart of Metro's vision for the future is the commitment we made that as we grew, we would continue to make a place for nature. Not just 'out there' but right here where we live," said Metro Councilor Barbara Roberts. "Our voters have helped us fulfill that vision by passing measures to protect these special places. Today we are asking them to help care for them and build on that investment."

Voters twice have approved bond measures to purchase and protect some of the region's most significant undeveloped land. Money approved by the region's voters for acquisition cannot be used for operating expenses.

Because of the voter-approved bond measures, today Metro owns or manages more than 16,000 acres, including more than 100 miles of stream and river frontage, wetlands, prairies, forests and other sites. Metro now is the largest owner of public parks and natural area lands in the Portland metropolitan region.

While some areas are not formally open to visitors, Metro's

parks and natural areas are visited by more than 1.3 million people each year for outdoor experiences like hiking, walking, picnicking, weddings and special events.

"The Council's action takes an important first step in our region's ability to continue to maintain the public's investment in these important natural areas now and for the future," said Metro Council President Tom Hughes. "We will work together with our local partners to implement this measure in a way that benefits not only our natural areas, but also people from the entire region."

Starting last spring the Metro Council conducted public opinion research and online surveys and consulted an independent advisory panel about the idea of a levy for natural area restoration and park maintenance. This fall Metro staff and elected officials met with more than 100 individuals, community groups and local government officials and gathered input from more than 5,000 people via Opt In, Metro's online public participation tool.

The local option levy would pay for projects that:

- improve and protect water quality for salmon and native fish
- remove invasive weeds that threaten the health of our natural areas
- replace aging restrooms, picnic shelters, play areas and other facilities at existing parks
- expand opportunities for people to learn about nature
- provide more opportunities to use Metro parks and natural areas

[Learn more about the Metro Council's local option levy](#)

[See a Metro News story about Tuesday's meeting](#)

[Ice Age Tonquin Trail has new name, new master plan](#)

December 10, 2012 9:27 AM

The Ice Age Tonquin Trail is taking one important step back in time – and another big step forward.

Recently renamed for floods that shaped the landscape thousands of years ago, the 22-mile trail now has an official

blueprint. Partners along the route worked together on the master plan, bringing the trail closer to reality for cyclists, walkers and runners.

For now, people can explore initial sections of the trail at Stella Olsen Park in Sherwood, Tualatin Community Park and Metro's Graham Oaks Nature Park in Wilsonville. Someday, they'll be able to traverse a pitchfork-shaped trail that spans two rivers, two counties and three cities. But, as Metro Councilor Carl Hosticka sees it, visitors will take the holistic view when they traverse spectacular scenery along the trail.

"People may be unaware of which jurisdiction they are in, but the trail allows them to access the entire landscape in the area and enjoy it on a regional level," said Hosticka, who has represented the southwest part of the region for 12 years. "I think that's a main benefit."

This fall, the trail formerly known as the Tonquin got a new descriptor: "Ice Age." The name was expanded at the request of community advocates, in homage to an era that dramatically reshaped the northwestern United States.

Some 15,000 years ago, a huge ice dam repeatedly broke near the Montana-Canada border, unleashing water, icebergs, glacial ice and debris. Cascading through Montana, Idaho, Washington and Oregon at the speed of a car driving on the freeway, the floods left their mark. Visitors to the Ice Age Tonquin Trail will find scoured scablands, rich wetlands and kolk ponds

"We figured the Ice Age Tonquin Trail would bring visibility and identity to something that happened thousands of years ago," said Yvonne Addington, past president of the Tualatin Historical Society, who led the campaign for a name change.

Addington got interested in the area's natural history during the early 1960s, when she typed a research paper for a Portland State University student who discovered a mastodon skeleton in Tualatin. A decade later, when Addington was serving as Tualatin city manager, she helped bring the skeleton back to the city. More recently, she collaborated with other community advocates to create an "Ice Age Tourism Plan" - making natural history a calling card for the area.

Their work dovetailed with progress on the Tonquin Trail. Nearly

four years ago, Metro joined forces with representatives from each community along the proposed route to launch a planning process. A steering committee evaluated possible routes and designs, and agreed on who would operate and maintain each section.

More than 1,000 residents have weighed in online, at open houses or at community festivals. Until January 9, people have one last opportunity to comment; after that, the plan will be forwarded to city, county and regional officials for approval.

For many trail enthusiasts, the most exciting progress will come on the ground. The rest of the trail will be built as resources are identified, starting with a 1.5-mile section in Sherwood known as the Cedar Creek Greenway. Residents will have an opportunity to help fine-tune the route and design in the coming months, before construction begins. Meanwhile, Metro is working to secure land for other sections of the trail with funds from a 2006 bond measure approved by voters across the region.

Expanding the Tonquin will be popular among cyclists who want to take longer rides, including those commuting within the southwest part of the region for work, said Clackamas County Chair Charlotte Lehan. She's also excited about helping people experience the area's unique geology, which can be overlooked when you're zooming down Interstate 5.

Existing sections of the Tonquin already have a strong following, Lehan said. She knows first-hand; she walks or bikes through Graham Oaks Nature Park a couple of times a week.

"Any hour of the day, it will be busy - and all ages. People who are leisurely strollers, people who are clearly exercise walkers," Lehan said. "I think it's a real asset for the community."

[Learn more about the Ice Age Tonquin Trail](#)

[There's still time to share your thoughts about the proposed route for the Westside Trail](#)

November 8, 2012 10:08 AM

More than 120 people attended back to back open houses in October, excited to learn about the proposed route for the Westside Trail. Couldn't make it? It's not too late to share your

thoughts. View the open house materials on the [project website](#) and submit an online comment form, available until Friday, Nov. 9.

Metro councilors Kathryn Harrington and Carl Hosticka welcomed attendees during a brief presentation at the meetings followed by a question and answer session. Participants also talked with project staff and members from the advisory committee and marked up maps with ideas about the proposed route.

Feedback from the open houses and comment forms will help the project team look into possible land acquisitions for the trail route, identify potential trail heads and parking areas and propose a timeline for construction. Another round of open houses will take place in winter or early spring to present a preferred trail alignment.

Planning the Westside Trail

Metro is working with residents, cities and counties, the Tualatin Hills Park & Recreation District and community organizations to create a vision for an uninterrupted path for people to travel to work, shopping, schools and nature. Once complete the trail will offer a 25-mile north-south route from the Willamette River near Forest Park to Tigard, King City and the Tualatin River.

[Learn more about the Westside Trail](#)

[Engaged community members talk about Southwest corridor project screening results](#)

October 4, 2012 8:52 AM

Residents interested in the Southwest Corridor Plan are invited to a community planning forum on Oct. 9 for a preliminary look at a narrowed list of projects being considered for the corridor area between Sherwood and Portland. Business owners and neighbors engaged in local land use and transportation planning processes will gather at the forum to provide feedback on the list and consider which projects should advance to construction most quickly and which should wait a bit longer. Community information and insight provided at the event will add to the work being done by technical experts in order to generate a community driven, technically sound corridor plan.

The list of projects will be used in conjunction with an interactive website that will go live in early November. The interactive website and survey will allow people to create shared investment packages based around themes like health or prosperity. To do this, individual projects will be prioritized and combined to support community-building by investing in sidewalks, bicycle paths, roadways, transit, parks and habitat improvements. For example, people may wish to emphasize investments on parks over pedestrian improvements, they may focus on one or two large projects or spread their investment across multiple smaller-scale improvements. A series of questions will follow the packaging activity to seek input on why certain investments are most valuable to each participant.

The narrowed list of projects was culled from a list of more than 500 project ideas for the corridor, which came from community input (160 ideas from 543 comments), planner recommendations to meet specific needs in the corridor, and approved city, county, regional and state plans.

The narrowing process focused on three key factors:

- Identifying projects that support the community's vision – input from previous public outreach tells us that Southwest Corridor communities are looking for "...a thriving place for employment centers, for commercial areas, for small businesses and local businesses and have (the corridor) accessible to people of all ages of all abilities."
- Providing transportation choices – making sure, "the transit alternative (is) flexible enough to meet changing conditions" and "a 10 year old and a 90 year old [can] walk to a store, buy orange juice, and get home safely."
- Minimizing costs and impacts – considering whether "resources (are) being spent wisely to get the most bang for the buck."

The Oct. 9 community planning forum will continue the discussion about what kind of communities we want to have and how transportation can facilitate community-building and improve quality of life.

Community Planning Forum details:

6–8 p.m., Tuesday, Oct. 9, 2012

Multnomah Arts Center, 7688 SW Capitol Hwy, Portland
Bus 44 Capitol Hwy/Mocks Crest at Southwest Capitol Highway
and SW 33rd

[Learn about the Southwest Corridor Plan](#)

[Learn about the Barbur Concept Plan](#)

[Learn about the Tigard High Capacity Land Use Plan](#)

[Visit Linking Tualatin](#)

[See Sherwood's Town Center Plan](#)

[**Long-sought link in Fanno Creek Greenway moves closer to protection**](#)

July 27, 2012 3:05 PM

Metro, Tigard agree to buy Fields property as natural area and future park along Fanno Creek Greenway



Metro and Tigard are teaming up to protect 26 acres in the heart of the city as a natural area, future park and wayside along the developing Fanno Creek Greenway trail.

The Tigard City Council voted Tuesday to put \$2 million toward the \$5.15 million purchase of a wooded site known as the Fields property, which has generated strong community support. Metro has committed the remaining \$3.15 million, using funds from the region's voter-approved natural areas bond measure.

Bordered by the Tigard Public Library, railroad tracks and an undeveloped Metro natural area, the Fields property stands out

as an oasis of green in a highly developed suburban area. More than half the land is forested, featuring ash and oak trees that provide important wildlife habitat – a statewide conservation priority because they have declined dramatically in the Willamette Valley. Fanno Creek traverses a corner of the site, surrounded by a wetland and floodplain.

[View a map of the property](#)

If the purchase is finalized as expected, it will close a key gap in the Fanno Creek Greenway, bringing walkers, joggers and bicyclists through the property. Metro and Tigard will work together to create a blend of natural habitat and active recreation.

"This is the culmination of a longstanding effort to try and preserve this land," said Metro Councilor Carl Hosticka, who represents the southwestern part of the region. "Its importance is magnified because it provides opportunities for people along the trail to have more large-scale natural areas. We have this idea of the trail being a necklace; this is one of the jewels on that necklace."

For Tigard, this acquisition is a long time coming. After local voters passed a \$17 million park and open space bond measure in 2010, a citizen-led advisory board ranked the Fields property highly among a list of potential acquisitions.

Longtime landowner Fred Fields submitted several development applications over the years, each including a proposal to extend Wall Street to the property via a bridge over Fanno Creek. Fields died in December and, early this year, Metro entered into negotiations with the estate's representative. Metro agreed to buy the land for the appraised value of \$5.15 million, contingent on a \$2 million contribution from Tigard.

The Tigard City Council voted Tuesday to split its share of the purchase price between two sources: park system development charges and the city's open space bond measure. After considering the land unobtainable for many years, said Tigard Mayor Craig Dirksen, it's now within reach.

"The opportunity to bring it into public ownership is, for me, truly a dream come true," said Dirksen, who was elected to fill the Metro Council seat Hosticka is vacating in January. "This

property will be a centerpiece for our entire park system in Tigard."

With Tigard's commitment now in place, Metro will continue standard site investigations and move toward finalizing the purchase by early fall. Tigard and Metro will share ownership; the two governments are developing an agreement about how the property will be managed.

Securing land along Fanno Creek is a priority for Metro, which invests a \$227 million bond measure designed to protect water quality, wildlife habitat and opportunities for people to connect with nature. Over the course of 17 years and two bond measures, Metro has preserved 12,000 acres of natural areas, protected more than 100 miles of river and stream banks, planted nearly 2 million trees and shrubs, and supported hundreds of community projects across the region.

Adding the Fields property to that list, Hosticka said, "fulfills a lot of our goals and missions."

Laura Oppenheimer Odom can be reached at laura.odom@oregonmetro.gov or 503-797-1879. Follow Metro on Twitter [@oregonmetro](https://twitter.com/oregonmetro).

[Learn about Metro's Natural Areas Program](#)

[Add your response to the Southwest Corridor Plan open house through July 31](#)

July 20, 2012 11:52 AM

There's still time to add your voice to the Southwest Corridor Plan, as an online open house continues through July 31.

More than 500 people have participated in the open house so far, sharing their thoughts on projects they think are important, and if the process to narrow the list of projects reflects the values of their communities.

Many of the responses show that people think the screening process that planners will use to move the project forward will promote promising, cost-effective solutions for communities to achieve their visions.

Where is the list of projects?

Some people said they wanted to see a list of projects before they suggested what else the Southwest Corridor project should study. Said one person: "As the projects are not listed, just the sources of the projects, I have no idea as to what projects might need to be added."

Analysts with partner agencies are sorting hundreds of project ideas, ranging from suggestions from residents to plans already on the books in the southwest part of the region. New ideas, based on a look at the way things are right now in the Southwest Corridor, are also among the ideas that will be part of the study.

The open house questionnaire is meant to provide an opportunity for community members to write in their ideas, so they'll be included in the range of projects that will be studied.

What are people asking for?

Participants are adding helpful ideas to the list of projects that will be studied. Some of the suggestions so far talk about:

- Pedestrian facilities, including safety improvements and adding sidewalks
"Sidewalk improvements need to be dealt with now, as many communities in the metro area have none, or ditches, making it a dangerous or non-existent area to walk!"
"I'd like to see pedestrian-safety fixes (sidewalks, crossings, signal syncing, etc.) implemented as promptly as possible."
- Highways, arterials and the freeway, including expanding the Highway 99W or Interstate 5, adding new roads and a westside extension of Interstate 205, changing signal timing, adding bus turnouts
"Add lanes to 99W and Tualatin-Sherwood Road."
"Expand the freeways and change the combination exit ramp/on ramps that exist now. One lane should not fight to get to the right while another lane fights to get to the left."
- Signal timing and intersection improvements
"So much of our traffic problems in the Portland area are due to poorly managed traffic signals, and the technology exists to fix this."
- Bike facilities, including adding or widening bike lanes

"Safe bicycle access from downtown Portland along the Barbur corridor. The lack of space for bicycles on several bridges is particularly dangerous."

- Environmental, including street drainage improvements, invasive plant removal and adding street trees and native plants

"Use only native plants and trees in any new green streets, bioswales or other storm water management facilities, green walls, parks, other landscapes."

- Transit improvements, both to local bus service or adding high capacity transit

"Create TriMet bus service between suburban cities not just from Portland to the suburbs."

"High capacity transit to southern Washington County should be a major priority."

A few comments addressed the need for maintenance of streets, bringing a sense of community to neighborhoods and developing employment centers in the corridor. Some respondents are adamant about leaving light rail or other high capacity transit out of the final plan, while others are saying that nothing should be done in the corridor ("Lower taxes and provide only essential services").

Who is responding?

Metro and project partners ask about participants' ethnicity and education level to measure whether they are reaching a cross-section of the public. About 7 percent of respondents identify as part of an ethnic minority and more than 50 percent have a post graduate degree, indicating that minorities and those without college degrees are, so far, underrepresented in the responses to the questionnaire.

[Find out more about the Southwest Corridor Plan](#)

[Participate in the online open house](#)

[**Metro Council president 'deeply concerned' about House committee vote to end dedicated transit, air quality funding**](#)

February 9, 2012 10:55 AM

A proposal in Congress would undermine the Portland area's ability to build a balanced transportation system that provides travel options and protects air quality, Metro Council President Tom Hughes said today.

In a party-line vote, with two dissenting Republican members, the House Ways and Means Committee voted last week to end a 30-year federal commitment to dedicated funding for public transportation. The measure takes from transit the 2.86 cents of the federal gas tax and eliminates the Mass Transit Account, forcing public transit to compete for general funds that are in line for tough budget cuts.

In addition to making the mass transit vulnerable, it also would make the [Congestion Mitigation and Air Quality Improvements Program](#) equally vulnerable to the general fund. Though much smaller than the transit fund, the Congestion Mitigation and Air Quality Improvements Program allocates funds directly to Metro, and has for about 15 years been a key source of investment in regional trails, bicycle and pedestrian safety improvements. It is known locally as part of the Regional Flexible Fund program.

More than 600 organizations signed a letter opposing the proposal last week, including Council President Hughes, the mayor of Portland, the governors of Oregon and Washington, the U.S. Chamber of Commerce, and the Sierra Club.

[Read the letter](#)

"This proposal will have a direct, adverse impact in the Portland area and in urban areas across the country," Hughes said. According to the independent Texas Transportation Institute, public transit service in the Portland-Vancouver area saved each rush hour driver 4 hours of delay in 2010, with a \$75 million economic impact.

Council President Hughes also said:

I am deeply concerned that federal policies like this could undermine our ability to use public transit to reduce congestion and also hamper our efforts to create livable, well-connected communities.

For more than two decades, the federal government has been a strong partner with the Portland area, investing with us in a

public transit system that creates jobs, gives us transportation options, helps reduce congestion and preserves clean air. The results of that investment are all around, in our world-class network of light rail and bus routes from Hillsboro to Gresham, North Portland to Clackamas Town Center.

Eroding the ongoing federal commitment to transit funding could make it impossible for the federal government to honor contracts it signed to fund projects like the Milwaukie light rail line. That project is already under construction, well on its way to creating up to 14,000 jobs and generating up to \$573 million in personal earnings.

This move is sure to make it extremely difficult to adopt a multi-year transportation authorization during this session of Congress, a development that will continue to cloud the future of our transportation infrastructure.

Federal transportation funding and policy will come up at Metro on Thursday, when the Joint Policy Advisory Committee on Transportation considers endorsing a regional position on surface transportation authorization.

[Read the agenda and packet for upcoming meetings of the Joint Policy Advisory Committee on Transportation](#)

[Learn more about Regional Flexible Funding, which explains how the region uses CMAQ funds](#)

[Learn more about the 2035 Regional Transportation Plan, the region's blueprint for reducing congestion and investing in bicycle, transit and pedestrian improvements](#)

[Metro events, Jan. 14 to Jan. 16: Days of service](#)

January 10, 2012 1:49 PM

Martin Luther King Jr. once said "Life's most persistent and urgent question is: 'What are you doing for others?'" In honor of the Martin Luther King Jr. Day of Service on Monday, Jan. 16, check out the following opportunities to get dirty, have fun and help out. The best part is, all of these events are free, and registration is easy. Follow the links below for more information.

[MLK Weekend of Service planting](#)

8:45 a.m. to 1 p.m., Saturday, Jan. 14
Lents and Powellhurst–Gilbert neighborhoods

[Get digging at Fairview Creek](#)

9 a.m. to noon, Saturday, Jan. 14
Conifer Park

[Native Plant Center volunteer ventures](#)

9 a.m. to 1 p.m., Saturday, Jan. 14
Metro's Native Plant Center
Notes: Advance registration required

[Restoration work party](#)

9 a.m. to noon, Saturday, Jan. 14
Notes: Location provided with registration

[Shade our Streams work party](#)

9 a.m. to noon, Saturday, Jan. 14
Bonnie Lure Park

[Green the I-205 multi-use path](#)

8:45 a.m. to 1 p.m., Monday, Jan. 16
Parkrose Transit Center

[Volunteers needed for habitat restoration](#)

9 a.m. to 12:30 p.m., Monday, Jan. 16
Ridgefield National Wildlife Refuge

More things to do brought to you by GreenScene

Metro GreenScene provides a comprehensive calendar of free and low-cost nature activities, gardening workshops, volunteer ventures and community events offered all around the region by Metro and dozens of other organizations.

[View the online calendar](#)
[Visit the GreenScene page](#)

[Follow on Facebook](#)

[Follow on Twitter](#)

[Oregon Zoo to ring in new year with free admission Jan. 2](#)

December 30, 2011 1:51 PM

Zoo celebrates 2011 attendance milestones, anticipates even brighter future

The Oregon Zoo will ring out 2011 in record fashion this weekend with the final nights of its best-attended ZooLights ever -- and then ring in 2012 with a celebratory day of free admission on Monday, Jan. 2.

"We're so thankful for the community's continued support of the zoo and its mission, especially in this challenging economy," said zoo director Kim Smith. "Offering a free day is one way to show our appreciation."

Local schools, government offices and many businesses are closed Jan. 2 for the New Year's holiday. Zoo hours will be 9 a.m. to 4 p.m. for the day.

The zoo has attracted more than 1.5 million visitors every year since 2006, and it reached another attendance milestone Dec. 27 when 6-year-old Leland Heflin of Camas, Wash., became the 50 millionth zoo visitor since officials began tracking attendance in 1959.

To mark the occasion, Heflin and his family were awarded a prize package that included a one-year zoo membership, an assortment of gift items from the Zoo Store and the opportunity to help deliver Packy the elephant's 50th birthday cake this spring.

ZooLights continues through Sunday, Jan. 1. As of Dec. 29, the popular holiday light display had drawn more than 180,000 visitors, well beyond last year's record total of 141,716. ZooLights' popularity has also helped the zoo top its overall attendance record for December, last set in 2006.

"ZooLights has brought a lot of brightness to this holiday season," Smith said, "and the future of the Oregon Zoo looks especially bright too. With the recently approved zoo master

plan, we now have a blueprint for the next twenty years."

Among the highlights zoo visitors can look forward to in 2012:

- In January, a new veterinary medical center is slated to open, giving vet staff the space and equipment needed to provide the very best in animal care.
- In April, one of Portland's most famous and beloved residents, Packy, turns 50.
- Toward the year's end, officials expect Rose-Tu will deliver a new addition to the zoo's world-renowned Asian elephant herd.

[Visit the Oregon Zoo](#)

[Metro offers tips for handling holiday waste](#)

December 21, 2011 4:02 PM



Got holiday stuff to recycle? From trees to old TVs, learn what to do with what's left behind.

Residents with curbside service for yard debris can add their Christmas trees, wreath and swag, too. Remember to remove all lights, wire, tinsel, ornaments, nails, stands and other materials. Another option? Let a scout troop, school group or service club collect the tree as part of its fundraising program. For a small fee or donation, organizations will collect trees, along with wreaths, the first weekend of the year. Some will continue recycling them the following week. Call Metro Recycling Information at 503-234-3000 or check online for the nearest options.

[Find a recycler](#)

Packing peanuts aren't recyclable curbside, but folks can take clean, dry packing peanuts to a shipping store for reuse. Some locations also may accept bubble wrap and sheets of packing foam. Block foam isn't recyclable curbside, but a handful of businesses accept polystyrene block foam marked '6' inside the recycling symbol. Another possibility? Save the materials for your next big packing project. Call Metro's recycling hotline or search the online directory for more details on local options.

[Search online](#)

Making the switch to energy-saving LED holiday lights? Throughout its winter ZooLights festival, the Oregon Zoo is collecting old incandescent lights for recycling. Zoo visitors who drop off their old holiday light strings by Sunday, Jan. 1, 2012, will get a coupon for free fudge at the Zoo Store.

[Learn more](#)

Consider donating excess food to a local food bank, shelter or other charitable organization that can accept it. For leftover food scraps, don't forget to compost. With minimal equipment such as a compost bin, it's easy to turn trimmings into a garden-boosting soil amendment. Plus, Portland residents can now toss kitchen scraps - including fruit, vegetables, meat and dairy - into their green roll cart for curbside pickup. To learn more about waste-free holiday meals, visit Metro's news page.

[Visit Metro News](#)

To learn which electronics recyclers take mice, keyboards and printers, cell phones, VCRs, DVD players, fax machines or handheld devices, call Metro's recycling hotline at 503-234-3000. Another option? Offer still-good electronics to friends or relatives who can use them. Oregon E-Cycles, a statewide industry program that collects computers, monitors and televisions for recycling, makes it even easier to keep valuable materials out of the landfill. For free recycling locations in the Oregon E-Cycles program, call 1-888-5-ECYCLE (888-532-9253) or visit the website.

[Learn about Oregon E-cycles](#)

From garbage and old furniture discarded in an alley to tires and rusted drums piled in a public park, it's easy to spot an illegal dump. Metro's Regional Illegal Dumping Patrol partners with local governments including law enforcement to help clean up illegal dumps on public property. To report an illegal dump site in Multnomah, Clackamas or Washington county, call RID Patrol at 503-234-3000 or visit the website.

[Learn about the RID Patrol](#)

Of course, Metro also has the scoop on what kinds of packaging and gift wrap are recyclable, where to take other items that residents can't recycle at the curb and how to maximize reuse options. Call Metro's recycling hotline for details, or get waste-wise ideas online.

[Learn more at Metro's site](#)

[Southwest corridor decision-makers preview existing conditions, signs charter](#)

December 19, 2011 8:59 AM

A group studying transportation and communities in the southwest part of the region got a first look earlier this week at a report detailing the on-the-ground situation in the study area.

The Southwest Corridor Plan Steering Committee received a preview of and discussed a corridor existing conditions report, including information on population, employment, health, community amenities and transportation access affecting people in the Southwest Corridor between Sherwood and downtown Portland, at their meeting on Monday.

The committee, made up of mayors, commissioners and other elected and appointed officials from the 13 partner jurisdictions, discussed relationships between topics and implications of the information in the report, which is expected to be finalized and published in January 2012.

Metro Councilor and committee co-chair Carl Hosticka tied the conditions in the corridor to the Southwest Corridor Plan Charter, on the agenda for approval:

"Being an academic, I love information for information's sake, but what we are gathering this information for is to help us make decisions to produce the world that we want to have," Hosticka said. "The charter is a beginning point at trying to define why we are doing all this and how we are going to go about doing it."

Hosticka called for the signing of the charter, which lays out the goal, timeline, roles and responsibilities for the plan as well as the committee's charge and protocols.

Tigard Mayor Craig Dirksen appreciated that the goals were an outgrowth of regionally adopted goals:

"Tying it into the Regional Framework Plan that Metro has already adopted is very appropriate as opposed to trying to have (the Southwest Corridor Plan) have standalone goals," Dirksen said.

Catherine Ciarlo, a Portland representative on the committee, highlighted the importance of the charter as a foundational instrument:

"Mayor (Sam) Adams sees [this signing] as a watershed moment, both for the development of this project or series of projects and for the region as a whole," said Ciarlo, Adams' transportation director. "This gives us an opportunity to start from the ground up as a series of partners together."

Alan Lehto, speaking for TriMet general manager Neil McFarlane, echoed the Portland mayor's sentiment:

"Neil is, as all of us are, looking forward to working in the entire corridor, working with all of our partners on this very promising project," Lehto said.

The Southwest Corridor Plan is a partnership between Metro, Multnomah County, Washington County, the Oregon Department of Transportation, TriMet and the cities of Beaverton, Durham, King City and Lake Oswego, Portland, Sherwood, Tigard and Tualatin.

The planning integrates multiple efforts: local land use plans to identify actions and investments that support livable communities; a transportation plan to examine high capacity

transit alternatives and potential roadway, bicycle and pedestrian improvements; and strategies such as economic development, housing choices, parks and natural areas, safety and health.

[Find out more about the Southwest Corridor Plan](#)

[Find the Southwest Corridor Plan Charter and other plan documents](#)

[Decision-makers explore on the ground conditions in the Southwest corridor](#)

December 14, 2011 4:56 PM

To get a first-hand sense of the communities in the Southwest Corridor between Sherwood and Portland, Metro councilors Carl Hosticka and Barbara Roberts led the Southwest Corridor Plan Steering Committee on a bus tour of the area Monday morning. The committee, made up of elected and appointed officials from the 13 partner jurisdictions, is responsible for guiding the plan to a final recommendation to create livable and sustainable communities through the corridor. As they explored, tour participants shared stories about each place and observations about the connections between communities.

Learning from improvements in other communities

On the fly, the bus re-routed in Sherwood to experience Langer Farms Parkway, a new roadway connection from downtown to. The road opened on Nov. 19. Seeing the double-wide sidewalks on one side of Langer Farms, along with improved bike lane striping through Tualatin along Lower Boones Ferry Road, highlighted local efforts to make it easier to get around on foot or by bike.

Focusing on key connections

At Portland Community College's Sylvania campus, 26,000 students come and go throughout the day. The school operates its own shuttle between campuses to make it easier for students using multiple campuses. Students are already walking, biking and using transit, but better road, bike and pedestrian and transit connections in this hilly area could make it much safer and easier to get around. Participants saw busy transit centers in Southwest Portland, Tigard and at Bridgeport Village.

Employees and residents are already taking advantage of transit, but there are more opportunities, especially for east-west transit connections to existing and planned employment areas in Tigard and Tualatin.

Considering local goals when planning for the whole corridor

Learning that the "Tigard Triangle" area between Interstate 5 and highways 99W and 217 is half as big as downtown Portland surprised some. Others knew the scope and had heard that Tigard leaders have been considering a citywide land use plan that includes a vision for long-term change in the triangle - a balance of urban residential, mixed-use buildings and community-friendly retail along with green and natural spaces.

Lake Grove residents and Lake Oswego officials are already thinking through a community vision that includes road improvements on Lower Boones Ferry and a development application for more mixed-use development across I-5 near Bridgeport Village. Lake Oswego and Beaverton are seeking ideas on how to extend activity in the Kruse Way and Washington Square areas - maybe adding more and higher-density residential housing within easy distance from existing amenities and roadway access.

Developing opportunities for public-private partnerships

As they talked throughout the tour, the group contrasted existing conditions and potential future changes. They noted private sector investments, like the redevelopment projects at Fred Meyer and Safeway in Southwest Portland, and considered how current and future private and public investments might benefit the area. On-the-ground knowledge and thoughtful consideration of ideas prepare them for the investment and action plan decisions they'll make in 2012.

The Southwest Corridor Plan is a partnership between Metro, Multnomah County, Washington County, the Oregon Department of Transportation, TriMet and the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin. The planning integrates multiple efforts: local land use plans to identify actions and investments that support livable communities; a transportation plan to examine high capacity transit alternatives and potential roadway, bicycle and pedestrian improvements; and strategies

such as economic development, housing choices, parks and natural areas, safety and health.

[Learn about the Southwest Corridor plan](#)

[Get tips on green gifting](#)

December 5, 2011 3:03 PM

Making headway on that holiday list? Hold the foil-coated wrapping paper! Metro's eco-friendly tips make it easy to go green while wowing everyone on your gift list.

Check out KATU's recent AM Northwest segment featuring Metro recycling expert Betty Shelley. From reusable gift bags to presents that showcase your own talents, Shelley shares the what, how and why of curbing waste while celebrating the season.

Idea alert: Don't miss the creative gift certificate great for family and friends.

[Watch the AM Northwest clip at KATU.com](#)

[Learn more about sustainable gift-giving and entertaining](#)

[Find a recycler](#)

[Proposed route for Tonquin Trail connects rivers, cities - and people](#)

December 1, 2011 12:50 PM



[Click for larger version](#)

Someday, the Tonquin Trail will wind its way through urban and rural landscapes in the southwestern part of the Portland metropolitan area, providing new ways for people to travel to work, shopping, schools, nature and more.

The trail took an important step toward becoming a reality in September, when the Tonquin Trail Project Steering Committee recommended an alignment that was embraced enthusiastically by elected officials from the jurisdictions along the trail's route.

The committee's decision advances a vision that unified Metro staff, partner jurisdictions and citizen representatives in 2009, when the planning process kicked off. Partners envision a 22-mile multi-use path that will connect the Willamette and Tualatin rivers and the cities of Wilsonville, Sherwood and Tualatin with safe pedestrian and bicycle connections.

"The master planning process illustrates how teamwork and public input can help achieve consensus," said committee member Michelle Miller. As a representative from Sherwood, Miller said, she's thrilled that the trail will include a special section called the Cedar Creek Greenway, which will trace its namesake creek between Stella Olsen Memorial Park and the [Tualatin River National Wildlife Refuge](#).

The committee's recommendation was informed by a thorough technical analysis of alignment options and extensive public outreach and involvement. Approximately 35,000 people were notified about opportunities to weigh in on the project, and more than 1,000 shared their ideas and suggestions for the trail route.

As part of the regional trail network, the Tonquin Trail will connect to the Westside Trail and the Fanno Creek Trail. There may also be a connection to Champoeg State Heritage Area, if the proposed [French Prairie Bridge](#) is built over the Willamette River in Wilsonville.

Regional trails promote exercise and recreation and keep dollars in the local economy by giving people safe ways to make short trips between residential and commercial areas within their community. Studies have also shown that businesses are investing in locations accessible by trails to entice employees to work for them.

The Tonquin Trail Master Plan is expected to be complete in spring 2012. When the plan is finished, partner jurisdictions will be asked to formally adopt it. A final round of public involvement will be conducted this winter to share the preferred alignment and trail design ideas with citizens.

[Learn more about the Tonquin Trail project](#)

[Zoo's animals to gobble up Thanksgiving 'Beast Feast'](#)

November 17, 2011 12:34 PM



The Oregon Zoo's bobcats investigate a papier-mâché turkey stuffed with treats. Zoo animals will receive special treats and Thanksgiving-themed enrichment throughout the holiday weekend (Nov. 24-27). Photo by Julie Cudahy, courtesy of the Oregon Zoo.

Visitors can watch animals enjoy meals and holiday-themed

treats during long holiday weekend

Leftovers, schmeftovers! Throughout the four-day Thanksgiving weekend, Oregon Zoo animals will gobble their way through their very own Beast Feast, a cornucopia of enrichment activities and treats aimed at stimulating their minds and stomachs.

From Nov. 24 through 27, visitors can watch animals dig into meals, special treats and some holiday-themed goodies. Activities will take place daily at 10 a.m., 11:30 a.m., 1:30 p.m. and 2:30 p.m.

- Thursday, Nov. 24 – Black bears, hippos, elephants and tigers
- Friday, Nov. 25 – Polar bears, lions and wild dogs, penguins and chimpanzees
- Saturday, Nov. 26 – Sea otters, wolves, lions and orangutans
- Sunday, Nov. 27 – Rhinos, elephants, cougars and lorikeets

"This is our way of giving thanks for the zoo's visitors and animals," said zoo director Kim Smith. "Our Thanksgiving activities should be a nice treat for both. They're also a good example of the zoo's enrichment program, which is critical to our animals' well-being."

The zoo uses enrichment to keep animals mentally and physically stimulated, and to encourage hunting and foraging behaviors. Treats are tailored to the needs of specific animals by the zoo's volunteer enrichment team and keepers.

Another Thanksgiving Day event begins early Thursday, when the Oregon Zoo hosts the annual Turkey Trot, organized by the Oregon Road Runners Club. This event includes a four-mile fitness run and walk, starting at 8 a.m., followed by a half-mile "Tot Trot" at 9:30 a.m.

[Learn more about the Oregon Zoo](#)

[Oregon Zoo offers free admission for military, Nov. 11](#)

November 8, 2011 9:04 AM

Active and retired military personnel and their families to be admitted free on Veterans Day

The Oregon Zoo will mark Veterans Day by offering free admission for military veterans and active military personnel, as well as family members who accompany them to the zoo. Families of deployed military personnel also will be given free admission.

"We want to show our gratitude to those who have served in the military and to the families that support them," said zoo director Kim Smith. "On Veterans Day, we're inviting them, their families and the families of deployed military personnel to enjoy a free day at the zoo."

To receive free admission Friday, Nov. 11, visitors must show a military or veteran organization ID, discharge papers or other official military identification; families of deployed military personnel must show an active duty ID. The Zoo Store is also offering a 10 percent discount for veterans, active military personnel and their families, with proper identification.

The zoo is a service of Metro and is dedicated to its mission of inspiring the community to create a better future for wildlife. Committed to conservation, the zoo is currently working to save endangered California condors, Columbia Basin pygmy rabbits, Oregon silverspot and Taylor's checkerspot butterflies, western pond turtles, Oregon spotted frogs and Kincaid's lupine. Other projects include studies on black rhinos, Asian elephants, polar bears and bats.

The zoo opens at 9 a.m. daily and is located five minutes from downtown Portland, just off Highway 26. The zoo is also accessible by MAX light rail line. Visitors who travel to the zoo via MAX receive \$1.50 off zoo admission. Call TriMet Customer Service, 503-238-RIDE (7433), or visit www.trimet.org for fare and route information.

General admission is \$10.50 (ages 12-64), \$9 for seniors (65 and up), \$7.50 for children (ages 3-11) and free for those 2 and younger; 25 cents of the admission price helps fund regional conservation projects through the zoo's Future for Wildlife program. A parking fee of \$2 per car is also required. Additional information is available at the Oregon Zoo website or by calling 503-226-1561.

[Visit the Oregon Zoo](#)

[Metro walks its talk with new green building policy](#)

November 7, 2011 1:23 PM



Rain garden at the Oregon

Convention Center

With the recent adoption of its first-ever green building policy, Metro has set new sustainability standards for all the agency's facilities and developed properties, from regional parks, solid waste transfer stations and the Oregon Zoo to venues such as the Portland Expo Center and Oregon Convention Center. The new policy follows last year's approval of a plan to transform Metro internal operations into a sustainable business model by 2025.

“By adopting this new green building policy, Metro joins public agencies from our region and across the nation in recognizing that the sustainable design and operations of our public buildings is good for our environment, our economy and our community,” said District 1 Metro Councilor Shirley Craddick, who carried the legislation. “This policy will help Metro further implement best practices for sustainability in our own facilities and apply them consistently across all departments and visitor venues.”

The policy, which supports Metro's sustainability goals on greenhouse gas emissions, toxics use, waste generation, water conservation and habitat enhancement, includes standards for new construction, major renovations and ongoing building maintenance and operations. It incorporates Earth Advantage Institute's new green building standards for midsize buildings and establishes goals to increase participation of minority, women-owned and emerging small businesses in Metro's green building construction projects.

Other key elements

- New buildings between 5,000 and 70,000 square feet must include Earth Advantage Commercial certification at the gold level.
- New buildings more than 70,000 square feet must include applicable Leadership in Energy and Environmental Design certification at the gold level.
- All new buildings must meet performance standards consistent with Metro's sustainability goals.
- Existing buildings more than 50,000 square feet will be assessed for LEED Existing Building certification eligibility at the silver level.
- All existing facilities must meet selected best practices for environmental performance, such as having an energy efficiency plan, an ecoroof feasibility analysis and low-mercury lighting.
- Requirements that link green building construction projects to the agency's procurement goals for increased utilization of minority-owned, women-owned and emerging small businesses (MWESB).

Newer Metro buildings already reflect some of the agency's work to minimize the environmental impact of its facilities:

- The education center at Cooper Mountain Nature Park in Beaverton includes solar panels, an ecoroof, local construction materials and on-site stormwater management with a rain garden.
- Construction of the Hoyt Street Station Community Café at Metro headquarters in northeast Portland included reclaimed, recycled and local materials. The café also embodies the social aspect of sustainability's "triple bottom line" - people, planet and profits - having hired local and MWESB firms to build the eatery and offering a job training program to help employees gain business development skills.

[Read Metro's new green building policy](#)

[Explore Metro's sustainability plan and other initiatives to reduce waste, conserve natural resources and curb greenhouse gas emissions](#)

[Learn about the sustainability features at Cooper Mountain Nature Park](#)

[Learn about Hoyt Street Station Community Café's commitment to the triple bottom line](#)

[Frank talk about community design and health](#)

November 7, 2011 1:22 PM



Commuters in Atlanta collectively drive further than a round trip to the sun and back – each day. Professor and author Lawrence Frank points to that example as the reason "why we're having an energy and environmental crisis today" – and why Americans are overweight and experience a number of health problems. It all comes down to how we get around.

Speaking to an audience of more than 100 people in the Metro Council chamber early Friday morning, Larry Frank, chair of Sustainable Transportation at the University of British Columbia and senior non-resident fellow at the Brookings Institution, shared research connecting how we design our communities to the health of community members. Basically, cities and neighborhoods that don't have easy and safe access to walking, biking or taking transit mean that people have to drive. Spending more time in cars leads to increased obesity and health problems – which present hidden costs for everyone in society.

Fast facts

A slice of pizza contains enough calories (or energy) to fuel a bicyclist for 10 miles, a pedestrian for 3.5 miles, or a car to travel 100 feet. "Do we really need a ton of steel to get a loaf of bread?" asks Dr. Larry Frank.

Transit users are three and a half times more likely to get the daily recommended amount of exercise.

On average, every additional hour spent daily in a car increases the likelihood of obesity by six percent.

Frank suggested two policy solutions – both sure to be controversial in some circles. First, he advocates moving the

costs from the end effect of the cycle (increased health care) up to the beginning of the cycle by investing that money in better land use and transportation systems. Making it easier for people to get around under their own power will result in more exercise, less obesity and fewer health problems, Frank says.

Second, he asserts that our current auto insurance practices are the opposite of what they should be, because they encourage more cars and more driving. "Implementing pay-as-you-drive insurance might be the single most effective health-based measure we could undertake," states Frank.

[View Dr. Frank's presentation on PDF](#)

Frank has been studying the effects of neighborhood walkability on travel patterns and sustainability for nearly 20 years. He has lead or co-authored dozens of papers and two books, including his latest, *Health and Community Design: The Impact of the Built Environment on Physical Activity*. He and his colleagues have also been conducting detailed assessments of fuel consumption and climate change impacts of urban form policies.

[Read more about Dr. Frank's research](#)

[Oregon Zoo to host howlin' good time](#)

October 26, 2011 11:15 AM



One of the Oregon Zoo's endangered Amur tigers nuzzles up to a jack-o'-lantern donated by Al's Garden Center. The zoo's Howloween celebration takes place Oct. 29 and 30. Photo by Mackenzie Reed, courtesy of the Oregon Zoo.

Animals and visitors will receive treats during zoo's Howloween celebration

Trick-or-treaters can fill their bags with goodies and learn

about wildlife Oct. 29 and Oct. 30 during Howloween at the Oregon Zoo, presented by Sterling Savings Bank. The event runs from 11 a.m. to 4 p.m. and is free with zoo admission.

In keeping with the zoo's mission, Howloween aims to be educational as well as fun. An intriguing scavenger hunt directs trick-or-treaters to easily accessible activity stations throughout the zoo. Activities are themed to teach kids about animals around the zoo, and their habitats and adaptations. Goodie bags filled with candy and prizes will be given out for completed hunts at the zoo's exit.

As part of Green Halloween – a nationwide initiative to make Halloween healthier and more eco-friendly – the zoo's goodie-bag treats are being provided by Endangered Species Chocolate, Nature Path Bars, Stretch Island Fruits, Larabar, Honest Kids pouch drinks and Glee Gum.

Additional support for Howloween is provided by FedEx in association with Safe Kids USA. Volunteers from FedEx will be at the zoo Saturday, Oct. 29, reminding children and adults to be safe and seen on Halloween. FedEx will provide reflective giveaways to increase children's visibility during evening hours and present safety tips for parents and drivers.

Throughout the weekend, visitors can watch the zoo's enrichment team provide animals with holiday-themed treats like pumpkins stuffed with snacks. Enrichment items such as pumpkins – provided by Al's Garden Center – help keep the zoo's animals mentally and physically stimulated.

The zoo is a service of Metro and is dedicated to its mission of inspiring the community to create a better future for wildlife. Committed to conservation, the zoo is currently working to save endangered California condors, Columbia Basin pygmy rabbits, Oregon silverspot and Taylor's checkerspot butterflies, western pond turtles, Oregon spotted frogs and Kincaid's lupine. Other projects include studies on black rhinos, Asian elephants, polar bears and bats.

The zoo opens at 9 a.m. daily and is located five minutes from downtown Portland, just off Highway 26. The zoo is also accessible by MAX light rail line. Visitors who travel to the zoo via MAX receive \$1.50 off zoo admission. Call TriMet Customer Service, 503-238-RIDE (7433), or visit www.trimet.org for fare

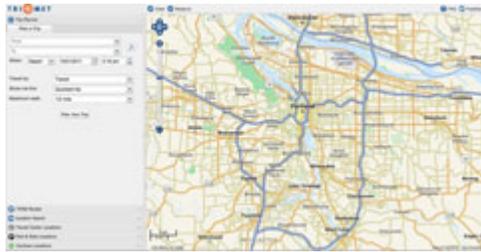
and route information.

General admission is \$10.50 (ages 12–64), \$9 for seniors (65 and up), \$7.50 for children (ages 3–11) and free for those 2 and younger; 25 cents of the admission price helps fund regional conservation projects through the zoo's Future for Wildlife program. A parking fee of \$2 per car is also required. Additional information is available at www.oregonzoo.org or by calling 503-226-1561.

[Learn about the Oregon Zoo](#)

[New TriMet tool helps you plan transit, biking and walking trips in any combination](#)

October 24, 2011 3:11 PM



—What's all this buzz about TriMet's new trip tool, the Portland Regional Trip Planner? Unlike existing tools, the new Trip Planner lets you to plan trips combining transit, bike and walking in a single itinerary.

With this tool, you can specify your preferences for a bike ride. For example, you can use the tool to find the safest or flattest route from your house to the nearest bus or MAX stop. Or, let's say you want to bike or ride transit to the nearest ZipCar location, the tool can help with that too.

Other features that make the tool unique:

- It allows for future inclusion of other transit systems, such as C-TRAN and SMART.
- The tool uses OpenStreetMap, a Wikipedia-like map, so bike routes and walking paths are up-to-date and reflect closure and construction information.
- It includes car-sharing locations, so you can easily plan transit or bike trips to ZipCars.
- It's the first open-source trip planner to combine transit, biking and walking produced by a U.S. transit agency.
- It offers bike routing based on suitability, which is a highly

requested feature that other mapping tools don't offer.

This project was funded by a grant from Metro, and was developed by TriMet in partnership with OpenPlans and a team of developers from around the world.

Try the new tool and have fun using it to bike, walk and ride transit around town (by the way, using these modes is good for your wallet and the planet). Check out the tool and use it to plan your next adventure by going to <http://rtp.trimet.org/>

The tool is currently a test version. TriMet would like your feedback as you use the tool. Was your itinerary accurate? Was it easy to use? What could work better? Please send your feedback to rtpfeedback@trimet.org.

[Learn more about biking and Metro's Bike There! map](#)

[Learn more about walking and Metro's Walk There! book](#)

[Aprende más sobre caminar y andar en bicicleta](#)

[**Metro Council completes urban growth decision**](#)

October 21, 2011 8:21 AM

Today the Metro Council voted 6-0 to add 1985 acres to the region's urban growth boundary for future housing and jobs. (Councilor Rex Burkholder was excused.) This represents less than a one-percent expansion of the region's urban footprint to accommodate thousands of additional households and workers over the next 20 years.

This vote capped three years of analysis and planning for future growth and sets the stage for ongoing discussions about how the region can better invest in creating economically prosperous and vibrant communities while protecting farm and forest land for future generations.

Every five years, Oregon law requires Metro to prepare a forecast of the population and employment growth the region can expect over the next 20 years and then analyze whether the urban growth boundary can accommodate all of that growth. The most recent analysis of the urban growth boundary was completed at the end of 2009.

[Read more about Metro's 2009 analysis of future growth in our region](#)

In 2010, the Metro Council worked with local governments to take measures to accommodate more growth inside the existing urban growth boundary through increased zoning in targeted areas, new transportation investments that could serve and encourage higher-density development along major transportation corridors, and other measures. Following the adoption of the "capacity ordinance" last December, the Metro Council determined that some additional capacity within the urban growth boundary would be needed to accommodate the growth that is forecast for the next 20 years, so targeted urban growth boundary expansions were considered throughout 2011.

[Read more about the 2010 capacity ordinance and ways to focus more growth inside the urban growth boundary](#)

Several areas were evaluated and identified by Metro's acting chief operating officer and requested by local cities. In the end, four areas were added to the urban growth boundary in today's decision:

- A 330-acre area north of Hillsboro, in the vicinity of NW Meek Rd. and south of U.S. Hwy. 26, for the purposes of attracting future large-site industrial employers;
- A 1063-acre area south of Hillsboro, in the vicinity of SW 229th Ave. and SE Tualatin Valley Hwy., to achieve a target of approximately 10,776 new housing units;
- A 543-acre area west of Beaverton, in the vicinity of SW 175th Ave. and SW Scholls Ferry Rd., for a minimum of 4,651 new housing units, and
- A 49-acre area west of Tigard, east of SW Roy Rogers Rd. and south of SW Bull Mountain Rd., for new residential development and to provide public structures in the West Bull Mountain area.

"We've made a modest expansion of the growth boundary. Now we must return our focus to fostering the growth of jobs and development in our downtowns and industrial areas within our region," said Metro Council President Tom Hughes.

The urban growth boundary amendment approved today will take effect in 90 days (Jan. 18). The Oregon Land Conservation and Development Commission must review the Metro Council's decision, and the Commission is expected to hold public hearings on Metro's urban growth boundary decision, including a review of the 2010 capacity ordinance, in early 2012.

[View a map of the updated urban growth boundary](#)

[Learn more about the region's urban growth boundary](#)

[Learn more about the Oregon Land Conservation and Development Commission](#)

[Metro accepting applications for Nature University](#)

October 14, 2011 11:54 AM

Metro's Nature University is a 12-week training course that starts people along the path of becoming naturalists and teachers. Students are introduced to time-honored techniques of nature observation and principles of discovery learning, and learn about common wildlife and plants, the ecology of wetlands and ancient forests, and effective teaching techniques.

Experienced naturalists take students into the field to learn how to recognize animal tracks and signs, bird sounds and much more. Students learn the importance of careful observation and the use of field guides, skills that can be applied in a lifelong process of learning and sharing with others. No special experience is required, but a background in natural history and biology and working with groups is helpful. At Nature University, students receive the training needed to become a qualified and confident Metro volunteer naturalist.

Every year, thousands of children and adults visit Metro's parks and natural areas on school field trips and for summer programs. Volunteer naturalists, like Nature University graduates, make these wonderful experiences possible by helping Metro naturalists lead these activities and programs.

If you love nature, enjoy working with children and have access to personal transportation, consider becoming a volunteer naturalist by attending Nature University. Students learn the

specifics of leading school field trips by shadowing programs led by experienced volunteer naturalists in two locations: Smith and Bybee Wetlands Natural Area and Oxbow Regional Park.

Free training and resources include:

- first Aid/CPR training
- opportunities for continuing education and training on various natural history topics
- fees waived for attending Metro classes
- annual Metro park pass (\$40 value)
- on-going guidance and support from Metro staff naturalists.

[Visit Metro's GreenScene website](#)

[Download the Nature University 2012 application \(PDF\)](#)

[Download the Nature University course catalog \(PDF\)](#)

[Learn about Metro Parks and Natural areas](#)

[Residents add ideas for the Southwest Corridor Plan](#)

October 11, 2011 2:50 PM

More than 75 people from throughout the corridor connecting Sherwood, Tigard and Portland attended the open house for the kickoff of the Southwest Corridor Plan on Sept. 28. The event was an opportunity for the community to learn about the comprehensive planning effort to create livable and sustainable communities along the corridor through integrated community investments in land use and transportation.

Participants shared their ideas of what they like about their communities, what challenges they face and what should be considered as the plan moves forward. Displays let people talk about the process that will take their ideas down to an integrated solution that will best meet the needs, challenges and values of the communities in the corridor.

Residents of Tigard and Portland also learned about the local land use plans that will help form the Southwest Corridor Plan, specifically the Transit Alternatives Analysis component, which will examine the potential for high capacity transit investment in the corridor, which could take the form of a new light rail line, bus rapid transit, commuter rail or rapid streetcar, and/or improvements to local bus service.

The Tigard HCT Land Use Plan and Portland's Barbur Concept Plan will examine current land uses and opportunities for vitalization and future growth, helping to identify potential station areas for any future high capacity transit investment.

This weekend, the project partners also hosted booths at the PSU Farmers' Market in Portland and the Great Onion Festival in Sherwood, letting people know about the plan and getting their ideas for the plan.

Great ideas from residents will help inform the scope of the Southwest Corridor Plan – things like the importance of walkable town centers that include space for housing and businesses; preserved greenspace, including parks and natural areas; bicycle access; and ensuring that future growth is planned for on a community level.

Residents also pointed out the challenge of the hilly topography out of downtown Portland and split on whether the best transit solution was more local buses or an investment in high capacity transit. These ideas will be explored in more detail as the alternatives are compiled and measured against the goals of the plan.

Residents are next invited to talk to project partners at the Tigard Area Farmers' Market on Sunday, Oct. 16 and the West Coast Giant Pumpkin Regatta in Tualatin on Saturday, Oct. 22. Those who are unable to visit the events are invited to help form the process by taking an online survey (through Oct. 28).

[Participate in the process](#)

The Southwest Corridor Plan is a partnership between Metro, Multnomah County, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego.

[Find out more about the Southwest Corridor Plan](#)

[Visit the Tigard HCT Land Use Plan site](#)

[Visit Portland's Barbur Concept Plan site](#)

[UGB FAQ: All about the Metro Council's look at the urban](#)

growth boundary

October 6, 2011 12:34 PM

This month, the Metro Council is deciding whether to expand the region's urban growth boundary, and if so, how much. What does the boundary do? How will Metro decide what to add to the boundary? Here's some basics about Metro's study of the boundary, which should lead to a decision later this month.

Refresh my memory. What does the urban growth boundary do?

It's the Portland region's line in the sand – inside the boundary, land can be subdivided and generally used for what we expect to see in cities and suburbs. Outside the boundary, property owners face strict limits on what they can develop on their property.

For the most part, it's been effective. The boundary extends farther than 15 miles beyond downtown Portland in only two places – Wilsonville and areas west of downtown Hillsboro. Beyond that is farmland and neighboring communities. Anyone who's visited similarly-sized cities like Denver, Sacramento and Salt Lake know that urban sprawl can extend 30 or more miles past those cities' downtown cores.

Why is Metro studying it?

The law says it has to. Other cities in Oregon examine their urban growth boundaries (every Oregon city outside Metro has one) on an as-needed basis, but the Metro region has to study its boundary every five years. Metro's job is to figure out if there's enough land within the boundary to accommodate 20 years of responsible growth – state regulators are likely to reject any plan that calls for simple sprawl – and adjust the boundary if more land is needed.

Will Metro expand it?

Probably. Metro councilors have said the region probably needs land for about 15,000 more homes, as well as about 300 more acres of industrial/employment land, to handle the growth that's expected in the next 20 years. The council does have some flexibility in both homes and jobs, but so far, it hasn't seemed inclined to go higher or lower.

But there's plenty of empty lots around the region...

The Metro-prepared growth forecast that the council is using actually says the region needs 47,100 more homes to accommodate 20 years of growth. But most of that development can occur in places like North Bethany and Damascus, which are still being planned and remain mostly rural.

How often does Metro do this?

Metro is supposed to study the boundary every five years. Because of the urban and rural reserves process, it got an extension from the last periodic review of the boundary.

The last time Metro went through a periodic review of the boundary was 2002, when it added about 13,000 acres near Damascus as part of a 17,836-acre expansion around the region. That expansion was fairly universally regarded as a debacle – state law forced Metro to expand to an area that was completely unready for urban development, and nearly a decade later, little growth has occurred there. Metro staff has been careful to recommend to the Metro Council that expansions this time around should be in areas that both the free market and government are likely to support development.

Since the initial 227,491-acre UGB was established in 1979, about 28,000 acres have been added to the boundary. Nearly two-thirds of that came in 2002.

How much will the boundary expand?

If Vegas had a betting line on the expansion, the over/under would be about 1,600 acres for residential land and 330 acres for industrial. The latter is the size of an area staff recommended near Hillsboro for an expansion; the former includes staff-recommended areas near Hillsboro and Beaverton.

Could the Metro Council just leave the boundary as-is?

Yes. When Metro staff prepared its growth forecast, it issued a range of estimates of how much the region would grow in the next 20 years. On the low end, the boundary doesn't need to be expanded. On the high end, the boundary needs to be adjusted

to make room for 40,000 more homes.

If Metro goes to the low end, though, it's likely to face legal challenges and tough questions from state regulators, who have to decide if Metro's growth estimates are realistic.

Where will the expansions be?

If the Metro Council decides to expand the boundary, its options are relatively limited. It can only add areas where residents have received a notice of a potential expansion; considering any areas that haven't gotten a notice would push the process back weeks, possibly into December. That's unlikely to happen.

Ten areas received the notice that the boundary could be expanded in their area. All but one are in Washington County.

[Visit Metro's urban growth boundary website, which includes maps of the proposed expansion areas](#)

The frontrunners are 330 acres north of Hillsboro, 1,000 acres south of Hillsboro and about 550 acres southwest of Beaverton – those are the areas Metro staff are most likely to develop soon, and can easily be provided with infrastructure from a nearby city.

Is there opposition to this plan?

Land use decisions are as likely to produce controversy as the skies in December are likely to produce rain. Some say Metro's shooting too low, and should add more land to the boundary. Others say Metro is running roughshod over farmland, and can do a better job getting people to live closer together in the existing boundary.

Even the concept plans for certain areas have drawn controversy. For example, land conservation advocates agree that Hillsboro could use more land for factories and jobs – but they think it should be in the South Hillsboro area, proposed for residential use.

I heard something about density...

Since the expansion is based on the number of new homes

needed, it's important to know how many new homes can fit into the proposed expansion areas. Metro has generally aimed for 15 units per buildable acre for urban growth boundary expansions going forward, although some in central Portland have pushed for numbers closer to 20 units per acre.

[See also: MPAC gets headed as leaders talk about density on the edges \(Sept. 29\)](#)

The 15 units per acre is a pretty academic discussion in areas like South Cooper Mountain, southwest of Beaverton. Limited planning has been done on that area, and planners have been able to start their work with that level of density as a guiding principle.

In South Hillsboro, it gets trickier. Planning for South Hillsboro started more than a decade ago, and developers have steadily been driving up the density levels in the proposed development. The area is planned for about 12 units per acre on the whole, with denser development closer to the Tualatin Valley Highway and larger lots planned for the more distant areas of the development. The developers say it'd be hard to re-start the planning after this much work has been done.

Metro planners don't necessarily disagree with the latter part. But, they say, South Hillsboro is possibly the most prime land for a new development in the Portland region. The northern acres of the area are flat, surrounded by existing development, adjacent to an Intel factory, a major state highway and a possible transit corridor. Planners basically think that it's about as good of a situation as you can get to build a compact urban community.

Wait, units per acre?

That's the currency of the realm in land use planning. Remember, an acre is about the size of a football field. Typical lots in Portland are about 9 units per acre; in older parts of Hillsboro, that number goes down to about 8 units per acre or lower.

There's a great website called Visualizing Density that gives examples of what developments at specific density levels. For example, [click here](#) to see what 15 units per acre looks like in

Sacramento.

[Visit the Visualizing Density website](#)

How do I get involved in the process?

The easiest way is to contact your Metro councilor via e-mail.

[Visit the Contact Metro website](#)

You can also testify at public hearings on the urban growth boundary, scheduled for 5 p.m. Oct. 20 at the Beaverton Library and 2 p.m. Oct. 20 at the Metro Regional Center. Lastly, sign up for Opt In, Metro's online opinion panel.

[Sign up for Opt In](#)

[Learn more about the 2011 urban growth boundary decision](#)

Metro news editor Nick Christensen can be reached at nick.christensen@oregonmetro.gov or 503-813-7583. Follow Metro on Twitter [@oregonmetro](#).

[Share your thoughts about efforts to shrink Oregon's greenhouse gas footprint at a Global Warming Commission workshop on Oct. 11](#)

October 6, 2011 11:59 AM

The Oregon Global Warming Commission wants feedback on a proposals to help reduce Oregon's carbon footprint and meet the state's 2020 greenhouse gas reduction goals. The 25-member group has been working to coordinate state and local efforts to prepare for the effects of climate change. Last fall, the commission adopted a roadmap of ideas and has been on a "road trip," seeking input on the proposals.

Sponsored by Clackamas County and local cities, the workshop will be from 6 to 7:30 p.m. Tuesday, Oct. 11 at the Abernethy Center, 606 15th Street in Oregon City.

People are also encouraged to take a brief online survey about the roadmap and provide online comments. Feedback from the workshop and survey will be used to inform the commission's future work and will be provided to local policymakers working on a response to climate change.

[Learn more about the Roadmap to 2020](#)

[Take the survey](#)

METRO'S ROLE

Metro is working with the state and local partners on a multiyear "scenarios" project to learn what it will take to reduce emissions from cars, small trucks and SUVs as the regional economy grows and more vibrant neighborhoods emerge. The intent is to see how addressing climate change can support the growth of communities and neighborhoods, while meeting state greenhouse gas reduction targets.

[Learn more about the Climate Smart Communities scenarios](#)

[New information available about urban growth boundary options](#)

September 30, 2011 10:18 AM

Metro is providing detailed reports and information about different areas the Metro Council may consider for an expansion of the urban growth boundary.

At www.oregonmetro.gov/greatplaces, you can view interactive maps and download reports about each of 10 areas being considered. Three of these areas have been recommended to the Metro Council by Metro's acting chief operating officer. Seven additional areas were requested by local cities for the Metro Council to consider. It is unlikely that all of the 10 areas will come into the urban growth boundary this fall.

Reports on each of these areas address:

- Traffic patterns and any resulting increase in traffic congestion, commute times and air quality;
- Whether parks and open space protection in the area to be added will benefit existing residents of the district as well as future residents of the added territory, and
- The cost impacts on existing residents of providing needed public services and public infrastructure to the area to be added.

As required by Metro's charter, notices were mailed Thursday to households within one mile of each proposed expansion area

with information about these reports and directing recipients to the website for more information.

The Metro Council will hold two public hearings on a possible urban growth boundary expansion in October. The first public hearing will be held at 5 p.m. Thursday, Oct. 6, at the Beaverton Library, located at 12375 SW Fifth St.

A final public hearing will be held at 2 p.m. Thursday, Oct. 20, at the Metro Regional Center, 600 NE Grand Ave. in Portland. The Metro Council is scheduled to make its decision at this hearing.

In addition, written comments may be provided to the Metro Council through other means, up through Oct. 20:

[Join Metro's online participation tool, Opt In, to provide feedback about this decision](#)

[Send comments via email to 2040@oregonmetro.gov. Email messages will be shared with Metro Councilors and included in the public record](#)

Written testimony may be mailed to the Metro Council, 600 NE Grand Ave., Portland, OR 97232, and included in the public record.

You can also contact your Metro Councilor directly.

[Learn more about how to contact the Metro Council](#)

[Learn more about this fall's growth management decision](#)

[**Public gets to improve, refine \\$22 million in transportation projects through Oct. 13**](#)

September 27, 2011 3:19 PM

Cities and counties across the region have nominated 11 transportation projects for Metro to approve – and now through Oct. 13, the public gets a chance to help refine and improve those projects.

Seven projects aim to make our streets safer for people who depend on the bus, walking or biking. Those include a proposal for a bike sharing system in central Portland and an extension of trails and safe pedestrian crossings in Sherwood, Milwaukie

and Wood Village.

Four other projects would make it easier for large trucks to pass – speeding goods to businesses while making the road safer for everyone. Those include an intersection improvement in Forest Grove, a road widening and safety enhancement in the St. Johns area in Portland, and high tech traffic enhancements in the Clackamas area.

During a public comment period through Oct. 13, the public has a chance to suggest ways the projects can be refined to address transportation needs in the areas nearby.

In December, a list of final projects with revisions responding to public input will be approved by the council and the Joint Policy Advisory Committee for Transportation.

[Learn more about the projects and post your comments online](#)

[Learn more about the Regional Flexible Funding program](#)

[Lights, camera, nature!](#)

September 14, 2011 3:18 PM



Connect with the place that matters to you.

Coming soon to a nature park near you – Cooper Mountain Nature Park to be exact – Portland filmmaker Matt McCormick puts a wrap on the Know Your Place summer event series hosted by Metro’s Natural Areas Program and Oregon Humanities. And yes, you can still be part of the action from 3 to 5 p.m. Saturday, Sept. 24.

McCormick will guide participants through discussions and photo-taking expeditions focusing on astute observation. Drawing on his background in making visually striking documentaries about Portland and the Pacific Northwest,

McCormick will describe his creative process and show how thinking cinematically can yield deeper experiences with place. McCormick will also premiere a short video he produced about Cooper Mountain.

This will be the third and final series event of the summer. In July at Graham Oaks Nature Park in Wilsonville, nature writers Barry Lopez and Debra Gwartney explored the way that names of landscape features – their histories, stories and meanings – help people connect with and understand the places that matter to them.

In August, participants heard from interdisciplinary artist Linda K. Johnson at the newly purchased Scouter Mountain Natural Area in Happy Valley. Johnson led participants in engaging with the natural environment through walking, stillness, writing and observation. Metro Councilor Carlotta Collette was one of those participating.

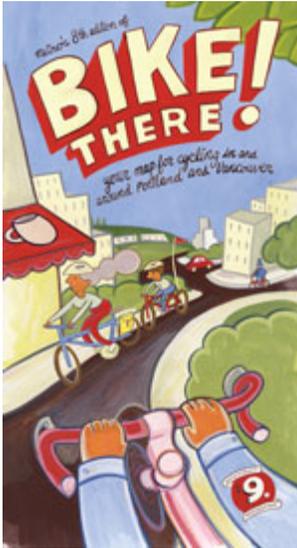
"I think it's a great partnership for Metro to be working with local artists to emphasize the humanities and experience these places in a different way," Collette said. "I think Linda K. is just remarkable at being able to explain how she interacts with the space and then getting everyone around her to also interact with the space. So it was a wonderful experience."

The Sept. 24 event at Cooper Mountain is free, but registration is required. Participants need to bring a notebook, pen and camera. Comfortable shoes are recommended.

[Visit the Metro calendar to learn more](#)

[Interactive Bike There! map is now online](#)

September 6, 2011 3:50 PM



Looking for another resource to plan safe bike trips? Check out an interactive, zoomable version of the Bike There! map, so you'll know where to go. Your computer must have Flash to view the map.

[View the Bike There! map](#)

The tool enables users to see the most suitable bike routes across the region, but does not have route-planning.

Metro's Bike There! map features 675 miles of bike routes and 234 miles of off-street trails for recreational rides, detailed commuter maps of downtown Portland and 21 area cities, elevation points and identification of steep hills and transit lines and stations to help extend rides with transit.

Don't forget the full-color, waterproof version of Bike There! is also available for \$9 at local retailers and bike shops.

Use these tools to plan your rides for this month's Bike Commute Challenge!

[Learn more about the Bike Commute Challenge](#)

[Learn more about the Bike There! map](#)

[Find bike safety tips and resources](#)

[Metro events, Sept. 7 to Sept. 13: Nurturing natives](#)

September 6, 2011 3:49 PM

The Portland region is home to a range of plants that are both beautiful and beneficial. But in more recent years, it's also

become home to some unwelcomed guests – non-native invasive species. Learn which natives you can plant in your backyard to bring birds and butterflies, or help rid Forest Park of invasive English ivy. Most of these events are low-cost or free, and registration can be completed online. Follow the links below for more information.

[No Ivy League work party](#)

10 a.m. to 1 p.m., Wed., Sept. 7
Forest Park

[Volunteer work party in Forest Park](#)

9 a.m. to 12:30 p.m., Thurs., Sept. 8
Forest Park
Notes: Advance registration required

[Ladybug nature walks](#)

10 to 11 a.m., Fri., Sept. 9
Notes: Call for location

[Graham Oaks Nature Park bird walk](#)

8 to 10 a.m., Sat., Sept. 10
Lower Boones Ferry Backyard Bird Shop
Notes: Advance registration required

[Native Plant Center volunteer venture](#)

9 a.m. to 1 p.m., Sat., Sept. 10
Metro's Native Plant Center
Notes: Advance registration required

[Ten Toe express walk – Going to the river](#)

9 to 11 a.m., Sat., Sept. 10
North Prescott Max station

[Native plants for birds, bees and butterflies](#)

10 to 11:30 a.m., Sat., Sept. 10

Clackamas Community College

Notes: Advance registration required

[Saturday guided nature hike: History of Tryon Creek](#)

10 to 11:30 a.m., Sat., Sept. 10

Tryon Creek Nature Center

[Children's Discovery Carnival](#)

1 to 4 p.m., Sat., Sept. 10

Sellwood Park

[Down the River Clean Up](#)

8 a.m. to 5 p.m., Sun., Sept. 11

Notes: Location provided with registration

[Celebration in Boring](#)

10 a.m. to 4 p.m., Sun., Sept. 11

Boring Middle School

[Grow Lunch Garden work party](#)

1 to 3 p.m., Tues., Sept. 13

Sauvie Island Center

More things to do brought to you by GreenScene

Metro GreenScene provides a comprehensive calendar of free and low-cost nature activities, gardening workshops, volunteer ventures and community events offered all around the region by Metro and dozens of other organizations.

[View the online calendar](#)

[Visit the GreenScene page](#)

[Follow on Facebook](#)

[Follow on Twitter](#)

[Plant natives for a low-maintenance, wildlife-friendly yard](#)

August 31, 2011 4:40 PM



Columbine

Fall is a great time to transplant new plants into your yard, especially native trees and shrubs. Dormancy reduces damage during transplanting, and the rain and lower temperatures help the plants get established. You can learn more about natives at a free natural gardening workshop on Saturday, Sept. 10. There are only a few spots left! See link below.

What are native plants?

Native plants are simply plants from a particular place, like the Willamette Valley or the Pacific Northwest, that have evolved over thousands of years and adapted to the local soils and climate.

Why plant natives?

Native plants help keep nature in our neighborhoods by supporting wildlife, including birds, butterflies and bees, with vitally needed habitat. Wildlife not only makes your yard a more beautiful and interesting place to be, but many creatures also control pests in your yard for you and help your plants pollinate.

Natives can help you save time and money, especially when planted in the conditions they are adapted to. Pick a good spot and get them established, and they're likely to need little if any watering or other maintenance.



Oregon grape

Getting started with native plants: a few suggestions

- Douglas aster and penstemon are beautiful perennial flowers great for sunny dry spots in local gardens. Their flowers provide nectar for dozens of beneficial insects like bees, miniwasps and butterflies.
- Western hemlock and Douglas-fir are majestic trees that will grow quite large. Trees in general are great because they absorb rain water, protect air and water quality, and moderate summer temperatures. They also provide a variety of heights of foliage in the garden essential to habitat for many birds and other wildlife. Large trees should only be planted if space permits.
- Sword fern and licorice fern are beautiful and dependable for shady spots.
- Ceanothus is an evergreen shrub that has great spring blossoms and evergreen foliage that looks good year-round.
- And we can't forget our state flower, Oregon grape. It has yellow spring flowers and beautiful sour berries in winter that birds love. Watch for cedar waxwings, robins and flickers. Its evergreen foliage adds to its year-round interest.

Things to keep in mind when you're choosing new plants for your yard



Ceanothus

Avoid invasive plants. Invasives are aggressive, non-native plants that often crowd out natives for water, sunlight, nutrients and space. They're carried by wind, water, wildlife and people. Left unchecked, they can severely alter wildlife habitats, crops, stream flows and the diversity of life in natural areas. A single English ivy plant, for example, can smother an entire forest. Learn to choose garden plants carefully.

Invasives aside, many non-native plants are fine for gardens. Food crops, medicinal plants and ornamental plants generally pose no threat to native plants and animals.

Ask your local plant nursery to help you pick out some natives for your yard this fall, or call Metro for tips on choosing native and nature-friendly plants at 503-234-3000.

[Download a free coupon to use toward your native plant purchase](#)

[Sign up for a free workshop on wildlife-attracting native plants](#)

[Learn more about natural gardening](#)

[Local leaders to shape future investments in the Southwest corridor](#)

August 9, 2011 4:50 PM

On Aug. 4, the Metro Council designated stakeholders for the Southwest Corridor Plan Steering Committee.

The committee will be made up of elected and appointed officials from partner jurisdictions and agencies, and will shepherd the development of an implementation strategy for coordinated land use and transportation investments in the

travel corridor connecting Portland, Tigard, King City, Tualatin and Sherwood. The Southwest Corridor Plan will promote economic prosperity and mobility in and between existing communities while protecting clean air and water and improving equity.

According to the Metro Council resolution, members of the committee will include the Metro councilors from districts 3 and 6, elected officials from Portland, Tigard, Tualatin, Sherwood and King City, county commissioners from Multnomah and Washington counties and representatives from the Oregon Department of Transportation and TriMet.

To make the most of the corridor's assets, Metro and the cities are analyzing existing land use, economic, market readiness and equity conditions along with current bike, pedestrian, road and transit system capacity.

The steering committee will use technical information and input from the community to define goals and identify barriers, determine a range of alternatives, prioritize strategies and identify an implementation strategy. The jurisdictions, partner agencies, regional advisory committees and Metro Council will review and take action on the recommendations for the Southwest Corridor Plan in spring or summer 2013, which will lead to on the ground improvements in the corridor.

[Learn more about the Southwest Corridor Plan](#)

[Community nature projects blossom, showing reach of Metro Natural Areas Program](#)

August 8, 2011 9:15 AM



Across the Portland metropolitan area this month, efforts to protect nature in neighborhoods are taking root

Salmon habitat is being restored along Johnson Creek. A park will be dedicated in Cedar Mill. The new Cornelius Wellness Center, which will transform a concrete alley into a green parkway, is breaking ground. A dinner concert will raise money to expand and restore West Linn's White Oak Savanna. The Equity Bike Ride will highlight a partnership to green the Interstate 205 path for cyclists and pedestrians. And West Linn will celebrate new nature trails, playgrounds and more.

The common denominator: support from Metro's voter-approved Natural Areas Program.

About one-quarter of the region's 2006 natural areas bond measure goes toward community nature projects, in the form of money distributed to cities, counties and local park providers and Nature in Neighborhoods grants. After several years of planning, many efforts to protect nature close to home are unfolding on the ground.

"When you first start out, there are a few isolated projects," said Metro Councilor Carl Hosticka, who has served on the Nature in Neighborhoods grant committee since it launched. "When you add them up, it starts to amount to something over the years."

The Metro Council has awarded nearly \$4.7 million in Nature in Neighborhoods grants, supporting 18 projects. And local jurisdictions have spent more than \$22 million in their communities – about half the money available through the bond measure.

A month of kickoffs and celebrations got under way Thursday night, when the Johnson Creek Watershed Council and its partners commemorated starting construction on a project to restore salmon habitat at the confluence of Johnson Creek and the Willamette River. The project, which recently received a Metro grant, is expected to be complete this fall.

Projects such as the salmon restoration provide concrete examples of the impact that neighborhood-scale efforts can have, said Mary Rose Navarro, Metro's natural areas grants coordinator.

"Voters should feel excited about the wide variety of efforts envisioned and initiated by local communities," Navarro said. "The projects that will be highlighted this month are examples

of how organizations are pulling together to provide a wide variety of experiences throughout the region."

This month's array of milestones also shows why the Metro Council shifted away from hard-and-fast environmental regulations in the early 2000s, Hosticka said, instead focusing on incentives and investment.

"The Council agreed that, if we could somehow foster a larger public consciousness of the need and opportunities to do these things, that would be the best role Metro could play," Hosticka said. "All these projects move in that direction. At some point, you get synergy."

You can see projects first-hand by attending an event this month:

Jackie Husen Park dedication

6 p.m. Wednesday, Aug. 10

10955 NW Reeves St., Cedar Mill area, Washington County

The Tualatin Hills Parks & Recreation District will celebrate its new Jackie Husen Park, which was protected and upgraded with funds from Metro's voter-approved Natural Areas Program. Festivities include prizes, information, a ribbon cutting, hot dogs, chips and soft drinks. To RSVP, contact Anne Bookless at 503-645-6433 or abookless@thprd.org.

Cornelius Wellness Center groundbreaking

8 to 9:30 a.m. Friday, Aug. 12

85 N. 12th St., Cornelius

Celebrate the groundbreaking for the Virginia Garcia Memorial Health Center's new Cornelius Wellness Center. A Metro Nature in Neighborhoods grant is helping transform a concrete alley outside the building into a public greenway where people can connect with nature. To RSVP, contact Michele Horn at mhorn@vgmhc.org or 503-352-8617.

Concert for the White Oak Savanna

6 p.m. Friday, Aug. 12

Adult Community Center, 1180 Rosemont Road, West Linn

Casual dinner and performance by John Nilsen, \$15 per person

Help raise money to expand and restore the 14-acre White Oak

Savanna natural park and wildlife habitat, which was protected with support from a Metro Nature in Neighborhoods grant. Supporters hope to protect an additional six acres and continue restoring the property. No RSVP required.

Equity Bike Ride along the I-205 path

6 p.m. Thursday, Aug. 25

Meet at Lents Park, Southeast 92nd Avenue and Southeast Steele Street, Portland

Join a guided ride along neighborhood streets and the I-205 cycling and walking path, where thousands of trees and shrubs are being planted with help from a Metro Nature in Neighborhoods grant. The ride will highlight equity efforts by a variety of community groups. No RSVP required.

West Linn parks celebration

11 a.m. to 1 p.m. Saturday, Aug. 27

Robinwood Park, 3600 Fairview Way, West Linn

West Linn recently completed improvements ranging from nature trails, spray features and playgrounds to rain gardens and bank angling access at multiple locations, including Robinwood, Midhill and Marylhurst parks. All improvements were funded through West Linn's share of Metro's 2006 bond measure. Following a brief ceremony, children can enjoy juggling entertainer "Mag" Hughes, face painting, balloons and family lawn games. Bring your picnic or "relish" a hotdog lunch.

[Explore community nature projects and regional natural areas on an interactive map](#)

[Learn more about Metro's voter-approved Natural Areas Program](#)

[Learn more about Metro Nature in Neighborhoods grants](#)

[Opt In panel reaches 5,000 participants](#)

August 4, 2011 3:58 PM

Metro's online opinion panel reached a significant milestone Wednesday, with more than 5,000 people now signed up for Opt In.

The panel, organized by Metro and managed by polling firm DHM Research, was launched last winter as part of an effort to better gauge opinions of the Metro region's residents without

having to conduct expensive telephone surveys. Panelists have received six surveys since Opt In's launch.

"This milestone is a big step. The more participants we can enroll, the better sense we have from our region's residents about how to make this region a great place," said Dan Cooper, Metro's acting chief operating officer.

Metro still has work to do to get Opt In to its objectives. Multnomah County residents and Democrats are over-represented in the panel; conservatives, suburban residents, minorities and residents who didn't go to college are under-represented on the panel.

[Click here to view Opt In's demographics](#)

"While we're making progress on increasing diversity among our participants, we're committed to creating an online panel that better reflects the community we serve," Cooper said. "We have communications staff and Diversity Action Team members actively building community relationships so we can reach that goal. We can't listen to just the usual suspects."

Patty Unfred, Metro's Opt In manager, echoed the need for a more diverse group of participants.

"We can't thrive as a community when the conversation about jobs, roads, bridges, parks and other important public structures is dominated by the voices of a few," she said. "We are excited to break the 5,000 mark with the Opt In panel but we have a ways to go to ensure the members of Opt In reflect our region as a whole."

Opt In recently conducted a survey on Metro's coming urban growth boundary management decision. Results from that survey are expected this week.

[Click here to join Opt In](#)

[**Public can talk about how to spend \\$22 million in transportation funding**](#)

August 3, 2011 11:08 AM

Cities and counties across the region are selecting transportation projects this summer they plan to nominate for

Metro's \$22 million regional flexible funding program. [Learn more about regional flexible funding](#)

Final decisions about which projects to nominate are scheduled to happen at meetings starting Aug. 4 through Aug. 29. After local agencies nominate projects to Metro Aug. 29, the Metro Council and a transportation policy committee will affirm the list of projects that will go out for public comment in September. During the comment period, the public will have a chance to suggest ways the projects can be refined to address transportation needs in the area near the projects.

In December, a list of final projects with revisions responding to public input will be approved by the council and the Joint Policy Advisory Committee for Transportation.

Upcoming local agency meetings for project selection include:

City of Portland

The Portland City Council is scheduled to make a decision on which projects to nominate for regional flexible funds on **Wednesday, Aug. 17, 6 p.m.** in Council Chambers, City Hall, 1221 SW 4th Ave.

East Multnomah County

The East Multnomah County Transportation Committee will make its final project selection on **Monday, Aug. 15, 3 to 5 p.m.** in the Oregon Trail Room, Gresham City Hall, 1333 NW Eastman Parkway. The committee sets transportation planning priorities for unincorporated areas of eastern Multnomah County and area cities Fairview, Gresham, Troutdale and Wood Village. Information about proposed projects is available online. [View project information](#)

Washington County

At its July 11 meeting, the Washington County Coordinating Committee made a recommendation to fund three projects: Tonquin Trail System (West Fork) to Cedar Creek Greenway Trail in Sherwood; Hillsboro Regional Center: Oak and Baseline; and the Highway 8/Highway 47 intersection improvements in Forest Grove.

For more information, contact Clark Berry, senior planner, at 503-846-3876 or clark_berry@co.washington.or.us.

Clackamas County

The C4 Metro subcommittee will meet to select projects for Regional Flexible Fund consideration on **Thursday, Aug. 4, 7:30 to 9 a.m.** in the Lake Oswego City Council Chambers, 380 A Avenue. Projects for regional flexible funds are available online. [See projects](#)

For more information, contact Karen Buehrig, transportation planning supervisor, at 503-742-4683 or karenb@co.clackamas.or.us.

[Learn about all 28 projects proposed by local agencies](#)
[Learn more about the flexible funding program and public comment opportunities](#)

[Enjoy some family fun while helping preserve West Linn's White Oak Savanna and seeing Metro grant in action](#)

July 20, 2011 11:22 AM



Celebrate and support West Linn's treasured White Oak Savanna at a family fun event on Saturday, July 23. The event, called Bridging Communities through Art and Agriculture, will be held at Fiala Farm, a working century-old farm in West Linn's Stafford Hamlet area.

The event is a fundraiser for the White Oak Savanna, which bridges the Stafford Hamlet's wildlife corridor with West Linn. It was purchased in part with a Metro Nature in Neighborhoods grant, funded by the voter-approved 2006 natural areas bond measure. The savanna stretches 14 acres near Interstate 205,

but supporters are raising money to protect an additional six acres. It's a refuge for wildlife and a sanctuary featuring one of Oregon's few remaining expanses of white oak trees. Neighbors and volunteers have been working hard to weed out invasive species, plant native shrubs and wildflowers and help the oaks thrive.

The fundraising event runs from 10 a.m. until 2 p.m. and will feature a number of activities and opportunities. Visitors can check out antique tractors, enter to win prizes, buy some local produce and artwork by local artists, learn about the White Oak Savanna and purchase boards from the old Tanner barn, which stood where the savanna is now.

Money from the raffles and the sale of special jewelry created to celebrate the White Oak Savanna, along with 20 percent of the proceeds from other artwork, will benefit preservation efforts.

[View the calendar listing and map for the event](#)
[Get more information about the White Oak Savanna and fundraising efforts](#)
[Learn more about Metro's Nature in Neighborhoods grant program](#)

[Metro map service provides instant access to unique information](#)

July 19, 2011 11:21 AM



Metro News publication featuring Alan Holsted and the Metro map service, 1986.

It's a headline as relevant today as it was 25 years ago.

When it first ran in 1986 just inside the front cover of the Metro News, "instant access to unique information" had to be the hook that pulled the reader in.

Yet in the pre-geographic information system (GIS) era of mapmaking at Metro in the late '80s, "instant access" most likely referred to the turnaround time from paying for and receiving a Metro map.

Today, immediate access to Metro's regional GIS data – known as the Regional Land Information System or RLIS – means nothing less than the ability to download more than 100 map layers at the RLIS Discovery website from anywhere with Internet access.

In an age when the instantaneous delivery of data to handheld devices is recasting innovative technology into an everyday expectation, the very idea of drawing the boundaries of the region's urban and rural reserves by hand is, well – unimaginable.

Metro mapmaking 101

Metro's map service began in the late 1960s with the original Columbia Region Association of Governments planning organization before it combined with the Metropolitan Service District to form Metro. Planners produced maps and CRAG shared them with other governments. When Metro absorbed CRAG, the map service continued.

Alan Holsted, GIS program supervisor who began working on maps as a member of the graphics department, has witnessed and, in many instances, pioneered the evolution of mapmaking in his 38 years at Metro.

"GIS changed everything," says Holsted, who recently retired from Metro. After working in the graphics department for 15 years, he moved to the Data Resource Center along with the maps and spent the next 23 years displaying information digitally instead of with pen and ink.

While good design skills are as essential for today's cartographer and GIS specialist as they were in the early days of

mapmaking at Metro, the other skillsets required have changed.

"The most important skillset for a cartographer to have after design skills used to be hand lettering ability. Once RLIS came along, it became working with databases," says Holsted.

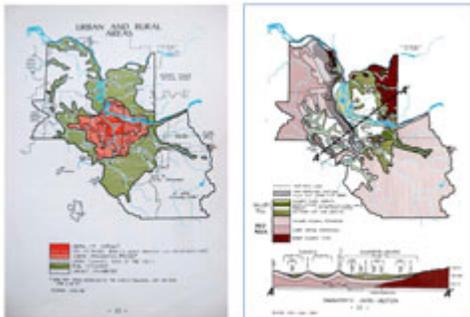
The history of mapmaking at Metro

As a way to capture the institutional knowledge of mapmaking at Metro, Holsted put together a historical perspective of the tools, techniques and processes used to create maps from the days of hand drawing right up to the launch of RLIS.

[Download the History of Mapmaking](#)

While the 29–page document describes the evolution of the visual display of geographic information through description and archival images, it's also the story of the growth of Metro as an agency.

Maps produced by the Data Resource Center, whether rendered with pen and ink or data sets, help inform policy and land use decision–making at Metro. Early maps displayed regional information in one dimension without local detail. Today, RLIS data provides detail right down to the outline and height of most buildings in the Portland metropolitan area. Decision–making, if not always faster, is better informed.



Hand drawn maps of urban and rural areas created in the '70s.

Rapidograph, Leroy lettering, tape

This is not to say early mapmaking tools weren't responsive to changing land use decisions. Expanding the urban growth boundary on a map of the region simply required a little more tape.

"The urban growth boundary was drawn with tape and Leroy lettering on a mylar," says Holsted, "then photographically combined with an arterial base map."

Chartpak tape was used to add thicker lines to maps while the finer details were added using a Rapidograph, a refillable ink pen with a fine tip suited for laying down dense, even-flowing lines on mylar. While most cartography was done on matte mylar – a polyester film that received ink well – clear mylar was often used for meeting presentations.

Lettering was most often done with a Leroy set of alphabet templates for tracing letters onto maps. Press-on letters were used for titles and headings. In some instances, county names were applied to display maps using one of the simplest and most enduring tools – the felt tip pen.

Partnership builds capacity

While the greatest difference between maps then and now could easily be imagined as level of detail, major advances were often achieved with one project, when the sheer need for greater detail pushed cartographers beyond what they imagined their tools – or they – could do.

"Whenever we wanted to show the complete street system of the region, we had to resort to using a base map created from U.S. Geological Survey quadrants," says Holsted. "The problem was we couldn't make our own updates and there weren't many street names on what we had."

So they drew in their own street lines. TriMet then approached them about adding street names and together, they created a route map for TriMet buses and a detailed street map with a street name index and bike map for Metro use.

Today, screens take the place of mylar for displaying geographic information and the print version of Metro News has been replaced with a scrolling newsfeed on the agency's home page. But Holsted doesn't see an end to the changes anytime soon.

"We'll all be using new techniques that make today's methods look antique," he predicts.

[Read Metro News](#)

[Learn more about RLIS Live](#)

[Visit the RLIS Discovery site](#)

[Business leaders, public sector agencies partner to support private-sector jobs](#)

June 29, 2011 3:05 PM

Regional Lands Inventory project to identify region's large job sites and barriers to development

Metro, the Port of Portland, Portland Business Alliance, Business Oregon and the Oregon Chapter of NAIOP are undertaking a comprehensive review of the region's inventory of large industrial sites and assessing their readiness to support new private-sector jobs.

The Regional Industrial Lands Inventory and Site Readiness Project aims to:

- Identify the inventory of market-ready industrial sites that are 25 acres or larger;
- Identify additional industrial sites of 25 acres or larger that could be available and determine the amount of investment required to make them market-ready;
- Identify the top five to 10 most strategic large industrial sites of 25 acres or larger and the investments and actions necessary to make them ready for development for new private-sector jobs, and
- Support regional economic development efforts and inform future policy and public and private investment decisions in the region.

The work will be divided into two phases.

In the first phase, through this September, the project's partners will create an inventory of potential industrial sites – both within the urban growth boundary and in the region's urban reserves – that are development-ready, as well as sites that need additional work to make them ready for development. These sites include brownfield clean-up sites, and sites in need of additional investment in sewer and water pipes, roads and other essential public structures, zoning adjustments and assembly of

lots under multiple ownerships, among other considerations.

The second phase, planned for October and November, will include analysis of five to 10 strategically important industrial sites that will look at the market opportunities for these sites, along with more detailed lists of actions, requirements and costs necessary to overcome the barriers to developing these sites for various types of industrial employers.

While this work is not part of Metro Council's decision-making process on whether to expand the urban growth boundary, it is expected that this effort will inform decisions by the Metro Council and state and local governments in future years about policies and investments needed to make large sites available for new private-sector jobs. Group Mackenzie, one of the Northwest's leading urban design firms, has been hired to develop the inventory and complete this work.

[New film captures Metro's work to protect our nature](#)

June 29, 2011 3:03 PM



Metro scientist Elaine Stewart gets ready to discuss plantings at Graham Oaks Nature Park in this behind-the-scenes production photo.

Hit the "play" button, and you'll be transported to a few of the forests and trails, clearings and creeks protected by Metro's voter-approved Natural Areas Program.

A new film makes you a virtual tourist on a handful of the 11,000 acres that voters have protected over the course of 16 years and two bond measures. You'll experience the transformation of Graham Oaks Nature Park in Wilsonville, which leaves a legacy for future generations. You'll plunge into Clear Creek, where protected land keeps plants, animals and drinking water healthy. And you'll peek into the oasis of hiking trails at

Mount Talbert Nature Park, which is surrounded by busy shopping centers and neighborhoods.

You might get goosebumps. And you might be inspired to get outside for real.

"It's hard-wired into us as Oregonians," Metro scientist (and film star) Elaine Stewart says. "We want our water quality. We want our wildlife. And we want to be able to get out in it and enjoy it."

[Watch more videos exploring Metro's natural areas](#)[Discover nature nearby with an interactive regional map of Metro's natural areas](#)

[High school interns thrive in Metro Council office](#)

June 29, 2011 3:00 PM

Many high school students struggle to balance schoolwork, extracurricular activities and a part-time job. De La Salle North Catholic High School freshman Vishal Narayan is no exception. He spent his weekdays going from English to Phys Ed., from home to soccer practice and from school to work this academic year. The difference is where Vishal spent his Fridays and alternating Mondays, working as an intern in the Metro Council office from 8:30 a.m. to 4 p.m.



Metro Council intern Vishal Narayan cleans up the Council chamber after a work session.

"I had never worked in an office before," Narayan said, "So when I started I didn't know half the things I was supposed to do."

He was not skipping school or cutting classes. Narayan, with De La Salle students Alaya Beng, Olivia Martin and Donta Scott, shared a 40-hour a week internship at Metro, greeting visitors, archiving documents and performing other clerical work. The

work is part of De La Salle's Corporate Internship Program; where students like Narayan, Beng, Martin and Scott work one to two days a week at employers across the region during the school year. The employers pay De La Salle for the students' work and the students' earnings are applied to their tuition, school scholarships and transportation costs for the program. The internship program helps De La Salle meet its goal of providing a quality education and influential work experiences for underserved, urban students. A cofounder of the "Cristo Rey Network" of 24 Catholic high schools that use work study programs, De La Salle's "School that works" model brings in approximately \$1.5 million annually.



Donta Scott organizes workbooks for an upcoming policy session with Council Office Policy Assistant Aaron Brown.

Every fall, students and De La Salle staff get together to determine where students want to work and where their skills are needed. Since this is Metro's first year partnering with De La Salle, there was a little confusion among the students about their new assignment.

"When I got Metro, I said, 'What's Metro?'" Narayan said.

He was not the only one asking that question.

"I didn't know anything about it, so I didn't know what to think," junior Scott said.

"I thought it was a recycling company and I'd be dealing with trash all day," freshman Beng said.

"I learned early on that we don't run TriMet - I learned that many times," sophomore Martin said.

The interns learned about the regional government and the work environment firsthand by helping organize council work

sessions, preparing correspondence for government officials and assisting in other administrative tasks. The internship also helped the students develop professional skills at a young age.



Olivia Martin talks with Council Policy Coordinator Ina Zucker.

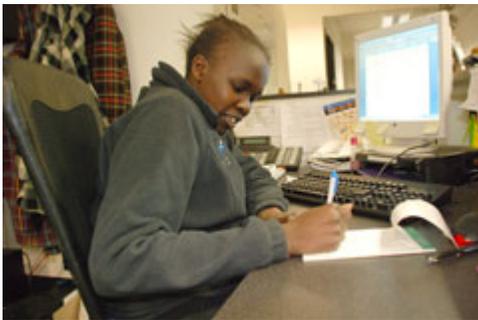
"It's been a really good experience for me because without this I wouldn't have work experience until I'm 18," Martin said.

"It puts you a step ahead before going to college and teaches you how work works," Beng said.

The interns' hard work, dedication and commitment to quality earned them high praise from their coworkers.

"I was impressed by their initiative and problem-solving abilities under stress. They complete projects quickly and without errors. The entire program has proven to be an asset to the work we do here," said Tony Andersen, legislative coordinator for the Metro Council.

Metro Councilor Rex Burkholder, whose district includes De La Salle, was also impressed with the students' work.



Alaya Beng takes notes at the Metro Council's reception desk.

"It's been fun having young people around the office," Burkholder said. "I know they gained new working skills and

learned a lot about what Metro does and how government affects their lives. The discipline, attention to detail and skills they developed at the Council front desk will help them in the future and their new awareness of Metro will be shared with their peers."

All four students have already begun thinking about college, and while a final decision has not been made yet about Metro partnering with De La Salle again next year, everyone is hoping to get the opportunity to come back to the Council office.

If the partnership continues, Metro and De La Salle will work together with all of the students to find the best fit going into next year, which could mean returning to Metro or transitioning to another opportunity. Either way, with positive recommendations from Narayan, Beng, Martin and Scott, the next potential class of De La Salle Metro Council interns would undoubtedly come in knowing exactly what they are getting into.

Next year's internship program runs from September 2011 through June 2012.

[Learn more about Metro Council initiatives interns help support](#)
[Learn more about the Metro Council](#)

[Field notes: Counting birds at Chehalem Ridge](#)

June 29, 2011 2:45 PM



As a Metro scientist, Kate Holleran sees nature's biggest challenges and most glorious surprises – and she has the muddy boots to prove it. Read her latest reflections on restoring the land protected by Metro's voter-approved Natural Areas Program.

By Kate Holleran, Metro Scientist

Conserving nature, one acre at a time

Sometimes, a scientist's day starts early. Very early. A few days ago I had a 5 a.m. birding appointment at Chehalem Ridge Natural Area, an 1,100-acre forest near the small town of Gaston in Washington County.

I met Metro's resident bird expert, Lori Hennings, to conduct avian point counts. Avian point counts are bird surveys that tell us a bit of the story of how birds are using a habitat. We walked into the forest, stood quietly for a few minutes, and then began recording every species we saw or heard for a three-minute period. The surveys are relatively simple if you know your bird calls, because it is uncommon to actually see the birds. Lori is the birder extraordinaire; I tag along to keep time and learn a few more bird calls. Knowing what bird species are present in an area, especially during mating season, helps me understand what is happening in a habitat and informs my choices for management activities.



That morning we surveyed a young forest full of native shrubs like willow, rose, oceanspray, red currant, elderberry and a few scattered large trees. The technical name for a forest in this stage of growth is early seral. Early seral forests result from a disturbance – in this case a clearcut by the former owners – which removes most of the large trees and floods the site with light and growing space. Shrubs proliferate madly in these conditions and create a wonderland of breeding and feeding opportunities for song birds. Because early seral forests are so valuable to song birds and not common on our landscape, I'll thin out some of the hundreds of Douglas-fir trees planted on this site so the shrubs can provide migratory bird habitat for several more decades.

The sun was quickly warming the air, and from Chehalem Ridge we could see the Coast Range and the Cascades. As the morning stretched on, black-headed grosbeaks, band-tailed pigeons, Swainson thrushes, olive-sided flycatchers and hummingbirds

completed for attention. My novice status was confirmed as I identified four bird species for every dozen Lori knew. Lots of room for improvement in my skill set – and I'll be up again next week to improve my personal best.

[Learn more about the Natural Areas Program](#)

[Oregon Global Warming Commission road trip comes to Portland area](#)

June 7, 2011 4:59 PM

In 2007, Oregon set a 2020 greenhouse gas reduction goal that is almost 30 percent below today's levels (10 percent below 1990 levels). The Oregon Global Warming Commission was appointed by the governor to recommend ways to reduce greenhouse gas emissions across the state and help local governments and residents prepare for the effects of climate change. Last fall the OGWC unanimously adopted a roadmap of ideas and is now embarking on a “road trip” to get public input on the proposals.

[Learn more about the Roadmap to 2020](#)

Two public meetings are scheduled in the Portland metropolitan area:

- Thursday, June 9, 6 to 7:30 p.m., Multnomah County Building, County Boardroom, 501 SE Hawthorne Blvd., Portland. This event is sponsored by the City of Portland and Multnomah County.
- Thursday, June 16, 7 to 9 p.m., University of Oregon in Portland, 70 NW Couch St., Portland. This event is sponsored by the Apollo Alliance, Oregon Environmental Council and Ecumenical Ministries of Oregon.

People are encouraged to take a brief online survey that walks through major questions raised in the road map and provides an opportunity for online comments.

[Take the survey](#)

Metro's role

Metro is working with the state and local partners on a multiyear “scenarios” project to learn what it will take to reduce emissions

from cars, small trucks and SUVs as the regional economy grows and more vibrant neighborhoods emerge. The intent is to see how addressing climate change can support the growth of communities and neighborhoods, while meeting state greenhouse gas reduction targets.

In a three-phase process, the region will study scenarios that represent what the region could look like in the future, with different land use and transportation policies in place. The idea is to find the most effective combinations of policies and strategies that will help the region meet Oregon's targets for reducing greenhouse gas emissions.

[Learn more about the Climate Smart Communities scenarios](#)

[A personal message from Carl Hosticka – Investing in the Tualatin River Trail](#)

June 6, 2011 1:03 PM

As Metro puts the finishing touches on the budget for the next fiscal year, I want to let you know that I have proposed an amendment to fund a much-needed feature for the Tualatin River Trail. This proposal will provide planning and design funds for a boat launch on the Tualatin River, a 35-mile tributary of the Willamette River that winds through District 3 and rural Washington and Clackamas counties. This boat launch would provide access to the river for canoes, kayaks and other paddling boats on a stretch of the Tualatin that currently has few access points. I also hope this project will help raise awareness about water quality issues and protecting habitat for wildlife. Specifically, this proposal will allow Metro to conduct a site analysis of five Metro-owned sites along the river, prepare a master plan for the construction of a recreational paddling facility, and convene an advisory team to guide the project and conduct workshops to receive input from the public.

[Learn more about the Tualatin River Greenway](#)

This proposed investment on the Tualatin would be the next step in not only protecting and preserving the wildlife habitat along the river, but also in actively creating a new regional destination for paddling. Two voter-approved Natural Areas bond measures in 1995 and 2006 enabled Metro to purchase nearly 400 acres for habitat restoration and access along the Tualatin, including acquiring land for construction of the

recreational sites that will ultimately make up the Tualatin River Trail. Metro aspires to someday have access points in five- to 10-mile intervals for the length of the river, and this proposal will help realize that goal.

I believe this proposed investment in the Tualatin River Trail directly supports two of the Metro Council's adopted six desired outcomes (vibrant communities and clean air and water), and also supports the vision of the Intertwine Alliance to create an interconnected network of trails and parks across the region. One partner Metro has in realizing the vision of the Tualatin River Trail is the Tualatin Riverkeepers, a nonprofit organization working to protect and restore the river. By introducing this amendment, I hope Metro will continue its tradition of partnering with nonprofits, other government agencies, and private interests to enhance restoration and create new opportunities to enjoy our region's natural areas.

[Discover the six desired regional outcomes](#)

[Read about the Intertwine Alliance](#)

[Learn more about the Tualatin Riverkeepers](#)

If you'd like to show your support for the Tualatin River Trail, email the Metro Council at metrocouncil@oregonmetro.gov or email me directly at carl.hosticka@oregonmetro.gov. See you on the river!

[A personal message from Carl Hosticka- Metro convenes leaders on climate change](#)

April 5, 2011 11:43 AM

On April 1, Metro convened a Climate Leadership Summit for local governments, businesses and community leaders to identify ways to create sustainable communities and reduce the region's greenhouse gas emissions.

At the center of the dialogue was how to reach targets for greenhouse gas reduction from cars and light trucks, which were proposed recently by the Oregon Department of Land Conservation and Development.

The Portland metropolitan area will be the first in Oregon to create land use and transportation scenarios designed to meet the state targets, as required by House Bill 2001. The scenarios haven't been designed yet; local leaders who attended the

summit provided input on what political, economic, social equity and other factors Metro should consider as it studies the issue and forms scenarios for the region to test in 2012. The scenarios must be in place by 2014.

By combining local aspirations and public opinion with international best practices, leaders across the region can determine land use and transportation strategies that best address local policies to create climate smart communities.

Step by step, we will move toward achieving Oregon's emissions goals and implement land use and transportation plans that make our region a great place now and for future generations.

Learn more about the Climate Leadership Summit and follow the outcomes of the summit on the Metro newsfeed in the weeks ahead.

[Read about the Climate Leadership Summit](#)

[Read about climate change on Metro news](#)

In the meantime, I hope to see you at some of the events Metro has scheduled in April. Please read more below and follow the links for additional information and registration.

City of Beaverton Living Greener Summit

Join us and bring your family and friends for a day of fun and learning. The Living Greener Summit offers many opportunities for you to gain insight on practical sustainable solutions to everyday living. Explore over 50 green exhibitors on display. Meet at the Beaverton Library. Free raffles, free entry and a free gift for the first 50 attendees. Win Trail Blazer tickets, gift baskets from New Seasons. [Learn more](#)

9 a.m. to 12:30 p.m.
Saturday, April 9
Beaverton City Library
12375 SW Fifth St.
Beaverton, OR 97005

Pedal Nation Bicycle Show

Bicycles are taking over the Oregon Convention Center for the

Pedal Nation Bicycle Show. Fun, interactive bike activities will engage everyone in your family, plus check out Portland's largest display of bicycles, gear and apparel all under one roof.

[Learn more](#)

10 a.m. to 6 p.m.

Saturday, April 9

10 a.m. to 5 p.m.

Sunday, April 10

Oregon Convention Center
777 NE Martin Luther King Jr. Blvd.
Portland, OR 97232

Painted turtle walk

Oregon's turtles are rare, shy and hard to find, but Smith and Bybee Wetlands Natural Area is home to one of the largest populations of Western painted turtles in Oregon. See these beautiful reptiles with the help of Metro naturalist James Davis, who provides small telescopes for a close look. Suitable for ages 5 and older. Meet in the parking lot on North Marine Drive.

Advance registration required. [Learn more](#)

1 to 2:30 p.m.

Saturday, April 9

Free, advance registration required

Smith and Bybee Wetlands Natural Area

5300 N. Marine Drive

Portland, OR 97203

Metro's Native Plant Center volunteer venture

Come celebrate spring at Metro's Native Plant Center in Tualatin and discover the joys of propagating sensitive native species to support regional restoration projects. Volunteers will help plant native seeds, bulbs and seedlings, maintain native seed grow-out beds and work with local herbaceous species. No experience necessary. Gloves, tools, water and snack provided.

Advanced registration required; call 503-797-1653. [Learn more](#)

9 a.m. to 1 p.m.

Saturday, April 16

Free, advance registration required

Metro's Native Plant Center

2661 SW Borland Road
Tualatin, OR 97062

Introduction to the language of the birds

Would you like to understand what the birds are saying? Join naturalists at Oxbow Regional Park for this introduction to the fascinating art of interpreting the meaning of bird songs and calls. This popular class combines modern birding tools and techniques with ancient awareness skills known to native people worldwide. Class is held outdoors; bring a notepad, sack lunch and something to sit on in the woods. Suitable for adults and teens. Meeting location dependent on weather; ask at the park gate. Registration and program fee of \$11 per person required in advance; call 503-797-1650 option 2. There is a \$5 per vehicle entry fee to the park, payable at the gate. [Register now](#)

10 a.m. to 2:30 p.m.

Sunday, April 17

\$11 per person, \$5 entrance fee to the park

Oxbow Regional Park
3010 SE Oxbow Parkway
Gresham, OR 97080

Blue Lake Bunny Bonanza Egg Hunt

Bring the family to Blue Lake Regional Park for a fun-filled candy egg hunt rain or shine. Children age 4 years and younger will begin their search at 10:30 a.m. Children ages 5 to 10 years will seek their treats beginning at 11 a.m. Enjoy a hoppin' good time with free face painting and coloring activities under covered shelters. Free with your annual pass or park entry fee of \$5 per car or \$7 per bus. [Learn more](#)

10 a.m. to noon

Saturday, April 23

Free with \$5 entrance fee to park or annual pass

Blue Lake Regional Park
20500 NE Marine Drive
Fairview, OR 97024

Beautify the I-205 multi-use path

Join Friends of Trees for a planting event along the Interstate 205 multi-use path. This is a three-year project to plant thousands of trees and native plants from Marine Drive all the way to the city of Gladstone. Arrive by 8:45 a.m. to register and

enjoy coffee and breakfast treats. Meet at Southeast Salmon Street and 94th Avenue. Gloves, tools and guidance provided. Volunteers younger than 18 permitted with waiver; bring the completed waiver to the event. For more information, call Andrew Land at 503-282-8846, ext. 18 or visit <http://friendsoftrees.org>.

8:45 a.m. to 1 p.m.

Saturday, April 23

Free

I-205 multi-use path

Southeast Salmon Street and 94th Avenue

Portland, OR

Spring bird walks at Smith and Bybee Wetlands

Spring brings more than 25 different songbirds to join the resident birds at Smith and Bybee Wetlands Natural Area. April and May are the peak of migration, with nesting in high gear during May and June. The birding action will be lively and noisy. Learn to identify birds by sight and song. Walks led by Metro naturalist James Davis or Patty Newland, volunteer naturalist and Audubon Master Birder. Meet in the parking lot on North Marine Drive. Bring binoculars or borrow a pair on site. Suitable for ages 10 and older. Free. Advance registration required; call 503-797-1650 option 2.

[Register now](#)

9 to 11:30 a.m.

Saturday, April 23

Free, advance registration required

Smith and Bybee Wetlands Natural Area

5300 N. Marine Drive

Portland, OR 97203

Reptiles and amphibians

Are there really boas living in Portland? Do we have any venomous snakes? Can eating a newt kill a grown man? Why are bullfrogs such a problem in Oregon? People have been confused by reptiles and amphibians forever. It was so confusing that they were lumped together, and the study of these animals became called herpetology, which means "creeping things." The Portland metropolitan area does not have a lot of "herps" – so it is easy to sort out the lizards, snakes, turtles, frogs and salamanders that live among us. Learn about what it means to

be "cold-blooded" or ectothermic. Look at photos and a few live specimens. Suitable for ages 10 and older. Meet in room 370 at Metro Regional Center. Registration and payment of \$11 per person required in advance; call 503-797-1650 option 2.

[Register now](#)

7 to 9:30 p.m.

Thursday, April 28

\$11, advance registration required

Metro Regional Center

600 NE Grand Ave.

Portland, OR 97232

Native Plant Center volunteer venture

Come celebrate spring at Metro's Native Plant Center in Tualatin and discover the joys of propagating sensitive native species to support regional restoration projects. Volunteers will help plant native seeds, bulbs and seedlings, maintain native seed grow-out beds and work with local herbaceous species. No experience necessary. Gloves, tools, water and snack provided. Advanced registration required; call 503-797-1653. [Learn more](#)

9 a.m. to 1 p.m.

Saturday, April 30

Free, advance registration required

Metro's Native Plant Center

2661 SW Borland Road

Tualatin, OR 97062

Birding Killin Wetlands

Killin Wetlands in Banks, also known to birders as Cedar Canyon Marsh, is a great place to see (or at least hear) three very hard to find marsh birds: American bittern, sora and Virginia rail. Many other common wetland birds are seen here this time of year.

Join naturalist James Davis at this special place protected by Metro's Natural Areas Program. Suitable for ages 10 and older. Directions provided with registration. Registration and payment of \$6 per person required in advance; call 503-797-1650 option 2. [Register now](#)

9:30 a.m. to 12:30 p.m.

Saturday, April 30

\$6, advance registration required

Killin Wetlands

Banks, OR 97106

[Council notes: Numbers out for redistricting; new COO could be in place by September](#)

March 28, 2011 4:19 PM

The first draft of Metro redistricting maps could be released as soon as next week, about a month after localized data was released from the 2010 Census.

Mike Hoglund, the director of Metro's Research Center, said the department has already calculated the changes districts will need to be equalized in population.

Metro's jurisdictional boundary had a 2010 population of 1,486,926, according to the center's analysis of census data. That evens out to about 248,000 residents per district.

District 4, Kathryn Harrington's northern Washington County district, has about 24,000 residents more than the equalized number. District 2, the central Clackamas County district represented by Carlotta Collette, was 18,000 residents short of the average.

Also off were the southern Portland district represented by Barbara Roberts (District 6 is 8,000 below the equalized number) and Shirley Craddick's east Multnomah and Clackamas district (District 1 is 5,000 above).

With District 3, Carl Hosticka's southern Washington County district, right at even, one simple possibility would be to shift his district north, including more of Beaverton and moving some of southern Washington County, and/or Wilsonville, into Collette's district.

Under Metro code, Hosticka and Councilor Rex Burkholder could even be zoned out of their own districts because they are term-limited in 2012. If another councilor is moved out of their district – an unlikely scenario, although Collette's property straddles the line between districts 2 and 6 – they'd have two months to move back into the district they represent.

In April, the Metro Council is expected to specify what criteria it'll use to determine the finer points of boundary adjustments, likely dropping watersheds as a factor and adding school

districts. Redistricting is expected to be done by May 23.

Conflicting views on COO search

Who's the next Michael Jordan?

At a worksession Tuesday, councilors sent mixed messages as to whether a local or national candidate might be the best fit to replace Jordan as Metro's Chief Operating Officer.

Councilor Kathryn Harrington seemed to express some doubts as to whether someone coming from out of state could adapt to Oregon's political culture.

"Do we think, within the state of Oregon, we have a sufficient pool to deal with?" she said. "Part of what we're dealing with in Metro's work is what is expected of us regionally by things like state law and federal law and history and Oregon values... is it something someone could learn? Sure. But the criticality of time might influence that."

Still, said Councilor Carlotta Collette, Metro's national profile could make it a lucrative position for qualified applicants.

"We probably could do a great job of recruiting 'in house,' but my first instinct would be to go with a good headhunter or a national search," she said.

Before anyone lands the job, though, councilors will need to determine what attributes they're looking for in Metro's second chief operating officer.

"It might be an opportunity for all of us to look at... how many staff are in there, and what they're doing and whether this is the right structure for today," said Councilor Rex Burkholder. "Maybe we don't need as much firepower at the top to keep it running."

Council President Tom Hughes said that conversation should take place before the recruitment process begins.

"If you decide you want to organize your administration differently, you go after different kinds of people," he said.

Under a timeline presented by Metro's human resources department, the council could finish interviews of candidates in

July, with the goal of having a new COO in place by Sept. 1.

Metro news reporter Nick Christensen can be reached at nick.christensen@oregonmetro.gov or 503-813-7583. Follow Metro on Twitter [@oregonmetro](https://twitter.com/oregonmetro).

[After marathon meeting, Washington County and Metro agree on reserves plan](#)

March 17, 2011 5:12 PM

Reporting from Hillsboro

Urban and rural reserves live.

After a nine-hour meeting that at times resembled a cross between the board games Battleship and Clue, the Metro Council and Washington County Commission agreed on a plan for land reserves. The new urban and rural reserves proposal will be sent to the Land Conservation and Development Commission for consideration this summer.

In 2010, the commission remanded part of the reserves proposal back to Washington County and Metro chiefly because of concerns about urbanization north of Council Creek near Cornelius.

[See also: State board's partial remand puts UGB decision in flux \(Oct. 29, 2010\)](#)

The new proposal kept most of what was accepted by the commission. But part of the proposed urban reserve north of Cornelius was changed to undesignated. Areas near Highway 47 north of Forest Grove went from urban to undesignated, and a new undesignated parcel was designated southwest of Aloha.

The most controversial element of the proposal, however, was changing an undesignated area north of U.S. 26 and west of Helvetia Road from undesignated to urban.

Thus begins Reserves: The Game. After taking public testimony for about seven hours, the boards met in joint session to try and hammer out a compromise each would accept. The baseline was the so-called Duyck/Hughes map, first proposed by Washington County Chair Andy Duyck and Metro Council President Tom Hughes after weeks of negotiations.

[Click here to see the Duyck/Hughes map, before the changes agreed to at the March 15 meeting](#)

Up first were Metro councilors, each offering their own opinions on what the final map should look like. Many on the council expressed concern with the idea of designating urban reserves north of the Sunset Highway.

"Are we, by adding this change north of 26, putting at risk this whole process?" asked Councilor Rex Burkholder. "We have nothing to judge whether this would be supported by the (state land use) commission or not."

It was up to Washington County Commissioners to start guessing what would be the winning combination on the map. But instead of Miss Scarlet in the library with the candlestick, commissioners were left to figure out what would get three votes on their own board plus pass muster at Metro.

Commissioner Dick Schouten made the first guess - make the area north of 26 rural and accept the rest of the Duyck/Hughes map as is. That suggestion failed 4-1 out of concern it wouldn't give Washington County cities enough flexibility if the urban reserves do, one day, run out of suitable land.

Next up was Commissioner Roy Rogers, taking the southern portion of the area north of Cornelius and making it an urban reserve, with rural north of Hobbs Road and leaving the area north of the Sunset Highway as undesignated.

That motion didn't even get to a vote, after it was withdrawn by Rogers because of opposition on his own board.

"As much as I would like to see an urban reserve in Cornelius, I have a fear of LCDC throwing it back," said Washington County Commissioner Bob Terry.

Terry then moved to accept the Duyck/Hughes map as-is. That failed 3-2, prompting a break in the action.



Members of the Washington County Commission and Metro Council talk during a recess at the March 15 joint meeting. In the background, former Washington County Chair Tom Brian stands on the dais, talking to his successor, Andy Duyck.

A 10 minute recess brought intense negotiations around the Shirley Huffman Auditorium. Metro staff and a few councilors met in the back room for a briefing. Joining Hughes and Duyck on the dais were Hughes' successor as Hillsboro Mayor, Jerry Willey, and Duyck's predecessor as county chair, Tom Brian. Former Metro Councilor Rod Park worked the room.

The dealings brought the boards no closer to a consensus. With the Metro Council taking the lead in the session that followed, Councilor Carl Hosticka moved to accept most of the Duyck/Hughes map, but with some of the area nearest Cornelius left undesignated, as with all of the land north of Council Creek.

The Metro Council passed that 7-0, and at 6:22 pm, recessed.

Schouten moved to accept Metro's proposal, but adding no new urban reserves wasn't good enough for the Washington County commissioners.

"I am not comfortable with the current proposal, with no urban reserves in any of it at all," Terry said. "I think some of it should be urban reserves."

Schouten's motion failed 3-2, with Commissioner Greg Malinowski the only supporting vote.

The next proposal, from Terry, was the same as the Metro proposal, but included the area north of U.S. 26 as an urban reserve. That passed 3-2, with Schouten and Malinowski opposed.

At 6:37 p.m., the Washington County Commission recessed.

Metro Councilors expressed dismay that the proposal would have to include any urban reserves north of U.S. 26.

"I respect my colleagues' concern for changing any portion of Area D to urban reserve," said Councilor Kathryn Harrington, who was Metro's lead negotiator on reserves until this year. "I don't get to make this decision by myself. I don't get to make a proposal to LCDC by myself. I do it as a member of the Metro Council and the Metro Council does so in association with our three county partners."

But with Washington County seemingly unbending, the council voted 6–1 to approve a motion, put forth by Councilor Carlotta Collette, to designate areas east of Groveland Road, between U.S. 26 and West Union Road, as an urban reserve. Councilor Shirley Craddick cast the lone dissenting vote.

The Washington County Commission voted 3–2 to support the Metro Council proposal. The meeting concluded at 6:59 p.m., nine hours after it began.

The boards will have to vote on formal agreements next month, leading up to the anticipated review by the state land commission in August.

[Click here to learn more about urban and rural reserves](#)

Metro news reporter Nick Christensen can be reached at nick.christensen@oregonmetro.gov or 503-813-7583. Follow Metro on Twitter [@oregonmetro](#).

[Oregon Zoo invites community to preview master plan](#)

March 17, 2011 5:09 PM

The Oregon Zoo is developing a new 20-year master plan and is inviting the public to an early preview. Members of the public are encouraged to drop in at one of two open houses and view conceptual drawings and initial designs, chat with designers and animal experts and provide feedback.

The open houses, which are scheduled for Thursday, March 31, from 5 to 8 p.m., and Saturday, April 2, from 9 a.m. to noon, will also include a brief presentation and video (5:30 p.m. and 7 p.m. on March 31 and 9:30 a.m. and 11 a.m. on April 2). Both events will take place in the Cascade Grill, lower floor, and they

do not require zoo admission.

“I’m really excited to see the new vision for the Oregon Zoo come to light in these initial designs and drawings,” said Kim Smith, Oregon Zoo director. “We’re working with an outstanding team of zoo design experts. There has been great synergy between the designers and our animal experts and educators as we consider how to create the best homes for our animals and a great experience for visitors. We love the early designs and think our community will be excited to see our initial progress.”

Zoo staff members from every division have been working with designers to develop the long-term master plan for zoo grounds while at the same time designing six animal exhibits and a new conservation education center funded under the 2008 Oregon Zoo Bond. The bond projects will be constructed over the next eight to 10 years.

The 20-year master plan is a map of the zoo showing both bond-funded projects and anticipated future projects. It will be final in October upon approval by the Metro Council. Schematic designs for the animal exhibits and the conservation education center illustrate the footprint of each building or exhibit, its floor plan, location within the zoo and its relationship to adjacent buildings or facilities. These first-stage designs will be completed in early summer.

The second phase of planning comes next year as final designs and construction drawings are developed for each exhibit; then construction will get under way. Two bond funded projects -- a new veterinary medical center and a penguin water-filtration system are currently under construction.

Voters in 2008 supported a bond measure to design and build new exhibits for elephants, primates, polar bears, hippos, California condors and a new conservation education facility as well as the veterinary center and penguin filtration system. The new master plan includes a strong focus on water and energy conservation and improved sustainability of all zoo operations, which was also identified in the bond measure.

The zoo is a service of Metro and is dedicated to its mission of inspiring the community to create a better future for wildlife. Committed to conservation, the zoo is currently working to save endangered California condors, Washington’s pygmy rabbits,

Oregon silverspot and Taylor's checkerspot butterflies, western pond turtles, Oregon spotted frogs and Kincaid's lupine. Other projects include studies on black rhinos, Asian elephants, polar bears and bats.

The zoo opens at 9 a.m. daily, and is located five minutes from downtown Portland, just off Highway 26. The zoo is also accessible by MAX light rail line. Visitors who travel to the zoo via MAX receive \$1.50 off zoo admission. Call TriMet Customer Service, 503-238-RIDE (7433), or visit www.trimet.org for fare and route information.

General admission is \$10.50 (ages 12-64), \$9 for seniors (65 and up), \$7.50 for children (ages 3-11) and free for those 2 and younger; 25 cents of the admission price helps fund regional conservation projects through the zoo's Future for Wildlife program. A parking fee of \$2 per car is also required. Additional information is available at www.oregonzoo.org or by calling 503-226-1561.

[Add the March 31 open house to your calendar](#)

[Add the April 2 open house to your calendar](#)

[**Metro staffs boat ramp entrances on Sundays in March to sell annual passes**](#)

March 17, 2011 5:07 PM

To get people fishing for spring Chinook salmon onto the water faster and easier this spring, Metro is staffing stations at the Chinook Landing Marine Park and the M. James Gleason Boat Ramp in March to sell annual passes.

Metro staff will be available at Chinook Landing Marine Park, from 7 a.m. to noon Sunday, March 6 and 20, and at M. James Gleason boat ramp 7 a.m. to noon, Sunday, March 13 and 27, to sell passes. Credit cards and checks will be accepted.

Passes also give unlimited entry, free admission and free parking to Oxbow and Blue Lake regional parks.

The 67-acre Chinook Landing Marine Park, adjacent to Blue Lake Regional Park on Marine Drive, has six launching lanes on the Columbia River, and is the largest public boating facility in Oregon. The park offers picnic and viewing areas, wetland and

wildlife habitat, disabled-accessible docks, restrooms and a seasonal river patrol station.

The M. James Gleason Memorial Boat Ramp, located at Northeast 43rd Avenue and Marine Drive, is another convenient public boat launch on the Columbia River, minutes from downtown Portland. Amenities include launch lanes, boarding docks, restrooms, river maps and a river patrol office.

Metro's annual parks passes are valid from the time of purchase through Dec. 31, 2011. Passes can also be purchased online, by phone at 503-665-4995, at the Blue Lake and Oxbow park offices, or at the MetroStore located at 600 NE Grand Ave, Portland.

Passes cost \$40 for the year. Senior passes cost \$30, and low-income/disability passes cost \$10 (documentation required). For information about passes for disabled veterans, call 503-665-4995.

[Learn more about Metro boat ramps](#)

[Buy an annual pass](#)

[A month after first meeting, Community Investment Initiative's Leadership Council sends its first message](#)

March 17, 2011 5:04 PM

The Community Investment Initiative, a Metro-facilitated but independent think tank charged with looking at strategies for economic growth, announced its Leadership Council on Wednesday, giving the region a first look at the organization's core group.

The Council consists of 28 business leaders, community nonprofit representatives, educators and former elected officials. The group was assembled through a lengthy process involving Metro staff and representatives from the Initiative's steering committee, five of whom are also on the Council.

[Visit the Initiative's website](#)

Their charge is open-ended. Metro Chief Operating Officer Michael Jordan spoke at length last year about assembling a group to, first, identify regional problems hindering economic

development, and second, develop solutions for those problems.

A few weeks after the Council's first meeting, an e-mail with the subject "Leaders for regional prosperity" and signed by Council members Burton Weast and Karen Williams was distributed.

"The Leadership Council is convening to bring private-sector leaders into collaboration with the public sector to focus on improving the region's fabric for economic development," Weast and Williams wrote. "We're pleased to report that community leaders with diverse skills and backgrounds have eagerly agreed to serve."

For Weast, the director of the Clackamas County Business Alliance who's been working on putting the Council together for a year, the first meeting was positive.

"It was also exciting to see such a great range of leaders in the community," Weast said in an interview Wednesday. "It was probably most gratifying when they grasped the needs and grasped the idea that we have to do something for this region."

Williams, in an interview, said the project is deliberately vague from the get-go.

"A little bit of tolerance for ambiguity about the specifics of the assignment is very healthy right now, because it encourages people to come into the room and have a deep discussion about what the needs and priorities are," she said, "and how the public and private sector can work together to solve them."

The group isn't just diverse in the sense of its members' employment backgrounds. Representatives from Clackamas and Washington counties make up a fair portion of its membership, as do representatives of the Portland region's minority communities.

"Do we have a wide net? Do we have community representation? Yes," Williams said. "Am I personally satisfied? Rarely... It's about bringing understanding, voices and thinking together from a base of diverse experiences and diverse interests in the community. We're not going to battle it out among competing interests. We're going to think collaboratively in order to find multidisciplinary, well-thought-out solutions."

The group meets again March 9.

Metro news reporter Nick Christensen can be reached at nick.christensen@oregonmetro.gov or 503-813-7583. Follow Metro on Twitter [@oregonmetro](https://twitter.com/oregonmetro).

[A personal message from Carl Hosticka for March 2011](#)

March 8, 2011 7:30 AM

Dear friends,

If you've followed the news about Metro recently, you know there have been a number of changes this past month. On Feb. 17, the Metro Council voted unanimously to appoint former Oregon Governor Barbara Roberts to replace departing District 6 Councilor Robert Liberty, who resigned in January to take a position with the University of Oregon.

Also, on Feb. 22, Chief Operating Officer Michael Jordan announced he would leave Metro in March to become COO for the state of Oregon. Metro Attorney Daniel B. Cooper will serve as acting chief operating officer until a permanent replacement is found.

I will miss both Robert and Michael – their contributions to Metro have been enormous – but at the same time, I am excited about working with Councilor Roberts and Acting Chief Operating Officer Cooper. I look forward to continuing the work we've started to create good jobs, promote safe and reliable transportation options, build vibrant communities where everyday needs are easily accessible, and protect our natural areas.

I invite you to follow Metro online, track news and stories or subscribe to my personal newsfeed, sign up for e-mail updates, RSS feeds, newsletters and more.

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

As usual, Metro is hosting a wide variety of classes, workshops and volunteer opportunities across the region. Whether you want to start your own vegetable garden or learn how to improve watershed health, you're sure to find something fun to enjoy. Read more below and follow the links for additional information and to register.

Water to the Weather workshop

Want more information about watering your lawn or garden in an environmentally-friendly way? Attend this workshop on watering to the weather for healthy watersheds. Learn how to protect local watersheds by reducing non-point-source pollution with this informative class. Learn how to calibrate your drip system, soaker hoses, hose-end sprinklers or automatic sprinkler systems to match your plants' needs more accurately; water your lawn or garden based on weather patterns; and how actions in your backyard affect the local watershed. Free kit of conservation materials provided, containing soil probe, hose nozzle, rain gauges, bucket, flower seeds and more.

[Learn more](#)

6:30 to 8 p.m.

Tuesday, March 8

St. Johns Community Center

8427 N. Central St., Portland

Slough 101

Ever wonder about that slow-moving channel of water running through Gresham, Fairview, and Northeast and North Portland? Learn about the history, water, wildlife and current issues of the Columbia Slough at a free workshop. Slough experts lead hands-on activities including a tour of a pump station and macroinvertebrate discovery. Light refreshments provided. Suitable for adults and teens 14 and older.

[Learn more](#)

8:45 a.m. to 1 p.m.

Saturday, March 12

Public Drainage Districts

1880 NE Elrod Drive, Portland

Team Up Talks on watershed health

Start the new year off on the right foot. Make your water-friendly resolution to attend a monthly Team Up Talk to learn more about stream restoration. Do you want to learn tangible ways to improve waterways in your neighborhood? Do you want to meet other people interested in similar things? Team Up Talks are held on third Thursdays, with a different topic each month. Experts in stream restoration share their knowledge to help you create projects to restore streams. Topic: Amphibians, habitat and stream restoration, with Susan Barnes of Oregon

Department of Fish and Wildlife.

[Register online](#)

[Learn more](#)

6 to 7:30 p.m.

Thursday, March 17

Bridgeport Brew Pub

Old Knucklehead Room

1313 NW Marshall St., Portland

Audubon's TogetherGreen Volunteer Day

Audubon's 150-acre nature sanctuary needs your help. Begin the day with a continental breakfast, work on major trail and sanctuary projects, break for pizza in the early afternoon, enjoy meeting one of the education birds and end the day by finishing up the projects. Minimum volunteer age is 14. Participants ages 14 to 16 must be accompanied by an adult who is also volunteering.

[Learn more](#)

10 a.m. to 4 p.m.

Saturday, March 19

Audubon Society of Portland

5151 NW Cornell Road, Portland

Gardens of eatin': basic vegetable gardening

Want to grow organic food but not sure how? Boost your garden IQ with simple steps to success. From picking edibles for the right spot and season to prepping the soil and watering waste-free, get the skinny on weeding, managing pests and growing a bountiful garden without toxic chemicals. Plus, learn where to find plants and seeds and get more tips for easy organic gardening. Led by Oregon State University horticulturist Weston Miller.

[Learn more](#)

3 to 4 p.m.

Friday, March 25

Portland Expo Center

2060 N. Marine Drive, Portland

Native Plant Center volunteer venture

Volunteers help out at Metro's Native Plant Center in Tualatin to provide an essential supply of uncommon native seeds and plant stock to support Metro's restoration projects. Activities vary

throughout the winter and include harvesting and planting native lily and delphinium bulbs, replanting seedlings grown from seed collected at Metro's natural areas, planting seeds, maintaining seedbeds and planting native plugs into field beds to produce seed for prairie and understory enhancement projects. Prior gardening experience not required. Family-friendly. Gloves, tools, water and a snack provided.

[Learn more](#)

9 a.m. to 1 p.m.
Saturday, March 26
Metro's Native Plant Center
2661 SW Borland Road, Tualatin

Grow Lunch Garden work party

Come on out and help prepare the Grow Lunch Garden bed for the spring fieldtrip season. The Grow Lunch Garden is part of the Seed to Harvest module, where students learn about the cycles of the seasons and plant growth and harvest fresh veggies to make a snack. Come play in the dirt!

[Learn more](#)

10 a.m. to noon
Tuesday, March 29
Sauvie Island Center
13605 NW Howell Park Road, Portland

Carl Hosticka
Metro Councilor, District 3
carl.hosticka@oregonmetro.gov

[Metro partners with cities, consultant, to revitalize downtowns and main streets](#)

February 22, 2011 11:36 AM

It can start with something as simple as taking up the carpet covering beautifully-aged wood floors in a historic building or removing plaster from the façade of a downtown landmark to reveal the original brick beneath.

Sprucing up one building can inspire the owner next door to do the same, and before long, the entire block and beyond becomes – or goes back to – the lively downtown it once was. This is the premise that Michelle Reeves of Rethinking Urban Places is bringing to her downtown revitalization work in Tigard

and Oregon City.

Reeves will lead initial presentations to stakeholders in the revitalization of downtown Tigard on Feb. 22 from 4 to 5 p.m. at the Tigard Area Chamber of Commerce and in Oregon City Feb. 25 from 11:30 a.m. to 1 p.m. at Cypress Restaurant and Bar. The program will also include subsequent tours of successfully redeveloped areas and concrete steps on how to adapt revitalization principals to fit each city.

Metro has partnered with Reeves, Oregon City and Tigard to promote making the most of what downtowns already have with efforts that lead to on-the-ground results. Through a comprehensive program of meetings and discussions with city officials, property owners, business owners and residents, Reeves is discussing the principals of revitalization and identifying how the two cities can make improvements right now.

"The market can't support building new," Reeves said. "The better way to leverage public money is by improving what you have and letting the market come in to fill other spots."

Reeves takes a market-driven, community building approach to civic renewal. She works with business and property owners to teach the building blocks of revitalization, using practical and many times low-cost approaches to revitalize city or neighborhood commercial districts.

"Everything I do is very tangible, concrete and hands-on," Reeves said. "We go from building to building, block by block and figure out 'Here's what you need to do tomorrow' to work toward your long-term goal."

Reeves says that the key is to create a shared vision and bring it to life through a set of concrete goals and action items, which can range from repairing awnings to choosing a civic theme.

Vancouver, Washington recently partnered with Reeves and it's already making changes to improve connectivity between downtown and Esther Short Park and beautify the streetscape. These are the types of changes other areas like Oregon City and Tigard are hoping to see in their downtowns.

"This project is about sustainability like nothing else is," said

Oregon City downtown manager Lloyd Purdy. "We've got 166 years of urban commerce and culture we're building on and we're reusing what we've built in a sustainable way through revitalization."

Redevelopment isn't just about attracting new business either. Cities and communities included redevelopment of downtown areas in their aspirations as part of Metro's Community Investment Strategy. The strategy calls for investment by the public and private sectors to form vibrant, safe and prosperous communities. It's a path towards revitalization that cities like Oregon City and Tigard hope to follow.

[Read about Metro's Community Investment Strategy](#)

[Learn about Rethinking Urban Places](#)

[**Metro Council appoints Barbara Roberts to represent District 6**](#)

February 22, 2011 11:34 AM

The former Oregon Governor to serve out remainder of Robert Liberty's term

Today the Metro Council appointed former Oregon Gov. Barbara Roberts to serve as Metro Councilor for District 6, filling the vacancy left by the Jan. 15 resignation of Robert Liberty.



Newly appointed Councilor Barbara Roberts is congratulated by Metro President Tom Hughes.

Roberts served as Governor from 1991 to 1995 and as Oregon Secretary of State from 1985 to 1991. She also served in the Oregon House of Representatives, as a Multnomah County Commissioner and on the Parkrose School Board. Since leaving public office, she has served in leadership positions at Harvard University's Kennedy School of Government and in the Executive Leadership Institute at Portland State University's Hatfield School of Government.

The Metro Council solicited applications for the vacant position through Feb. 9. Eight people applied for this position, though two applicants, Martha Dibblee and Bob Stacey, withdrew their applications this week.

Roberts and the other five applicants were interviewed by the Metro Council Wednesday night in a public meeting in East Portland. Members of the public also took the opportunity to speak on behalf of individual applicants and discuss the appointment process.

In addition to Roberts, the other applicants interviewed by the Metro Council were:

- Kenny Heggem, a sales representative with Columbia Northwest Heating and board member of the Woodstock Neighborhood Association.
- Jonathan Levine, a former project manager with the University of Western States.
- Walt Nichols, a bookkeeper with Watson Plumbing Co. and chair of the Mt. Scott-Arleta Neighborhood Association.
- Alesia Reese, a clerk with the U.S. Postal Service and member of the Parkrose School District board. She is also chair of the Woodland Park Neighborhood Association and the East Portland Parks Coalition.
- Bob Shiprack, a labor relations consultant for Pac/West Communications and a former executive secretary of the Oregon State Building Trades Council. He served six terms in the Oregon House of Representatives from 1983 to 1995.

Roberts will be sworn in next week. She may serve the remainder of Liberty's term, which ends in January 2013. An

election for a four-year term will be held in May 2012, and if no candidate receives more than 50 percent of the vote, the two highest vote winners will advance to a run-off election the following November.

Metro District 6 includes portions of Southwest, Southeast and Northeast Portland.

[Beyond business as usual - Metro and local leaders explore ways to combine economy and ecology in business](#)

February 22, 2011 11:19 AM

The Building Tomorrow's Jobs forum held Feb. 1 featured many ways the Portland metropolitan region can better position itself to be an attractive and competitive job market. Tuesday's speakers, experts in developing economically and ecologically sustainable employment, highlighted clear opportunities for local employers to improve their triple bottom line (social, environmental and profitable outcomes), as well as tips for cities and counties that want to attract and retain business.

Bert Gregory, an expert in developing resource-efficient structures and communities, noted that communities with ambitious objectives are doing great work in the region.

"Employers are looking to locate in areas that are hip, urban and green," he said.

Gregory says there are incremental changes communities can make while they wait for the economy to turn around. For instance, he suggested looking for hidden barriers to sustainable practices, such as reviewing zoning code to make sure building day-lighting or natural ventilation is not inadvertently prohibited.

Representing the US Business Council for Sustainable Development, speaker Andrew Mangan described sustainable practices that give businesses a chance to improve revenue, product growth, cost savings and reduce risks. He discussed the concept of byproduct synergy networks, collaborations where businesses turn waste from one company into raw material for another, resulting in new revenues or savings, environmental and societal benefits. He also described an innovative, low-risk partnership between the public and private sector to finance

cost-effective energy retrofits for existing businesses.

The third speaker, Tracy Casavant, also had numerous recommendations for the region. As a leader in sustainable industrial and commercial development, she said sometimes educating engineering departments can be the key to implementing new design solutions. Casavant said Metro could assist local jurisdictions in developing policies that provide flexibility and certainty for developers.

In a meeting near the end of the forum, all three speakers emphasized to Metro Council President Tom Hughes and other councilors that Metro can and should champion these practices at a regional scale. They recommended Metro act as a leader to break down silos that create difficulties for employers across jurisdictions. The speakers also agreed that Metro is uniquely positioned to drive collaborations that simplify regulations, identify efficiency opportunities and achieve sustainable outcomes.

The forum was held in conjunction with the release of the newest volume of Metro's Community Investment Toolkit. "Eco-efficient Employment" provides creative ideas for attracting new businesses and achieving greater economic and ecological efficiencies through development in existing employment areas. This toolkit showcases best practices employed in communities across North America and the results they have achieved.

[Learn about Metro's Community Investment Toolkits](#)

[Download Metro's Eco-Efficient Employment volume](#)

[A personal message from Carl Hosticka](#)

February 14, 2011 12:33 PM

Dear Friends,

I know we're all looking forward to warmer weather and longer days in the months to come, and as we move closer to spring what better way to get outside than by attending one of Metro's or other organizations' many classes, workshops or volunteer opportunities in the next few weeks. Whether you're interested in gardening, birding or honing your skills at the ever popular Fix-It Fair, spring has several opportunities to get out and enjoy

our beautiful surroundings. Please read more below and follow the links for additional information and registration.

To stay up to date with news and events, go to www.oregonmetro.gov/connect and subscribe to my personal newsfeed, e-mail updates, RSS feeds, old-fashioned mailings and more.

Prowling for Owls

Whooooo goes there? Come to the Tualatin River National Wildlife Refuge to find out about the owls that make the refuge their home. During a night hike, learn about the mysterious lives of our nocturnal neighbors, discover their habitat and learn about their amazing adaptations for life at night ... [Learn more](#)

7 to 9 p.m. Friday, Feb. 18
Tualatin River National Wildlife Refuge
19255 SW Pacific Highway
Sherwood, OR 97140

Landscaping for conservation

Save time, save money and help out the environment by letting nature do your gardening. Join Stephanie Wagner for a landscaping for conservation workshop at Tryon Creek Nature Center. Discover how your garden can function more like a natural system ... [Learn more](#)

1 to 4 p.m. Saturday, Feb. 19
Tryon Creek Nature Center
11321 SW Terwilliger Blvd.
Portland, OR 97219

Portland Fix-It Fair

It's Fix-It Fair season! For 24 years, free Fix-It Fairs have helped area residents save money, live healthier and connect to valuable resources for sustainable living. Fix-It Fairs offer day-long exhibits, hourly how-to classes and free giveaways. Meet at Jefferson High School ... [Learn more](#)

8:30 a.m. to 2:30 p.m. Saturday, Feb 26
Jefferson High School
5210 N. Kerby Ave.
Portland, OR 97217

Winter birds at Smith and Bybee Wetlands

The winter birds are really settled in at Smith and Bybee. The most obvious winter visitors are the numerous waterfowl and raptors that hang out at the lakes until spring. The year-round residents as well as a few winter songbirds are easier to see because all the leaves are gone. Suitable for adults and children 10 and older. Bring binoculars or borrow a pair on site ... [Learn more](#)

9:30 am to noon Saturday, Feb. 26
Smith and Bybee Wetlands Natural Area
5300 N. Marine Dr.
Portland, OR 97203

More things to do, brought to you by GreenScene

Metro GreenScene provides a comprehensive calendar of free and low-cost nature activities, gardening workshops, volunteer ventures and community events offered all around the region by Metro and dozens of other organizations.

View the [online calendar](#)
Visit the [GreenScene page](#)
Follow on [Facebook](#)
Follow on [Twitter](#)

All the best,

Councilor Carl Hosticka

[Metro helped save 3,400,000 gallons of gas in 2010](#)

January 27, 2011 4:27 PM



Metro works to improve air quality, reduce car traffic and create more opportunities for walking, biking, taking transit and carpooling. How? Metro's Regional Travel Options program works closely with businesses, non-profit groups and public agencies across the region to promote and support the use of travel options to reduce pollution, decrease congestion and help create a healthier community. Here are just some of the accomplishments Metro and its travel options partners achieved during 2010:

- helped save 3,400,000 gallons of gas by encouraging people to choose alternatives to driving alone
- eased congestion and increased mobility with the vanpool program and CarpoolMatchNW.com
- achieved an estimate of 74-million vehicle miles reduced in the region during 2010
- helped one-quarter of the region's workforce access information and incentives for commute options (reaching 200,000 of about 800,000 employees in the region)
- launched the eighth edition Bike There! map and gave away more than 500 free maps to local non-profits
- awarded \$533,000 in federal transportation grants to fund projects that improve air quality, address community health issues, reduce auto traffic and create more opportunities for walking and biking
- helped launch the new Gresham Civic Drive MAX station through individualized marketing to residents in the vicinity.

For more information, contact Katie Edlin at katie.edlin@oregonmetro.gov or 503-813-7575.

[Learn more about Metro's work to encourage travel options](#)

[Learn about Metro-funded projects to improve air quality, reduce car traffic and promote walking and biking](#)

[Learn how you can expand your travel choices](#)

[Join Opt In, Metro's innovative public opinion research panel](#)

January 19, 2011 4:41 PM



Today Metro and three community partners launch Opt In, an online research panel that will gather public opinion among residents of the Portland-Vancouver metropolitan area. Opt In is a new way to let decision-makers know what is important to you. The goal of the new panel is to create an easy, cost-effective way for you to provide input into decisions affecting you and your communities.

Opt In helps Metro make the right choices. Making a great place to live with good jobs and healthy communities takes the involvement of lots of different people with a variety of viewpoints. Residents of the region need to weigh in on issues that make a difference — issues such as schools, housing, sustainability, parks, community centers and clean drinking water.

Opt In brings together respected partners working for the good of the community. Metro created Opt In with three prominent community partners: [United Way of the Columbia-Willamette](#), [Northwest Health Foundation](#), and [Portland State University's College of Urban and Public Affairs](#). Working with other organizations dedicated to improving health, well-being and quality of life in the region helps Metro broaden its outreach and create a panel that is more representative of the region's diverse communities and residents.

Opt In makes the most of limited resources. Metro's innovative online research panel uses an effective private-sector

tool to make government more efficient. The panel is hosted by Davis, Hibbitts & Midghall (DHM), a Portland-based consulting firm with extensive experience in opinion research related to public policy. Creating a large, diverse research panel allows Metro and its partners to get broad-based public input faster and cheaper.

Participating in Opt In is quick, easy, confidential – and rewarding. Panelists will be contacted two or three times each month with information or a request to take a short survey. All personal and demographic information that panel participants submit will remain confidential; Metro and its partners will receive only aggregate reports of participants' survey responses. That means private information stays private—you share only what you want. Let Metro know what's important to you, on your time and on your terms. Join the panel now and be entered in a monthly drawing for \$100 Powell's gift certificates and other prizes.

Opt In now. Weigh in for the future.

[Join Opt In now and find more ways to Connect with Metro](#)

[Learn more about Opt In](#)

Already joined? [Invite your friends to Opt In!](#)

[Metro's voter-approved Natural Areas Program helps City of Tigard create new park](#)

January 19, 2011 4:38 PM

Partners will celebrate Summer Creek natural area Friday with a nature walk and commemorative ceremony

The City of Tigard is starting 2011 with good news: Summer Creek natural area has been protected as the city's second largest park – and a signature accomplishment of Metro's voter-approved natural areas bond measure.



Partners will celebrate the 43-acre natural area Friday with a commemorative ceremony and a walk through the site, behind Fowler Middle School on Southwest Tigard Street. Summer Creek's namesake waterway meets Fanno Creek on this mix of forest, wetlands and open space, which is home to turtles, frogs, salamanders, red-tailed hawks, owls and herons. The site has long served as an outdoor classroom for students, and environmental education will expand as the land becomes a publicly open park.

The Tigard-Tualatin School District purchased the property for a possible future school, but wound up changing plans. City leaders targeted the site as a park, and the national conservation group The Trust for Public Land helped negotiate a \$5.3 million sale.

The deal was finalized in December, with funding cobbled from diverse partners – more than 40 percent of it tied to Metro's 2006 natural areas bond measure, which is designed to protect water quality, wildlife habitat and outdoor recreation opportunities for future generations. The City of Tigard paid about \$2.8 million, including nearly \$900,000 of the "local share" Metro distributes to cities, counties and park providers to invest in community projects. Washington County contributed \$400,000 from its share of the natural areas bond, and Metro awarded a \$1 million Nature in Neighborhoods grant funded by the bond. The Oregon Watershed Enhancement Board awarded a \$1 million grant, and Clean Water Services provided \$100,000.

"Summer Creek offers us an unusual opportunity to preserve a natural area in the heart of urban Tigard, and we're happy that Metro has been able to play a significant role in making it available to the public for generations to come," said Metro Councilor Carl Hosticka, who represents the southwestern part of the region.

Friday's event is open to the public and includes speeches, light

refreshments and a walk. Meet at 11 a.m. at 11096 SW Tigard St.

[Read Tigard's news release announcing the event](#)

[Learn more about Metro's Natural Areas Program](#)

[Sauvie Island – Home of Metro's Raptor Road Trip](#)

January 19, 2011 4:37 PM

Participants can choose their own route to enjoy guided bird viewing, meet live raptors, learn raptor identification tips and see hawk identification displays.

With 50 of its dedicated volunteers, Metro and the Audubon Society of Portland are hosting the seventh annual Raptor Road Trip, Saturday Feb. 5, from 9 a.m. to 2 p.m., on Sauvie Island. Home to bald eagles, hawks and falcons that spend the winter there, the island is just 10 miles northwest of Portland.

On this special day devoted to raptors, experienced naturalists will host activities at four locations around the 26,000-acre island. For only \$10 per vehicle (carpooling is encouraged) a map and the required Wildlife Area parking permit are provided, then you choose where to go to enjoy guided bird viewing.

Spotting scopes are provided for up-close viewing of frequently sighted raptors including bald eagles, red-tailed hawks, American kestrels and Northern harriers. Metro naturalists and local expert birders from partners Audubon Society of Portland, Oregon Department of Fish and Wildlife and Hawk Watch International will be on hand to point out and identify these magnificent birds at each of the four locations. With a little luck, you might spot a rough-legged hawk, Cooper's hawk, merlin or peregrine falcon. Beautiful sandhill cranes, snow geese and great blue herons are often seen at this time of year. Sauvie Island's watery habitat draws huge flocks of waterfowl, estimated at 150,000 on any day, to spend the winter. And all those ducks and geese attract the raptors, the meat-eating predators.

At Metro's Howell Territorial park you can meet live raptors up close; Finnegan, the peregrine falcon and Hazel, the spotted owl (Audubon's education birds). Learn what the presence of raptors tells us about the health of local natural areas and how you can

help keep wild birds living in your neighborhood. The event starts at Kruger's Farm Market, 17100 NW Sauvie Island Road.

Three of the four event locations offer wheelchair access.

[Learn more about the Raptor Road Trip](#)

[Metro Council announces appointment process for District 6 vacancy](#)

January 19, 2011 4:34 PM

Council expects to appoint new Councilor by end of February

The Metro Council today opened the formal application period for appointment as Metro Councilor for District 6. Robert Liberty resigned this position on Jan. 15 to lead the Sustainable Cities Initiative at the University of Oregon.

Citizens who have been registered voters in District 6 for at least one year may apply for consideration for the position. District 6 is located entirely within Multnomah County and includes portions of Southwest, Southeast and Northeast Portland.

Application materials are available to download from Metro's website at www.oregonmetro.gov/district6 or can be picked up at the council office at Metro Regional Center, located at 600 NE Grand Ave. in Portland. Applications must be submitted in person or through U.S. mail to:

Metro Council office
Attn: Tony Andersen
600 NE Grand Ave.
Portland, OR 97232

Applications must be received by Metro no later than 5 p.m. on Wednesday, Feb. 9. Applications will not be accepted via fax, e-mail or other means.

Qualified applicants will be interviewed by the Metro Council at a public meeting to take place at 5 p.m., Wednesday, Feb. 16, at David Douglas School District headquarters, located at 1500 SE 130th Ave. in Portland. The Metro Council will also provide opportunities for members of the public to testify in support or opposition to any applicant or to provide other testimony

relating to this appointment.

At the conclusion of the meeting, the council will determine whether to vote to appoint a new councilor or select a limited number of finalists to invite to participate in a public debate. Should that decision be made, the debate will occur Tuesday, Feb. 22 at 5 p.m. at Metro Regional Center.

After that debate, the Metro Council will likely vote on the appointment of a new District 6 councilor at its regular meeting on Thursday, Feb. 24, which begins at 2 p.m.

The person chosen for this appointment may serve the remainder of Liberty's term which ends in January 2013. An election for a four-year term will be held in May 2012.

Metro, the regional government, crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper. For more information, visit www.oregonmetro.gov.

[Read about the appointment process](#)

[A personal message from Carl Hosticka](#)

January 18, 2011 2:23 PM

January, 2010

Dear friends,

Happy New Year! I hope you all had a wonderful holiday season filled with joy and time well spent surrounded by family and friends. As you know, this year the Metro Council will benefit from the addition of two newly elected members. Council President Tom Hughes and Councilor Shirley Craddick of District 1 joined the council after the Jan. 4 inauguration.

President Hughes comes to Metro after eight years as mayor of Hillsboro between 2001 and 2009. Prior to becoming mayor, he served on the Hillsboro City Council for four years, the Hillsboro Planning Commission for 16 years, and worked as a high school history teacher in Aloha from 1974 until 2003.

Councilor Craddick joins the Metro Council to represent the District 1 area of east Multnomah County. A member of the Gresham City Council since 2004, Craddick is a retired registered dietician and researcher and worked at Kaiser Permanente's Center for Health Research for more than 30 years.

I'm looking forward to working with both of them to protect farm and forest land, create good jobs and make the most of existing public structures and systems like roads, bridges, parks and transit. Their unique points of view will be invaluable as we embark upon what is sure to be a busy and productive year.

As usual, Metro is hosting a wide variety of classes, workshops and volunteer opportunities across the region. Whether you want to watch birds at Smith and Bybee or find out more about the volcanoes surrounding the metro area, you're sure to find something fun to enjoy. Read more below and follow the links for additional information and registration.

All the best,

Councilor Carl Hosticka

Beautify the I-205 multi-use path

Join Friends of Trees for a planting event along the I-205 multi-use path. This is a three-year project to plant thousands of trees and native plants from Marine Drive all the way to the City of Gladstone. Arrive by 8:45 a.m. to register and enjoy coffee and breakfast treats. Meet at 10600 NE Holman St. Gloves, tools and guidance provided...

8:45 a.m. to 1 p.m. Sunday Jan. 23
10600 NE Holman St., Portland

[Read more and register](#)

Native Plant Center volunteer Saturday

Volunteers help out at Metro's Native Plant Center in Tualatin to provide an essential supply of uncommon native seeds and plant stock to support Metro's restoration projects. Activities vary throughout the winter and include harvesting and planting native lily and Delphinium bulbs, replanting seedlings grown

from seed collected at Metro's natural areas, planting seeds, maintaining seedbeds and planting native plugs into field beds to produce seed for prairie and understory enhancement projects...

9 a.m. to 1 p.m. Saturday, Jan. 22
Metro's Native Plant Center, Tualatin

[Read more and register](#)

Ducks 101: Waterfowl identification class

Half a million ducks, geese and swans spend the winter in the northern Willamette Valley. Many visit or pass through Smith and Bybee Wetlands. Waterfowl are some of the easiest birds to identify and great for learning the basics of bird identification. Join Metro naturalist James Davis to find out who's who in this large group of beautiful birds...

7 to 9:30 p.m. Thursday, Jan. 20
Metro Regional Center, NE Portland

[Read more and register](#)

Plant trees in Durham City Park

Help with the re-vegetation of native plants and trees in the Fanno Creek and Tualatin River watersheds, as well as build a healthy community. Arrive by 8:45 a.m. to register and enjoy coffee and donuts. Meet at Durham City Park. Gloves, tools and guidance provided; wear sturdy boots...

8:45 a.m. to 1 p.m. Saturday, Jan. 22
Durham City Park, Durham

[Read more and register](#)

Winter birds at Smith and Bybee Wetlands

The winter birds are really settled in at Smith and Bybee. The most obvious winter visitors are the numerous waterfowl and raptors that hang out at the lakes until spring. The year-round residents as well as a few winter songbirds are easier to see because all the leaves are gone...

9:30 a.m. to noon Saturday Jan. 22
Smith and Bybee Wetlands, North Portland

[Read more and register](#)

Stories in the stones on Mount Talbert

Join Metro naturalist Dan Daly and explore the rugged beauty of this unique lava dome as you wander through a white oak woodland in winter. Mount Talbert is part of a series of cinder cones and small shield volcanoes that began bubbling up almost 3 million years ago, leaving Mount Tabor, Rocky Butte and Mount Talbert in our region in its wake...

10:30 a.m. to 1 p.m. Saturday, Jan. 22
Mount Talbert Nature Park, Clackamas

[Read more and register](#)

Stayin' Alive: Winter survival shelters for families

Take shelter! Nature provides for those with know-how. The driving wind and rain can be held at bay with simple skills that every squirrel depends on. In this family-oriented class, learn the basics of building a winter survival shelter that can keep you safe and warm without the aid of a sleeping bag or a fire...

11 a.m. to 2:30 p.m. Sunday, Jan. 23
Oxbow Regional Park, Gresham

[Read more and register](#)

Raptor identification class

Hawks, eagles and falcons have always fascinated people. Metro naturalist James Davis will discuss how to tell these groups of raptors apart and the key points for identifying the most common species in Oregon. You will also learn about the natural history of raptors and the amazing adaptations of these birds for catching and killing their prey. In addition to slides there will be study skins of the most common species for up-close looks.

7 to 9:30 p.m. Thursday, Jan. 27
Metro Regional Center, NE Portland

[Read more and register](#)

[Metro Council approves food recycling facility in northeast Portland](#)

December 10, 2010 11:36 AM

Power generation, greenhouse gas reduction, job creation, neighborhood grants among benefits

The Metro council last night unanimously approved a franchise permit for Columbia Biogas to operate a facility in northeast Portland that will recycle food waste from commercial and industrial sources, keep about 200,000 tons of waste out of landfills or the sewer system, and produce enough electricity to power up to 5,000 homes.

Columbia Biogas plans to convert local food waste into renewable power, clean water, fertilizer and soil amendments. The anaerobic digestion operation will be located at 6849 NE Columbia Blvd, in an industrial-zoned portion of the Cully area in northeast Portland. Anaerobic digestion is a controlled and enclosed biologic process that breaks down organic matter without oxygen and produces methane-rich biogas that can be burned to make electricity.

Construction is expected to begin in summer 2011, and will provide about 85 jobs. Once opened, the facility will employ about 10 full time workers and is expected to create additional waste hauling jobs.

Columbia Biogas plans to operate power generating engines that will produce about five megawatts of electricity and to connect to a substation grid in the PacifiCorp system. The digestion process also produces a byproduct that can be used as fertilizer and soil amendments in nurseries and farms.

The facility will be capable of processing about 90,000 tons of solid food waste and 104,000 tons of liquid food waste per year. The material will be processed in tanks in an enclosed building. Solid food waste will come from local commercial sources such as grocery stores, restaurants and food processors. Liquid food waste will come from commercial grease traps and food and beverage processors. Liquid waste is currently sent down sewers and treated at wastewater plants. No yard debris or garbage will be accepted.

"Columbia Biogas brings an excellent model for how to handle food waste throughout the region," said Metro Councilor Rex Burkholder, whose district includes the new facility. "It eliminates the need to truck waste to landfills far from town therefore reducing greenhouse gasses, the process helps power our homes and fertilize our farm fields with food waste instead of burying it, and by partnering with the community, it creates and maintains good paying jobs for people in their own

neighborhoods."

Neighbors benefit from grants, agreements, jobs

Neighbors in the Cully area will benefit in other ways. The Metro Council has called for a 50 cent per ton surcharge on waste brought to the facility to establish a grant program to support community rehabilitation, mitigation and enhancement projects. Council has also requested that Columbia Biogas create a Good Neighbor Agreement with the Cully Association of Neighbors to minimize the impacts of the facility on local residents. Columbia Biogas has also formed an advisory committee with the neighbors, as well as a jobs subcommittee which includes the Native American Youth Association, Verde, Hacienda and Work Systems Inc.

Columbia Biogas must also receive a permit from the Oregon Department of Environmental Quality; that decision is expected soon.

[Learn more about the Columbia Biogas facility](#)

[Learn more about Metro's role in waste reduction](#)

[Tell us what you think](#)

Take a 2 minute survey about Metro news.

[Start survey](#)

[Protecting land protects the economy, too, study says](#)

December 10, 2010 11:35 AM



Protected lands generate millions of dollars for individuals and the community.

Natural areas are green in more ways than one, according to a new study that documents the economic advantages of preserving sensitive lands – like the 11,000 acres protected by Metro’s voter-approved Natural Areas Program.

Protected lands in Southeastern Pennsylvania generate millions of dollars for individuals and the community, according to the Return on Environment report commissioned by the GreenSpace Alliance and the area's regional planning commission. The economic benefits touched on many aspects of everyday life, including recreation, health, housing and jobs. Among the findings:

- natural areas add \$16.3 billion to the value of southeastern Pennsylvania's housing stock
- natural areas' ability to filter out pollutants and replenish water generates \$61 million in annual savings.
- trees on protected land provide \$17 million in annual air pollution removal and carbon sequestration services
- health-related cost savings from physical activity in natural areas total \$1.3 billion.
- economic activity associated with natural areas results in nearly 7,000 jobs and \$300 million in earnings.

[Read the full report](#)

[Learn about Metro's Natural Areas Program](#)

[**Statement from Metro Council President Carlotta Collette on urban and rural reserves**](#)

December 10, 2010 11:30 AM

Metro is committed to protecting the region's farms and forests and to providing good jobs now and in the future. That's why the Metro Council and its partners recently approved an historic proposal that protects more than 266,000 acres of rural land from development and provides about 28,000 acres to provide jobs and housing for our growing population during the next 50 years.

After a very detailed review of our growth management and land protection strategy, the Oregon Land Conservation and Development Commission asked that our region reconsider just a few small areas in Washington County. On Monday, the Metro Council received a proposal, developed by the chairman and chairman-elect of Washington County, designed to address the LCDC's request.

The Metro Council, at its work session today, briefly discussed this proposal. There is no support on the Metro Council for the

proposed map.

The Metro Council is committed to reaching agreement on a new urban and rural reserves map for Washington County and completing this effort in a timely, thoughtful and inclusive manner. At multiple phases throughout the urban and rural reserves process, the Metro Council has provided many opportunities for public input. The Metro Council will continue to provide opportunities for the public to comment on any reserves proposal it has under consideration before making final decisions.

[Learn more about urban and rural reserves](#)

[Metro Councilor Hosticka to meet with student leaders in Beaverton](#)

December 8, 2010 12:33 PM

Metro Councilor Carl Hosticka will join students at Beaverton High School from 2 to 3 p.m. Monday, Dec. 13 to participate in the Reaching and Empowering All People (REAP) "Future is Now Tour." The tour, which brings students from diverse backgrounds and regional decision makers together to discuss Metro's role in the community and brainstorm solutions to the region's problems, will pair Metro councilors with students in their district.

Students attending the event are participants in the REAP program which aims to empower and provide leadership training. Metro has partnered with REAP for several years and this week's school visits are an important part of the agency's ongoing commitment to fostering diversity and directly engage the community in Metro's decision making process.

Mark Jackson, the Vice President and Executive Director of REAP praised the meetings saying, "The Future Is Now Tour highlights how strategic community partnerships help engage future leaders to ensure the region protects its unique brand of sustainable living."

The presentations follow a meeting held at the Metro Regional Center this past July in which Metro Councilors met with several REAP participants to discuss the regional government's role in transportation planning, climate change mitigation and the promotion of renewable energy resources. While each

councilor's presentation will vary depending on their particular field of interest, the overall mission is to inform students about how Metro policies affect the region, increase opportunities for young leaders to participate in decision making processes and to build toward a long-term relationship between Metro and REAP.

After the presentation, students will discuss their perception of Metro's role in the region and make suggestions for how the agency can improve its effectiveness as well as brainstorming ways in which Metro can effectively engage students and communities of color.

2 - 3 p.m., Monday Dec. 13, 2010
Beaverton High School
13000 SW Second Street
Beaverton, OR 97005

The mission of REAP is to be proactively involved to empower and engage youth, families and the community for a better future now.

Metro, the regional government that serves 1.5 million people who live in the 25 cities and three counties of the Portland metropolitan area, provides planning and other services that protect the nature and livability of our region. For more information, visit www.oregonmetro.gov.

[Metro Council to focus on efficiencies inside UGB this fall](#)

November 22, 2010 4:57 PM

The Metro Council will soon consider improvements to the Portland region's growth rules that will require more effective and efficient use of existing public investments and that improve the management and accountability of public services. Metro's goal is to ensure the region makes the most of its existing cities as part of the agency's long-term strategy to provide good jobs, protect valuable farm and forest land and preserve outdoor recreation opportunities.

Metro is evaluating proposals to create stronger protections for industrial land to ensure it remains available for large manufacturers; to focus public investments to support existing businesses, cities, town centers and transportation corridors; and to provide more affordable housing, among other areas.

Four public hearings will be held throughout the region over the next three weeks:

- 5 p.m., Monday, Nov. 29, Clackamas County Public Services Building, 2051 Kaen Rd., Oregon City
- 5 p.m., Thursday, Dec. 2, Hillsboro Civic Center Auditorium, 150 E. Main St., Hillsboro
- 5 p.m., Dec. 9, Metro Regional Center Council Chamber, 600 NE Grand Ave., Portland
- 2 p.m., Thursday, Dec. 16, Metro Regional Center Council Chamber, 600 NE Grand Ave., Portland during the Council's regular meeting. NOTE: The Metro Council is scheduled to vote on the proposed capacity ordinance at this time.

[Read more about Metro's work to improve growth management, including information about upcoming public hearings](#)

The Metro Council will be considering ways to protect farms, forests and natural areas by investing inside the existing urban growth boundary this fall. It will not be considering an expansion of the urban growth boundary in 2010 until a revised urban and rural reserves map for Washington County is agreed to by the Metro Council and the Washington County Board of Commissioners and acknowledged by the Oregon Land Conservation and Development Commission. That work will not be completed before Spring 2011.

[Read more about the ruling of the Oregon Land Conservation and Development Commission on urban and rural reserves](#)

[Read more about the current status of urban and rural reserves](#)

[**Brownfields redevelopment brews success in Beaverton**](#)

November 22, 2010 4:55 PM



Ava Roasteria provides a community gathering spot with 24-hour coffee service and free Wi-Fi.

When Metro asked residents of the region last August to provide feedback about expanding the urban growth boundary and how and where the region should invest in communities, more than 600 people stepped up to respond.

A constant throughout the comments collected was strong support for maintaining a tight urban growth boundary by making the most of what we already have.

And what exactly does that look like? How about 24-hour coffee, free Wi-Fi and a sense of community?

The site of Ava Roasteria, a free-trade coffee house in Beaverton, was once the location of Nick's Auto Body. Years after the shop closed, the environmental impacts from the petroleum-based products once used remained. Due to the perseverance of Amy Saberiyan, the owner and developer of the property, the contaminated site was cleaned and the old underground gas tanks removed. Ava Roasteria opened its doors on the site in 2006 and now plays host to students studying for exams, friends gathering for a cup of coffee and entertaining live music performances.



Gas tank removal at brownfield site (formerly Nick's Auto Body)

As the first brownfield redevelopment in all Beaverton, Ava Roasteria has grown to become a community asset and a model for how urban areas can recycle contaminated lands and make the most of existing commercial properties in key locations.

Rob Pochert, the economic development program manager for the City of Beaverton, said of the popular gathering place, "It's been an exciting addition to the downtown core. It serves as an example of the kinds of projects urbanized areas can utilize. I hope we see more of this kind of revitalization."

Brownfield redevelopment helps support the region's six desired outcomes by creating vibrant communities, promoting economic prosperity and ensuring clean air and water.

(Photos courtesy of Amy Saberiyan)

[Learn more about Metro's brownfield recycling program](#)
[Learn more about the attributes of great communities](#)

[Fowl fun: Metro events Oct. 27 – Nov. 2](#)

October 27, 2010 9:27 AM

This weekend's events at Smith and Bybee will give birdwatchers something to flock to: join Metro Naturalist James Davis as he takes guests on a tour of many different birds who are passing the fall at Smith and Bybee. Even if birding isn't your pastime, Metro has plenty more opportunities to get out this weekend. Join Metro and SOLV to plant trees at Beaver Creek or meet the famous Oregon pioneers interred at Lone Fir Pioneer Cemetery. The best part is, most of the events are low-cost or free, and registration can be completed online. Follow the links below for

more information.

[Plant trees with SOLV in Troutdale](#)

9 a.m. to noon, Saturday, Oct. 30

Glenn Otto Park, Troutdale

Note: all tools provided

[Autumn birds at Smith and Bybee Wetlands](#)

9:30 a.m. to noon, Saturday, Oct. 30

Smith and Bybee Wetlands Natural Area

Note: advance registration required

[Mushrooms for beginners at Smith and Bybee Wetlands](#)

1:30 to 4 p.m., Saturday, Oct. 30

Smith and Bybee Wetlands Natural Area

Note: advance registration and \$10 fee required

[Tour of Untimely Departures](#)

6 to 9 p.m., Sunday, Oct. 31

Lone Fir Pioneer Cemetery

Note: advance registration encouraged

[Planning your garden in the off-season](#)

6 to 8 p.m, Tuesday, Nov. 2

Sabin School, NE Portland

More things to do brought to you by GreenScene

Metro GreenScene provides a comprehensive calendar of free and low-cost nature activities, gardening workshops, volunteer ventures and community events offered all around the region by Metro and dozens of other organizations.

[View the online calendar](#)

[Visit the GreenScene page](#)

[Follow on Facebook](#)

[Follow on Twitter](#)

[Future of Stafford area debated at commission hearings](#)

October 27, 2010 9:21 AM

Oregon's Land Conservation and Development commissioners heard lengthy testimony Thursday morning about whether the Stafford area should be included in the region's proposed urban reserves.

The rolling hills and dells of Stafford, segmented by Interstate 205, were included in Clackamas County's urban reserves over the objections of some area residents, as well as the cities surrounding the Stafford Basin.

[Read more about urban and rural reserves](#)

Jeff Condit, a Portland attorney representing the cities of Tualatin and West Linn, said the expense of urbanizing Stafford was a reason for the commission to force Clackamas County and Metro to take another look at Stafford.

The arguments presented so far "demonstrate the whole area will be in gridlock, and there will be no money to fix it within the next 25 years," Condit said. He pointed to the [Regional Transportation Plan](#) in support of his prediction.

Condit also cited the challenges of developing Damascus — the 2002 urban growth boundary expansion that prompted the urban reserves designation process — as a parallel for Stafford's future.

"It's extremely difficult to urbanize these kinds of areas, including Damascus," he said. "There's steep slopes, they're parceled, and the citizens of the area are politically opposed. That would describe Stafford to a 'T.'

"For all the reasons staff may have concluded Damascus may have not been the right thing to do, those same reasons apply to Stafford," he said.

Dan Chandler, an attorney for Clackamas County, said the choice to include Stafford in the urban reserve was politically difficult, but right for the county.

"The cities of West Linn, Tualatin and Lake Oswego consistently expressed opposition," Chandler said. "On balance, however, the designation as an urban reserve is the most appropriate

decision."

He said the designation of Stafford as an urban reserve kept the county from having to bring areas of top-tier "foundation" farmland in as candidates for future urbanization.

As for the cost issue, Chandler said the timeframe expressed in the Regional Transportation Plan is only half of the proposed lifespan of reserves.

"The fact that the RTP says things are going to be tough in 25 years doesn't mean we shouldn't put this area in the mix of areas to consider for a 50 year timeframe," Chandler said.

He also said the cities that stand in opposition to the Stafford urban designation have a track record of developing areas like Stafford.

"The notion that it can't be served doesn't make any sense," Chandler said. "Neighboring cities have all developed similar property — similar slopes, similar sensitive areas to protect."

Metro news reporter Nick Christensen can be reached at nick.christensen@oregonmetro.gov or 503-813-7583.

[Council seems to support modest growth boundary expansion](#)

October 14, 2010 11:27 AM

Metro councilors seem to be leaning toward a modest urban growth boundary expansion for residential land.

The council addressed the urban growth boundary as a board for the first time at a Tuesday worksession, and at least four councilors said they were comfortable with saying the region will need about 15,000 new residential units to meet state capacity requirements.

Oregon law says the Metro region must have enough land [within its urban growth boundary](#) to meet 20 years worth of anticipated growth. The Metro Council gets to decide how much growth is anticipated, then decide how best to meet that need; state regulators review Metro's findings to see whether they're realistic.

In the past, Metro staff has given the council a specific number of units that planners think the region will need over 20 years. This year, though, planners presented the council with a range of options – a low-end and high-end number of units Metro staff thinks the region will need in 20 years.

The middle third of that range is where planners think the state is most likely to approve Metro's growth plans.

The council didn't take a formal vote on the urban growth boundary Tuesday. Councilors instead focused on their preferences for the scenario Metro planners should look at as the council heads toward a December vote on the boundary. They also related the opinions gleaned from meetings of the Metro Policy Advisory Committee.

The range approach isn't all that's different about Metro's first comprehensive look at the growth boundary in eight years. The agency is still adjusting to life after its 2002 urban growth boundary expansions into North Bethany and Damascus. The immense planning and infrastructure funding challenges in those areas have prompted councilors to eye expansion into areas most likely to be developed, near cities capable of handling that planning and infrastructure funding.

Damascus and North Bethany also prompted the development of [urban and rural reserves](#).

"To me, this is a decision less about how much land do we think we need, and more about who's really doing the kind of community we've been talking about," said Carlotta Collette, the acting council president. "I see us arriving somewhere at the low end, low-to-middle, and being careful about where we pick those places. Some places seem to be ready to deliver."

Councilor Rex Burkholder, however, cautioned against using readiness for development as the only benchmark in forecasting growth.

"I think we have a housing shortage right now, and it's not a because of a shortage of land, it's because of a shortage of financing," Burkholder said "There's a real gap and it's going to be a lot worse soon."

With Metro targeting expansion areas to have 15 units per acre

– roughly double the density of most single-family home neighborhoods in the Portland city limits – parts of those new developments would have to have multi-family housing.

Kathryn Harrington, the councilor who represents northwest Washington County and three of the four proposed residential expansion areas, said it was important for Metro to shoot for that middle third of the range.

"If we end up elsewhere than the middle third, we lose a lot of regional partnership commitment to working on the harder problems of the Community Investment Strategy and our climate change work and our various regional initiatives," she said. "I think we're going through an intense period of transition. We want to continue to bring our partners along and with us.

[Read more about the Community Investment Strategy](#)

Metro news reporter Nick Christensen can be reached at nick.christensen@oregonmetro.gov or 503-813-7583. This story was not subject to the approval of Metro staff or elected officials.

[Salmon homecoming – Metro events Oct. 16 – 20](#)

October 14, 2010 11:25 AM

This week, fall Chinook salmon will complete their remarkable journey from the Pacific Ocean to the Sandy River, returning to their spawning grounds to start another generation of native Oregon salmon. Join Metro at Oxbow Regional Park for a front row seat to one of nature's most amazing and fascinating events. If you're not hooked by salmon, join Metro to learn how to transplant perennial and native plants or get the low-down on porous pavers. The best part is, most of the events are low-cost or free, and registration can be completed online. Follow the links below for more information.

[Transplanting perennials and natives](#)

10 to 11:30 a.m. Saturday, Oct. 16
Metro's Natural Techniques Garden
Note: advance registration encouraged

[Salmon homecoming at Oxbow](#)

11 a.m. to 4 p.m., Saturdays, Oct. 16 and 23 and Sundays Oct. 17 and 34
Oxbow Regional Park

[Animal tracking workshop at Oxbow](#)

10 a.m. to 1 p.m. Sunday, Oct. 17
Oxbow Regional Park
Note: advance registration and \$10 fee required

[Pervious concrete installation demonstration and class](#)

12:30 to 1:30 p.m. Wednesday, Oct. 20
Water House, 1630 NE 140th Ave., Portland
Note: advance registration required

More things to do brought to you by GreenScene

Metro GreenScene provides a comprehensive calendar of free and low-cost nature activities, gardening workshops, volunteer ventures and community events offered all around the region by Metro and dozens of other organizations.

[View the online calendar](#)
[Visit the GreenScene page](#)
[Follow on Facebook](#)
[Follow on Twitter](#)

[Posters capture recommendations for walkable city centers](#)

October 11, 2010 1:24 PM



Findings from the Hillsboro walking audit inspire vision for a walkable downtown

Last June, Metro's development center invited Dan Burden, co-founder of the Walkable and Livable Communities Institute,

Inc., and Ian Lockwood and Fabian De La Espriella of AECOM to conduct walking audits in Southeast Portland, Beaverton and Hillsboro for community business leaders, planners and elected officials. Once the three days of walking audits were completed, the institute's recommendations for walkable neighborhoods and city centers could have easily ended up in a spiral-bound report.

Instead, their findings and suggestions for pedestrian-friendly communities were captured in three colorful, information-packed posters.

With one poster for each city, the major issues, opportunities and desires of the community are spotlighted under the bold graphic heading, "What we heard." Short- and long-term priorities including goals for sustainable transportation, traffic calming and placemaking follow, supported by vibrant maps, illustrations and diagrams.

Add in photos taken during each walking audit and the posters provide a snapshot of all the elements that would enhance the livability of each neighborhood and city center.

Instead of sitting on a shelf in the planning offices of Portland, Beaverton and Hillsboro, the posters can be used to keep the vision of livable, pedestrian-friendly communities front and center as the cities grow.

[View the walking audit posters](#)

[Learn more about the walking audits](#)

[View a video on best practices for walkability](#)

[Tualatin Riverkeepers seek to increase public access to river](#)

October 5, 2010 3:06 PM



Carl Hosticka on the Tualatin River.

Metro Councilor Carl Hosticka paddles with Tualatin Riverkeepers exploring new sites for the Tualatin River Water Trail with Grant McOmie of KGW-TV. See more on an upcoming segment of Grant's Getaways on KGW and Northwest Cable News.

View the full segment at the following times:

- noon, Thursday, Oct. 7, on KGW (Channel 8)
- 7 to 9 a.m., Saturday, Oct. 9, on KGW
- throughout the afternoon, Saturday, Oct. 9, NW Cable News (Channel 49)
- noon, Thursday, Oct. 7, posted on Travel Oregon website

[Visit the Travel Oregon website](#)

[Learn about the Tualatin Riverkeepers](#)

[Watch some of "Grant's Getaways"](#)



Carl Hosticka being filmed for "Grant's Getaways" on KGW TV.

[South metro business leaders ask about big picture](#)

October 4, 2010 9:28 AM

WILSONVILLE – It's not surprising that business leaders from the southern metropolitan area were laden with big-picture questions about how Metro can help them encourage, and manage, growth.

After all, the southern Interstate 5 corridor has three burgeoning cities – Sherwood, Tualatin and Wilsonville – and a swath of urban reserve land in Stafford that is decades from becoming a new community of its own. Where other cities will refine themselves from growth on the edge, these places will define themselves with the growth that's to come.

Thus was the context of a Wednesday morning meeting of the South Metro Business Alliance, about 15 members of which were briefed by Metro Chief Operating Officer Michael Jordan on his proposed Community Investment Strategy.

Within the Metro jurisdiction, alliance members were concerned with Jordan's plans for a regional investment strategy task force. Outside, they were worried about the infrastructure pressures – particularly traffic – caused by growth in satellite cities like Newberg.

That concern was initially expressed by Yvonne Addington, who wondered what Metro was doing to try and solve congestion caused by Yamhill County commuters trying to get from Highway 99W to Interstate 5.

A connector is planned, but Addington wanted to know what Yamhill County was doing to help deal with problems in the

Metro region.

“Is the area looking more and more like Los Angeles?” Addington asked.

Jordan said the comparison to the sprawling California metroplex of 18 million people might be a bit of an exaggeration. But he used the question to illustrate how Metro needs to ensure satellite cities from Newberg to Vancouver experience economic growth.

“We should care as much about how many jobs can be created in Newberg as we do inside the boundary,” Jordan said. “Only if those communities can get closer into balance will we be able to help alleviate this commute issue.”

Metro Councilor Carl Hosticka, who represents southern Washington County, said that’s a message that resonates outside of his agency’s jurisdiction.

“My impression is they all would like to be more self contained and not be satellites,” he said. “We don’t have to persuade Newberg they want to be a complete community.”

Linda Moholt, the executive director of the Tualatin Chamber of Commerce, was concerned about complete communities within the region. She said economic development wasn’t enough of a priority in Jordan’s proposal.

“If you have a job, you pay taxes and the rest will follow,” she said. “If you don’t have a job, then there’s nothing we can talk about.”

Jordan said there’s a case to be made that economic development is a huge priority, because the region has 20 different economic development plans. Everybody thinks it’s a priority, he said.

“They’re not working together,” Moholt replied.

Jordan agreed.

“How would you know how to weigh a transportation investment, in terms of economic development, if there are 20 different priorities?” Jordan asked. “That’s where we’re ineffective.”

And that's where Jordan is hoping to convene a group of regional leaders to talk about how public sector investments can spur the most private sector development. He criticized current mindsets around region-wide investments.

"It's up to these elected officials who get put in an incredibly difficult box to cut a baby up and if they did it really well, everybody's equally ticked," Jordan said. "That's not a way to solve complex problems."

Read more about the Community Investment Strategy

Metro news reporter Nick Christensen can be reached at nick.christensen@oregonmetro.gov or 503-813-7583. This story was not subject to the approval of Metro staff or elected officials.

[Jordan follows up on issues raised at Aug. 26 Westside Economic Alliance forum](#)

October 1, 2010 2:07 PM

On Aug. 26, Metro chief Michael Jordan presented his ideas about a Community Investment Strategy to a crowd of more than 150 business leaders, public officials and other interested citizens that attended a forum sponsored by the Westside Economic Alliance and the Clackamas County Business Alliance.

Attendees were encouraged to submit questions in writing for Jordan to answer. As there were more questions submitted than Mr. Jordan had time to answer at the breakfast forum, he agreed to answer each of the written questions submitted and post the replies to those questions on Metro's website.

[Download the PDF full text](#)

[Learn more about the Community Investment Strategy](#)

Below are the questions submitted to Metro (indicated in italics) and Jordan's responses:

Transportation-related questions

Washington County is unique in the state for funding transportation projects with a property-tax based Major Streets Transportation Improvement Program, while Clackamas County

has favored a motor vehicle registration fee to help fund transportation investments here on the Westside. What are the regional funding options you will be recommending to reduce the [\$27-41] billion funding gap for public infrastructure you tell us we can expect in the next 50 years?

First of all, I do not plan to unilaterally recommend any specific revenue solutions. I am recommending that our region's public and private sector leaders work collaboratively to develop a comprehensive investment strategy. This strategy should recommend methods to address our public structure needs broadly, including transportation, but also a wide range of other critical investments in our downtowns and main streets, our parks and natural areas, employment and industrial areas, and so on.

In regards to transportation, our region has developed a Regional Transportation Plan that includes a set of future investment strategies to close the finance gap. Those strategies, adopted by the *Joint Policy Advisory Committee on Transportation* and the Metro Council, envision a mix of investment sources such as vehicle registration fees, system development charges and tolling to address future capital needs, and local street utility maintenance fees (such as those adopted by the cities of Tigard and Lake Oswego) to pay for road maintenance. These investments would supplement the ongoing resources our region expects to receive from the state and federal transportation agencies.

The 2008 Regional Infrastructure Analysis provides lists of ideas to explore as we enter into this collaboration. Those lists include methods of financing public structures, but also ways to be more efficient with the resources we have, and how to innovate to provide services more inexpensively or to meet multiple objectives at once.

Next week [week of Aug. 30], TriMet has announced plans to cut public transit service and increase passenger fares, to make up for a \$27 million funding gap in the agency's 2011 budget. But this will isolate some of the largest employment centers in the region, which fuel TriMet with the vital payroll taxes that keep their buses on time and the trains on track. Metro recently

passed the 2035 Regional Transportation Plan that proposes significant expansion and investment in our region's public transit system with high capacity transit and fixed rail transit projects in particular. How do you reconcile the ambitious transit dreams in Metro's RTP, with the fiscal realities of TriMet's operating budget? In other words, how are we going to pay for the transportation needs over the next 20 years?

The 2035 RTP contains a package of multi-modal system of transportation investments, including expanding public transportation. From now until 2035, the RTP projects revenues will exist to expand transit service at a rate of 1 percent per year including capital expansion. The RTP highlights the potential tradeoffs of balancing existing transit service with desire to expand the public transportation system given the recent budget shortfalls. Current sources of transit investment are not enough to support the system expansions needed to serve its growing ridership. Traditional approaches to financing transportation projects are not only failing to maintain existing systems, they are inadequate to build new systems to accommodate growth and keep our economy moving. These issues warrant more discussion. New investment strategies, enhanced public and private collaboration and stronger public support must be developed to pay for major system investments. Meanwhile, the following interim steps are crucial:

- Avoid the higher costs of deferred maintenance by making maintenance of existing streets, roads and bridges a priority.
- Maximize operational efficiency of the current system, using new tools and management strategies.
- Prioritize less expensive, short-term improvements that yield the maximum benefit in relation to the outcomes that they achieve – safety, congestion relief, community development, freight reliability, etc.

Our regional transportation infrastructure is inadequate, the Columbia Crossing bridge being the prime example of our inability to plan and deal with growth. Will something really be done to work on road improvement and new major

thoroughfares before gridlock occurs?

The transportation system plays a crucial role in sustaining the economic health of the region and the state of Oregon. Unmitigated congestion and delay will compromise the economy in the future. As a global trade gateway and domestic hub for commerce and tourism, our region must expand current efforts to address growing congestion, particularly in our mobility corridors. Metro maintains a Congestion Management Process for the Portland metropolitan region as required by federal law. The CMP includes a performance management system that informs needed capital investments, such as new or improved transit and road capacity as well as demand and system management strategies to make the most of our existing transportation investments. In addition to traditional congestion management strategies, our region has developed non-traditional approaches to manage growing congestion and improve freight reliability, including the use of intelligent transportation systems, building transit-oriented development near transit and implementation of programs to increase walking, biking and carpooling. While these strategies alone cannot solve congestion problems, they provide low-cost support to other strategies and road and transit investments.

How important is the construction of the Columbia River Crossing project to the region and how does it factor into the growth report recommendations?

The Locally Preferred Alternative, as approved in 2007, was assumed in the growth report assumptions in my recommendation. The CRC is a multi-modal transportation package that includes a new bridge with tolled freeway lanes and light rail transit and is a vital link in the region's transportation plan because:

- it will reduce peak hour auto, truck and transit travel times in the corridor
- Interstate 5 is our region's link to the rest of the West Coast, from Canada to Mexico; it provides access to the Albina intermodal rail yard, Portland Harbor marine terminals and is part of the access route to the Portland air terminal for air cargo
- five industries are particularly sensitive to road congestion: wood products distribution/wholesale trade, transportation equipment/steel, farm and food products and high tech;

- these products account for about 70 percent of tonnage crossing either Interstate 5 or Interstate 205 bridges
- it will provide needed engineering and construction jobs.

Metro is recommending that we infill, refill and reclaim underutilized areas inside the Urban Growth Boundary to provide homes, jobs and public services we will need to accommodate a million more residents in our region over the next 20 years. But how much of this growth is expected along existing roads and transit corridors owned and maintained by the state of Oregon. For their part, the Oregon Department of Transportation and the Oregon Transportation Commission insist on protecting the state's investments in highway interchanges and transportation investments. So how can we have it both ways - density and infill, along existing roads and transit corridors - without over-taxing the fragile transportation system we have?

Metro supports the OTC's objective of protecting the state's investment, and the RTP includes a number of traditional and non-traditional strategies aimed at improving the operation and efficiency of our existing transportation investments. Our region would like to work with the Commission to develop and implement a model for collaborative management of regional and district highways. This could include more strategic investments to upgrade facilities prior to, or in conjunction with, the transfer of ownership to local governments where appropriate. These are former highway routes, built before the regional throughway system evolved. They have since become urban arterial streets that connect communities and employment areas and, in many cases, function as regional transit routes or provide vital links within our cities.

Mass transit should be located where jobs are. Citizens want land/yards not density. Also, have you read this book - "Best Laid Plans" by Randal O'Toole? What changes will Metro make based on this? Going forward how will Metro address these items?

O'Toole calls for repealing federal, state and local planning laws and proposes reforms to help solve social and environmental

problems without government regulation. This is not an approach supported by a majority of the region's voters.

Citizens love their cars. Why did the Westside bypass through Sherwood/Tualatin get dropped? When will it be implemented? Light rail hasn't worked because it doesn't go to places people need to go. Make transit available for commuters who don't have good light rail access.

In 1997, our region adopted the Western Bypass Study, which recommended a package of arterials, transit, highway and interchange investments in lieu of a new western bypass in southwest Washington County. Since 1997, local governments, TriMet and ODOT have been implementing recommended investments and completed additional planning for the Highway 217 corridor and the area between Interstate 5 and Oregon Route 99W in southern Washington County. These efforts identified additional local and regional multi-modal connections and system management strategies to serve current and future travel needs in this part of the region, including expanding transit.

In Europe, even large cities promote "walking streets" that bring together buyers and retailers in an enjoyable community focused zone. Has Metro considered supporting "walking streets" joined by public transit? Downtown Beaverton seems ideal!

The 2035 Regional Transportation Plan recognizes that pedestrian activity indicates vitality in residential, commercial and mixed-use areas. Pedestrian activity thrives where the physical facilities are well connected, safe and attractive—well lit, free of debris and in good repair—and where intersections have crosswalks or signal lights. The RTP calls for "complete streets" and emphasizes streetscape retrofits, street connectivity, transit, sidewalks, bicycle and trail connections in downtowns and along main streets to leverage mixed-use development and transit investments such as frequent bus, streetcar or high-capacity transit. These investments help

revitalize downtowns and main streets and serve as an economic catalyst for businesses and jobs.

Land use-related questions

Metro is recommending that we infill, refill and reclaim underutilized areas inside the Urban Growth Boundary to provide homes, jobs and public services we will need to accommodate a million more residents in our region over the next 20 years. But how much of this growth is expected along existing roads and transit corridors owned and maintained by the state of Oregon. For their part, ODOT and the OTC insist on protecting the state's investments in highway interchanges and transportation investments. So how can we have it both ways - density and infill, along existing roads and transit corridors - without over-taxing the fragile transportation system we have?

Metro supports the OTC's objective of protecting the state's investment, and the RTP includes a number of traditional and non-traditional strategies aimed at improving the operation and efficiency of our existing transportation investments. Our region would like to work with the Commission to develop and implement a model for collaborative management of regional and district highways. This could include more strategic investments to upgrade facilities prior to, or in conjunction with, the transfer of ownership to local governments where appropriate. These are former highway routes, built before the regional throughway system evolved. They have since become urban arterial streets that connect communities and employment areas and, in many cases, function as regional transit routes or provide vital links within our cities.

It's good that Metro's decisions are "policy driven" rather than data driven. But how well will this policy-versus-data approach stand up to court review, given the state's data-based land use law requirements?

It is more accurate to characterize Metro's current decision-making on the capacity of the UGB and need for possible UGB expansion as both "policy-driven" and "fact-based." State law requires Metro's determination of the capacity of the UGB to be "fact-based." The Metro Council's UGB decisions must be grounded in the facts contained in the most recent Urban Growth Report (2009). But state law gives the Metro Council

choices if it determines the UGB, based on the facts in the UGR, does not have sufficient capacity. The Council may expand the UGB to add capacity. It may take actions – such as investing in centers and corridors – to add capacity within the UGB. Or the Metro Council may do a combination of both. These are the results of multiple policy decisions. For example, should Metro increase residential capacity everywhere? Should it increase density in centers and corridors? Should it hold the UGB tight with no new capacity inside and thereby send growth to Vancouver? These and others are among the policy decisions the Metro Council might consider.

Approximately 70 percent of Sherwood's residents leave Sherwood for work. Based on the importance of a good jobs/housing balance, and the quote on page 13 of the report that Metro should make decisions that support employment areas, and then looking at the recommendation placing over 400 acres and 4,900 new dwelling units, but no employment acres in west Sherwood – tell us why these views and recommendations are not conflicting. Won't these recommendations just compound the failing transportation system and exhaust local government resources?

Metro is responsible for completing a regional assessment of growth capacity. The 2009 UGR did not indicate a regional need for additional employment capacity (just the special need for large industrial sites of 50 acres or more). If a UGB expansion is made for residential purposes, Metro staff encourages planning for mixed-use areas that provide retail and services for local residents.

UGB expansions are not the only way to provide employment capacity. Changes to zoning designations as well as encouraging more efficient use of land are additional steps that can be taken by cities. Currently, there is a sizable inventory of vacant office buildings in the region. For example, in the Tualatin/Wilsonville submarket, there was a 36.1 percent vacancy rate in the second quarter of 2010 (source: Grubb and Ellis).

Economic prosperity and "quality of life" questions

On page four of the summary report you gave us this morning [Aug. 26], your report indicated the number of "cost burdened households throughout the region could more than double from 95,500 in 2005 to a projected 195,000 households by 2035" spending more than 50 percent of our income on housing and transportation. That's not a very flattering look through your crystal ball, Michael, so help us get a clearer look, and tell us what our region must do to reduce these numbers and relieve the economic stress on residents of our region.

The obvious first response is to take actions now that will attract higher wage jobs in the future and counteract the housing and transportation cost increases with higher wages. This is not so easily accomplished, of course, which is why I have also recommended that additional local, regional and state actions be taken to provide incentives and strategic investments to support traded sector goods and services.

Despite these efforts, we always will have households with incomes below the median that struggle to meet their basic needs of housing, food, transportation, health and services. Since a household budget must cover all of these costs, housing subsidies in areas where transportation costs are high can reduce the effectiveness of the subsidy. Metro has adopted a policy in the RTP to reduce the number of cost-burdened households by targeting investments that can reduce transportation costs for these households.

I am proposing that we go a step further. Metro is a member of a consortium established to develop a Housing Equity and Opportunity Strategy for our region. We are awaiting response from the U.S. Department of Housing and Urban Development to see if we have been awarded a Sustainable Communities Grant for this effort. Whether or not we have federal support, the data in our region speaks for itself – we have to do a better job of improving public structures in areas with concentrations of affordable housing and we have to do a better job of locating affordable housing in areas with robust public structures and services, particularly transit. This will require new ways of working together – among community-based organizations, housing authorities, for-profit housing providers and traditional land use and public works departments. With 22 elected and

community leaders already signed up as members of this consortium and more willing to join, I am confident we are ready to tackle these challenging issues around equity, investments and fairness. The result should be a better picture of the cost-burdened households for the future than we see now.

How can your desired outcome of "economic prosperity" be achieved if you add so many buildable acres and dwelling units but zero acres of employment land in the same area?

If a residential UGB expansion is made, Metro staff encourages planning mixed-use areas where appropriate to serve local retail and service needs. UGB expansions are not the only way to provide employment capacity. Changes to zoning designations as well as encouraging more efficient use of land are additional steps that may be taken by cities. The Metro Council cannot legally make UGB expansions for employment purposes that are not tied to a demonstrated regional need. The 2009 UGR points to a regional need for large industrial sites and Metro's COO has recommended addressing that need in an area north of Hillsboro.

When you spoke to us in Tualatin last October, you explained that Metro has six "desired outcomes" for our region, including "economic competitiveness and prosperity." How are we going to measure our "competitiveness," and how will we define "prosperity"?

Competitiveness and prosperity are being addressed through Greater Portland-Vancouver Indicators project, a collaborative effort among Metro, the Institute of Portland Metropolitan Studies at Portland State University, and other partners. Working with a high-level advisory team, an Economy Opportunity Results Team is identifying what it believes are the most important outcomes (results) and drivers (of those results) to measure for our four-county region. (Eight other Results Teams are doing the same for Education, Civic Engagement, Arts and Culture, Healthy People, Safe People, Access and Mobility, Quality Housing and Communities, and Healthy Natural Environment.) Once the teams agree on the most important

results to measure, they will begin to identify indicators.

In Metro's 2040 Growth Concept where are the jobs, and the tax base to pay for these dreams?

Metro agrees that a regional economic development strategy and a community investment strategy are needed to realize our region's goals. I have called for both in my recommendations.

Some officials contend that job growth and UGB expansions in Washington County impede growth in Clackamas County and divert public resources from Clackamas County. Do you agree?

Washington, Clackamas and Multnomah counties are all part of one economy. A coordinated regional economic development strategy is needed to ensure that our entire region prospers.

With the disparity in different jurisdictions that tax themselves differently and spend money on other things, do you see Metro getting into this? Putting their emphasis on different subjects?

Much of the focus of the Community Investment Strategy is identifying how local governments currently spend the limited money they have on investments that leverage private development and coming up with ideas to get more efficiencies and more leverage out of those investments. In addition, we also want to look at policies and processes in place in cities and counties that support or hinder private development. It is my hope that through this effort, local governments in our region will learn from each other and from the private sector and implement best practices with regard to policies and investments. Metro may also tie the allocation of regional funds to the implementation of certain policies or investments at the local level that enhance private development.

Many say we need to invest more state and local money within

the state. Comment on how this can help or hinder leverage of investment.

The Regional Infrastructure Analysis conducted in 2008 identified a significant shortfall in investments for traditionally public structures (roads, bridges, schools, parks, etc.) needed to maintain existing downtowns and communities, and to support population and employment growth. This gap will make it harder for cities and counties to invest in critical public structures that lay the foundation for private investment in real estate, and in business creation, location and expansion. Two examples in my recommendations report provide good examples of where public investment can leverage private investment in housing and job creation: 1) the College Station housing complex (p. 12) and 2) the Troutdale Reynolds Industrial Park (p. 15). Both of these are illustrations of the ways that foundational public investments leverage private sector investment.

For the past 15 years, Washington Square has been designated a "regional center" in Metro's 2040 Growth Plan. So how are doing in fulfilling the visions of the 2040 Growth Plan, and what kinds of changes should we expect in this area over the next 20 years in terms of housing, jobs, transportation and economic development?

Washington Square is the one of the largest regional centers but currently has the smallest number of dwelling units per acre. The cities of Beaverton and Tigard have expressed their aspirations to create an 18-hour community with higher density housing and to maintain its retail shopping niche while providing more opportunities for residential and employment development. This regional center has potential to achieve greater development outcomes and enhanced economic activity but it will require careful and well-coordinated investments in transportation improvements, including local street connections, Highway 217 enhancements and bicycle and pedestrian trail improvements.

Michael, you and I are both parents, so I hope we can agree that public schools are an essential part of "complete communities"

and "making the greatest place." Here in Washington County our public schools have been growing steadily, and we have been building two new schools every year for the past 10 years. Meanwhile, enrollment in the Portland Public School District has dropped by more than 3,000 students during the same period, and administrators there are faced with a tab of at least \$1 billion to repair, modernize and stabilize the school buildings they already have. Do you expect a million more people over the next 20 years to reverse these trends by moving back to the urban centers of our region, or will the public school districts in Washington and Clackamas counties continue to build and expand?

Because we agree that schools are a critical component of creating and sustaining great neighborhoods and communities, we included schools in the first ever regional examination of future public structure needs in 2008. Our growth forecasts estimate the vast majority of the region's growth will be accommodated within the existing UGB, in both urban and suburban school districts. We are witnessing strong growth in student populations in suburban schools, and also a rebounding of student populations in many parts of the Portland Public School District. This means that school districts in all three counties will likely face the need to rehabilitate existing schools and, in most areas, expand capacity to serve growing populations of young people.

Define private sector experience and backgrounds of 25 members on the council. Housing plan doesn't work - why continue to pursue? Why does this have to be a concern? Go to business and let them handle it.

Looking at our region's past efforts to support affordable housing, I can see why you say housing plans don't work. Despite years of efforts, policies and investments, we still have affordable housing that is concentrated in areas with poor public structures and services, and we have governments that have not made commitments to support affordable housing. This is a problem that is not going away and one that has ripple effects through everything we care about in our region - vibrant and safe communities, quality education, access to jobs and, particularly, that the benefits and burdens of growth are

distributed equitably. Private business alone can't handle this problem. To avoid concentrations of poverty, the very places we want to locate affordable housing are those with higher land values that make investments in affordable housing unprofitable without federal, state or local incentives.

It's hard, but we are not giving up. We have established a new consortium to develop a Housing Equity and Opportunity Strategy that will bring together community based organizations, housing authorities, land use, public works and others to revisit how we invest and where.

[Last chance to weigh in on Community Investment Strategy](#)

September 30, 2010 1:32 PM

This fall, the Metro Council will make decisions that will make a difference for our neighborhoods and communities. Your opinions about how and where the region should invest in important public structures and systems and how, where and if we should expand the urban growth boundary to accommodate future residential and employment growth will help shape important decisions by Metro and your local city or county.

On Aug. 10, Metro Chief Operating Officer Michael Jordan proposed a set of recommendations called the Community Investment Strategy that is designed to pave the way for innovative new partnerships among government and business. The recommendations call for our community to:

- invest in safe, livable communities
- promote economic development and good jobs
- protect our natural areas
- reduce inefficiency, foster innovation and demand accountability.

[Read the Community Investment Strategy](#)

The deadline for providing comments about the best role for the public sector in implementing these recommendations is this **Friday, Oct. 1**. Comments can be made through an online survey, via e-mail to 2040@oregonmetro.gov or written comments can be sent to Metro - Community Investment Strategy, 600 NE Grand Avenue, Portland, OR 97232.

[Take the survey](#)

You may also get more information and provide comments at the seventh and final open house on the Community Investment Strategy from **5 to 7 p.m. this Thursday, Sept. 30** at Gresham City Hall Conference Center, 1333 NW Eastman Parkway in Gresham.

[Innovation at The Knoll in Tigard delivers energy savings through design](#)

September 30, 2010 1:27 PM



A 40-foot column of stacked cubes will create a continuous, vertical growing area for deciduous leafy vines at The Knoll.

Form followed function and inspiration in the concept and design of the newly installed "living column," created to grace the entry courtyard of The Knoll, an affordable housing development for seniors set to open next spring in Tigard.

The soaring 40-foot column of stacked 18-inch-square sheet metal cubes will create a continuous, vertical growing area for deciduous leafy vines. Anchored in the landscape of the courtyard, the free-standing column will match the height of a glass atrium planned for the front of the building and provide visual interest from three sides.

Much like its functional cousin the tree, once established the leafy vines will shade the atrium in the summer, reducing the amount of solar heat captured through the glass front, and allow direct sunlight to warm the space in the winter when the vines have dropped their leaves.

"Our goal was to integrate as many green elements in the design of The Knoll as possible," commented Sheila Greenlaw-Fink, executive director of Community Partners for Affordable Housing, the nonprofit that owns the apartment complex. "An ecoroof or living wall were not practical for this project but we liked the idea of softening the urban facade of the building with leafy vines." The finished complex will have energy-efficient apartments and use rainwater collected in a buried 15,000-gallon cistern to flush toilets.



The Knoll under construction in Tigard.

The CPAH partnered with Metro's Transit-Oriented Development Program in developing the four-story complex with 47 housing units priced for seniors living on modest means. The TOD program provided \$100,000 in financial support toward the development of The Knoll which is located less than a half mile from both the Barbur Avenue frequent service bus and the future downtown Tigard light rail station. Metro also provided \$40,000 from their green innovation fund to create the living column.

Ben White, project architect and co-designer of the living column along with landscape architect Pat Lando, liked the duality of the living column as both landscape element and functional energy savings system. "The living column concept is a unique feature that I would really enjoy adapting to future projects," said White. "It's innovative, functional and easily replicated."

The TOD program helps spark vibrant downtowns and main streets through public-private partnerships, investments and incentives in key development projects located near transit.

[Learn more about Metro's Transit-Oriented Development](#)

[Program](#)

[Questions and answers about the Lake Oswego to Portland Transit Project](#)

September 23, 2010 10:48 AM

Recently, questions have been raised and assertions have been made by advocacy groups regarding the project alternatives, specifically regarding the project need as well as the cost and viability of the streetcar alternative. The Draft Environmental Impact Statement will detail the results of the analysis of the alternatives but the project team has compiled responses to the most common questions in advance of the DEIS.

The topics range from budget and funding to public feedback. For instance, one assertion has been that none of the alternatives reduce the congestion on Highway 43. The response addresses the fact that though no solution would eliminate congestion, the project has the opportunity to expand the capacity of the corridor, reduce the peak congestion timeframe and give people better options compared to sitting in traffic. The questions and answers are available on the project website along with responses to questions collected from community group meetings this spring and summer.

[Read the questions and answers](#)

[Metro sponsors Minority Enterprise Development week](#)

September 23, 2010 10:47 AM

Metro is a proud sponsor of the 2010 Minority Enterprise Development (MED) Week, a series of events, trainings and activities designed to celebrate and recognize outstanding minority-owned businesses in Oregon and SW Washington. MED Week starts with a kickoff luncheon Sept. 23rd at the Oregon Convention Center and will culminate in an awards luncheon on Oct. 6 featuring keynote speaker Allen Alley.

This year's MED Week events will include trainings on how to better incorporate minority and women-owned small businesses into contracting policies and tips for how minority enterprises can access capital. The awards luncheon on Oct. 6 will honor local businesses from all fields including construction, professional services and manufacturing for their efforts to contract with diverse suppliers and implement diversity

strategies in their workplaces.

MED Week is organized by the Business Development Institute (BDI) which leads public and private organizations in achieving a regionally diverse and sustainable business. Angela Watkins, chair of BDI, is also a procurement analyst and the MWESB coordinator for Metro.

[Learn more about MED Week](#)

[Learn more about the Business Development Institute](#)

Metro is committed to encouraging greater investment in minority and women-owned small businesses throughout the region. To ensure it fulfills its goals of promoting diversity, Metro is currently in the process of updating its Diversity Action Plan which will identify a number of policy changes, educational opportunities and other methods to increase diversity and cultural competence throughout Metro's operations and better reflect the diversity of the community it serves. Additionally, Metro recently announced its partnership with the City of Portland, TriMet, the Urban League and other regional partners to pursue an US Department of Housing and Urban Development Sustainable Communities Grant which would allow the region to better provide housing and transportation options to historically underserved communities.

[Learn more about Metro's efforts to promote diversity](#)

[**Report: Lake Oswego bus would be cheaper, but wouldn't spur development**](#)

September 23, 2010 10:45 AM

Up front cost difference estimated to be \$37 million for the region

Establishing frequent bus service to Lake Oswego could be cheaper than building a streetcar, but probably won't spark increased development along the proposed transit corridor, Metro councilors were told Tuesday.

In a worksession briefing about the Lake Oswego to Portland Transit Project in advance of the release of the project's draft environmental report, staff members presented the six councilors with projections for ridership, cost and development

spurred by construction of a transit project.

[Read more about the Lake Oswego to Portland Transit Project](#)

The study comes in the wake of a 1990s-era study by the Oregon Department of Transportation, saying that it's not feasible to widen Highway 43 between inner Southwest Portland and downtown Lake Oswego.

"When we say 'not feasible,' what is meant is that there are cliffs on one side of the road, high rock walls on the other side and very expensive property on both sides," said ODOT spokesman Brad Wurfel in an e-mail Wednesday. He said that specific cost estimates were not available, but that the both the property acquisition costs and increased rock slide risks would be very high.

About 20,000 cars a day use the three-lane road near the Willamette River.

According to the environmental report, that number could grow as jobs and homes come to the corridor - downtown Lake Oswego's population could grow by a third between now and 2035, the report says.

Given the constraints of the existing roadway, there seemed to be little question from Metro councilors as to whether a transit corridor was needed. The \$328 million question was whether the transit should come in the form of express buses or a streetcar.

An express bus service between southern Lake Oswego and downtown Portland would cost about \$51 million, the report estimated, versus a \$379 million low-end price tag for building a streetcar to the area. Those costs could jump as high as \$458 million depending on where specifically the streetcar is constructed.

But those increased costs are nuanced. Some of the cost includes the 1998 purchase of the Willamette Shore Line. The federal government could pick up half of the cost of the project - more, if [the recent situation with the Milwaukie light rail funding](#) proves to be the exception and not the rule. That might be small consolation to taxpayers in Iowa but will likely be a factor when local officials and stakeholders decide how to

proceed.

Staff projected that an express bus would cost \$20 million locally to implement, versus \$57 million to \$83 million for the streetcar, again, depending on design.

A streetcar also costs nearly \$1 million a year less to operate, although Councilor Carl Hosticka pointed out that three centuries might be a long time to wait to recover those savings.

It was the increased development potential from streetcar that intrigued Hosticka, who represents southern Washington County.

“It costs you seven times as much to build a streetcar, but you get all this development,” Hosticka said. “That’s what I’m wondering.”

Specifically, the transit project could open up opportunities for development [in the Foothills area near downtown Lake Oswego](#). And the report projects construction of more than 600,000 square feet of new buildings by 2025 within a block of a transit park and ride in downtown Lake Oswego. The Johns Landing area could see 1.6 million square feet of new building space by 2025, the report says. By way of comparison, the US Bancorp Tower in downtown Portland has 1.1 million square feet of space.

Would an enhanced bus service achieve the same development goals?

Ross Roberts, a streetcar project manager for the agency, said no.

“When we applied this on the eastside streetcar loop... we didn’t really see the big boom in development through enhanced bus,” he said.

Metro transit project manager Bridget Wieghart said there’s debate on that at the federal level, as well.

“It depends on how advanced the bus is,” she said. “There is evidence that you get more with a fixed guideway.”

In an interview Wednesday, Lake Oswego Mayor Jack Hoffman said streetcar-driven private investment is a working premise of

the plan.

“Will the private developers risk the investment down in Foothills if there’s no streetcar, if it’s just bus rapid transit or automobile?” Hoffman asked. “Our understanding is that construction of streetcars is the impetus to private investments and private development along the streetcar line.

Back at Tuesday’s worksession, the costs of the line continued to raise questions, particularly given the recent emphasis from Metro Chief Operating Officer Michael Jordan on ensuring that investments are, as he puts it, “deadly efficient” at attracting private capital. Jordan has been pitching that efficiency in his recent discussions about the proposed [Community Investment Strategy](#).

Councilor Rex Burkholder, who represents northern Portland, was skeptical of the costs associated with the southern extension of the line.

“This one for me, personally, needs some more arguments about what you get out of this,” he said. Part of those arguments are whether Lake Oswego is willing to commit to denser development along the streetcar corridor.

Acting Council President Carlotta Collette, whose Clackamas County district includes Lake Oswego, suggested development agreements might help bring about the kind of densities a streetcar investment is supposed to attract.

“We can at least affirm that we want to see the focused investments we’ve been talking about,” she said.

Metro news reporter Nick Christensen can be reached at nick.christensen@oregonmetro.gov or 503-813-7583. This story was not subject to the approval of Metro staff or elected officials.

[Restoration in action at Graham Oaks](#)

September 16, 2010 10:21 AM



Click the image to go to a video about restoration efforts at Graham Oaks

Opening this weekend, Graham Oaks Nature Park is returning to its roots – literally. This 250–acre site was once a rich habitat where birds flocked, mammals prowled and camas lily bloomed. But until recently, the land had been cleared of its native habitat and replaced with hundreds of acres of agricultural crops.

White oak savannas were once the distinguishing feature of the Willamette Valley before pioneers and future generations of Oregonians removed them to make room for farming, industrial and residential development. Over time, the land at Graham Oaks was developed into agricultural land and the once–plentiful oaks began disappearing rapidly, leaving one solitary oak standing.

In 2001, Metro purchased Graham Oaks using funds from a voter–approved bond measure designed to protect natural areas across the Portland metropolitan area. Voters approved a second bond measure in 2006, including funds to develop three nature parks. One, Graham Oaks, received additional support from Wilsonville's "local share" portion of the bond measure and an Oregon State Parks and Recreation grant.

Six years after purchasing the property, Metro worked with partners, volunteers and contractors to replant 135 acres of wheat and clover with more than 100 million seeds of wildflowers and grasses. In winter 2008, Metro planted 150,000 trees and shrubs historically found in the Willamette Valley, including thousands of oaks. The new plantings are marked with plastic mesh or pale blue, solid tubes to discourage deer from browsing.

Over time, the young plants will recreate historic oak and pine woodland and savanna, and replenish wetlands and conifer

forests. Species such as the Western bluebird, which rely on oaks and prairies, will benefit from changes to the park.

[View a video to learn more about restoration projects at Graham Oaks](#)

Graham Oaks Nature Park opens on Saturday, Sept. 18 – a legacy of the natural areas bond measures and all the people, wildlife and plants that came before.

[Learn more about Graham Oaks Nature Park](#)

[U.S. Reps. DeFazio and Oberstar propose change in transportation priorities](#)

September 16, 2010 10:20 AM

Metro Councilors Carlotta Collette, Robert Liberty, Carl Hosticka and Kathryn Harrington joined U.S. Reps. Peter DeFazio and James Oberstar at the Oregon Transportation Research and Education Consortium's regional transportation and land use decision-making forum on Wednesday. At the forum, DeFazio and Oberstar discussed ways to change the national transportation system's priorities to advance bicycle commuting and public transit use.

OTREC is an organization dedicated to studying surface transportation methods and models and promotes innovative approaches to long-term transportation problems. It is a joint partnership between Portland State University, University of Oregon, Oregon State University and Oregon Institute of Technology.

Alternative methods of transportation are surging both in Oregon and across the country. Nationwide, bikes are outselling cars and public transit systems have added over 1 million new trips. Here in Portland, bike and public transit ridership continue to steadily increase. Metro has been a strong and consistent advocate of alternative transportation modes, especially bikes and public transit. Metro has contributed nearly \$100 million to the new Milwaukie MAX light rail project and has provided hundreds of thousands of dollars in grant money for multi-use trail development and bicycle enhancement projects.

[Learn more about Metro's work to expand transportation](#)

[options](#)

[Visit the OTREC website](#)

[A personal message from Carl Hosticka – investments, a new park and 20 years of serving the community](#)

September 13, 2010 2:33 PM

Dear Friends:

I hope you had enjoyable August and were able to get out and enjoy the fabulous array of summer events, concerts festivals and other opportunities we have in our region. It's been a busy summer at Metro and I've been working hard on several important issues that affect our families and communities, including the Metro Chief Operating Officer's recommendation on a Community Investment Strategy that will help us plan for an economically strong, safe and livable region.

I'm proud of what we've accomplished and look forward to tackling this upcoming project, which also includes a final decision on the urban growth boundary. I encourage you to take part in open houses throughout the region and to tell us what you like about the region and how you want your community to look in the future. Open houses take place through the end of the month. Local events are scheduled in Wilsonville on Tuesday, Sept. 14 and in Sherwood on Thursday, Sept. 16. For more information on the Community Investment Strategy and for a full list of open houses, go to www.oregonmetro.gov/investment.

To learn more about other upcoming Metro Council actions, advisory committee decisions, major policy announcements and other important updates, please subscribe to our newsfeed. Go to www.oregonmetro.gov/news to subscribe.

As you know, Metro regularly hosts a wide variety of fun and interesting programming such as nature walks, activities and games for kids. I wanted to let you know about a few special activities happening in our area this month. One important event is the opening of our newest nature park. Graham Oaks Nature Park near Wilsonville will open Sept. 18 with a day of activities. Visitors can look forward to miles of trails, wetlands rich with wildlife viewing opportunities, hands-on nature activities for the kids and an oak woodland habitat re-created – literally – from the ground up. To learn more about Graham

Oaks, go to www.oregonmetro.gov/grahamoaks.

I'd also like to note another milestone this month – the Oregon Convention Center celebrates its twentieth year of operation. Since its opening, OCC has served 15 million people at more than 10,000 conventions, meetings, consumer trade shows and special events. Direct spending has generated about \$3.8 billion for the Portland metropolitan region, and an average of 5,500 full time equivalent jobs have been sustained annually. If you haven't had the opportunity to see the convention center, consider taking a walking tour to view its vast array of artwork, unique architectural features and sustainability achievements. The next tour is scheduled for Thursday, Sept.16 at 10:00 a.m. To register, please call 503-731-7858 by Sept. 14.

To view a full list of Metro events, activities and council meetings, visit the Metro calendar at www.oregonmetro.gov/calendar.

As always, I welcome your input and am glad to answer any questions and respond to your concerns. Please don't hesitate to reach me by email at carl.hosticka@oregonmetro.gov or by phone at 503-797-1549. I also regularly post important items and personal updates to my newsfeed. Please sign up to receive my personal newsfeed at www.oregonmetro.gov/news.

All the best,

Carl Hosticka

[Metro opens new nature park](#)

September 10, 2010 3:01 PM



The 250-acre nature park features restored oak woodlands, three miles of trails and a rich cultural history.

Graham Oaks Nature Park and a new section of the regional

Tonquin Trail will open Sept. 18 in Wilsonville, marking a milestone for Metro's voter-approved Natural Areas Program

When Graham Oaks Nature Park opens Sept. 18 in Wilsonville, three miles of trails will lead visitors through restored oak woodlands, wetlands and a conifer forest rich with wildlife – and a legacy of Native American tribes and farmers who once used this land.

Two voter-approved natural areas bond measures allowed Metro to purchase and restore the 250-acre site, and develop it as one of the region's most sustainable parks. Graham Oaks is the third major park opened by the Metro Natural Areas Program – and one of the region's largest new parks in several decades.

“At Graham Oaks, returning to the past is creating a better future for Wilsonville and the surrounding community,” said District 3 Metro Councilor Carl Hosticka, who represents the area. “Visitors will experience the oak trees, wildlife and sense of serenity that defined this landscape centuries ago.”

Before the land was logged and farmed, birds flocked, mammals prowled and camas lily bloomed. Kalapuyan tribes likely used this site to dry blackberries, salal berries and huckleberries, gather fresh strawberries and raspberries, and hunt deer and elk. Plentiful oak trees provided acorns, an important food staple that was soaked, ground and cooked.

During the 1880s, the land was purchased by Marion Young and his wife, Lily Ann – daughter of John Graham, who established Graham's Ferry and ran a mail delivery steamboat across the Willamette River. The family grew hops, filberts, corn, potatoes and grass crops.

The land was sold to the state during the 1950s. Over the years, development options included a National Guard maintenance facility and two women's prisons. A landfill proposal triggered the activism of descendent Dorothy Young Lehan, who passed along her ideals to daughter Charlotte Lehan. As mayor of Wilsonville from 1996 to 2008, Lehan advocated a different future for her ancestors' land.

Metro purchased most of Graham Oaks using funds from a 1995 bond measure designed to protect natural areas. In

2002–2004, the City of Wilsonville initiated and funded a master plan and natural resources management plan for the property. Meanwhile, the Metro Council increased the regional solid waste disposal tax to develop three nature parks, including Graham Oaks. The park received an additional \$300,000 from Wilsonville’s “local share” portion of Metro’s 2006 natural areas bond measure and a \$500,000 grant from Oregon State Parks and Recreation.

“The dedication of Graham Oaks Nature Park is the culmination of decades of work on the part of many people,” said Lehan, who is now a Clackamas County commissioner. “For me personally, it is also an important part of my family history. I know that many descendants of John Wallace Graham are excited about being here for the dedication.”

The park has changed dramatically since Metro acquired it. Wheat and clover were replanted with more than a hundred million seeds of wildflowers and grasses. Metro also worked with volunteers and contractors to plant 150,000 trees and shrubs historically found in the Willamette Valley, including thousands of oaks. Over time, the young trees will recreate historic oak and pine woodland and savanna, and replenish wetlands and conifer forests. The transformation will benefit species such as the Western bluebird, which rely on oaks and prairies.

Graham Oaks was designed and constructed with the environment in mind. Pervious pavement in the parking lot manages stormwater and removes pollutants; solar panels on the restroom feed into the City of Wilsonville’s electric grid; the picnic shelter features an eco-roof. And the Pacific Northwest economy received a boost from locally sourced materials, such as Columbia River Gorge basalt stonework at the plazas and a pre-fab restroom from Roseburg.

The park also showcases several trails, including an early section of the regional Tonquin Trail. It eventually will link Wilsonville with Sherwood and Tualatin – connecting natural areas, neighborhoods, schools, jobs, shopping centers and transit stops along the way. Metro is seeking public input through Sept. 20 on possible routes for future sections of the Tonquin, with questionnaires available online at www.oregonmetro.gov/tonquintrail.

Graham Oaks' trails have at least one ready-made audience: children at Boones Ferry Primary School, Inza R. Wood Middle School and the CREST environmental education center, operated by the West Linn-Wilsonville School District. Students at this cluster of schools, next to the park, have studied the history and wildlife of Graham Oaks. They'll walk to school on the Tonquin Trail on Friday, Sept. 17, and celebrate the new park a day before the public grand opening.

"The Graham Oaks Nature Park provides a multi-generational benefit to area residents and visitors now and in the future," said Wilsonville Mayor Tim Knapp. "From wetlands to meadows and upland forests, Graham Oaks will offer nearby school students and those who study or enjoy nature an easily accessible park that highlights authentic elements of our Willamette Valley heritage."

The public grand opening on Saturday, Sept. 18 will include guided tours, live music and entertainment, activities for children and families and a dedication ceremony. A community breakfast at Boones Ferry school and a cycling tour of the park start at 9 a.m., and the main festivities take place from 10 a.m. to 2 p.m.

"Grand opening festivities are very exciting, but their purpose goes beyond a single day of celebration," said Acting Metro Council President Carlotta Collette. "I know the community will be inspired to return to Graham Oaks over the years to enjoy the park, help care for the landscape and watch the trees grow."

[Learn more about Graham Oaks Nature Park](#)

[Learn more about Metro's Natural Areas Program](#)

[Jordan eyeing regional task force to help projects along](#)

September 10, 2010 3:00 PM

Details starting to emerge on non-governmental task force to help bring jobs

We've got Metro working on infrastructure and planning issues from a government level. And we have groups like Greenlight Greater Portland, a private-sector led nonprofit working on attracting industry to the area.

But do we need a group to bridge the gap?

At meetings with regional stakeholders this summer, Metro Chief Operating Officer Michael Jordan has been pitching the creation of a team of 15 to 25 community sages who could tackle projects government and business alone can't handle.

Details of the group were a topic of conversation Wednesday morning in Lake Oswego, as Jordan presented the Community Investment Strategy to the directors of the Clackamas County Business Alliance.

Many of them have heard the basic pitch from Jordan in one of the 15 previous times Jordan has presented the strategy - targeted investments, infrastructure shortfalls, public-private partnerships, urban growth boundary expansions. But the new task force drew some queries from Clackamas County leaders.

Burton Weast, the Clackamas County Business Alliance's executive director, is part of an exploratory committee working to establish the group.

"We're in the business of ensuring that when Greenlight finds a company interested in Portland, they've got 10 sites to see and the infrastructure is there," Weast said. "It's a 1-2 punch."

As far as employment land goes, there's not a lot to choose from for prospective employers interested in the region. While many cities have plenty of industrial land, it's either tied up in multiple, small lots (which are very hard to put together with multiple landowners involved) or face environmental challenges and cleanup costs, keeping them from being turnkey at this stage.

The group - a name for it hasn't been decided yet - would be charged with putting the pieces in place so that potential employers can peruse the aisle of industrial sites, so to speak, instead of having to take whatever Portland happens to be selling at the moment.

And, it's possible, Weast said, the group could also encourage cities to streamline their permitting processes.

"One of the things that's driving this group is a recognition we're not getting anything done," he said.

The group is likely to apply for nonprofit status, and could be

funded through a number of mechanisms, Weast said.

“It could run, from using existing local governments’ bonding, all the way to creating a new type of special district,” he said. “It wouldn’t have an elected board, but it would have the ability to collect money, hold money, disperse money – the whole gamut.

“I would say also this group isn’t fixated on raising money. That’s only one tenth of the whole spectrum of the things this committee’s looking at,” he added.

As for the make-up of the group, it would include both private and public sector representatives from a broad variety of perspectives, ranging from former Washington County politicians to business leaders from downtown Portland.

Clackamas County Commissioner Ann Lininger encouraged Jordan to ensure her county was represented proportionally on the group.

“It’s easy to find people who people know well in downtown Portland, but this is regional, and we need to have regional voices,” she said.

Jordan deferred to Weast, who acknowledged the challenge of finding high-profile candidates from the suburban areas.

“All the media’s centered in Portland,” he said. “We’ve had a real struggle. Not that there aren’t a lot of great people in Washington County and Clackamas County. We’ve had a real struggle to find people who aren’t elected officials.”

Not everyone was on board with the idea of yet another layer of government and planning bogging down the region’s economy. David Marks, owner of Clackamas-based Marks Metal Technology, said government should be getting smaller, not bigger.

“One more open-ended process – I’m becoming pessimistic. Ten years ago, when we started this group, certainty, predictability, confidence, those were all the keys we were seeking,” Marks said. “They’re still elusive. The economy – not the agenda-driven economy but the economic capital economy – does not have the confidence and no momentum to bring us out of the bucket.”

“I’m open to your ideas,” Jordan said.

Marks: “You just heard them,” referring to notions that government should get smaller.

Jordan: “So we should stop?”

“Where is the certainty of conclusion? When are we going to know we’ve resolved this?” Marks said. “I’m not seeing where the public side is grasping where the momentum is drained from the economy.”

Jordan said he’s heard that frustration often.

“Along with being the West Coast distributors of great plans, we’re the West Coast distributors of long processes,” he said. “If we move from this place out of this hole, no one entity will do that. Metro won’t do it, no city or county will do it, no corporate sector will do it. It will take, to some degree, a consensus effort to move us out of this and to fundamentally change things.

“If you’re looking for fundamental shifts, more streamlined processes, some level of certainty in these things, the only way those kinds of changes come is when a fairly substantial consensus of the community says we have to change,” Jordan said.

Metro news reporter Nick Christensen can be reached at nick.christensen@oregonmetro.gov or 503-813-7583. This story was not subject to the approval of Metro staff or elected officials.

[Metro venue more than doubles recycling rate](#)

August 24, 2010 11:03 AM

Materials recycling and composting rates more than double at Portland Expo Center

Over the past fiscal year, the Portland Expo Center increased its rate of diverting materials and garbage from landfills by approximately 235% through focusing business and operations efforts on recycling and composting post-event materials from consumer shows, trade shows and special events. A combination of efforts among Expo staff, contractors, clients and the facility's commitment to achieving the *Recycle At Work*

program goals contributed to this success.

In fiscal year (FY) 2008–2009, the first year the facility tracked recycling and diversion rates, Expo recycled 17% of its materials. At the close of the following fiscal year, those rates increased to over 40%.

Portland Expo Center Director Chris Bailey credits staff and the cooperation of many others for identifying and implementing convenient ways for employees, show managers, exhibitors and the visiting public to divert items from the landfill. For example, materials such as paper, cardboard, aluminum and glass beverage containers, landscaping debris, wood, and metal are all separated and recycled and all food waste is composted.

The facility's exclusive food and beverage contractor, ARAMARK, is also acknowledged for its commitment to sustainability. Food and beverage menu items are procured from local, sustainable and, organic sources when available; compostable and/or biodegradable, corn-based plates, napkins, utensils and trash bags that are easily co-mingled with composted food are utilized; and kitchen waste, such as cooking oil, is recycled. As a partner in *Portland Composts!* since 2007, Expo has transformed nearly 12 tons of food waste into compost.

Expo is *Recycle At Work*–certified and has undertaken capital improvements designed to reduce energy use, improve indoor lighting and minimize exposure to toxics by using Sustainable Earth Green Cleaning Products. The Portland Expo Center also promotes use of alternative transportation with its convenient Expo Center stop on TriMet's Interstate Yellow MAX light rail line.

[Read more about the Portland Expo Center's sustainability achievements](#)

[Washington County Farm Bureau raises critical questions about investment, growth in region](#)

August 19, 2010 4:29 PM

Metro Chief Operating Officer Michael Jordan presented his recommendations on a Community Investment Strategy to the Washington County Farm Bureau at its Aug. 17 meeting. Much of Jordan's discussion focused on ways to improve the capacity of the existing urban growth boundary to accommodate future

growth by targeting public investments, such as urban renewal, transportation funding and tax incentives, in a manner that encourages the private sector to develop projects that accommodate new residents and attract new jobs.

But Jordan also noted that, based on Metro's current analysis of the capacity of the existing UGB to accommodate growth over the next 20 years, an expansion of the UGB may be needed for both residential and large-lot (sites of 50 acres or more) industrial employment needs. The report, entitled "Community Investment Strategy: Building a Sustainable, Prosperous and Equitable Region," includes a proposed expansion of the UGB by 310 acres north of Hillsboro to serve anticipated needs for additional large-lot industrial employment sites.

Dave Vanasche, president of the chapter, questioned the need for the additional land. "You took in 800 acres [for industrial land expansion] five years ago," he said, noting that he and other farmers are still farming that land. "Now you want to taken in another 310 acres. What's wrong with the 800 acres from five years ago?" Jordan noted that past expansions of the UGB to add industrial land that is currently unused, such as the 800 acres Vanasche referred to, were included in the calculation of how much industrial land capacity there is to meet employment needs in the region over the next 20 years, and Metro determined there is still a need for additional large-lot industrial lands. Jordan also mentioned that meeting that need could also be met through investments in existing sites within the UGB, such as the clean-up and redevelopment of brownfield sites, but that would require additional money that is not currently available to the region.

Others in the audience focused on the need to be more efficient with existing land and use existing public policy and investment tools more wisely. "You can control capacity. All you have to do is provide incentives [to use capacity within the UGB]," said Larry Duyck, a Farm Bureau member, who noted that he knows of others who are moving into existing single-family lots in Northeast Portland that are being converted to multi-family use. "That is easily done through tax incentives. There are ways of promoting those kinds of things."

[Read more about the Community Investment Strategy](#)

[Metro's Bike There! map wins international awards](#)

August 18, 2010 4:59 PM



Cyclists use Metro's award-winning Bike There! map to find safe routes.

Metro's new, eighth edition Bike There! map won two international awards at the Environment Systems Research Institute International (ESRI) User Conference held earlier this month. Bike There! received second place in the "Best Cartographic Design: Single Map Product - Large Format" category, beating out hundreds of other entries. The map also won a special recognition award from the "Cartography Special Interest Group" (not affiliated with ESRI) for excellence in cartographic design.

The annual ESRI International User Conference is the world's largest geographic information system (GIS) technology event. This year's conference attracted more than 15,000 attendees and featured work from more than 100 countries.

This is not the first time Metro has taken home awards from ESRI. In 2009, Metro's popular Walk There! guide book won first place in the "Best Cartographic Design: Map Series or Atlas - Press Copy." In 2007, Metro's GIS program received a Special Achievement Award. In 2005, Bike There! also won second place in the "Best Cartographic Design: Single Map Product - Large Format" category.

Metro's new Bike There! map, released in May, features improvements suggested by a range of people: both avid riders and those new to cycling as well as long-time residents and people who recently moved to the area. Matthew Hampton, Senior Transportation Planner at Metro said that by watching focus groups use the map, planners realized they needed to simplify the map's legend so that safer, more suitable routes were easier to identify. They also learned that bike lanes don't

necessarily make a street the best option. Those lanes are often incorporated into busier streets and bicyclists said they feel more comfortable taking a less crowded road.

The new Bike There! map includes transit centers, elevation markers and railroad track crossings. It also shows when a street is one way or goes uphill. The safety information has been updated and simplified, providing helpful advice and rules of the road for everyone from the amateur, recreational rider to the veteran cyclist.

Metro's Bike There! map is a great tool to help cyclist get around safely and easily by bike. Detailed maps, including those for most suburban cities, feature a combined 600 miles of on-street bike routes and 235 miles of off-road trails – all ranked for biking suitability. The waterproof map is available for \$9 at bike shops and other retailers. Proceeds go to produce future Bike There! maps.

[Learn more about the ESRI awards](#)

[Learn more about Metro's Bike There! map](#)

[Planting perfect petals: Metro events: Aug. 18 – 22](#)

August 17, 2010 3:01 PM

Whether you want to eat them or simply enjoy their blossoms, Metro can teach you how to grow beautiful (and delicious) flowers without harmful pesticides at a workshop scheduled this week. Join Metro this week for other events – explore Smith and Bybee lakes, volunteer at the native plant center, or catch crayfish at Oxbow Regional Park. The best part is, most of the events are low-cost or free, and registration can be completed online. Follow the links below for more information.

[Oxbow Explorers: Sandy River walkabout](#)

10 a.m. – 2:30 p.m. Wednesday, Aug. 18

Oxbow Regional Park

Note: advance registration required

[Tonquin Trail booth at Music on the Green](#)

6:30 – 10 p.m. Wednesday, Aug. 18

Stella Olsen Park, Sherwood

[Around the campfire at Oxbow: The Folk City duo](#)

8 – 9 p.m. Friday, Aug. 20
Oxbow Regional Park

[Native Plant Center volunteer venture](#)

9 a.m. – 1 p.m. Saturday, Aug. 21
Metro's Native Plant Center
Note: advance registration required

[Petals without poisons](#)

10 – 11:30 a.m. Saturday, Aug. 21
Metro's Natural Techniques Garden
Note: advance registration encouraged

[Around the campfire at Oxbow: Birds of prey of the Pacific Northwest](#)

8 – 9 p.m. Saturday, Aug. 21
Oxbow Regional Park

[Walk There! event series – Rock Creek Trail fitness walk](#)

9 – 11 a.m. Sunday, Aug. 22
Orchard Park, Hillsboro
Note: meet at Orchard Park at 8:45 a.m

[Twilight Tuesday at Smith and Bybee](#)

7 – 9:30 p.m. Tuesday, Aug. 24
Smith and Bybee Wetlands Natural Area
Note: advance registration required

More things to do brought to you by GreenScene

Metro GreenScene provides a comprehensive calendar of free and low-cost nature activities, gardening workshops, volunteer ventures and community events offered all around the region by Metro and dozens of other organizations.

[View the online calendar](#)
[Visit the GreenScene page](#)
[Follow on Facebook](#)
[Follow on Twitter](#)

[A personal message from Carl Hosticka – investing in our region](#)

August 17, 2010 2:07 PM

Metro Chief Operating Officer Michael Jordan released a Community Investment Strategy that calls for our region to:

- invest in safe, livable communities
- promote economic development and good jobs
- protect our natural areas
- reduce inefficiency, foster innovation and demand accountability.

[Read the Community Investment Strategy](#)

The recommendations call for cities, counties, service districts, Metro, the state or Oregon, and businesses throughout the region to find innovative and cooperative solutions to the challenges we face; to tackle financial gaps and inefficiencies that slow progress and increase costs; to improve coordination of state, local and federal investments in roads, bridges, water systems, parks and other public structures; and to create a strategic investment plan to better leverage taxpayer dollars with private investments.

You can do your part by adding your voice to this important conversation. Learn more online, attend an open house in September and share your views with the Metro Council.

[Find out how to get involved](#)

To make it easy for you to follow our progress, Metro created a new online news service. You can now subscribe to a daily, weekly or monthly digest of Metro news; use an RSS newsreader to get items from Metro's newsfeed; or view Metro news using a web browser.

[Visit Metro news](#)

As a Metro councilor, I am keenly interested in your viewpoints

on how and where we should invest as well as how, where and if we should expand the urban growth boundary to accommodate future residential and employment growth.

As a region, we all have the ability and responsibility to shape the communities we want and the economy we need. I look forward to hearing your comments and suggestions.

[Fulfilling the promise of our region](#)

August 12, 2010 3:24 PM



Metro COO Michael Jordan briefs reporters at an August 10 news conference.

Metro COO calls for unprecedented collaboration, investment to address community needs

New Community Investment Strategy designed to make the most of existing communities, support good jobs, protect natural areas

Responding to what he labeled an “imperative to act,” Metro Chief Operating Officer Michael Jordan today released recommendations that are designed to foster partnerships to invest in sustainable, prosperous and equitable communities. Jordan’s strategy lays out both broad and specific actions that, if followed, will build the public structures needed to make the most of existing communities, provide for good jobs now and in the future and protect important natural areas and recreation opportunities.

The recommendations call for cities, counties, Metro and businesses throughout the region to tackle looming financing gaps and inefficiencies that slow progress and increase costs. They also call for new state rules that would improve the

efficiency and effectiveness of local investments.

According to the recommendations, when taxpayers invest in public structures and public systems it demonstrates a commitment that gives businesses the confidence to make long-term investments in their communities. The Community Investment Strategy seeks to leverage public and private investments to make the most of existing money.

Recently, the region missed opportunities to earn federal investments for important projects because local cities and counties could not guarantee matching funds and were not adequately prepared to begin projects quickly. To ensure similar opportunities are not missed in the future, the recommendations stress the importance of cooperation among cities, counties, service districts and the private sector “We will do better competing for federal and state investments if we come up with a predictable source of match money within the region,” Jordan said.

The recommendations highlight the region’s constrained ability to serve the needs of a growing population including rising costs of public structures and declining federal support. For example, the recommendations cite a recent study that found congestion on area roadways during evening commutes will more than double if the region fails to make needed investments in existing roads and bridges. With that increased congestion will be a 49 percent increase in greenhouse gas pollution from the cars and trucks.

The Community Investment Strategy will build on Metro’s success in fostering cooperation among cities, counties and service agencies allowing for a faster, more efficient and cost-effective provision of service. Metro’s leadership on the urban and rural reserves process, one of the most monumental land use decisions in Oregon history, cemented the agency’s role as a regional moderator well-suited for addressing challenging cross-jurisdictional problems.

To increase efficiency, Jordan’s report specifically calls for reforming the state Transportation Planning Rule; better coordination of state, local and federal investments in public structures; and creating a strategic investment plan to better leverage public resources to maximize private investments.

Along with efficiency measures, the report also responds to Metro's legal obligation to analyze the region's employment and population growth capacity within the existing urban growth boundary. The recommendations lay out multiple options for regional policy makers to consider, ranging from no expansion to a very limited expansion primarily for large site industrial development.

A 45-day public comment period will allow anyone interested to submit comments on the recommendation. All comments received during the comment period will be summarized in a report and shared with policy makers prior to any decisions. Following a final recommendation on the capacity ordinance and proposed UGB expansion areas, a second public comment period and series of hearings will be held in November.

Open houses:

- [Lents Boys and Girls Club, Monday, Sept. 13, 5 to 7 p.m](#)
- [Wilsonville City Hall, Tuesday, Sept. 14, 5 to 7 p.m.](#)
- [Sherwood City Hall, Thursday, Sept. 16, 5 to 7 p.m.](#)
- [Oregon City, Clackamas County Development Services Building, Monday Sept. 20, 5 to 7 p.m.](#)
- [North Portland, St. John's Community Center, Tuesday Sep. 21, 5 to 7 p.m.](#)
- [Hillsboro Civic Center, Wednesday, Sept. 22, 5 to 7 p.m.](#)

Follow the above links for more information about upcoming open houses.

Public hearings – to meet state and Metro requirements and provide an opportunity for the public to address decision-makers, three public hearings will be held in November –one each in Multnomah, Clackamas and Washington counties – prior to final Metro Council land use decisions in December.

[Read more about the Community Investment Strategy](#)

[Read the draft 2010 capacity ordinance](#)

[Metro takes final action to protect farm and forest land, guide development for next 50 years](#)

June 10, 2010 6:19 PM

The Metro Council today took final action on a years-long process that guides regional land use for the next five decades. In what many described as a historic moment, Council designated 28,615 acres of urban reserves around the region. For the next fifty years, when Metro considers expanding the urban growth boundary, the focus will be on these lands.

By law, the three counties of the Portland metropolitan region – Multnomah, Clackamas and Washington – must designate rural reserves at the same time. Rural reserves are lands that will not be considered for urban development for the next half century. Metro has worked with the counties for three years to identify lands suitable for development and to determine the region's most important farms, forests and natural areas. The four agencies reached initial agreements on a regional map of urban and rural reserves in February. Clackamas and Multnomah county commissions passed ordinances in May designating their rural reserves. The Washington County Commission anticipates designating rural reserves June 15.

The Council passed today's urban reserve ordinance 5 to 2, with Councilors Rod Park and Robert Liberty dissenting. Both councilors objected to the scale of urban reserves in Washington County on what Councilor Park described as the best farmland in Oregon and perhaps in the world. Councilor Park specifically objected to the inclusion of lands north of Cornelius.

Councilors Harrington, Hosticka and Collette acknowledged the challenges in reaching a regional agreement and that some compromises were necessary. Councilor Hosticka emphasized that this is not an urban growth decision, but establishment of reserves for the future. In addition to providing long term certainty for urban planning, rural reserve designations protect 266,954 acres of farms, forests and natural areas from urban development pressures. The reserves decision is intended to provide long term certainty to property owners surrounding the current boundary and to focus the region's limited develop funds on lands already inside the boundary.

The urban and rural reserves package from Metro and the three counties will be reviewed by the Oregon Land Conservation and Development Commission. Its final decision expected in October.

[Read about the urban and rural reserves process](#)

[See the reserves maps](#)

[Talking sustainability: Tell Metro what you think](#)

April 7, 2010 9:10 AM

Where do you look online for green-living tips and trends? What types of sustainability information do you seek on the web? How do you share ideas with others? Metro has launched a web survey to learn this and more from folks across the region as the agency updates its online resources. [Go to the survey](#)

From recycling waste and protecting habitat to driving less and building green, Metro wants to make it even easier for people to find information, exchange ideas and take action toward sustainable living at home, in the office or on the go. Survey results will help guide development of web content and tools to further promote regional sustainability.

Take the five-minute survey, available through Sunday, April 11, at www.surveymonkey.com/s/oregonmetro.

[Metro helps Tigard get \\$1 million closer to establishing its second largest park](#)

March 23, 2010 2:55 PM



Great Blue Heron in Tigard's Summer Creek.

Tigard wants to buy a 43-acre piece of land in the heart of the city known as Summer Creek to preserve it as the city's second largest park and a natural area for everyone to enjoy. That effort just received a \$1 million boost from Metro's Nature in Neighborhoods capital grants program.

Situated at the confluence of Summer and Fanno Creeks, the site offers a unique encounter with nature in the middle of an urban city. Nearly 30 acres of the property are wetlands, and even

more rare, forested wetlands. Stands of ponderosa pine, red cedars and Douglas firs tower over shrubs, grass and streams. Oaks, both mature ones and recently planted saplings, stretch along the property's northern boundary. Fish swim the creeks. Turtles and frogs thrive on the property, along with other critters. Ducks, red-tailed hawks, owls, herons and 50 other species of birds have been spotted here. The Fanno Greenway Trail, popular with walkers, joggers and cyclists, runs through a section of the site. A large baseball field provides an established playground in the midst of it all.

The property is adjacent to Fowler Middle School and is currently owned by the Tigard-Tualatin School District. The District doesn't need the land but it does need the money selling the land would raise. The land could be developed into home sites but the District would prefer the property remain intact and open to the public as a park. It has granted the Trust for Public Land an exclusive option-to-purchase.

"This is what Metro's Nature in Neighborhoods program is all about," said Metro Councilor Carl Hosticka. "Protecting this natural gem will give children and adults alike the opportunity to explore the forest and wetlands at Summer Creek now and for decades to come."

Since 1974 when Fowler Middle School was built, students have used the property as an outdoor classroom. The kids test the water quality and stream flow of Summer Creek. They learn about trees and vegetation, track and study birds, collect insects for research purposes and even release newly hatched fish into the creeks. The City wants these activities to continue and grow into a larger opportunity. The Summer Creek Environmental Education Program would allow children throughout the area to come experience Summer Creek first hand.

This is the second time Metro has dedicated funds to this area. In 2006, a Nature in Neighborhoods restoration and enhancement grant provided \$18,640 to the Fans of Fanno Creek to restore an oak prairie on the property. The students of Fowler Middle School, along with their parents and other community members, helped rehabilitate the area by removing invasive vegetation and planting native trees and shrubs.

Metro's restoration and enhancement grant program is funded by excise taxes collected on solid waste disposal during the last

several years. Metro has invested nearly \$1.5 million in 74 local restoration and enhancement projects since the program was established in 2006. The Nature in Neighborhoods capital grants program is funded by Metro's natural areas bond measure passed by voters in 2006.

[Learn about Metro's Nature in Neighborhoods capital grants program](#)

[Learn about Metro's restoration and enhancement grants](#)

[Learn about Metro's 2006 natural areas bond measure](#)

[Metro Council, county boards protect more than 272,100 acres of farmland and forestland](#)

February 26, 2010 4:28 PM

The Metro Council and Clackamas, Multnomah and Washington county commissions approved agreements this week that will set aside more than 272,100 acres of farmland, forestland and natural areas to be excluded from urban growth during the next 50 years. The agreements also set aside about 28,100 acres of land for potential future growth needs during that same period.

Today the Metro Council voted 5-2 on a resolution to adopt agreements with each county to designate urban and rural reserves. The Clackamas and Multnomah county commissions unanimously adopted their respective agreements with Metro earlier in the day. The Washington County Board of Commissioners unanimously adopted its agreement with Metro on Tuesday.

"We have before us today an amazing opportunity to protect and provide certainty for more than 270,000 acres of farmland, forests and natural landscape features for up to a half-century," said Metro Councilor Kathryn Harrington, who served as Metro's representative on the Core 4 group that led this effort.

"We have the opportunity to make it more straightforward to provide land for future employers in places that the market wants to go. We have the opportunity to end forever the old, divisive, inadequate way of expanding the UGB based on soil type rather than on the creation of great communities as needed, when needed, and how it is needed," she added. "We have the opportunity to show the state and the nation how we can work together to shape our own future, and thereby win the confidence about investing in our future."

Prior to its adoption of the resolution, the Metro Council cast separate votes on each of its agreements with the three counties. The agreements with Multnomah and Clackamas counties each passed on a 7-0 vote. (The Multnomah County reserves map was amended to change two areas in the western part of the county from undesignated to rural reserve, in keeping with the action taken by the Multnomah County Commission earlier in the day.) The agreement with Washington County was the most contentious and resulted in a divided 4-3 vote, with Councilors Rex Burkholder, Robert Liberty and Rod Park voting no.

Burkholder, who ultimately voted in favor of the full reserves package, raised serious concerns about the amount of urban reserve land, particularly in Washington County. "While I support providing land needed for employment and population growth, urbanization is a one-way street," he said. "Designating land as urban will make it more difficult for farmers to make long-term investments. There is also the very real problem of creating demand for infrastructure when we have challenges maintaining the roads, sewers and other infrastructure that we have."

Both Park and Liberty voted no on the final resolution containing all three agreements. "Once again, we spent time looking at the edge instead of focusing on the communities that need it [attention]. Now we have 28,000 acres of distraction," said Liberty. He also stated his belief that there is too much land in urban reserves, noting that the vast majority of new residential development that has occurred in the region since 1998 has taken place inside the urban growth boundary as it stood in 1979.

Park noted that laudable efforts at compromise had been made by many parties to come to the map prepared today. "We do need jobs. We need places for people to live," said Park, who expressed concerns about the amount of foundation farmland included as urban reserve north of Cornelius. "The decision needs to be balanced. It doesn't feel right to me."

Others expressed support for the reserves package and the protection it offers for agricultural land. "If you want uncertainty, go back to the old system. What is certain are rural reserves. This map would protect 98 percent of the [foundation] farmland in Washington County from having to be discussed"

for future urban growth boundary expansion, noted Councilor Carl Hosticka.

Councilor Carlotta Collette also expressed concerns about location and sizes of particular urban reserves but supported the proposal and the compromises necessary to produce it. "I'm trusting and hoping that the principles that accompany the IGAs will provide the level of protection for natural resource areas that they deserve," she said.

"One of the valuable aspects of urban and rural reserves is that, by limiting the amount of land and the locations available for future growth, it requires us to rethink how we invest limited resources in our existing communities and make the best use of what we already have," said Metro Council President David Bragdon. "Now the real work begins."

The Oregon Legislature, in enacting Senate Bill 1011 during the 2007 session, provided Metro and the three counties with the authority to designate urban and rural reserves. Since early 2008, Metro and the three counties have led a collaborative effort, working with local governments, business representatives, farmers, environmental and land use advocates, property owners and other residents, to identify areas most suitable for urban growth over the next 40 to 50 years and provide long-term protection to valuable farmland, forestland and natural areas.

The designation of urban and rural reserves will support implementation of the 2040 Growth Concept, the region's blueprint for growth adopted in 1995 that calls for focusing development in city and town centers, along transportation corridors and near employment areas. As the final reserves designations are made, the Metro Council will strengthen its focus on finding ways to maximize public investments to support jobs and redevelopment.

Later this spring, each county will take formal actions to designate rural reserves through their existing comprehensive land use plans, and the Metro Council will designate urban reserves through amendments to its land use ordinances and plans. The Oregon Land Conservation and Development Commission will review the entire reserves package this fall before the Metro Council considers a possible urban growth boundary expansion by the end of this year, as required by state

law.

[Learn more about the urban and rural reserves process](#)

Region turns planning spotlight on Southwest metro corridor

February 26, 2010 2:50 PM

The Metro Council has approved several major planning efforts to improve connections and offer transportation choices in the Southwest metro corridor. The transportation corridor, or travel demand area, includes Barbur Boulevard and Interstate 5 as the main travel routes from Portland to Tigard and Barbur Boulevard/Highway 99W as the main travel route on to Sherwood.

Metro and its partners will be taking two-phased, holistic approach to analyzing and planning for transportation. The first phase includes planning broadly for auto and freight movement, transit, bicycle and pedestrian access and facilities, land use goals, and employment and housing density. The second phase will focus on examining high capacity transit improvements in the corridor, as Metro Council has approved the corridor as the next regional priority for light rail, commuter rail, rapid streetcar or bus rapid transit expansion.

The corridor was identified as near-term priority under the Regional High Capacity Transit System Plan. Though referred to as the Barbur Boulevard corridor, it is too early in the process to determine where in the general vicinity of Barbur Boulevard that an actual, final high capacity transit alignment would be located.

Since a new high capacity route may not run on Barbur Boulevard itself, Metro has begun to refer to the area as the Southwest metro corridor. There is still a lot of work ahead of to determine the type of high capacity transit (light rail, bus rapid transit, commuter rail or rapid streetcar) and route will work best meet the needs and goals of this corridor.

Southwest metro corridor investment analysis

Metro, Oregon Department of Transportation, TriMet, Multnomah County and the cities of within the corridor will begin the process by confirming the area of study and defining

the needs and goals of the corridor. The analysis will most likely begin late this year.

The investment analysis will build on the Regional High Capacity Transit System Plan and lead to an evaluation of different types of transportation and transit solutions. The most promising solutions will advance to further study of environmental, transportation, community and costs benefits and trade-offs, which will be shared for public review and comment. Throughout the process, project partners will share information with the public, work closely with property owners and interested persons and announce project milestones and opportunities to provide input.

Only after the project partners identify alternatives, study their benefits and trade-offs, and gather input from residents in the corridor will decision-makers determine the final project or projects and the final mode and route that high capacity transit will consist of in the Southwest metro corridor. These decisions could potentially happen in 2014. Construction could begin, at earliest, in 2017.

High capacity transit readiness

The Regional High Capacity Transit System Plan includes a system expansion policy framework to establish corridor readiness. Targets in the framework are designed to ensure successful high capacity transit lines while leveraging regional investments to achieve land use and economic goals that create vibrant communities and meet the challenges of climate change, rising energy costs and population growth.

The Southwest metro corridor meets the system expansion policy targets in:

- transit supportive land use
- community support
- partnership and political leadership
- regional transit network connectivity
- housing needs supportiveness
- financial capacity – capital and operating finance plans
- integrated transportation system development
- ridership – current potential and projected growth.

Southwest metro corridor ridership and cost estimates

- Daily ridership estimate (2035): 38,000
- Increase in corridor transit ridership estimate (2009 to 2035): 12,000
- Estimated annual operating and maintenance cost: \$10.4 million (in 2009 dollars)
- Capital cost estimate: \$1.93 to \$2.31 billion (in 2009 dollars)

Note: Though the mode and alignment of a high capacity transit line in the corridor would be determined through the public involvement and planning process, estimates were calculated based on light rail service for the comparison of corridors during the Regional High Capacity Transit System Plan process.

The Metro Council adopted the Regional High Capacity Transit System Plan in July 2009 for addition to the 2035 Regional Transportation Plan.

[Learn more about the Regional High Capacity Transit System Plan](#)

[Learn more about the Regional Transportation Plan](#)

[Counties, Metro scheduled to vote on historic agreements](#)

February 19, 2010 4:57 PM

Unprecedented planning, compromises, will guide public and private investments, provide certainty for farmers, governments, service providers and landowners

After more than two years of research, study and public input, Metro and the three counties in the Portland metropolitan region are nearing the end of an unprecedented process to agree on where and how our region will grow in the next several decades. Next week, the commissions of Clackamas, Washington and Multnomah counties and the Metro Council will vote on approximately 270,000 acres of land for rural reserves and 28,000 acres for urban development. The individual agreements between each county and Metro, scheduled to be adopted next week, will specify urban and rural reserve lands in each county.

Each of the counties has established agreements with Metro that

outline where cities within their boundaries will grow when urban growth boundary decisions are made in the next 50 years, and where they will not – preserving the land for farms, forests and natural areas. The proposed regional maps and the legal agreements – reached after tremendous amounts of study, public input and compromise – are the basis for the land designations. [Go to the agreements and maps](#)

The Washington County commission is expected to adopt its final map and intergovernmental agreement (IGA) with Metro on Feb. 23; Multnomah and Clackamas counties are expected to adopt their IGAs with Metro on Feb 25, and Metro will vote on all three agreements Feb. 25. In the next two to three months, the Metro Council will pass an ordinance to amend its Regional Framework Plan to designate urban reserves and the three counties will also amend their comprehensive plans to formally designate rural reserves.

The reserves process is unique in the nation – never before has a metropolitan area mapped out a decades-long plan that identifies areas for urban growth and lands that should be set aside as rural reserves.

Under Oregon's land use system, Metro maintains the urban growth boundary surrounding the Portland metropolitan area. Every five years the agency calculates how much acreage is needed to maintain a 20-year supply of land to accommodate projected population and job growth and expands the boundary if necessary to respond to that need. Once designated, urban reserves will be the focus of consideration for future urban growth boundary expansions. Rural reserves will be off limits to urban development for 50 years. Metro has already embarked on the region's next urban growth boundary decision, which is expected to be completed by the end of this year.

Representatives of the four elected bodies who worked in consultation with their council and commissions to craft the final agreement-- the Core 4--are Multnomah County Commissioner Jeff Cogen, Washington County Chair Tom Brian, Clackamas County Commissioner Charlotte Lehan and Metro Councilor Kathryn Harrington.

Metro, the regional government that serves 1.5 million people who live in the 25 cities and three counties of the Portland metropolitan area, provides planning and other services that

protect the nature and livability of our region.

[Metro wants residents' help to shape the region for years to come](#)

January 8, 2010 2:15 PM

Metro will be holding open houses and hearings beginning next week to give residents a voice in shaping the future of the Portland metropolitan region, specifically where urban growth will and will not occur during the next 40 to 50 years. Events will take place throughout the region, and will occur on both week days and weekends.

After more than two years of research, study and public input, the Metro Council and the commissions of Clackamas, Multnomah and Washington counties have crafted a proposed regional map of urban and rural reserves as well as the legal agreements that will formally establish these land designations.

The map proposes nearly 31,000 acres as urban reserves. If designated, these will be first in line for inclusion within the urban growth boundary as the region grows over the next 40 to 50 years. The map also includes approximately 224,000 acres of farmland, forests and natural areas proposed as rural reserves, areas that will be protected from urbanization. By the end of February, Metro and the three counties will reach a final decision on the reserves.

The open houses and hearings will give residents important information about the reserves process as well as give them the opportunity to let their elected representatives know what is important to them. How should we grow? How do we move people and goods around the region and beyond? Where do we invest in our current and future jobs and communities?

Open houses and Metro Council hearings Jan. 11 to Jan. 22

Monday, Jan. 11

4:30 to 6:30 p.m. open house
6 p.m. Metro Council hearing
Multnomah County East Building
600 NE 8th Ave., Gresham

Thursday, Jan. 14

4:30 to 6:30 p.m. open house

6 p.m. Metro Council hearing
Metro Regional Center
600 NE Grand Ave., Portland

Saturday, Jan. 16
9 to 11 a.m. open house
Washington County Public Services Building
155 N. First Ave., Hillsboro

Tuesday, Jan. 19
4:30 to 6:30 p.m. open house
Clackamas County Development Services Building
150 Beavercreek Road, Oregon City

Wednesday, Jan. 20
4:30 to 6:30 p.m. open house
6 p.m. Metro Council hearing
Sherwood Library/City Hall
22560 SW Pine St., Sherwood

Thursday, Jan. 21
4:30 to 6:30 p.m. open house
6 p.m. Metro Council hearing
Wilsonville City Hall
29799 SW Town Center Loop E., Wilsonville

Residents will also be able to comment online beginning Jan. 11. New detailed maps, descriptions of proposed reserves and online surveys will also be available on Metro's website beginning Jan. 11. Information will also be available on the partners' web sites and will be updated regularly

[Metro](#)
[Clackamas County](#)
[Washington County](#)

Metro, the regional government that serves 1.5 million people who live in the 25 cities and three counties of the Portland metropolitan area, provides planning and other services that protect the nature and livability of our region.

[**Metro protects Chehalem Ridge Natural Area in the Tualatin Valley**](#)

January 8, 2010 12:09 PM



View more photos of the Chehalem Ridge Natural Area on Metro's GreenScene Facebook page. [Go](#)

Metro's Natural Areas program started 2010 with big news – literally – by purchasing 1,143 acres of forestland in the Chehalem Mountains of the Tualatin Valley. It's the largest acquisition in the history of the Portland region's two voter-approved natural area bond measures.

The new Chehalem Ridge Natural Area, south of Forest Grove, is one of the metropolitan area's biggest remaining swaths of undeveloped forest. At about the size of Oxbow Regional Park, the property is positioned to protect water quality and wildlife habitat in the Tualatin River Basin and serve as a scenic and recreational resource for the region.

"This acquisition nearly doubles the amount of land the Metro Council has protected with the latest bond measure, but Chehalem Ridge is much more than a number," Metro Council President David Bragdon said. "It's also a milestone in terms of scenery, restoration potential and partnerships."

The acquisition was a team effort. Metro bought the property on Thursday from The Trust for Public Land, a nonprofit conservation group. The Trust for Public Land negotiated a deal with the land's longtime owner, Portland-based Stimson Lumber Co.

Straddling the top of Chehalem Ridge, the new natural area provides panoramic views of surrounding farmland and five Cascade mountain peaks: Rainier, St. Helens, Adams, Hood and Jefferson.

A young Douglas fir forest dominates the property. Cedar, hemlock and grand fir can be found in the drainages on the cooler, eastern side of the ridge. Oak–madrone woodlands, which are increasingly rare in the northern Willamette Valley,

make an appearance on south- and west-facing slopes.

Chehalem Ridge is the starting point for a network of streams that flow to the Tualatin River, which provides drinking water for 200,000 people. This feature creates opportunities for Metro to improve water quality beyond the natural area's property line.

"This property is extraordinary," said Metro Councilor Kathryn Harrington, who represents the western part of the region in District 4. "It's exciting to think that we've protected another natural area of this size, scale and quality in Washington County. It's a success for residents of the entire region."

Chehalem Ridge will complement bird and wildlife viewing opportunities planned at the nearby U.S. Fish and Wildlife Refuge at Wapato Lake.

The Metro Council's goals for land acquisition in this area include the potential for recreational uses. At Chehalem Ridge, an existing gravel and dirt road network could form the basis for a future trail system. For now, Metro's science staff will develop a plan to guide forest management practices, habitat restoration and appropriate interim opportunities for the public to experience Chehalem Ridge. (For details, stay tuned at www.oregonmetro.gov/chehalemridge.)

The Trust for Public Land has pledged \$90,000 toward land management and stewardship during the first three years. Helping secure the acquisition and continuing to support Chehalem Ridge makes sense as the Portland metropolitan area invests in its natural environment, said the group's Oregon director, Geoff Roach. A diverse coalition is collaborating on The Intertwine, a movement to connect the region's parks, trails and natural areas and create a common identity. (Find details about The Intertwine at www.theintertwine.org.)

"We are delighted to be working in a region where business leaders, local government and nonprofits are encouraged to collaborate on land conservation," Roach said. "Love of nature is at the core of this region's outstanding quality of life. The Intertwine is leading the country in breaking down organizational and jurisdictional barriers to create, protect and enhance a world-class system of parks, trails and natural areas for everyone to enjoy – and Chehalem's a result."

The Metro Council's voter-approved 2006 Natural Areas Program funds land acquisition and capital improvements that protect water quality and fish and wildlife habitat, enhance trails and wildlife corridors and provide greater connections to nature in neighborhoods throughout the Portland metropolitan area.

[Learn more about Metro's Natural Areas Program](#)

[Politicians beware: Support for Metro is on the upswing](#)

January 6, 2010 11:56 AM

The Oregonian feature editorial for Jan. 5, 2010

The election for council president in 2010 could be the most thoughtful and provocative in the history of the regional government

This year, the Metro regional government will make a momentous decision, perhaps the most important in its history. But the principle behind it is surprisingly simple: Minimize waste.

Oregonians detest waste. Increasingly, they understand that land can be wasted as surely as money can be wasted – and, in fact, that wasting land is a form of wasting money.

This year, along with Clackamas, Multnomah and Washington counties, Metro will distinguish land that it would be smarter to develop eventually, called urban reserves, from land that it would be smarter to set aside for generations, called rural reserves.

Years ago, Metro made a run at doing something similar. But nothing on this scale requiring the counties and Metro to reach a consensus has been attempted before. That the process might have a few hiccups, or even threaten to implode a time or two, is only to be expected. So many future investments – those of farmers, developers and taxpayers – depend on these critical decisions.

By designating urban and rural reserves carefully, Metro and the counties can boost the Willamette Valley's agricultural industry, spark economic development, encourage the reuse of empty and wasted land inside the urban growth boundary – and save money on extending roads, sewers and waterlines.

Coincidentally, in 2010, David Bragdon will be finishing up his last year as Metro Council president, and three Metro-savvy candidates have already jumped into the race.

Rex Burkholder, a former high school science teacher now in his third term as a Metro councilor, is an expert on regional transportation. Tom Hughes, the affable former mayor of Hillsboro, has considerable expertise in economic development. And Bob Stacey, former director of 1000 Friends of Oregon, is an expert on conservation of farm and forest land.

If these three can't spark a vigorous – and, yes, exciting – debate on the future of the region, no one can.

The decision about urban and rural reserves will likely be settled before a new president is elected. So it will really be up to Bragdon to shepherd this inherently contentious process to a successful conclusion. This is a legacy issue for him.

Not surprisingly, the counties don't all see eye to eye on the reserves. There have even been a few mutterings about Metro disintegrating over the issue.

But that's extremely unlikely. If anything, public opinion is moving in the opposite direction. Surveys by Davis Hibbitts & Midghall Inc. show support for regional land-use planning – what Metro does – has only intensified.

Oregonians are strapped and in a frugal mood, yes. But as the firm's Adam Davis recently told the City Club, people increasingly view compact development as financially smart, preventing waste, lessening the need for taxpayer-funded services and saving families both in money (fuel and other transportation costs) and in commute times.

Pay attention, politicians. Density is no longer the dreaded d-word, easy to demonize. Not so long as it comes, Davis says, with public safety and a few things Metro helps to provide – ample parks, "open spaces and walkability."

People in this region increasingly identify themselves as "Portlanders" and see Metro as a positive force. If you're looking for the usual suspect drawn to a Metro race—the candidate who runs against the very idea of a regional government?

Hey, for 2010, that candidate has yet to emerge.

That's progress.

[**Metro Council approves RTP, releases reserves map for further public comment**](#)

January 4, 2010 3:00 PM

The Metro Council on Dec. 17 voted to approve the Regional Transportation Plan and to submit a draft intergovernmental agreement on urban and rural reserves for public comment in January 2010. Both actions support Metro's larger "Making the Greatest Place" initiative which guides how the region grows and how people travel for the next 25 to 50 years to achieve the public desire for jobs, protection of farm and forestland, and investment in existing areas inside the urban growth boundary before expanding outside.

Together, the Regional Transportation Plan and the reserves process represent unprecedented regional efforts to integrate land use and transportation decisions and weigh the impacts on greenhouse gas emissions, regional equity and the kinds of communities we live in. Both the RTP and the reserves process require multi-jurisdictional buy-in and support and will offer further public comment opportunities before final adoption in 2010.

Regional Transportation Plan

The council voted 7-0 to accept the Regional Transportation Plan which, in addition to a list of potential projects submitted by local jurisdictions, also includes performance measures linking transportation investments to job creation, compact urban form and enhancing travel options for residents across the region.

Councilor Rex Burkholder, who along with Councilor Rod Park was the lead Councilor in the four-year process of developing the RTP, praised the plan as being visionary and comprehensive. Contrary to some criticism of the plan as increasing overall greenhouse gas emissions, supporters advocate for the RTP as a crucial first step toward addressing climate change through a variety of measures, including transportation, land use and material consumption.

"This is the first RTP in the country to address climate change," said Burkholder. "This plan will reduce per capita greenhouse gas emissions and per capita vehicle miles traveled and provide for record amounts of investments in bicycle, transit and pedestrian modes of transportation."

Park, who chaired the Regional Freight Task Force, noted the importance of the freight plan on the region's economy. "The freight plan gives us a base to guide our freight investments in order to support the jobs we want in this region," he noted.

Among other elements, the new RTP contains:

- the first high-capacity transit plan since the early 1980s, which outlines priorities for future investments in an expanded light-rail network, bus rapid transit and other high-capacity transit corridors [Learn more about the high capacity transit system plan](#)
- a regional freight plan that looks at how freight can move more efficiently through the region's transportation system
- the first comprehensive plan for transportation systems management and operations to make the most of investments already made in the transportation network
- the first climate change action plan to address how an integrated set of transportation investments, land use policies and other strategies can most effectively reduce greenhouse gases.

Yesterday's council vote followed a Dec. 10 action of the Joint Policy Advisory Committee on Transportation which voted 11-3 to endorse the plan. [Read more about the JPACT vote](#)

Following the air quality conformity analysis, the plan will undergo further public comment in spring 2010. After public comment, JPACT and the Metro Council are expected to formally adopt the RTP in June.

Urban and rural reserves

The Metro Council also voted 7-0 to accept a draft map and intergovernmental agreement for urban and rural reserves for release for public comment. The Council's action came one day after the Core 4, representatives of the Metro Council and

Multnomah, Washington and Clackamas counties, met to approve a "best effort" map and agreement language.

The Core 4 map includes approximately 24,000 acres of proposed urban reserves and 224,000 acres of proposed rural reserves throughout the region. While much of the Core 4 map reflects a consensus on which areas should be considered for urban and rural reserves, unresolved issues remain on some areas including Sherwood, Stafford, Oregon City, Boring and the West Hills. Public comment will be collected on all areas of the proposal, but is especially sought in the areas where the Core 4 did not reach agreement.

"This is a regional, best effort proposal," said Councilor Kathryn Harrington, the Metro Council's representative on the Core 4. "Let me make this abundantly clear: *everything* is open to comment."

The Metro Council received a considerable amount of testimony from farmers, land owners and other advocates expressing reservations about the proposed urban and rural reserve areas indicated on the Core 4 map, with most urging smaller urban reserves and stronger protection for agricultural land around the region.

Jeff Stone, director of government relations for the Oregon Association of Nurseries, encouraged the Council to look at the economic impacts of the agricultural industry noting, "Agricultural land is employment land. We don't count that in any of our metrics."

West Linn City Councilor Teri Cummings advocated against urban reserve designations in the Stafford area. "Please err on the side of conservation," she asked, noting that the surrounding cities of West Linn, Lake Oswego and Tualatin had previously expressed an unwillingness to provide necessary services to support urban development in Stafford.

Former Washington County Chair Linda Peters underscored the importance of rural reserves, and not just for protecting agriculture. "It is important that we protect farmland because it forms a ring around the region and it forces us to keep our cities lively and active," she remarked.

The Metro Council noted that several council members still had concerns about multiple proposed urban and rural reserves indicated on the map. Therefore, in addition to the proposed map and intergovernmental agreement, the Metro Council unanimously adopted a second resolution communicating its guiding principles, objectives and concerns to the public and the three metro-area counties involved in the negotiations of urban and rural reserve areas.

If the Core 4 is unable to reach agreement in 2010 on urban and rural reserves, the region will need to default to the "old" process of requiring the Metro Council to review the urban growth boundary every five years and add land based on a state tiered system rather than a comprehensive look at regional growth for the next 40 to 50 years.

Public comment will be accepted on the proposed reserves agreement through open houses from January 6 to 21 and through a "virtual open house" on the Metro web site. The Metro Council and the boards of commissioners for each of the three counties are expected to adopt final intergovernmental agreements in February, followed by the formal designation of urban and rural reserves.

[Learn about the 2035 Regional Transportation Plan](#)
[Learn more about urban and rural reserves](#)

[Metro announces new director for the Oregon Zoo](#)

December 29, 2009 11:17 AM



New Oregon Zoo director Kim Smith

Metro is excited to welcome new Oregon Zoo director Kimberly A. Smith beginning March 1. Smith brings 25 years of comprehensive zoo experience to the position. She has built an exceptional reputation for her commitment to wildlife conservation and has worked closely with the U.S. Fish and Wildlife Service, along with state and local wildlife officials, on

several local conservation initiatives. Smith also has a solid track record in overseeing and implementing strategic and master plans and will lead the Oregon Zoo as it undertakes \$125 million worth of bond-related improvements over the next 10 to 15 years.

"We are very pleased to have recruited such an outstanding zoo director," said Michael Jordan, Metro's chief operating officer. "She is a proven community leader, manager, conservationist and educator – and is well positioned to lead us into a new era of excellence." The zoo is a service of Metro and is dedicated to its mission to inspire the community to create a better future for wildlife.

[Go to the news release](#)

[Metro Council refines solid waste rate and policy setting processes](#)

December 1, 2009 11:33 AM

On Nov. 12 the Metro Council passed two ordinances that improve the way decisions will be made on regional solid waste policy and rates, revising the Solid Waste Advisory Committee and the Solid Waste Rate Review Committee.

The Solid Waste Advisory Committee provides policy advice on solid waste issues to the council, including recycling, system management and regulation. To improve the quality and credibility of policy deliberations, the committee membership was revised. While public and private sector representatives will continue to be included, only local government members will be allowed a vote. Additional outreach to industry members and the general public will provide higher quality input to a range of solid waste policy issues, including resource conservation. Several representatives of the solid waste industry testified that, while they supported the changes in general, they disagreed with the proposal to shift solid waste industry members from voting to non-voting members of the revised Solid Waste Advisory Committee.

The second ordinance repealed the Solid Waste Rate Review Committee entirely and replaced their function with a contracted independent technical expert in rate review to align with best practices for setting municipal utility rates. The rate proposals

will be released at the same time as the proposed annual budget, providing better budget information and a coordinated opportunity for public input. A separate "periodic review" process will provide a forum for all interested parties to participate in the consideration of rate criteria and policies.

Metro Council President David Bragdon, the council sponsor of both ordinances, declared that it was a conflict of interest to have industry members advising on rates and policies that would impact their business bottom line. An independent advisory process will better serve the interests of the public. President Bragdon added that he welcomes and encourages the solid waste industry to participate in the periodic policy review cycles, where a variety of viewpoints will strengthen the process.

The Council voted 6 to 1 (Councilor Burkholder voted against) to revise the Solid Waste Advisory Committee and voted unanimously (Councilor Hosticka was absent) to repeal the rate review committee and revise the rate setting procedure for the region, effective February 2010.

[Read the full staff report on the rate setting process](#)

[Opinion survey gauges public views about growth](#)

September 25, 2009 3:38 PM

Metro today released the results of a public opinion survey designed to develop valid and statistically reliable information regarding the attitudes of residents about the quality of life in the region and growth management principles. Six hundred voters in the Metro region were randomly selected and interviewed on the phone between July 31 and Aug. 3, 2009. The margin of error for the survey is +/- 4 percent.

Summary of findings prepared by Davis, Hibbitts & Midghall, Inc.

Residents are optimistic about the direction of the region, and enjoy the quality of life they have. A majority of voters (58 percent) think things in the region are headed in the right direction. As found in other surveys for Metro about the quality of life in the region, residents value the environment, landscape and the types of activities and lifestyles these things provide. They also value the small community feel, access to a variety of

activities and type of people living in the region.

There is widespread support for the region's urban growth boundary, smart growth and protecting the region's farmland, natural areas and standing forests. The environment is one of the top things that contributes to residents' quality of life in the region, and many communicated they do not want population growth and new development to jeopardize it. Residents strongly support development within the current urban growth boundary, including along transportation corridors, building on vacant lots, redeveloping old buildings and creating higher density neighborhoods (if they have parks, natural areas and access to convenient shopping and public transit) to preserve farm and forestland.

Residents across the three counties feel similarly about the quality of life they have in the region. They like the same things (e.g., outdoor recreation opportunities, environmental quality, weather and people/sense of community). They also have similar concerns (e.g., traffic congestion, public safety, government, employment).

While there are differences in priorities and the acceptability of planning principles across age, education, and income groups, the starkest demographic differences are by residency type and county. Residents in Multnomah and Washington counties showed stronger support for the urban growth boundary, higher density growth and alternative modes of transportation than those in Clackamas County. Even so, a majority of Clackamas County residents supported new development to accommodate population growth coming through the redevelopment of land within the current urban growth boundary, reusing and revitalizing old buildings and vacant lots in already developed areas resulting in more people and increased activity in those areas, and development of public transit biking and walking as an alternative to the automobile.

Importantly, during the past decade Washington County residents, whose views were once more uniform with those living in Clackamas County, have identified closer to or in many cases almost equally with their counterparts in Multnomah County. Residents with higher levels of education and income levels also showed the most support for the urban growth boundary and the planning principles tested. While those ages

18 to 34 had strong support for high density development and public transit infrastructure, they were less likely to have strong opinions about whether or not the urban growth boundary is expanded.

Resident support for the urban growth boundary and higher density development is dependent on certain things:

- understanding the potential for redevelopment of vacant lots within the urban growth boundary and revitalizing old buildings, and being assured that this kind of development will precede or be done concurrently with the development of any undeveloped land within the boundary
- being assured that new development of any kind is carefully designed, accompanied with parks, natural spaces and easy access to public transit, and is walkable
- knowing the location of any new development relative to nearby neighborhoods and the level of increase in population density and activity level; otherwise, residents will assume the worst
- understanding that higher density development is a way to conserve farm and forest land and natural spaces, and is an alternative to urban sprawl.

[Download the full report](#)

[A personal message from Councilor Hosticka](#)

September 16, 2009 6:12 PM

During the next three decades, about 1 million more people will call the Portland–Vancouver metropolitan region home, with 700,000 of them living within the urban growth boundary. To plan for this growth, Metro and its partners have focused on an effort called Making the Greatest Place. Its focus is to help us continue making good choices so we maintain our quality of life and plan how our region grows. [Learn more](#)

In the next few months, the Metro Council and other local governments will make decisions about how much farm and forest land to protect, where we should grow during the next 50 years and the best way to invest our limited money on creating jobs and making the most of our existing bridges, roads, trails and public transit.

Yesterday, Metro's chief operating officer Michael Jordan

released a set of proposed strategies to inform those decisions and to inspire a regional dialogue about our future:

Strategy 1: Make the most of what we have

Invest to maintain and improve our existing communities.

Strategy 2: Protect our urban growth boundary

To the maximum extent possible, ensure that growth is accommodated within the existing boundary to protect farm and forest land and the outdoor recreation opportunities we enjoy with our families.

Strategy 3: Walk our talk

Be accountable for our actions and responsible with the public's money.

[Review the recommendations, plans and reports](#)

We can't "make the greatest place" alone. We need to hear from you. Please let me know what you think and what is most important to you by attending an open house, commenting online, sending mail or e-mail, or testifying before the Metro Council.

[Find out how to share your views](#)

Thanks for your interest and for weighing in about how best to preserve our urban growth boundary and the farm and forest land it protects; how to make the most of our existing cities and neighborhoods; and how to ensure we create enough good jobs for the people who live here now and the people who will come in the future.

[Welcome from Councilor Hosticka](#)

September 15, 2009 5:08 PM

Starting today, I'll be delivering Metro news to you as it occurs, sometimes on a daily basis here on my new online newsfeed. My goal is to make it faster and easier for you to stay informed about issues you and your family care about, and to provide you a way to give me feedback whenever it's most convenient for you. Please check the site regularly and take advantage of the subscription features that let you choose the way you want to stay updated. Let me know what you think of this new way to deliver information, and if you have any ideas for how to make it

better.

Contact

Metro Councilor Carl Hosticka
503-797-1549 | 503-797-1793 fax
carl.hosticka@oregonmetro.gov

Subscribe or comment

If you would like to subscribe to e-mail updates from the newsfeed or share your suggestions or feedback, send e-mail to feedback@oregonmetro.gov.

[Transportation speaker series: Global experiences in congestion pricing](#)

September 9, 2009 4:39 PM

Join the regional discussion about innovative solutions to transportation planning challenges. The latest installment of Metro's transportation speaker series welcomes Naveen Lamba, an international expert on congestion pricing. The lecture is from noon to 1 p.m. this Thursday, Sept. 10, at Metro Regional Center.

The need to reduce congestion will become more important as the region's population increases and puts more pressure on our infrastructure. One solution that has been successful in other cities is congestion pricing, which shifts the cost of peak demand for the public transport network to the users. Learning from the experiences of other cities is the first step in the discussion on how, or if, our region could use these tools to meet our future needs.

Naveen Lamba from IBM's Global Business Services will address examples of successful and unsuccessful congestion charging programs from around the world. He will also discuss the development of the next generation of congestion pricing solutions.

[View calendar](#)

[1,000 acres and counting](#)

August 8, 2009 4:12 PM

Since 2006, Metro's voter-approved Natural Areas Program has

funded land acquisitions and capital improvements that protect water quality, preserve fish and wildlife habitat, enhance trails and wildlife corridors and provide greater connections to nature throughout the Portland metropolitan area. With the addition in June of three new properties, the total acreage of protected natural areas has reached the 1,000 acre mark, moving the program closer to the goal of protecting up to 4,000 acres in urban areas and areas where development is likely to occur. With nearly nine miles of stream and river frontage included in the new total, habitat quality for fish and wildlife can be preserved and improved. [More](#)

[Waste Management of Oregon opens recycling center near Hillsboro](#)

June 30, 2009 4:08 PM

Waste Management of Oregon christened an expansive and ultra-green recycling center that will dramatically increase recycling and reduce landfill waste across Washington County. The recycling center will accept construction and demolition castoffs that, in the past, have ended up in landfills. It will collect, sort and reclaim these materials – concrete, asphalt, wood, and metals – for use in new ways.

The new facility is a \$10 million investment for Waste Management. The project involved 100 construction jobs and has resulted in 20 permanent jobs. The new facility is at 3205 SE Minter Bridge Road near Hillsboro, where Waste Management also operates a landfill and manages more than 100 acres of certified wildlife habitat and wetlands. The landfill is permitted to accept primarily construction and demolition debris. It does not accept household garbage or hazardous waste.

[Metro Council budgets for design and construction of Blue Lake Nature and Golf Learning Center](#)

June 27, 2009 4:05 PM

The Metro Council has budgeted \$10.6 million to complete design, engineering and construction of an environmentally-focused nature and golf learning center at Blue Lake Regional Park in Fairview, Oregon. The master plan includes a nine-hole family golf course, a six-hole pitch and putt course, a pre-engineered golf and operations building, and a covered driving range. Plans also include replacement of the aging Lake

House Events Center, restoration of an existing wetland and other improvements to Blue Lake Park.

The Nature and Golf Learning Center will be built in a sustainable manner and will be designed to protect and improve water quality, wildlife and native habitat. The center will offer educational programs, and the golf courses will provide individuals of all ages and golf abilities the opportunity to learn and play on a fun, challenging and unique course. Designers have located holes to respect the environment and the Native American history in the area, and have routed the course to take advantage of river, lake and wetland views as well as contribute to their protection.

Located in an 85-acre undeveloped Metro parcel on the east side of Blue Lake Road, the golf course will use minimal water and no harmful chemicals. Because no direct streams feed into the 64-acre Blue Lake, the land-locked body of water suffers from algae growth and other factors that contribute to lowered water quality, which has been mitigated somewhat by the introduction of solar-powered water circulators through a partnership between Metro and the Blue Lake Improvement Association. As a further improvement to water quality, Metro hopes to employ a system in which the golf course is watered from the lake and fresh water is pumped into the lake, helping to create a more natural circulation of water.

The anticipated opening for the facility is summer 2012. The contract for design and construction was awarded to Waterleaf/Design Works of Portland.

Blue Lake Regional Park is located 20 minutes east of downtown Portland and is open from 8 a.m. to legal sunset every day except Dec. 25 and Jan. 1. Metro, the regional government that serves 1.4 million people in the Portland, Oregon metropolitan area, provides planning and other services that protect the nature and livability of our region.

[High Capacity Transit System Plan nears completion](#)

June 15, 2009 9:00 AM

The High Capacity Transit System Plan will go before the Metro Council on July 9 for a vote on the corridor tiers and framework for the system expansion policy. The tiers and policy will then

be incorporated into the Regional Transportation Plan, which will be available for public comment this summer before finalization in the fall.

The tiers designate the studied corridors into near-term, next phase, developing and regional vision priorities. The tiered approach allows Metro and local partners a framework in which to work in order to better prepare areas around the potential lines to be supportive of high capacity transit, ensuring continued success in our regional investments. During the summer, the RTP will set the system expansion policy targets and processes for corridors to advance to a higher priority tier.

For more information about the High Capacity Transit System Plan, visit www.oregonmetro.gov/goingplaces.

Outcomes from the JPACT Retreat

May 31, 2009 4:06 PM

In late May, the Metro Council hosted a retreat with members of the Joint Policy Advisory Committee on Transportation (JPACT) to discuss the financing strategy for the Regional Transportation Plan (RTP). JPACT, a 17-member committee of elected officials and transportation agency officials, is making key recommendations to the Metro Council on what transportation needs the region should prioritize and how to fund them.

The retreat maintained intent engagement among participants and served as a forum for excellent input on issues from how cities and counties can garner more flexibility, and how to draw the best balance between maintaining regional infrastructure throughout the region, as opposed to building new projects.

Throughout the summer, Metro will continue working with members of JPACT to synthesize all of this input, refine ideas, and develop a draft RTP project list and financing strategy to release for public comment by September 15. The public comment period will last for 30 days.

This process will culminate with JPACT and the Metro Council approving the RTP by resolution by the end of 2009, with the intent of adopting a final RTP by ordinance in June 2010.