

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Smith and Bybee Wetlands Advisory Committee
Date: Tuesday, March 28, 2023
Time: 5:30 to 7:30 p.m.
Place: [Zoom](#)

5:30 p.m.	Welcome and introductions	All
5:35 p.m.	Approve January 2023 meeting minutes	Carrie Butler
5:40 p.m.	Projects updates	Andrea Berkley, Allan Schmidt
5:55 p.m.	Nutria control update	Katy Weil
6:10 p.m.	Bridge assessment, landfill assessment, office space	Courtney Patterson, Metro
6:40 p.m.	BREAK	
6:45 p.m.	CNRP Master Plan Review	Andrea Berkley
7:25 p.m.	Goals and next meeting agenda	All
7:30 p.m.	Adjourn	

Upcoming SBWAC meetings:

Tuesday, September 26, 2023 on Zoom

For agenda/schedule information, contact Jonathan Soll at jonathan.soll@oregonmetro.gov.

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Meeting summary

Smith and Bybee Wetlands Advisory Committee

March 28, 2023

Committee members in attendance

Carrie Butler Port of Portland
Daryl Houtman City of Portland, Bureau of Environmental Services
Eric Stern Friends of Smith and Bybee Lakes
Jonathan Soll Metro
Max Samuelson Columbia Slough Watershed Council
Troy Clark Audubon Society of Portland
Eugenia Tam North Portland Neighbors

Committee members not in attendance

Pat Jewett 40-Mile Loop Trust

Others in attendance

Allan Schmidt Metro
Andrea Berkley Metro
Melanie Reinert Metro
Katy Weil Metro
Courtney Patterson Metro
Ariana Scipioni ODFW

WELCOME

Carrie Butler opened the meeting with introductions. Max Samuelson motioned to approve the notes from January 2023; Eugenia Tam seconded.

CONSERVATION PROJECT UPDATES

Water control structure and berm project

Andrea Berkley provided updates: There is a project at the water control structure to install panels into the berm to bring it to Army Corps standards, address animal burrowing issues, and reduce the risk of failures that could affect the landfill. By not holding back water, we have put less pressure on the berm until panels can be installed, likely in late November or December. The project is currently in the permitting stage, and staff are working out equipment transport logistics regarding weight limits on the bridge.

St. John's Prairie updates

At St. John's Prairie, weed control on phases 1-3 will help the 1250 lbs. of native seed and bulbs from commercial and Metro prairie sites to thrive.

Last fall we applied for a grant from Oregon Watershed for work on the SE portion of the prairie, an unworked area surrounding the future trail. A decision is expected soon. After the meeting, Jonathan commented that Phase 4 would presumably "complete restoration of the former landfill." However, without the ability to use fire, future management would continue to rely primarily on herbicides.

Sedge and wetland work

Sedge Fest occurred in March at the Columbia sedge meadow area. 50 volunteers and staff installed 5,500 sedge, with more from contractors.

The wetland project finished the final campaign of its third phase. This reduces habitat fragmentation, increases diversity, and plans ahead for emerald ash borer arrival by installing 36,000 cottonwood, willow, dogwood, ninebark and spirea plants.

The plan had been to do a grow out contract planting using collected ash at Smith and Bybee, but the ash borer arrival led to the source area for the ash being quarantined, so ash trees will not be planted to mitigate risk.

Contractors looking at weed mapping and control strategies with *Ludwigia*, purple loosestrife, yellow flag iris and *Scirpus cyperinus* mapped at the site.

John Catena reported cutting tree ivy at the north Portland Road entrance, and there was treatment of blackberry, to allow for ivy hand-pulling, and poison hemlock along trails will be treated. Staff are working on posting of cleanup and camps in partnership with RID patrols.

Troy Clark asked about the survey markers, how long plastic piping transects will be in the water and what their purposes are. He would prefer removal of all pipes at Smith and Bybee that are not permanent and have served their purposes.

Andrea wasn't sure which piping was specifically referenced, but the ones related to the completed study can be removed and added to the to-do list. She noted some old well monitors and transects from graduate work are intended to be permanent.

Columbia bridge and trail update

Allan Schmidt provided project updates. The Columbia Bridge IGA with ODOT and the City of Portland has been vetted by Metro. Now the city is to review that and take over the remainder of the project. This is the living document that outlines roles and responsibilities, making the road public, etc.

We will likely be dividing the lot; the property at the railroad and easement is to be parsed into two. Per the city, this will require full legal right of way, meaning a full road with sidewalk and street trees per PBOT regulations. This work is not funded yet, but we will work towards that.

The project is moving again and funded to last effort. We are at 30% design to complete, the city is taking it back, and ODOT is leading it to fruition. Shovels in ground estimated for fourth quarter of 2025. The scope was created with consultants, and we are drafting agreements. This means Metro work on the bridge and addressing the slough bridge.

St. John's prairie trail work is at 90% design, almost shovel ready. We will take that to City of Portland for review near end of this fiscal year (early summer) for formal land use approval. Then there is a likely pause to pre-load and do scope refinement, but the project is near complete design-wise for the current scope. 90% designs are not too different from previous, and we are doing internal work to finalize.

Troy: Is ODOT leading the bridge or is it Parks?

ODOT has always officially led, as it is a federal project, but Allan has also led in a way. This shift takes Allan out of funding and reviewing and gives that role back to the owner, City of Portland. Evan Callahan will attend these meetings as the new project rep when this is finalized, likely the September meeting. Metro will still be engaged as a majority funder but taking rear seat from there.

Troy Clark: Regarding the 90% designs on the prairie trail, has fencing been decided?

In the original scope, and more could be coming. As the project nears and as we see holes, there will be design efforts to see where we need work and might need more to come when funded. The drawing set can sit on the shelf during bridge decisions and then be added to. Fencing is likely to increase to improve the project. It is at about \$4 million today at 90% work. We will be careful considering funding and future progress.

NUTRIA CONTROL UPDATE

Katy Weil provided a nutria update. The site supports invasive nutria who have destructive tunneling and burrowing behaviors. The channel's seasonal draining function is affected as an open basin is forming because of erosion and sediment. She shared a video showing nutria observed on a trail.

In 2012 while addressing avian botulism, we started efforts to manage the channel and hired the USDA to lethally remove nutria with non-lead ammunition and removal at time of dispatch to protect native predators/scavengers. This made a dent in the population around the water control structure. Nutria breed three times a year and have now returned to high population levels around that area.

Katy sees them in Bybee and noted that Smith has had native muskrat observations in recent years. We are looking at varied options for removal, with USDA as best option. Previous USDA activity ended at end of 2021. This work can cost approximately \$2k for two months, and we are finalizing a renewal with them. Biologist Matt Alex is available starting in early May. Having the site managed for Ludwigia works well with nutria control; he can go in with waders to remove them at night.

Troy: What do you anticipate in terms of numbers? 10 years ago, the cull was approximately 220 (over 3 years 2012-2014). What is the anticipated objective?

The objective is to tackle to 30-50% (50% is the ideal, but unrealistic) to get ahead of a repopulation curve and then keep going. We had reduced enough population to reduce their impact in recent years. We cannot have full eradication as the site will continue to attract them, and we cannot fully eradicate them without impacting other species with methods used.

Troy preferred an ongoing plan to set a reasonable population and keep to that. He noted many more nutria nests and the recent appearance of sunning areas in the emergent willow.

The target management in 2,000 acres is 100, and we can keep going with it, knowing that 2-3 months of activity could cost \$2k, to be invested in up front. Katy was open to other

ideas or strategies from other agencies if available (e.g. sustenance hunting). Past control work lost ground during the pandemic, as it was difficult for operations with staffing constraints and USDA limits. Late spring and early fall is the ideal timing to prevent breeding.

Max Samuelson approved of the plan as it had been effective before, noted challenges managing nutria at other sites.

Katy noted that if we inundate Smith, we can't treat Ludwigia. This can also create a warm water, anerobic environment that could cause additional botulism outbreaks for native waterfowl. Nutria populations around the region's wetlands are surging, though this winter's cold weather may contribute to a missed winter breeding window for them as well as increased natural mortality due to cold temperatures. When asked she confirmed that muskrat create platforms, but that species has only been observed in recent years in one corner of Smith and never saw a lodge.

Jonathan Soll noted the difficulty of estimating population size and suggested having action continue on an ongoing basis rather than when population reaches certain thresholds.

Katy recommended action twice a year in late spring and early fall, funded on an ongoing basis. The population estimate is 850-1000 individuals, and if that is reduced to 100, we can have more control and habitat function. She suggested starting with a five-year plan and evaluation/monitoring to estimate population. Jonathan can loop back with the group.

Ariana Scipioni felt everyone struggles with nutria, full eradication is not possible without other impacts, and she approved of the plan and monitoring population levels.

Katy shared that nutria do not use hibernation or torpor (consistently) and sustained cold or long frost also reduces population.

BRIDGE ASSESSMENT, LANDFILL ASSESSMENT, OFFICE SPACE

Slough bridge assessment

Courtney Patterson shared a slide presentation (Attachment 1) with updates on the slough bridge assessment and landfill. She provided an overview of St. John's Landfill and its history as well as her team's role at the landfill and ongoing environmental responsibilities for the next 30+ years.

She shared the original MWA Architects slides on the St. John Landfill bridge assessment and bridge history.

The bridge over the slough needs to be replaced, as it was not built to modern robust codes—it will fail in a seismic event. Urgent repairs are needed on support structures, and some elements are not structurally sound.

We need to make sure agencies using the bridge have safe access. Currently there is no crossing if winds are over 25 mph, and there are maximum crossing speed and axle limitations. Pedestrian access is not recommended without repairs, and no improvements have been made since 2008.

MWA recommended that access is dangerous until replacement. We can control access now, but public/pedestrian access loads increase the risk of bridge failure.

Construction costs continue to rise (current estimate is \$20 million). Life cycle cost analysis for options is \$53-54 million.

Troy noted the conflict with the trail project if we cannot allow pedestrians bridge access.

Courtney hoped the issues can be worked out concurrently. A challenge is that Garbage and Recycling operates on restricted funds and cannot pay for what is not deemed solid waste use. Those funds cannot fund public access. City of Portland was sued over rate payer funds like these, and the court precedent in that case must be followed.

Daryl Houtman asked about Metro's funding timeline and prioritization.

Courtney noted there is much to work out with BES and shared that BES owns the property the bridge abuts onto and we will need to work that out regarding bridge replacement, as well.

Eugenia asked with Metro's landfill responsibility, if there were no public access needed, is the bridge safe to continue landfill environmental work in its current state?

Courtney felt there was a strong argument that for landfill purposes we need to replace the bridge. If we seek other partners, look at easements and funding sources, we could move faster. It would be fair to say we have our own responsibilities to replace the bridge, but features may change (e.g. separating pedestrians and vehicles could allow more funding options).

Eugenia asked, with funding work and exploration in progress, what is the timeline for a checkpoint on how that's going?

Courtney asked about the possibility of a WPES rep for this group who could return with regular updates. Andrea felt a rep could return when there is news to share out.

Troy asked if the condition of bridge would impact sheet pile work this fall.

Andrea shared that the designers are getting engineering details and engineers are communicating. The panels are light, and the contractor has a crane that could be brought in pieces, so that's likely to work. Otherwise, a helicopter can carry over machinery and equipment—there's precedent for that in Metro parks work.

Eric asked about dangers of injury and risk.

Courtney felt personally worried for teams. The bridge is not in imminent failure, but it is still serious. We need to put movement towards resources to ensure access for restoration work and continue on a path to public access.

Allan shared that a deadline is coming for federal bridge work. Metro doesn't want to slow that down. We have time to work through this, but we need to watch Columbia Bridge deadlines.

Daryl asked if interim measures or surface level accommodations could make pedestrian access feasible.

Courtney shared her background in a Marines bridging unit. In a seismic event, for example,

a drop bridge could happen, but exploration of this would need partnership of the committee.

People can create lateral loads as a group moving in sync, and this is dangerous if a number of people are moving on a bridge at same time. People create more of a point weight problem than vehicles, so pedestrian bridges are built to higher specs than vehicle bridges.

Staff are working together to identify solutions and timelines. Budget has historically not been a concern for this revenue generating department, but Council has been pressuring them to keep current services with minimal or no fee raises, so there is budget pressure coming. A Council conversation is needed.

St. John's landfill assessment

Courtney shared slides about landfill assessment work.

DEQ requested a prairie trail pre-construction risk evaluation on methane hazards and a long-term operations and maintenance plan to show ongoing protections of trail users regarding methane hazards.

We are also doing a condition assessment of infrastructure to understand user risks on the whole site, improvement recommendations, cost estimates and maintenance.

Survival camps, digging, are concerns to consider through security and liability. We will need signage and protection to reduce risks from that activity. The landfill creates additional risks and costs due to the presence of landfill infrastructure beneath the trail.

Allan shared that the assessment request by DEQ predated Courtney and will help DEQ understand risks of these projects. The project was supported from inception by DEQ and Metro, and we have done work to prepare for these concerns. We are using assessments to inform design.

Environmental compliance office space updates

Courtney shared slides and explained that the Metro office space is owned by BES, the lease expired, and we struggled for a renewal. We are asking for direct meetings regarding office space and lease extension by March 8 with a high-level agreement for a 5-year lease. Courtney will continue to follow up.

Continued discussion on updates

Troy expressed concern about the Columbia Bridge becoming a "bridge to nowhere" and how to progress without the slough bridge being addressed.

Allan noted that prior leadership didn't have risk concerns at this level and that Courtney is doing right by the public. The trail was discussed for 25 years, and when the projects advanced, we didn't realize the bridge's state. It was discussed as a structure built for dump trucks that could handle people.

The project was designed for pedestrian movement on the bridge with protection for property and people. Prior to Allan's involvement, the decision to go after federal funding for the Columbia Bridge was made, and it is not likely that there were considerations of the slough bridge.

The project is at a crossroads. We can take the solid engineering work we have now to

protect the landfill, gas movement, liner, etc., and look at how to address the bridge moving forward. We are under pressure to complete a funded federal project and align schedules, work with committee and community.

Daryl noted the other project issues along the way, such as that parks have to return to the public for funding priority alignment and that it looked like the offices would have to move. He felt the tentative agreement was an accomplishment in retaining a staff presence on site.

Allan explained that the IGA with ODOT will have the city and ODOT agree on roles and responsibilities. He noted the lease was different than the property right of way issue being worked out. Pressure on the project has caused forward movement.

Ariana asked if soil testing/invertebrate testing would be done in the future as species are attracted to the area to make sure they are not being contaminated by the site. She was interested in monitoring for long-term exposure risks.

Andrea explained there were not plans to test, but there are nesting meadowlarks, visiting horned larks and possibly nesting pond turtles. The site is being restored to prairie with a model of other sites, and there is not a precedent for that testing. We can follow up on whether there is risk to individual fauna.

Courtney explained that the risk to animals is low. DEQ requires no methane release, so there are pipes and covers that collect and burn it off. There are walking inspections annually/biannually and reports to DEQ.

Jonathan explained that the cap membrane is a thick, strong impermeable plastic. Unless that is ruptured, there is not a risk of migration of chemicals upwards into cap soil. Plant roots should not be able to penetrate the membrane.

Future collection or gathering of plant materials for consumption is unlikely if communities are not confident in the materials' safety. Testing would be necessary in that case.

CNRP MASTER PLAN REVIEW

Andrea shared that the committee comments are to be incorporated into edits and that the suggestions were solid. There are no suggestions for edits that cannot be accommodated. Staff are working now to incorporate all edits/comments.

Language is being refined, including how Indigenous history is discussed, and Andrea is consulting with Metro's tribal liaison, Katie McDonald on those issues.

The CNRP expires June 16, and prior to that date we are working on the new document to bring to Council for adoption as a resolution. The session is likely to be scheduled in late spring, date still to be determined.

We are working on resolution language and a staff report. We are working on an IGA with the City of Portland for the two parcels on the Smith Lake side (no management agreement there other than CNRP). They are possibly open to conveying property to Metro in the future.

Troy asked about agreements with the Port, and Andrea and Carrie clarified that we have an IGA and a conservation easement with the Port.

Daryl asked if the IGAs are needed before adoption of the plan.

No, the IGA could take months and push past CNRP expiration. We would just not do work on the parcel at that point, but we are hoping for seamless transition before expiration.

Staff can clarify adoption process for Daryl, and it is unknown if public testimony would be included. Public hearing and final adoption afterwards has been the precedent for master plans.

Troy asked about the 'interim' or 'place holder' status and if it is at a master plan level.

Jonathan shared we are continuing a policy that was vetted through a public process with Council involvement. It is different than a park master plan, and this is first time bringing the public-facing master plan forward. It is not our decision to make, though there is no risk of an open Council process. It is not likely to be opposed. This is a leadership decision, and the advisory committee is welcome to provide feedback.

Troy felt that what the document is called is important and wanted to be clear that he understood.

Andrea confirmed that the title is 'interim,' and it is also called an interim plan in the resolution draft language.

Troy agreed on including pre-European presence and history. He was pleased with the document and interested in the other comments.

Carrie previously shared comments to the committee via a summarized comment sheet, and Andrea summarized the comments for the group.

OTHER TOPICS

Troy reported to BES a car parked in weeds and covered with branches, hidden off the stormwater retention pond at a former encampment (close to Columbia Sportswear/ Ledbetter Loop).

Carrie shared this was reported to the Port officer and they are arranging a tow. BES installed a new gate to prevent access in that area, and this car bypassed that.

Troy suggested jersey barriers around the gate, and Daryl offered to discuss that further offline.

Andrea noted for dumping/vehicles on public land, report to RID patrol to coordinate with the landowner, and Carrie shared that Officer Sandy routinely works with RID and their role is supported via an IGA between Metro and the Port.

Daryl hope to leverage and share the committee's knowledge and discussions across regional watershed work.

Carrie and Max suggested the Watershed Technical Group as a possible source/coordination group (restarting a team for restoration and natural resources work once a quarter in the Columbia watershed). Andrea is interested in participating.

Daryl shared that BES is working on a five-year contract with Council, and funding assistance for coordination and leveraging this work could be discussed.

GOALS FOR SEPTEMBER MEETING AND WRAP-UP

- Set September agenda
- Consider a summer field trip on a relevant topic (nutria, Ludwigia, possibly prairie visit with Andrea in May)
- Updates on today's topics (new Portland contact for Columbia Bridge project to attend)
- Consider channels to leverage discussions in this group and how to share out that information with other groups and agencies who would benefit. Management of invasive species could be addressed throughout the slough and regional watersheds in a coordinated way.

Meeting adjourned at 7:30 p.m.



St. Johns Landfill

Courtney Patterson, Metro

WPES

Asset and Environmental Stewardship Division

Responsible for the safe, reliable,
environmentally sound, and well-maintained
public facilities and assets

St. Johns Landfill

Accepted last garbage in 1991

Plastic barrier finished in 1996

Operated under DEQ closure permit

Metro will have continued environmental responsibilities into the future at least 30 years





ST. JOHNS LANDFILL BRIDGE

JANUARY 2023



mwa architects



Metro

ST. JOHNS LANDFILL BRIDGE ASSESSMENT

November 2022

METRO
ST. JOHNS LANDFILL BRIDGE REPORT

Portland, OR



MEETING OBJECTIVES

- ① Disseminate existing bridge conditions to Metro Parks and Nature, and Capital Asset Management (CAM)
- ② Clarify bridge restrictions
- ③ Understand current business needs and future project dependencies
- ④ Review and discuss next steps

EXISTING CONDITIONS

History of the bridge condition

1956	Constructed new by the City of Portland Public Works Department
1980s	Limited maintenance/repairs
1993	Sold to Metro by City of Portland
1994-2007	Intermittent annual inspections
2008	Assessed by OBEC
2022	Assessed by MWA/TYL



EXISTING CONDITIONS

How bridge condition is rated

- Good condition:** Element is limited to only minor problems.
- Fair condition:** Structural capacity of element is not affected by identified minor deterioration, section loss, spalling, cracking or other significant deficiency.
- Poor condition:** Structural capacity of element is affected or jeopardized by advanced deterioration, section loss, spalling, cracking or other significant deficiency.



Note: *For each structural element supporting safe crossing the National Bridge Institute (NBI) ratings are used.*

EXISTING CONDITIONS

Bridge design factors

Bridge design codes in 1956

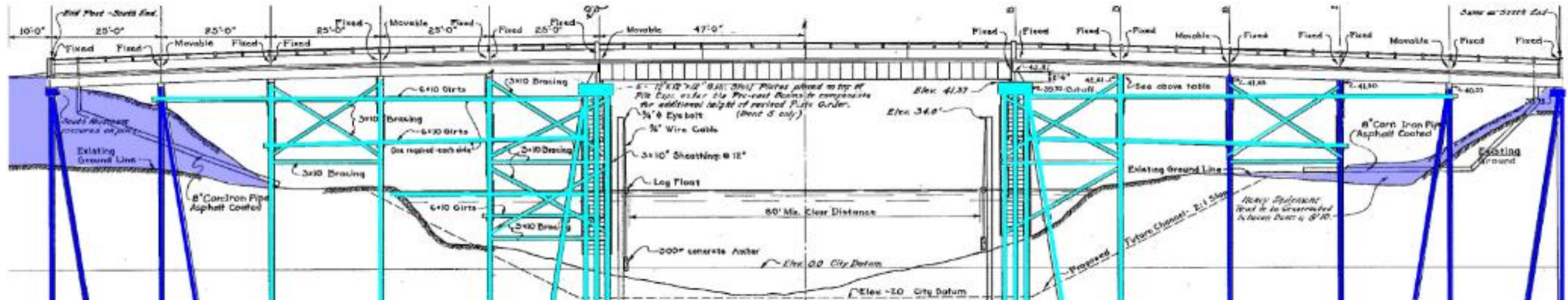


Bridge design requirements today



EXISTING CONDITIONS

Bridge elements rated 'poor'



Urgent geotechnical and structural repair required for all elements

Select elements are not structurally sound (timber piles and caps)

HOW IS THE BRIDGE USED?

Who is using the bridge now: over 20 different agencies, utilities, individuals, schools and non-profits

- | | |
|---|--|
| <ul style="list-style-type: none">• WPES for ongoing landfill operation and maintenance• Metro Parks Cemeteries group• Metro Parks and Nature maintains/evaluates prairie habitat and manages invasives• BPA maintains easements for regional high voltage power lines• PGE maintains easements to perform maintenance of power lines and equipment• Many Metro special use permits: community groups (Christmas bird counts, etc)• USDA to set and check insect traps to evaluate the spread of invasive insects | <ul style="list-style-type: none">• Schools for educational purposes (school bus access)• WPES CES educators bring solid waste management themed field trips• PCC environmental science classes regularly visit• Community based organizations (Columbia Slough Watershed Council, etc.)• Portland Fire and Rescue train staff• General public /volunteer slough clean up• USFW and Multnomah County Vector Control• Emergency vehicles, especially firefighting trucks and ladders |
|---|--|

Who will use the bridge in the future: all the above plus full public access

RECOMMENDED BRIDGE RESTRICTIONS

The cost of 'doing nothing' (risk and safety)

- Wind speed:** No vehicle or pedestrian traffic if winds are over 25 mph
- Vehicle access:** Maximum speed 5 mph and axle limitations
- Pedestrian access:** Use by pedestrians is not recommended without repairs. The bridge substructure condition is poor (section loss/advanced deterioration) per NBI. No improvements have been made since last assessment in 2008.

ADDITIONAL RISKS

The cost of 'doing nothing' (risk and safety)

Geotechnical: A minor seismic events (less than 5) could cause the bridge to collapse. The 2023 design seismic event is 8.85 on the Richter scale per ODOT

Public access: Additional loads brought by public access will increase the risk of failure

To meet current and future needs, the landfill bridge needs to be replaced

SUMMARY OF OPTIONS

Option 1 Bridge retrofit

Option 2 Replace with one bridge, combined uses

Option 3 Replace with two bridges, separated uses

Option 4 Replace with split bridge, separated uses

Note: *Designs are based on industry bridge engineering standards and requirements applied to Metro's expressed needs for landfill access by pedestrians and large maintenance vehicles and cost.*

OPTION 1

Bridge retrofit

Planning Level
Construction Cost

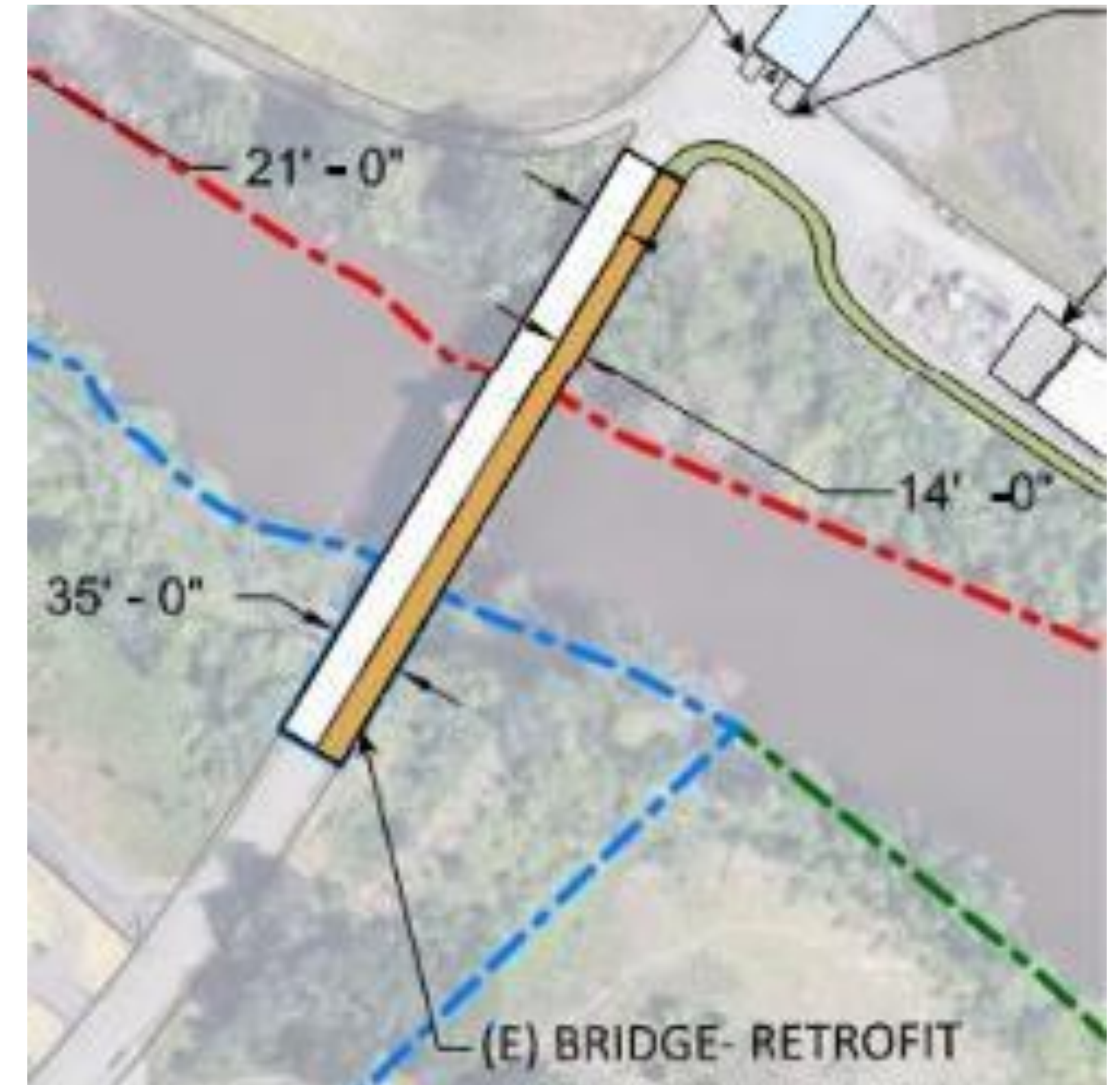
\$12,192,520

Characteristics

Retrofit will not deliver a new bridge.
Existing elements remain + will
continue to age towards end of life.

Access to landfill lost during
construction.

35' wide shared access for pedestrians
and vehicles.



OPTION 2

Replace with one bridge

Planning Level
Construction Cost

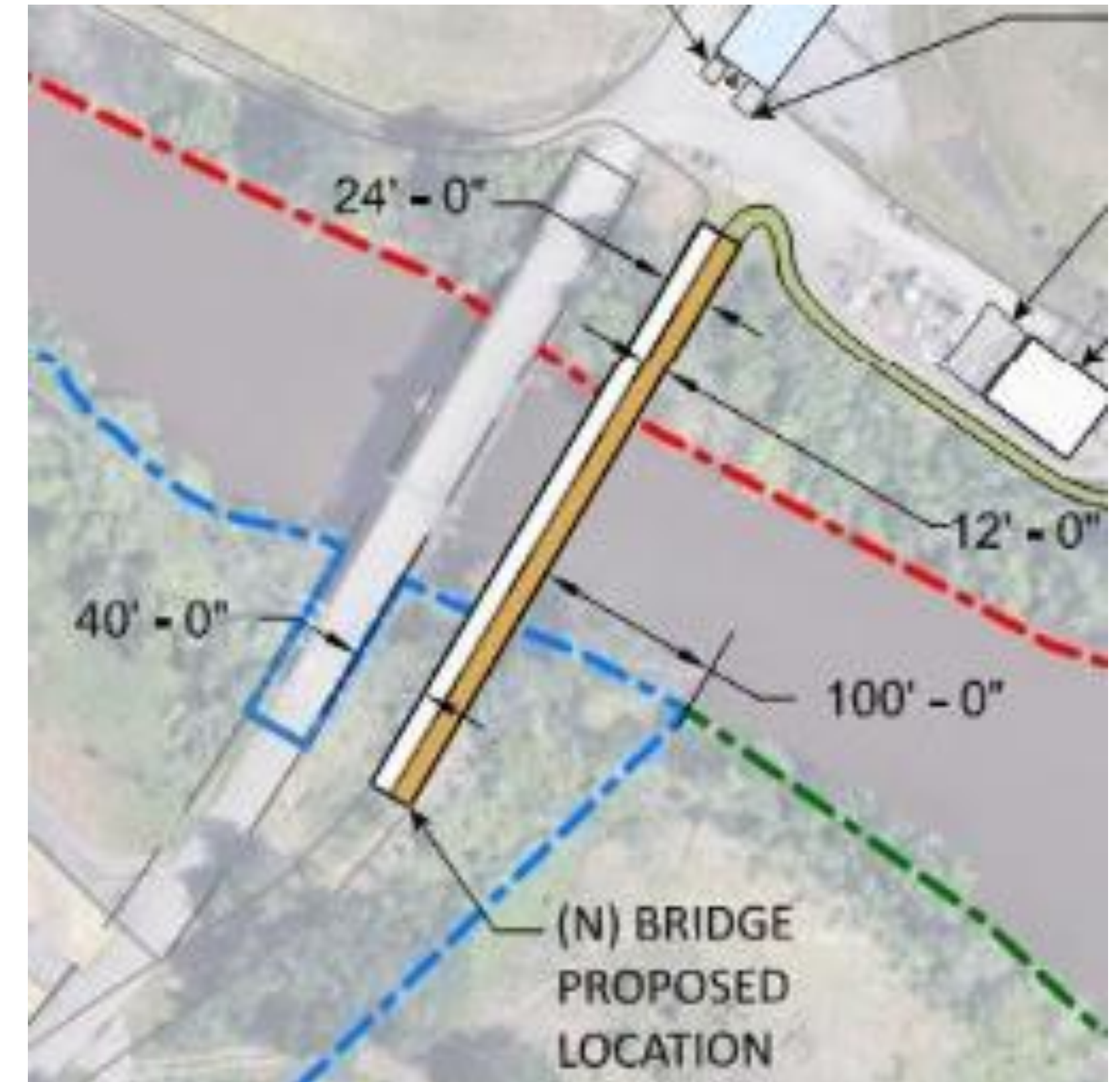
Demolition: \$235,000
New construction: \$9,784,110
Total cost: \$10,019,110

Characteristics

24' wide vehicle access

12' wide pedestrian/bicycle path

Shared access for pedestrians and vehicles.



OPTION 3

Replace with two bridges, one sub-structure

Planning Level
Construction Cost

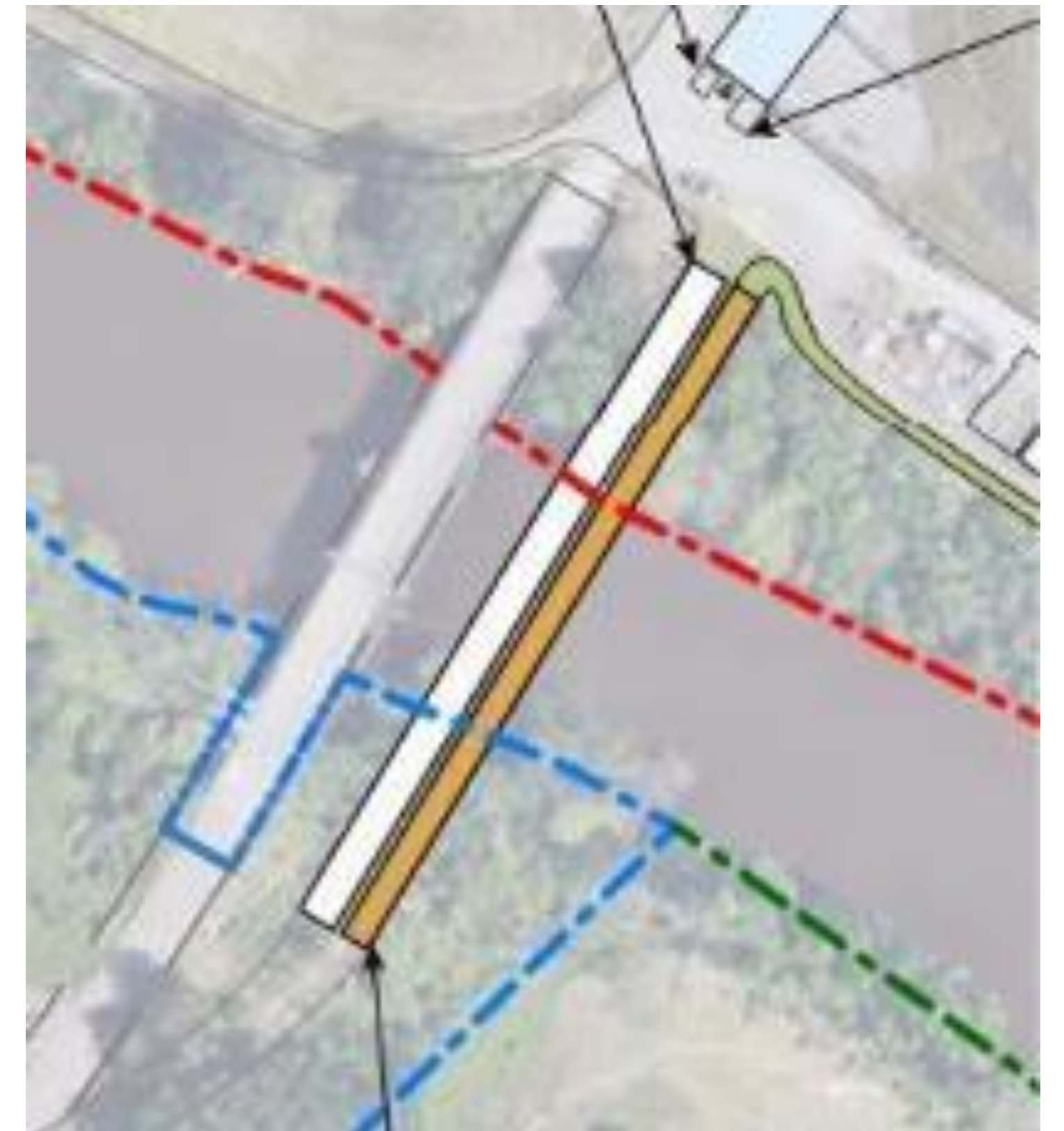
Demolition: \$235,000
New construction: \$8,903,542
Total cost: \$9,138,542

Characteristics

18' wide vehicle access bridge

14' wide pedestrian/bicycle bridge

Separated access for pedestrians and vehicles.



MWA CONCLUSIONS

1. The St. Johns Landfill Bridge is not safe for pedestrian, vehicular or equipment crossing without further study and/or replacement/retrofit.
2. A new St. Johns Landfill Bridge is needed before public access is allowed.
3. Planning level construction costs are \$9-12 million. This does not include design. Est. total cost is \$20 million.
4. Planning level life cycle cost analysis (LCCA) for any of the options is \$53-54 million.



ST. JOHNS LANDFILL

Upcoming Projects

1. St. Johns Landfill Site Assessment + Design Guidelines

The design guidelines will address:

- Public interaction with landfill assets
- Concerns about bringing the public on site including controlled/uncontrolled access
 - Site Security
 - Health and Safety
 - Impacts to landfill infrastructure and ongoing DEQ closure requirements

2. Columbia Blvd. Crossing

3. St. Johns Prairie Trail

Note: *The Landfill Site Assessment (LSA) findings will affect the ongoing St. Johns Prairie Trail.*



NEXT STEPS

Timeline

End of FY 22-23

- P&N, CAM, and WPES staff work together to deconflict bridge replacement and trail timelines
- P&N, CAM, and WPES leadership identify which dept should have PM
- P&N include bridge replacement in Parks Master Plan

FY 23-24

- WPES Complete landfill site assessment
- If needed, request additional FTE for bridge PM
- Hire bridge PM
- Begin permit process



Landfill Assessment Projects

Prairie Trail Pre-Construction Risk Evaluation – DEQ requested document that describes how future trail users of the trail will be protected from methane hazards adjacent to, and nearby the trail.

Prairie Trail Long-Term Operation and Maintenance Plan – DEQ requested document that describes how Metro will ensure the ongoing protection of trail users with respect to methane hazards.

Landfill Assessment Projects

St. Johns Landfill Assessment- WPES effort to perform condition assessment of landfill infrastructure, evaluate risks to future trail users from sitewide exposures, improvement recommendations and cost estimates.

Risk Assessment? – WPES is considering hiring an additional consultant to evaluate security and liability risks and make recommendations to reduce these risks

Environmental Compliance Office Space

WPES Director and BES Director met 3/8/23

Director agreement to create a 5 year lease

Attorneys would work together on the lease