

MINUTES OF THE METRO COUNCIL MEETING

May 2, 1996

Council Chamber

Councilors Present: Jon Kvistad (Presiding Officer), Susan McLain (Deputy Presiding Officer), Councilor Patricia McCaig, Councilor Ruth McFarland and Councilor Ed Washington, Councilor Don Morissette, Councilor Rod Monroe

Councilors Absent: None.

Presiding Officer Kvistad called the meeting to order at 2:05 PM.

1. INTRODUCTIONS

None.

2. CITIZEN COMMUNICATIONS

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

None.

4. Presentation by Mia Burke of the City of Portland Bike Master Plan

Ms. Burke gave a presentation on the Bike Master Plan which was adopted yesterday, May 1, 1996, by the City of Portland. The Master Plan represents a twenty-year blueprint for making the bicycle an integral part of daily life and transportation in the area.

Over twenty years ago, the State Legislature required that one percent of transportation revenue funds be spent on bicycle and pedestrian means of transportation. A Bicycle Task Force was created in Portland and that led to the creation of one of the country's first Bicycle Plans in 1973. Portland was selected by Bicycling Magazine as the number one bicycle-friendly large city in the United States. EPA, this year, also selected to receive the Earth Day Award for bicycle-friendly cities.

Through a combination of progressive land use planning and transportation policies at the local, regional and state levels, combined with education and encouragement, improvements in Tri-Met busses, bicycle patrols, police advocacy groups and an active cycling population, the area has done many things right. The pieces are in place to make Portland a truly bicycle-friendly metropolitan area.

The Bicycle Master Plan, funded in part by Growth Management Services and Transportation Planning outlines what should be accomplished in the next few years. The plan was coordinated extensively with Metro and with other regional partners.

A copy of the Master Plan was left with the members of Metro Council, a copy of which is included in the permanent record of this meeting.

The Bicycle Master Plan was outlined as follows:

- A. Policies and Objectives:
 1. Increase the bicycle mode share to 10% of all trips.
 2. Reduce the number of motor vehicle/bicycle crashes. Currently these amount to about 150 per year.

- B. Bikeway Network:
 1. Bicycle lanes on major streets.
 2. Bicycle boulevards which are lower traffic streets, usually traffic-calmed with intersection improvements to assist cyclist get over the major streets.
 3. Off street paths.
 4. Today, Portland has 200 miles of bikeways which amounts to one-third of the total goal which is 630 bikeway miles.
 5. Maintenance and operation.

- C. End-of-Trip Facilities:
 1. Short- and long-term bicycle parking.
 2. Establish a network of Bike Central stations for commuting cyclists that be will maintained in conjunction with health clubs where cyclists can securely park their bikes, take a shower and change clothing, etc. This is scheduled to begin in June, 1996.

- D. Bicycles and Transit:
 1. Tri-Met has been a national leader in providing bicycle racks on busses and at access to MAX.
 2. Continuing to promote allowing bikes on MAX and on the busses.
 3. Good quality bike parking at transit malls.

- E. Education and Encouragement:
 1. Education for youth cyclists who are involved in a disproportionately high percentage of auto/bicycle accidents.
 2. Outreach to adult cyclists to teach them rules of the road.
 3. Outreach to motorists to teach them how to share the road.
 4. Encouragement for children to cycle to school; incentives for employees in partnership with businesses, to use bicycle transportation, recreational riding, etc.
 5. A good signage plan will be employed to help cyclists identify good and safe streets for bicycling.

Councilor Washington queried Ms Burke regarding development of bicycle boulevards and whether master plans related to north-south and east-west boulevard routes are currently being developed. Ms. Burke stated that there are currently streets which carry more bikes than automobiles and certain streets, such as SE Lincoln, are traffic-calmed and would fit into the master plan boulevard routes as envisioned by Councilor Washington.

Councilor Monroe requested additional information regarding proper signage stating that this aspect was of great importance in protecting members of the public from riding on streets that are deemed to be unsafe.

Councilor Morissette inquired as to a list of priorities has been made to coincide with the future availability of funds. Ms. Burke replied that improvements in the Bikeway Network have been prioritized. The list will be found on pp. 37 - 40 of the book supplied to the Councilors. The rest of the prioritization is somewhat unclear at this point secondary to the fact that many of these improvements will be done in partnership with the communities involved.

Councilor McCaig thanked Ms. Bruce for the large amount of work she accomplished on this project in the last several years. Councilor McCaig also pointed out that a Councilor Rod Monroe mark should be made on the bicycle accident map in order to commemorate his recent bicycle accident.

5. Presentation by Jeff Blosser of the Oregon Convention Center and David Peterson of Price-Waterhouse regarding the proposed expansion. Mr. Blosser and Mr. Peterson discussed the feasibility study that was developed for the proposed expansion of the Oregon Convention Center. Mr. Blosser reported that the study has now been completed. The study was presented in hard copy to members of Metro Council and a copy has been retained with the permanent record of this meeting.

The study consisted of two phases. First, market demand or estimated utilization and attendance at OCC function was scrutinized. Secondly, Price-Waterhouse studied the operating revenues and expenses as well as the estimated economic impact of such an expansion.

The report was divided into the following subsections,

- A. Introduction
- B. Executive Summary
- C. Regional Analysis
- D. Competitive and Comparable Facility Analysis
- E. Historic and Future Utilization
- F. Industry Trends and Characteristics
- G. User Survey Responses
- H. Summary of Proposed Expansion Program
- I. Evaluation of Proposed Expansion Program
- J. Estimated Occupancy and Attendance
- K. Financial Analysis
- L. Economic and Fiscal Impact Analysis
- M. Sources of Funding
- N. Case Studies

Analysis of each of the foregoing parameters is neatly summarized in the handout, a copy of which is provided with the permanent record of this meeting.

Councilor Monroe stated that he was especially intrigued by the concern regarding the need for more parking. Did the survey of conventioners that are coming to Portland reveal if they would use MAX should it be extended to the airport? Mr. Blosser answered that Metro transportation is essential to the attractiveness of Portland. It has played an important part in what is already in place with regard to conventions and will continue to do so to a greater and greater degree in the future. He stated that is important to extend the Fareless Zone to include the Convention Center. Parking is not a critical issue with convention delegates as much as it is with consumer shows, wholesale shows and local events since local patrons who will drive to the Center.

Councilor Washington asked questions regarding the parking. When studying the amount of spaces that will be replaced with the proposed expansion, it seems that \$21 million is a lot of money to pay for what the area will be losing. He stated that lots of conventioners will not usually rent automobiles but will rather make use of taxicabs. Secondly, Councilor Washington wondered how regional the scope of the study was and which people at Metro were contacted during the study. Mr. Peterson replied that administrative officials at Metro were contacted during

the study but the individual elected officials were not polled. Additionally, the regional interviews were primarily with users of the OCC.

Councilor McCaig stated that the Community Leader's Report should be made available to members of Metro Council. She stated that this report addressed the issues raised by Councilor Washington in a more thorough manner than the report presented to Council today which is more of a financial analysis. This was region-wide in scope and provided input from both business leaders and elected officials. She stated that there was some region-wide concern about going forward with this project. She stated her belief in the feasibility of this expansion from a political standpoint which is different from its economic feasibility.

Councilor Morissette stated his concern about whether the assumptions and conclusions of today's report had taken into consideration the profitability of such a venture as an expansion of the Convention Center when overlaid on the matrix of the current expansion at the Exposition Center. Mr. Peterson answered that currently only five to ten groups that meet in the Oregon Convention Center that would relocate to the Exposition Center to the loss to OCC would be of little account. Mr. Blosser added that the issues with which Metro is dealing at the Exposition Center mostly deal with the upgrading of facilities and allowing the current clientele at the Expo Center to expand their businesses which they have not been able to do for the last 15 to 20 years. It will also afford the opportunity to expand summer business at the Expo Center since that facility is not currently equipped with air conditioning.

Councilor Morissette stated that his understanding was that both facilities would be successful and this was answered in the affirmative by both Mr. Peterson and Mr. Blosser.

Councilor Morissette asked as to whether a convention center hotel would be in place; that the assumptions and prediction was that such a hotel will not be in place and would the OCC still be successful? Mr. Blosser answered that the scenario regarding the convention center hotel was a connotation given to the project five years ago. The marketplace has somewhat changed and so have the needs of the various groups utilizing the Convention Center. Today, findings indicate that a cluster of rooms is required as opposed to the 1000 room headquarters property. The ability to be able to cluster rooms should be able to be accommodated with the proposed expansions at the Red Lion and Holiday Inn. He stated that by the end of 1997, a 10% increase in the overnight room inventory will be seen.

Councilor Morissette asked how other metropolitan areas would be connected in terms of transportation, flight connections and so forth. Mr. Blosser answered that Portland International Airport is the fastest growing airport in the country currently. Councilor Morissette summarized by stating that the plan should work, at least from a fiscal standpoint, taking out the political component. Mr. Blosser stated that he could not lose sight of the fact that the package needs continued work. The infrastructure package is not the best and this fact is mentioned several times within the study. Room inventory is not the best. Accessibility is not as good as it could be. The Convention Center is not the biggest facility so we are unable to offer the most space. We must continue to maintain market share and thus must continue to improve the infrastructure such as transportation, hotel rooms and convention center space.

Councilor McFarland stated that it was her wish that the make up of clients that come to OCC and the Expo Center not be thought of as being totally distinct and different in the way they are marketed. The actual fact has been, according Councilor McFarland, that many times the call for the kind of facilities that we need comes to the wrong facility and because we operate both of them together, we are able to put those clients in the other facility which is much better for them and indeed has enhanced, up to this point, the use of both facilities.

Councilor McCaig stated that Metro Council was supposed to come back to a discussion about the political feasibility of this construction. Such a discussion has as yet not been held. A short briefing was given to Regional Facilities Committee at the end of 1995. It is clear from the Community Leaders Survey that there are more important priorities currently in people's minds such as funding of public education, roads, bridges and things of that nature.

Councilor McLain stated that OCC was seventh in size at the present time and would go to number four in size should the expansion be undertaken. How many years would these numbers hold true? Mr. Blosser replied that this study looks at the current position in comparison with expansions that are currently underway such as in Salt Lake City and the one proposed in Seattle. The study represents the amount of convention space that should be available relative to the room supply.

6. CONSENT AGENDA

4.1 Consideration of Minutes for the April 25, 1996 Metro Council Meeting.

Motion: Councilor McFarland moved for approval of the Minutes of the April 25, 1996 Metro Council Meeting.

Vote: All those present voted aye. The vote was 7-0 and the motion was passed unanimously.

7. ORDINANCES - FIRST READING

7.1 Ordinance No. 96.642, For the Purpose of Establishing a Temporary Decrease in the Rate of the Metro Excise Tax.

Ordinance 96-642 was assigned to the Finance Committee by Presiding Officer Jon Kvistad.

7.2 Ordinance No. 96-641, Amending the FY 1995-96 Budget and Appropriations Schedule by Transferring \$96,601 from the Spectators Facilities Fund Contingency and \$64,199 from Capital Outlay to Civic Stadium Materials and Services; and \$276,000 from the Regional Parks and Expo Fund Contingency to Expo Center Materials and Services and Capital Outlay to Meet Unforeseen Increased Expenditures; and Declaring an Emergency.

Ordinance 96-641 was assigned to the Finance and Regional Facilities Committees by Presiding Officer Jon Kvistad.

8. RESOLUTIONS

8.1 Resolution 96-2277, For the Purpose of Approving the FY 1995-96 Budget and Transmitting the Approved Budget to the Tax supervising and Conservation Committee.

Motion: Councilor Rod Monroe moved approval of Resolution No. 96-2277.

Second: Councilor Ruth McFarland seconded the motion.

Discussion: Councilor Monroe stated that this is Metro's Budget that was approved by the Budget Committee last week. It is essentially a status quo budget. The reason that dramatic increases are not to be found therein is that the Executive Officer, in his proposal, has been very frugal. The Council, in their deliberations, has made some additional reductions and minor modifications. This budget will enable this agency to continue to function, to meet voter-mandated requirements. It is not a lavish budget and, in fact, allows Metro, in the general fund, to reduce the excise tax for the first time ever.

Councilor Morissette informed the Council that, although he would vote this resolution forward to the Tax Supervising and Conservation Committee, but wished the minutes to reflect that he did not vote in favor of this budget because he feels that Metro could have done better in reducing the tipping fee to the citizens and the Regional Environmental Management department. The proposal would be to replace the assistance from an other governmental agency with an interfund loan from the Convention Center which would be repaid from proceeds from the Expo in the 1997-98 FY and to draw down the Parks-Expo fund balance by an additional \$500,000 to cover the project costs. Analyses to determine Metro's ability to carry these costs both from the standpoint of the impact on the operation of the Expo Center and the Convention Center relative to having these cash amounts withdrawn from the operation and subsequently replenished have been completed and are well within the realm of reality.

Public Hearing: No citizens wished to offer testimony.

Amendment: Jennifer Sims, Chief Financial Officer of Metro presented an amendment to the budget. Ms. Sims. The amendment dealt with how to fund the cost of the expansion of the Expo Center.

Motion: Councilor Monroe moved for approval of the amendment which would allow Metro to host the Smithsonian project.

Second: Councilor Ed Washington seconded the motion.

Discussion: Councilor Monroe endorsed the amendment as being a creative and sound means of funding the Smithsonian Exhibition.

Councilor McFarland asked for a definition of private obligation bonds. Ms. Sims responded by stating that the bonds for the project would be handled by a private concern with whom Financial Services was presently working.

Councilor Morissette asked for additional explanation regarding the draw-down of the Regional Parks and Expo fund balance. Ms. Sims told the Council that in the Regional Parks and Expo fund, moneys had been retained that are earmarked for renewal, replacement and ongoing cash flow requirements of both operations. This proposal, explained Ms. Sims, would utilize those moneys for the Smithsonian project and, over time, those moneys will be replenished in the Regional Parks and Expo fund. Mr. Blosser asserted that a minimum standard, at the Expo Center, calls for \$750,000 as the minimum amount that should be kept in the renewal and replacement fund. The draw-down would put the Expo Center fund at that figure and will not take it below \$750,000.

Councilor Morissette clarified the figures. The Expo Renewal and Replacement fund, at the end of this fiscal year, will contain \$2.25 million. This will be drawn down by \$1.5 million to be put into the new facility to house the Smithsonian Exhibition. The fund will then be built back up over the next several years. Councilor Morissette asked, based on the fact that this was actually a joint account between Regional Parks and Expo Center, whether the other entity (namely Regional

Parks) would suffer because of the \$1.5 million draw-down. Ms. Sims responded that the moneys have been already been previously earmarked as Expo Center moneys.

Councilor Washington asked whether this would be the final cost. Mr. Blosser responded that it was his hope that the final cost would be a little lower. Mr. Blosser stated that this project started at a \$15 million figure but creative concepts by both architect and the construction firm have value-engineered down to the \$13.5 million figure today.

Vote: The vote was 7/0 aye and the motion to approve the amendment was passed unanimously.

Vote: The vote was 7/0 aye to approve Resolution 96-2277A and the motion was passed unanimously and is formally transferred to the Tax Supervising and Conservation Committee.

9. COUNCILOR COMMUNICATIONS

Presiding Officer Jon Kvistad stated the position of Office Manager for Metro Council Office has been accepted by Ms. Christina Billington.

Presiding Officer Jon Kvistad also announced that the May 23, 1996 meeting of Metro Council will be held at 6 PM.

Presiding Officer Jon Kvistad announced that a tour of the Westside Light Rail tunnel. This tour will be held at Noon on Sunday, May 5, 1996.

Councilor McLain announced that the 1996 Leadership Symposium, New Tools For the 21st Century is being held this weekend, May 4-5, 1996 in Harrison Hall at Portland State University.

Councilor McLain informed the members of the Council that the Urban Reserve Area Study Tours schedule has been finalized. Friday, May 3, 1996, the tour will include sites 52-72 in western Washington County. On Friday, May 17, the tour will include sites 35-51 in the Wilsonville-Tigard area. Friday, May 24, the tour will include sites 17-34 in Oregon City and the Stafford Triangle area. Friday, May 31, the tour will conclude with sites 1-16 which includes the Gresham-Damascus areas.

Councilor McLain also stated that the Open Houses for the Urban Reserve Study Areas schedule has been finalized. Tuesday, June 11; Thursday, June 13; Tuesday, June 18; and Wednesday, June 19.

9. Adjourn

With no further business to come before the Metro Council this afternoon, the meeting was adjourned by Presiding Officer Jon Kvistad at 4:35 PM.

Prepared by

David Aeschliman
Council Clerk