



**METRO**

**Agenda – Revised (7/8/2009)**

MEETING: METRO COUNCIL  
DATE: July 09, 2009  
DAY: Thursday  
TIME: 2:00 p.m.  
PLACE: Metro Council Chamber

**CALL TO ORDER AND ROLL CALL**

**1. INTRODUCTIONS**

**2. CITIZEN COMMUNICATIONS**

**3. CONSENT AGENDA**

3.1 Consideration of Minutes for the June 25, 2009 Metro Council Regular Meeting.

**4. RESOLUTIONS**

4.1 **Resolution No. 09-4052**, For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments for Addition to the 2035 Regional Transportation Plan, State Component. Collette

4.2 **Resolution No. 09-4061**, For the Purpose of Amending the Key Milestone Schedule that Guides Metro’s Participation in the Designation of Urban and Rural Reserves Bragdon

4.3 **Resolution No. 09-4062**, For the Purpose of Confirming the Council President’s Appointment of Cynthia J. Haruyama to the Metropolitan Exposition-Recreation Commission. Bragdon

4.4 **Resolution No. 09-4063**, For the Purpose of Confirming the Council President’s Appointment of Judie Hammerstad to the Metropolitan Exposition-Recreation Commission. Bragdon

4.5 **Resolution No. 09-4065**, For the Purpose of Directing Metro Chief Operating Officer to Explore the Future Governance Structure Pertaining to Regional Facilities. Park

**5. ORDINANCES - SECOND READING**

5.1 **Ordinance No. 09-1221A**, For the Purpose of Amending Metro Code Chapter 6.01 Regarding the MERC General Manager and Declaring an Emergency. Park

**6. CHIEF OPERATING OFFICER COMMUNICATION**

**7. COUNCILOR COMMUNICATION**

**ADJOURN**

**Television schedule for July 9, 2009 Metro Council meeting**

<b>Clackamas, Multnomah and Washington counties, and Vancouver, Wash.</b> Channel 11 – Community Access Network <a href="http://www.tvctv.org">www.tvctv.org</a> – (503) 629-8534 2 p.m. Thursday, July 9 (Live)	<b>Portland</b> Channel 30 (CityNet 30) – Portland Community Media <a href="http://www.pcmtv.org">www.pcmtv.org</a> – (503) 288-1515 8:30 p.m. Sunday, July 12 2 p.m. Monday, July 13
<b>Gresham</b> Channel 30 – MCTV <a href="http://www.mctv.org">www.mctv.org</a> – (503) 491-7636 2 p.m. Monday, July 13	<b>Washington County</b> Channel 30 – TVC-TV <a href="http://www.tvctv.org">www.tvctv.org</a> – (503) 629-8534 11 p.m. Saturday, July 11 11 p.m. Sunday, July 12 6 a.m. Tuesday, July 14 4 p.m. Wednesday, July 15
<b>Oregon City, Gladstone</b> Channel 28 – Willamette Falls Television <a href="http://www.wftvaccess.com">www.wftvaccess.com</a> – (503) 650-0275 Call or visit website for program times.	<b>West Linn</b> Channel 30 – Willamette Falls Television <a href="http://www.wftvaccess.com">www.wftvaccess.com</a> – (503) 650-0275 Call or visit website for program times.

**PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.**

Agenda items may not be considered in the exact order in which they are listed. If you have questions about the agenda, please call the Council Office at (503) 797-1540. Public hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Council Office to be included in the decision record. Documents may be submitted by e-mail, fax, mail or in person at the Council Office. For additional information about testifying before the Metro Council, and for other public comment opportunities, please go to this section of the Metro website [www.oregonmetro.gov/participate](http://www.oregonmetro.gov/participate). For assistance per the American Disabilities Act (ADA), dial Metro's TDD line (503) 797-1804 or (503) 797-1540 for the Council Office.

Agenda Item Number 3.1

**Consideration of Minutes of the June 25, 2009 Metro Council Regular Meeting**

*Consent Agenda*

Metro Council Meeting  
Thursday, July 9, 2009  
Metro Council Chamber

Agenda Item Number 4.1

**Resolution No. 09-4052**, For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments for Addition to the 2035 Regional Transportation Plan, State Component.

COUNCILOR COLLETTE

Metro Council Meeting  
Thursday, July 9, 2009  
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE	)	RESOLUTION NO. 09-4052
REGIONAL HIGH CAPACITY TRANSIT	)	
SYSTEM TIERS AND CORRIDORS, SYSTEM	)	Introduced by Councilor Carlotta Collette
EXPANSION POLICY FRAMEWORK AND	)	
POLICY AMENDMENTS FOR ADDITION TO	)	
THE 2035 REGIONAL TRANSPORTATION	)	
PLAN, STATE COMPONENT	)	

WHEREAS, in 1975, elected leaders set the stage for the Metro Area’s balanced transportation system by rejecting the so-called Mt. Hood Freeway project between the Marquam Bridge and Lents neighborhood after public outcry over its expected cost and the destruction of developed neighborhoods that would be harmed by its construction; and

WHEREAS, the Metro Area chose a different development option and adopted the 1975 Interim Transportation Plan, setting aside plans for large new highway projects in favor of a multitude of street and roadway projects and a network of transitways along major travel corridors to meet future travel demand; and

WHEREAS, a systemwide network examination of regional high capacity transit corridors was completed in 1982 and adopted by Metro that resulted in nearly 90 miles of light rail transit, commuter rail and streetcar being built and/or planned for construction by 2016; and

WHEREAS, the Metro Area’s 2040 Growth Concept and 2035 Regional Transportation Plan seek to prepare for the expected increase in growth in the Metro Area by providing multiple transportation options, including having pedestrian, bike and transit play a large role in facilitating growth within the Metro Area’s current capacity; and

WHEREAS, expansion of the high capacity transit system will continue to reduce vehicle miles traveled, greenhouse gas emissions and the Metro Area’s transportation carbon footprint; and

WHEREAS, high capacity transit is one of many important elements the Metro Area can use to build great communities; and

WHEREAS, a broad list of 55 potential high capacity transit corridors developed with the community and local jurisdictions was screened to the 18 most promising corridors based on criteria including ridership, cost, environmental constraints, social equity, transit connectivity, traffic congestion and region 2040 Growth Concept land uses; and

WHEREAS, the resulting 18 potential high capacity transit corridors were further analyzed based on a set of evaluation criteria that was approved by the Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC) and the Metro Council; and

WHEREAS, the evaluation criteria were derived from the six outcomes of the Metro Council for a successful region, and are based on the three Regional Transportation Plan (RTP) categories of community, environment and economy, and also include a high capacity transit-specific category of deliverability; and

WHEREAS, the resulting 18 potential high capacity transit system corridors are prioritized and placed into the tiers of near term regional priority corridors, next phase regional priority corridors, developing regional priority corridors and regional vision corridors; and

WHEREAS, the regional high capacity transit system plan corridors which have been placed into tiers will be incorporated into the RTP and long-range land use and transportation planning efforts; and the 18 high capacity transit corridors will be regularly reviewed through the RTP; and

WHEREAS, the system expansion policy provides a framework for advancement of regional high capacity transit corridors, and identifies a distinct set of planning and policy actions and targets that will support successful high capacity transit implementation, including proposed amendments to the RTP; and,

WHEREAS, at its meeting on June 12, 2009, the Joint Policy Advisory Committee on Transportation recommended approval of the following; now therefore

BE IT RESOLVED THAT:

1. The Metro Council accepts the regional high capacity transit system plan tiers and corridors (Exhibit A), system expansion policy framework (Exhibit B), and recommended policy amendments (Exhibit C) for addition to the 2035 Regional Transportation Plan, State Component.

2. Acceptance of the regional high capacity transit system tiers and corridors, system expansion policy framework and policy amendments is not a final land use decision. The Metro Council will make a final land use decision on these matters when it adopts the 2035 Regional Transportation Plan, State Component, by ordinance.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_ 2009.

\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

**Regional High Capacity Transit System Plan Tiers and Corridors**

*Corridors are not ranked within the tiers. Corridors are shown in numeric order by the corridor identification number. Also refer to the attached map.*

				Actions		
Tier	Corridor Description (Mode As Evaluated) <sup>1</sup>	HCT Corridor Number	RTP Mobility Corridor Reference	Actions for Next 4-Years		
Near Term Regional Priority	Portland to Gresham in the vicinity of Powell Corridor (LRT)	10	5 - Central City – Gateway; 6 – Gateway to Gresham/Fairview/Wood Village/Troutdale	See the System Expansion Policy Framework’s potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Portland to Sherwood in the vicinity of Barbur/Hwy 99W Corridor (LRT)	11	2 – Central City – Tigard; 4 – Portland Central City; 20 – Tigard - Sherwood			
	Beaverton to Wilsonville (LRT) in the vicinity of WES <sup>2</sup>	34 <sup>2</sup>	2 – Central City – Tigard; 3 - Tualatin – Wilsonville; 19 – Beaverton – Tigard; 22 – Beaverton – North Plains			
Next Phase Regional Priority Corridors	CTC to Oregon City in the vicinity of I-205 Corridor (LRT) <sup>3</sup>	8 <sup>3</sup>	8 – Clackamas – Oregon City	See the System Expansion Policy Framework’s potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Park Ave to Oregon City in the vicinity of McLoughlin Corridor(LRT extension) <sup>3</sup>	9 <sup>3</sup>	8 – Clackamas – Oregon City; 11 – Milwaukie to Clackamas			
	Sunset Transit Center to Hillsboro in the vicinity of Hwy 26 Corridor/ Evergreen (LRT)	17 <sup>4</sup>	22 – Beaverton – North Plains; 24 – Beaverton to Forest Grove			
	Tanasborne (LRT extension) <sup>4</sup>	17D <sup>4</sup>	22 – Beaverton – North Plains			
	Clackamas Town Center to Washington Square in the vicinity of I-205/217 Corridors(LRT)	28	2 – Central City – Tigard; 7 – Oregon City – Tualatin; 8 – Clackamas – Oregon City			
	Clackamas Town Center to Washington Square in the vicinity of RR ROW (LRT)	29	2 – Central City – Tigard; 11 – Milwaukie to Clackamas			
	Beaverton to Hillsboro in the vicinity of TV Highway (LRT)	32	24 – Beaverton – Forest Grove			
Gateway to Salmon Creek in the vicinity of I-205 Corridor <sup>5</sup>	55 <sup>5</sup>	9 – Gateway – Clark County				
Developing Regional Priority Corridors	Hillsboro to Forest Grove (LRT extension)	12	24 – Beaverton – Forest Grove	See the System Expansion Policy Framework’s potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Gresham to Troutdale Extension (LRT Extension)	13	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale			
Regional Vision Corridors	Troutdale to Damascus (LRT)	13D	15 - Gresham/Fairview/Wood Village/Troutdale – Damascus	See the System Expansion Policy Framework’s potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Clackamas Town Center to Damascus (LRT)	16	12 – Clackamas – Happy Valley; 13 – Happy Valley - Damascus			
	Sherwood to Tualatin (LRT)	38S	20 – Tigard – Sherwood/Newberg			

<sup>1</sup> The location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis.

<sup>2</sup> The WES Corridor (34) service upgrades are currently included in the federal RTP financially constrained list of projects to all day, 15 minute service. Service improvements that mimic light rail service will be examined in phases. Some portions of this corridor are included in corridors 28, 29 and potentially 11.

<sup>3</sup> Corridor 9 to be studied in conjunction with corridor 8.

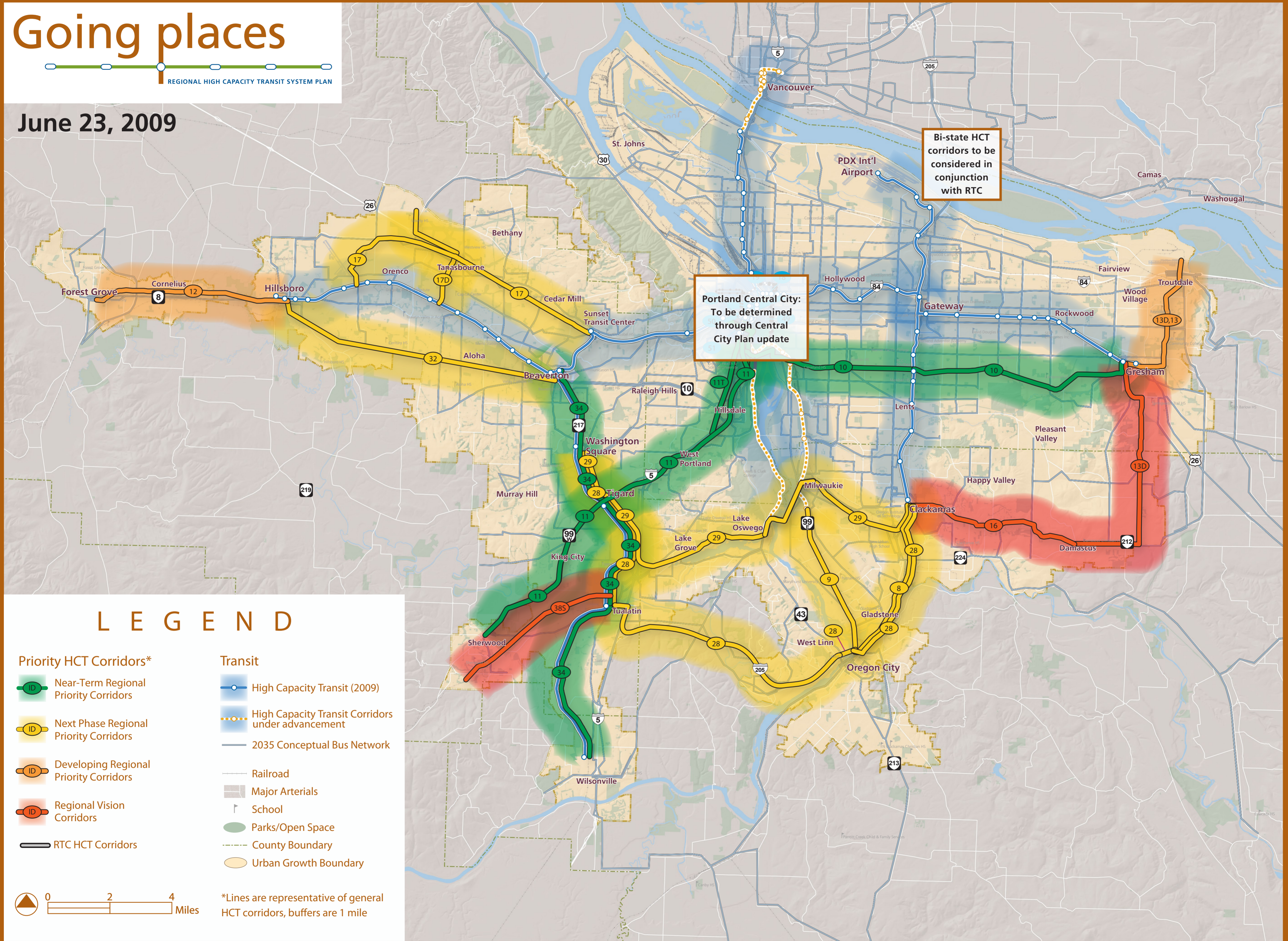
<sup>4</sup> Corridor 17D to be studied in conjunction with corridor 17.

<sup>5</sup> Corridor 55 was selected as part of Southwest Washington Regional Transportation Council (RTC) HCT System Plan and was not ranked based on the evaluation criteria.

# Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

June 23, 2009



Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

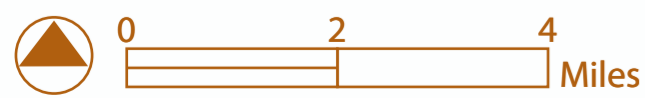
## LEGEND

### Priority HCT Corridors\*

- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

### Transit

- High Capacity Transit (2009)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary



\*Lines are representative of general HCT corridors, buffers are 1 mile



## **Regional high capacity transit system expansion policy framework 6-24-09**

### **BACKGROUND**

*Making the Greatest Place* helps define how regional and local aspirations come together to create vibrant, healthy and sustainable communities. The challenges of climate change, rising energy costs, economic globalization, aging infrastructure and population growth require regional land use and transportation decisions to be supported by local decisions and actions. While regional land use policy has positioned the Portland metro region as a model for transit-supportive development, much of the region remains auto dependent due to the relatively low level of transit supportive land use regionwide. With limited resources, it is essential that future regional investments in high capacity transit (HCT) be used to leverage achievement of land use and economic development goals.

### **PROCESS FOR HIGH CAPACITY TRANSIT PROJECT ADVANCEMENT - PRIORITY TIERS AND SYSTEM EXPANSION POLICY FRAMEWORK**

The regional high capacity transit system tiers and corridors identify near- and long-term regional HCT priorities. The system expansion policy component of the plan provides a framework to advance future regional HCT corridors by setting targets and defining regional and local actions that will guide the selection and advancement of those projects.

#### **High capacity transit priority tiers**

As described in Figure 1, regional HCT system corridors are grouped into one of four priority tiers, along with specific targets and various steps local jurisdictions could follow to advance a project to a higher tier. The four tiers relate to an HCT corridor's readiness and regional capacity to study and implement HCT projects. Corridors within each tier would be updated with each RTP or by RTP amendment. The four tiers are:

- **Near-term regional priority corridors:** Corridors most viable for implementation in next four years.
- **Next phase regional priority corridors:** Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.
- **Developing regional priority corridors:** Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.
- **Regional vision corridors:** Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.

#### **System expansion policy framework**

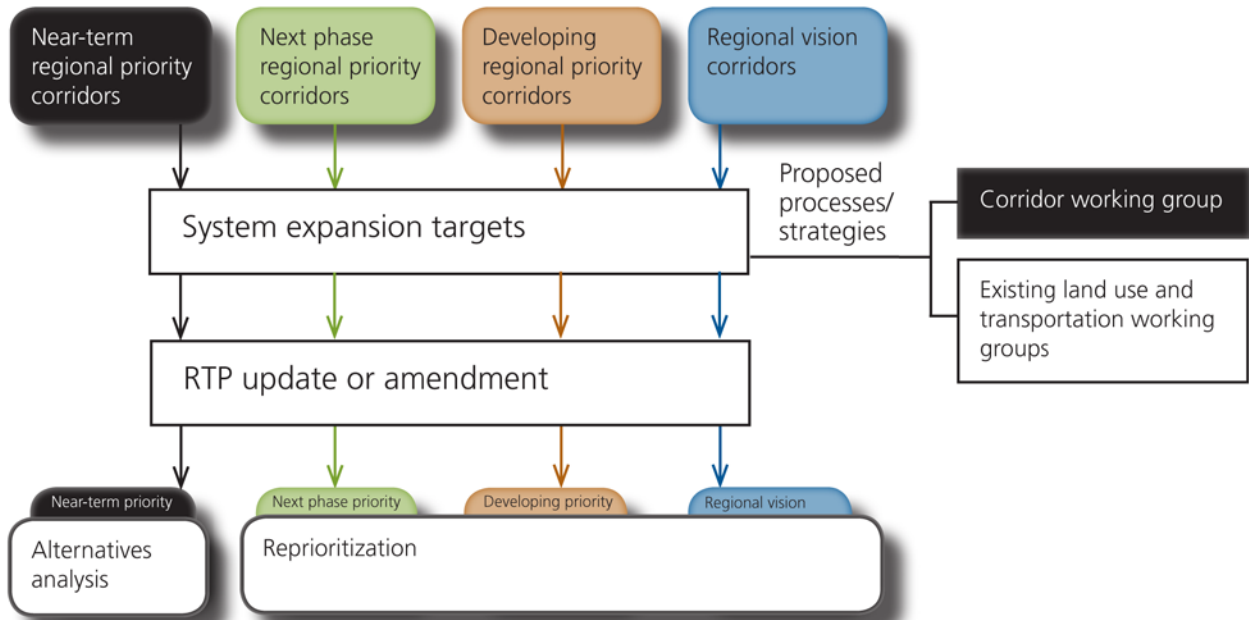
The system expansion policy framework is designed to provide a transparent process agreed to by Metro and local jurisdictions to advance high capacity transit projects through the tiers. The framework is based on a set of targets designed to measure corridor readiness to support a high capacity transit project.

The system expansion policy framework:

1. Identifies which near-term regional priority corridor(s) should move into the federal project development process toward implementation; and
2. Delineates a process by which potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated Metro and local jurisdiction actions.

Based on the tiered category, regional actions would be aligned with work in each corridor while local actions would focus on meeting HCT system expansion targets. In near-term corridors, formal **corridor working groups** would be established. Other corridors would coordinate work through existing processes.

**Figure 1: System expansion policy framework**



**Figure 2: HCT system expansion policy framework concept**

Tiers	Summary	Potential methods to reach targets		Potential system expansion targets	Potential strategies
		Potential local actions (applied to each corridor)	Potential regional support (assistance with corridor assessment against system expansion targets)		
<b>Near-term regional priority corridors<sup>1</sup></b>	Corridors most viable for implementation in next four years.	<ul style="list-style-type: none"> <li>• Develop corridor problem statement</li> <li>• Define corridor extent</li> <li>• Assess corridor against system expansion targets</li> <li>• Create ridership development plan/ land use/TOD plans for centers and stations</li> <li>• Assess mode and function of HCT</li> <li>• Create multimodal station access and parking plans</li> <li>• Assess financial feasibility</li> </ul>	<ul style="list-style-type: none"> <li>• Create land use/TOD plans for centers and stations</li> <li>• Analyze station siting alternatives</li> <li>• Coordinate with MTIP priorities</li> <li>• Perform multi-modal transportation analysis</li> <li>• Create multimodal station access and parking plans</li> <li>• Start potential Alternatives Analysis</li> </ul>	<ul style="list-style-type: none"> <li>• Transit supportive land use/station context</li> <li>• Community support</li> <li>• Partnership/political leadership</li> <li>• Regional transit network connectivity</li> <li>• Housing needs supportiveness</li> <li>• Financial capacity – capital and operating finance plans</li> <li>• Integrated transportation system development</li> </ul>	<ul style="list-style-type: none"> <li>• Corridor working group</li> <li>• Existing land use and transportation working groups</li> </ul>
<b>Next phase regional priority corridors<sup>1</sup></b>	Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.	<ul style="list-style-type: none"> <li>• Develop corridor problem statement</li> <li>• Define corridor extent</li> <li>• Assess corridor against system expansion targets</li> <li>• Create ridership development plan/ land use/TOD plans for centers and stations</li> <li>• Assess mode and function of HCT</li> </ul>	<ul style="list-style-type: none"> <li>• Create land use/TOD plans for centers and stations</li> <li>• Analyze station siting alternatives</li> <li>• Coordinate with MTIP priorities</li> </ul>	<ul style="list-style-type: none"> <li>• Transit supportive land use/station context</li> <li>• Community support</li> <li>• Partnership/political leadership</li> <li>• Regional transit network connectivity</li> <li>• Housing needs supportiveness</li> <li>• Financial capacity – capital and operating finance plans</li> </ul>	<ul style="list-style-type: none"> <li>• Existing land use and transportation working groups</li> </ul>

<sup>1</sup> The location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis.

Tiers	Summary	Potential methods to reach targets		Potential system expansion targets	Potential strategies
		Potential local actions (applied to each corridor)	Potential regional support (assistance with corridor assessment against system expansion targets)		
<b>Developing regional priority corridors<sup>1</sup></b>	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.	<ul style="list-style-type: none"> <li>• Develop corridor problem statement</li> <li>• Define corridor extent</li> <li>• Assess corridor against expansion targets</li> <li>• Create ridership development plan/ land use/TOD plans for centers and stations</li> </ul>	<ul style="list-style-type: none"> <li>• Create land use/TOD plans for centers and stations</li> <li>• Analyze station siting alternatives</li> </ul>	<ul style="list-style-type: none"> <li>• Transit supportive land use/station context</li> <li>• Community support</li> <li>• Partnership/political leadership</li> <li>• Regional transit network connectivity</li> </ul>	<ul style="list-style-type: none"> <li>• Existing land use and transportation working groups</li> </ul>
<b>Regional vision corridors<sup>1</sup></b>	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.	<ul style="list-style-type: none"> <li>• Develop corridor problem statement</li> <li>• Define corridor extent</li> <li>• Assess corridor against system expansion targets</li> <li>• Create ridership development plan/ land use/TOD plans for centers and stations</li> </ul>	<ul style="list-style-type: none"> <li>• Create land use/TOD plans for centers and stations</li> </ul>	<ul style="list-style-type: none"> <li>• Transit supportive land use/station context</li> <li>• Community support</li> </ul>	<ul style="list-style-type: none"> <li>• Existing land use and transportation working groups</li> </ul>

<sup>1</sup> The location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis.

## **Attachment 1 - System expansion policy terms and definitions**

This section provides a description of terms and definitions used in this document to describe the proposed process for HCT project advancement.

### **Local action descriptions**

Local actions would be structured to reach tiered targets. Some or all of the following actions could be taken to advance a project, depending on the tier placement.

**Develop corridor problem statement:** The corridor problem statement defines the purpose of and establishes goals for the proposed HCT investment (i.e., congestion mitigation, economic development, etc.). It assesses the role of the project in addressing other regional transportation priorities and identifies opportunities for integration with other transportation system improvements in the corridor.

**Define corridor extent:** As in an FTA Alternatives Analysis, the definition of corridor extent could include a project extent that encompasses multiple alignment corridors or options.

**Assess corridor against system expansion targets:** The identification of progress toward all system expansion targets for the current priority tier.

**Create ridership development plan/land use/TOD plans for centers and stations:** Assessment of potential future ridership based on current land use projections, identified station areas and local zoning. This might involve demand modeling, but could effectively use Transit Orientation Index (TOI) scores within ½ mile of identified station areas. A ridership development plan could include assessment of: TOI score, residential density, employment density, potential cost effectiveness and transit supportive land uses (zoning and station typology aspirations).

**Assess mode and function of HCT:** Definition of the HCT modes that are most relevant for meeting the primary function of a corridor's problem statement. Selection of a lower cost mode could improve the corridor's ability to meet targets.

**Create multimodal station access and parking plan:** The station access plan would ensure that station designs optimize opportunities for intermodal connections and TOD by planning for an urban block pattern. The parking management plan would help local jurisdictions develop transit supportive parking policies that include development of potential parking districts. It could also establish maximum parking requirements, pay-for-parking, park-and-ride development and management plans, and other parking code changes such as unbundling parking for new development.

**Assess financial feasibility:** Assessment of the financial feasibility of the region to advance an HCT project. The analysis would consider and propose incentives to finance existing and future infrastructure improvements, using tools such as system development charge credits, tax abatement, improvement districts and tax increment financing (TIF).

## **Regional support descriptions**

Regional support will be necessary to advance any corridor. Regional actions may already be in place, such as work coordinated through the transportation system plans; however, specific regional actions to support HCT project advancement would vary based on the tier.

**Create land use and transit-oriented development plans for station areas:** Land use and TOD plans for corridors would be reviewed for local areas to ensure that station areas within a defined corridor extent can meet defined targets for ridership and transit supportive land use.

**Analyze station siting alternatives:** Locations of stations is critical to the success of the HCT system. Metro has advanced tools to work in tandem with locals to assess the trade-offs between potential station areas.

**Coordinate with MTIP priorities:** HCT investments should align with regional priorities for transportation and land use investments. MTIP prioritization would support development or preparation of a corridor as an HCT project.

**Perform multi-modal transportation analysis:** Metro will assist with the preparation and production of transportation modeling for near-term regional priority corridors. Metro will assist corridors in other tiers as well; however, methods will vary.

**Create station access and parking plans:** Parking availability is one of the strongest determinants of transit ridership and has the potential to add significant value to leverage regional HCT investment. Metro has tools for the region to review parking plans for all land use types.

**Start potential alternatives analysis:** The region can begin the process to help projects advance into federal alternatives analysis process.

## **Proposed system expansion target descriptions**

A small set of system expansion targets will be identified to measure project readiness and contribution to regional goals. These targets will provide clear direction to local jurisdictions that desire to advance projects. System expansion targets would vary based on the tier.

**Transit supportive land use/station context:** Under this target, each station along a proposed alignment should be evaluated for ridership potential based on the jurisdictions' demonstrated willingness to promote transit supportive development. Specific targets could be set for residential, commercial and employment density in station areas. Additionally each station should undergo an evaluation to determine: (1) the capacity for station area development, (2) ability to create good station access for all modes and (3) any issues with station capacity or functionality.

**Community support:** This measure would be qualitative, based on expressed support for HCT service in the corridor.

**Partnership/political leadership:** This measure would be qualitative based on demonstrated political leadership, development of strategic partnerships and demonstrated advancement of local aspirations.

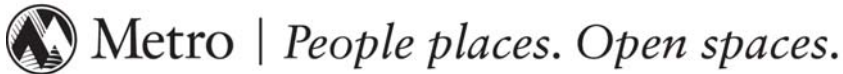
**Regional transit network connectivity:** This measure would assess the role the project plays in filling key regional transit system gaps, connectivity with the existing and planned systems and ability for existing system facilities to support the investment. It would also measure a project's impact on the regional HCT system's ability to increase system capacity to deal with malfunction, incident or construction/maintenance, and the ability for existing station and track infrastructure to support the investment.

**Housing needs supportiveness:** This measure would assess the contribution of the project to improve overall housing and transportation affordability for populations of concern.

**Financial capacity – capital and operating finance plans:** This measure would assess the capacity to fund capital and operations with no significant negative consequences on existing infrastructure or transit system operations. This evaluation could include:

- **Capital finance plan:** A qualitative rating based on whether a project is partially or fully funded, the availability of local capital funds and competition for funding that is needed for core system capacity enhancements or maintenance.
- **Operating finance plan:** A preliminary analysis of the financial capacity to operate using measures such as estimated farebox recovery, cost effectiveness (total annualized operating and capital cost per passenger), and the stability, reliability and availability of proposed operating subsidy.

**Integrated transportation system development:** This measure would quantitatively assess the role each project would play in addressing a broad range of regional transportation priorities, particularly those priorities for the Mobility Corridor in which the corridor is located.



This document describes elements of the federal 2008 Regional Transportation Plan recommended for update based on the work concluded through the High Capacity Transit System Plan.

### **1. Define the function of high capacity transit within an integrated transportation system**

**Current Regional Transportation Plan policy:** As defined in the Regional Transportation Plan, page G-7, “High capacity transit is characterized by carrying a larger volume of passengers using larger vehicles and/or more frequent service than a standard fixed route bus system. It operates on a fixed guideway or within an exclusive right-of-way, to the extent possible. Service frequencies vary by type of service. Passenger infrastructure is provided at transit stations and station communities, including real-time schedule information, ticket machines, special lighting, benches, shelters, bicycle parking, and commercial services. Using transit signal priority at at-grade crossings and/or intersections preserves speed and schedule reliability. Park and-ride lots provide important and necessary access to the high capacity transit network.”

**What we’ve heard:** In public involvement efforts and committees, staff has heard conflicting understanding and opinions about the purpose and function of high capacity transit. High capacity transit could serve corridors with access and many stops or it could serve centers with speed and few stops. Some participants wanted more suburban-to-suburban service and faster service through downtown Portland.

**Recommendation:** Update the RTP to define the function of high capacity transit as carrying a larger volume of passengers using larger vehicles and/or more frequent service than a standard fixed route bus, with a majority of an HCT line separated from traffic. The update should include language to reflect that the level of investment in High Capacity Transit should be warranted based on performance targets. HCT targets would be based on the ability of a capital investment to move people more efficiently than can be achieved by a fixed-route bus in traffic.

**RTP update method:** Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.



## 2. Define the role of HCT in providing service to town centers and employment areas

### Current Regional Transportation Plan policy:

Under the current Regional Transportation Plan, Figure 3.14, high capacity transit (LRT, commuter rail, and rapid bus) is designed to provide core transit service to primary components, which include the central city, regional centers, and Union Station, and to the secondary component, station communities. High capacity transit (LRT, commuter rail, and rapid bus) is designed to provide additional public transportation modes that may serve growth concept land use components include the Portland Airport (PDX) and town centers.

**What we've heard:** In public involvement efforts and committees, staff has heard a desire for town centers, employment areas and major activity centers (e.g., the Oregon Zoo) to be served by high capacity transit.

RTP Figure 3.14

Service Type		Primary Components					Secondary Components				Other Urban Components		
		Central City	Regional Centers	Industrial Areas	Intermodal Facilities		Station Communities	Town Centers	Main Streets	Corridors	Employment Areas	Inner Neighborhood	Outer Neighborhood
					PDX	Union Station							
Regional Transit Network	LRT	●	●	○	○	○	●	○					
	Commuter Rail	●	●		●		○						
	Rapid Bus	●	●		○		○		○				
	Streetcar & Frequent Bus	●	●				○	○	●	○		○	
	Regional Bus	●	●	○	○		○	●	○	●	○	○	
Community Transit Network	Community Bus	○	○	●	●		○	○	○	○	●	●	○
	Mini-Bus	○	○	○			○	○	○	○	●	○	●
	Paratransit	○	○	○			○	○	○	○	○	○	○
	Park-and-Ride			●			○	○	○		○	○	●
Inter-Urban Transit	Inter-urban Rail	●	○		●		○						
	Inter-city Bus	●	●		○	●	○						

● Best public transportation mode(s) designed to serve growth concept land use components  
○ Additional public transportation mode(s) that may serve growth concept land use components

### Recommendation:

Update the RTP with defined targets for mode-neutral transit service frequencies to serve each of the 2040 Growth Concept land uses. Performance targets would guide the mode type and clarify what major investment is appropriate. Activity centers are not clarified in the 2040 Growth Concept, and no specific service targets are recommended.

**RTP update method:** Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.

## 3. Define HCT modes and resolve if rapid streetcar should be added as potential high capacity transit mode and clarify the role of commuter rail

**Current Regional Transportation Plan policy:** Under the current Regional Transportation Plan, page 3-38, high capacity transit facilities and services include light rail transit, commuter rail, bus rapid transit, intermodal passenger facilities and park-and-ride lots.

The Regional Transportation Plan, page G-15, defines streetcar as: "Fixed-route transit service mixed in traffic for locally oriented trips within or between higher density mixed-use centers. Streetcar services provide local circulator service and may also serve as a potent incentive for denser development in centers. Service runs typically every 15 minutes and streetcar routes may include transit preferential treatments, such as transit signal priority systems, and enhanced passenger infrastructure, such as covered bus shelters, curb extensions and special lighting."

The Regional Transportation Plan, page G-3, defines commuter rail as: "Short-haul rail passenger service operated within and between metropolitan areas and neighboring communities. This transit service

operates in a separate right-of-way on standard railroad tracks, usually shared with freight use. The service is typically focused on peak commute periods but can be offered other times of the day and on weekends when demands exist and where capacity is available. The stations are typically located one or more miles apart, depending on the overall route length. Stations offer infrastructure for passengers, bus and LRT transfer opportunities and parking as supported by adjacent land uses. See also Inter-city rail.”

The Regional Transportation Plan, page G-8, defines inter-rail as “Inter-city passenger rail that is part of the state transportation system and extends from the Willamette Valley north to British Columbia. Amtrak already provides service south to California, east to the rest of the continental United States and north to Canada. These systems should be integrated with other transit services within the metropolitan region with connections at passenger intermodal facilities.”

**What we’ve heard:** In public involvement efforts and committees, staff has heard that there are discrepancies existing in the current RTP. Rapid streetcar is being proposed in the Portland to Lake Oswego corridor, but rapid streetcar is not defined in the RTP. The High Capacity Transit System Plan has identified potential commuter rail lines to neighboring communities, but these lines would fall in between the RTP definitions of commuter rail definition and inter-city rail.

**Recommendation:** Update the RTP to replace the mode description type with mode function and performance targets. Targets for all modes performing as high capacity transit will be added, including the modes of commuter rail and rapid streetcar.

**RTP update method:** Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.

#### **4. Define the coordination of land use, station area and transportation investments with HCT investments**

**Current Regional Transportation Plan policy:** There is currently no Regional Transportation Plan policy directing concurrent land use, transportation and transit planning in high capacity transit corridors.

**What we’ve heard:** In public involvement efforts and committees, staff has heard an emphasis on the importance of combining placemaking efforts and land use planning with future high capacity transit investments. Public participants were interested in creating links between stations and neighborhoods by integrating stations into surrounding communities, considering pedestrian and bike facilities around stations, and providing good local transit service to get people to HCT stations.

**Recommendation:** Update the RTP to incorporate the system expansion policy for advancement of high capacity transit corridors to include land use coordination and action by local communities to advance HCT projects.

**RTP update method:** Regional High Capacity Transit System Plan system expansion policy targets will include land use targets in association with measuring the value of potential future HCT investments.

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 09-4052 FOR THE PURPOSE OF ACCEPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM TIERS AND CORRIDORS, SYSTEM EXPANSION POLICY FRAMEWORK AND POLICY AMENDMENTS FOR ADDITION TO THE 2035 REGIONAL TRANSPORTATION PLAN STATE COMPONENT**

---

Date: June 25, 2009

Prepared by: Tony Mendoza 503-797-1726

#### **BACKGROUND**

The Regional High Capacity Transit (HCT) System Plan identifies corridors where new HCT could be developed over the next 30 years and prioritizes corridors based on evaluation criteria adopted by the region, and sets a framework to advance projects in the future. This staff report summarizes the study process, provides key results and describes proposed policy changes.

#### **Role of high capacity transit**

Metro's *Making the Greatest Place* process will position the region as a national leader in addressing the 21<sup>st</sup> century challenges of energy independence, carbon neutrality, population growth, sustainable economic development and human health. Continued development of a world class, HCT system is part of an integrated strategy to accommodate the region's rapidly increasing population, while reducing the negative impacts of growth on land, air and water quality and the ability to get around. Regional land use policy has positioned the Portland metro area to effectively employ transit supportive development policy and implementation. It is essential that HCT future investments leverage achievement of land use and economic development goals.

#### **Regional HCT System Plan outcomes**

The Regional HCT System Plan is not intended as a review of the regional transit structure or its management, or as a complete service analysis of the existing HCT system. Rather, the plan applies technical evaluation of possible investments to set near- and long-term priorities and aligns HCT project advancement in a way that supports and enhances the goals of the Regional Transportation Plan (RTP) and the region's 2040 Growth Concept. HCT system capital investments must be implemented as part of a broad corridor strategy that includes supportive land use and transit-oriented development (TOD), comprehensive parking programs, access systems for pedestrians and cyclists, park and rides and feeder bus networks. The Regional HCT System Plan creates a new policy framework where these elements lead or parallel investment in HCT.

#### **Regional HCT System Plan process**

Significant work has been done by Metro's technical team as well as the HCT MTAC/TPAC Subcommittee and other Metro policy committees. Steps completed in the process to date include:

- early plan public outreach and stakeholder interviews to identify major issues and objectives, and to develop an initial universe of corridors to be evaluated

- formation of and meetings with a “Think Tank” group, a group of regional leaders in a number of related fields formed to provide high-level concept development to guide the Regional HCT System Plan
- development of a long list of 55 potential regional high capacity transit corridors
- development and application of a set of eight screening criteria to narrow the 55 corridors to 18 promising corridors.
- development and adoption of 25 detailed evaluation criteria used to prioritize the 18 corridors
- stakeholder and public review of evaluation criteria
- evaluation and prioritization of the 18 adopted regional HCT system corridors
- development of a system expansion policy which sets a framework to advance HCT corridors into development.

## **RESOLUTION MATERIALS**

*Exhibit A* delineates HCT system plan tiers and corridors. These tiers and corridors are the result of months of technical work and iterations of review by the MTAC/TPAC HCT Subcommittee, TPAC, MTAC, MPAC, and JPACT.

*Exhibit B* explains the system expansion policy framework, as described in more detail below.

*Exhibit C* illustrates recommended policy amendments for addition to the 2035 RTP, State Component based on lessons learned through the HCT planning process.

### **EXHIBIT A: Regional high capacity transit system plan tiers and corridors**

An intense evaluation process revealed that ridership, though not weighted, is an important indicator of how a corridor scores since many of the evaluation criteria relate to ridership. In short, the more use a corridor has, the more benefits the corridor will produce. In addition to the technical analysis, public outreach efforts and a survey of Metro’s standing committees revealed that ridership (or ridership potential) was seen as the most important single factor in determining where new HCT investments should be made.

#### **HCT modes**

To ensure that all corridors were evaluated evenly, all HCT corridors were examined as light rail. This was also done to limit the potential for subjective judgments about appropriate modes for a corridor, which could favor one corridor over another.

Mode selection will be a critical component of the system expansion policy for future selection of priority corridors, and targets will be set to help guide what the appropriate investment should be for each corridor.

## **EXHIBIT B: Regional high capacity transit system expansion policy**

### **System expansion policy framework**

The system expansion policy framework is designed to provide a transparent process to advance high capacity transit projects through the tiers. The framework is based on a set of targets designed to measure corridor readiness to support a high capacity transit project, as described in *Exhibit B*.

### **System expansion targets**

The targets or thresholds set through the system expansion policy will provide clarity for actions local jurisdictions can take to move a corridor to a higher tier or prepare a corridor for advancement. Regional actions will also be required to ensure projects move forward in partnership. Targets will be based on measurable factors that support ridership such as household and employment densities and sidewalk connectivity. Additionally, targets will be set for community support and political leadership. These targets will be finalized in conjunction with the completion of the 2035 RTP, State Component.

## **EXHIBIT C: Recommendations for regional transportation plan updates**

Over the course of the HCT System Plan process, several policy questions arose. These policy questions are addressed in *Exhibit C*. This document seeks to address policy questions of the function of HCT and definitions of HCT modes and to define the framework of the system expansion policy.

## **ANALYSIS/INFORMATION**

### **Known opposition**

Representatives from Forest Grove (including the mayor) and Cornelius have concurred with the validity of the technical analysis but are on record as opposing the tiered ranking of Corridor 12 (Hillsboro to Forest Grove) in the developing regional priority category.

### **Legal antecedents**

Resolution No. 09-4025 *For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridors and Evaluation Criteria.*

Ordinance No. 82-135 *For the Purpose of Adopting the Regional Transportation Plan*

Resolution No. 83-383 *For the Purpose of Endorsing the Regional Light Rail Transit (LRT) System Plan Scope of Work and Authorizing Funds for Related Engineering Services*

Resolution 07-383 1B *For the Purpose Of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis*

### **Anticipated effects**

Adoption of this resolution would enable the prioritized HCT corridors to be included in the RTP, State Component, set a policy framework for the advancement of high capacity transit projects through the system expansion policy, and set a policy framework for HCT within the RTP, State Component.

### **Budget impacts**

There would be no direct impact on the Metro budget as a result of taking action on this resolution.

### **RECOMMENDED ACTION**

Approve Resolution No. 09-4052 For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments for Addition to the 2035 Regional Transportation Plan State Component

### **Resolution exhibits**

Exhibit A: High capacity transit system plan tiers and corridors

Exhibit B: System expansion policy framework

Exhibit C: Recommended policy amendments for addition to the 2035 Regional Transportation Plan, State Component

### **Staff report attachments**

Council has previously received the following document in the draft form:

- High Capacity Transit System detailed evaluation report on May 12, 2009

Council will receive the following documents when they have been finalized after council's final adoption of Resolution:

- High Capacity Transit System detailed evaluation report
- Regional High Capacity Transit System Plan summary report
- Public outreach summary report

Agenda Item Number 4.2

**Resolution No. 09-4061**, For the Purpose of Amending the Key Milestone Schedule that Guides Metro's Participation in the Designation of Urban and Rural Reserves.

COUNCILOR HARRINGTON

Metro Council Meeting  
Thursday, July 9, 2009  
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 09- 4061  
KEY MILESTONE SCHEDULE THAT )  
GUIDES METRO’S PARTICIPATION IN THE ) Introduced by Councilor Harrington  
DESIGNATION OF URBAN AND RURAL  
RESERVES

WHEREAS, Metro and Clackamas, Multnomah and Washington Counties are jointly leading a regional process to designate certain lands outside the Metro urban growth boundary as urban reserves (land that will be considered for possible urbanization over the next 40 to 50 years) and rural reserves (land that will be protected from urbanization over the same period), as authorized by ORS 195.137 et seq; and

WHEREAS, on February 28, 2008 the Metro Council endorsed by Resolution 08-3909 the use of a schedule and milestones to guide the reserves designation process; and

WHEREAS, in May 2009 Metro and Clackamas, Multnomah and Washington Counties agreed to amend the milestones timeline in order to allow more time for outreach and feedback, to better synchronize with the Making The Greatest Place decision-making process, and to recognize that the adoption of reserves cannot begin until March 2010 due to Washington County’s charter limitation on the adoption of land use ordinances; and

WHEREAS, the revised timeline calls for initial agreement on reserves by December 2009 and formal adoption of reserves by May 2010 in order to facilitate required growth management decisions in 2010; now therefore

BE IT RESOLVED that the Metro Council:

- 1. endorses the following revisions to the reserves schedule: move Phase 3 completion milestone (preliminary urban and rural reserve areas recommended) from July 2009 to October 2009; move Phase 4 completion milestone (reserve areas recommended via intergovernmental agreements) from September to December 2009; and move Phase 5 completion milestone (Metro designates urban reserves; counties designate rural reserves) from December 2009 to May 2010.

ADOPTED by the Metro Council this 9<sup>th</sup> day of July, 2009.

\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney



## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 09-4061, FOR THE PURPOSE OF AMENDING THE KEY MILESTONE SCHEDULE THAT GUIDES METRO'S PARTICIPATION IN THE DESIGNATION OF URBAN AND RURAL RESERVES

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Date: June 25, 2009

Prepared by: John Williams, x1635

## BACKGROUND

As the Council has previously discussed, the Reserves Core 4 has approved a revision to the milestone date for Phases 3, 4, and 5 of the urban and rural reserves designation process. The revision allow more time for creation and review of technical products while still reaching initial agreement on reserves by the end of 2009 and adoption of reserves by mid-2010. The Core 4 discussed several factors supporting a timeline revision, including:

- Allowing more time for the Reserves Steering Committee, other advisory committees, cities and interested parties to receive technical materials, discuss these with their stakeholders, provide feedback and engage in discussions with one another prior to providing recommendations to the Core 4;
- Providing better synchronization with the broader Making The Greatest Place process; and
- Recognizing the realities of adoption timelines, mainly Washington County's charter limitation that requires them to adopt land use ordinances only between March and October.

Since the Metro Council previously approved the original reserves milestone timeline via Resolution 08-3909, the updated timeline should similarly be adopted by resolution of the Council. That update is the sole purpose of Resolution 09-4061.

## ANALYSIS/INFORMATION

1. **Known Opposition:** None; the timeline revision has been previously reviewed by the regional Reserves Steering Committee and approved by the Reserves Core 4.
2. **Legal Antecedents:** Oregon Revised Statute (ORS) 195.137 to 195.145 and 197.651 (from SB 1011) and Oregon Administrative Rule (ORA) 660 Division 27 Urban and Rural Reserves in the Portland Metropolitan Area authorize the designation of urban and rural reserves by Metro and a county through intergovernmental agreements; Metro Council Resolution 08-3909 (adopted February 2008) endorsed the creation of the Reserves Steering Committee and the reserves process schedule including key milestones.
3. **Anticipated Effects:** The adoption of Resolution 09-4061 will facilitate completion of the reserves project for the reasons outlined above and supports the continued collaboration between Metro and Clackamas, Multnomah and Washington counties on this project.
4. **Budget Impacts:** The Council has previously approved budget amendments extending reserves funding through the revised project completion date in May 2010.

## RECOMMENDED ACTION

Staff recommends adoption of Resolution 09-4061.

Agenda Item Number 4.3

**Resolution No. 09-4062**, For the Purpose of Confirming the Council President's Appointment of Cynthia J. Haruyama to the Metropolitan Exposition-Recreation Commission.

COUNCIL PRESIDENT BRAGDON

Metro Council Meeting  
Thursday, July 9, 2009  
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 09-4062
COUNCIL PRESIDENT’S APPOINTMENT OF	)	
CYNTHIA J. HARUYAMA TO THE	)	Introduced by David Bragdon, Council
METROPOLITAN EXPOSITION-RECREATION	)	President
COMMISSION		

WHEREAS, the Metro Code, Section 6.01.030(a) provides that the Metro Council President shall appoint all members to the Metropolitan Exposition Recreation Commission; and

WHEREAS, the Metro Code, Section 6.01.030(b) provides that the Metro Council President’s appointments to the Commission are subject to confirmation by the Metro Council; and

WHEREAS, pursuant to Metro Code, Section 6.01.030(d)(3) and (g) the Metro Council President has appointed Cynthia J. Haruyama as a candidate to replace Gary Reynolds as a member on the Commission due to his resignation from the Commission as of June 30, 2009, for the remainder of Mr. Reynold’s term ; and

WHEREAS, the Metro Council President submitted his appointment of Cynthia J. Haruyama to the Metro Council for confirmation; and

WHEREAS, the Council finds that Cynthia J. Haruyama has the experience and expertise to make a substantial contribution to the Commission’s work; now therefore,

BE IT RESOLVED that the Metro Council hereby confirms the Council President’s appointment of Cynthia J. Haruyama as a member of the Metropolitan Exposition Recreation Commission beginning on July 9, 2009, and ending December 31, 2009,

ADOPTED by the Metro Council this \_\_\_\_ day of June, 2009.

\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4062, FOR THE PURPOSE OF  
CONFIRMING THE COUNCIL PRESIDENT'S APPOINTMENT OF CYNTHIA J.  
HARUYAMA TO THE METROPOLITAN EXPOSITION-RECREATION COMMISSION

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Date: July 9, 2009

Prepared by: Scott Hand,  
(503)797-1853

### BACKGROUND

The Metro Code, Section 6.01.030(a), gives Metro Council President sole authority to appoint all members of the Metropolitan Exposition Recreation Commission, subject to confirmation by the Council. Section 6.01.030(d)(3) of the Code Metro allows the Council President to nominate a candidate for appointment for the Council President's consideration. Under Section 6.01.030(g) of the Metro Code, vacancies are filled pursuant to the procedure governing initial appointments.

The Metro Council President has appointed Cynthia Haruyama as a candidate for membership on the Commission to replace former Commissioner Gary Reynolds. The Council President has submitted his appointment of Ms. Haruyama to the Council for confirmation. If confirmed, Ms. Haruyama would, pursuant to Metro Code, Section 6.01.030(g) serve the remainder of Mr. Reynolds' term, beginning July 9, 2009 and ending December 31, 2010.

As Executive Director of the Portland Classical Chinese Garden, and previously as Executive Director of the Hoyt Arboretum, Ms. Haruyama has extensive experience with nonprofit boards who operate publicly-owned facilities.

#### Community Experience

Metro's Blue Ribbon Trail Committee	2008
Leach Botanic Garden Master Planning Committee	2007
Jubilee 2000 Oregon	1999 – 2000
Catlin Gabel Alumni Board	1996 – 1999

#### Work experience

Executive Director, Portland Classical Chinese Garden	6/08 to present
Executive Director, Hoyt Arboretum Friends	2001 – 2008
General Manager, A.M. Andrews Co.	1994 – 2000
Attorney, Davis Wright Tremaine	1989 – 1994
Attorney, Farleigh Wada & Witt	1987 – 1989
China Trade Promotions, NY	1982 – 1985

### ANALYSIS/INFORMATION

#### 1. Known Opposition

None

#### 2. Legal Antecedents

Metro Code, as referenced above.

**3. Anticipated Effects**

Appointment of Ms. Haruyama in the manner provided by the Metro Code

**4. Budget Impacts**

None

**RECOMMENDED ACTION**

The Council President David Bragdon recommends approval of Resolution 09-4062 to confirm the appointment of Cynthia Haruyama to the Metropolitan Exposition Recreation Commission and to begin serving July 9, 2009.

Agenda Item Number 4.4

**Resolution No. 09-4063**, For the Purpose of Confirming the Council President's Appointment of Judie Hammerstad to the Metropolitan Exposition-Recreation Commission.

COUNCIL PRESIDENT BRAGDON

Metro Council Meeting  
Thursday, July 9, 2009  
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE ) RESOLUTION NO. 09-4063  
COUNCIL PRESIDENT’S APPOINTMENT OF )  
JUDIE HAMMERSTAD TO THE ) Introduced by David Bragdon, Council  
METROPOLITAN EXPOSITION-RECREATION ) President  
COMMISSION

WHEREAS, the Metro Code, Section 6.01.030(a) provides that the Metro Council President shall appoint all members to the Metropolitan Exposition Recreation Commission; and

WHEREAS, the Metro Code, Section 6.01.030(b) provides that the Metro Council President’s appointments to the Commission are subject to confirmation by the Metro Council; and

WHEREAS, Clackamas County has nominated Judie Hammerstad to serve on the Commission; and

WHEREAS, pursuant to Metro Code, Section 6.01.030(d)(3) and (g) the Metro Council President has appointed Judie Hammerstad as a candidate to replace Don Trotter as a member on the Commission due to his resignation from the Commission as of June 30, 2009, for the remainder of Mr. Trotter’s term ; and

WHEREAS, the Metro Council President submitted his appointment of Judie Hammerstad to the Metro Council for confirmation; and

WHEREAS, the Council finds that Judie Hammerstad has the experience and expertise to make a substantial contribution to the Commission’s work; now therefore,

BE IT RESOLVED that the Metro Council hereby confirms the Council President’s appointment of Judie Hammerstad as a member of the Metropolitan Exposition Recreation Commission beginning on July 9, 2009, and ending December 31, 2009,

ADOPTED by the Metro Council this \_\_\_\_ day of June, 2009.

\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 09-4063, FOR THE PURPOSE OF CONFIRMING THE COUNCIL PRESIDENT'S APPOINTMENT OF JUDIE HAMMERSTAD TO THE METROPOLITAN EXPOSITION-RECREATION COMMISSION

---

Date: July 9, 2009

Prepared by: Scott Hand,  
(503)797-1853

## BACKGROUND

Metro Code Section 6.01.030(a) gives the Metro Council President sole authority to appoint all members of the Metropolitan Exposition-Recreation Commission, subject to the confirmation by the Council. Section 6.01.030(d)(1), of the Code allows Clackamas County to nominate a candidate for appointment for the Council President's consideration. Under Section 6.01.030(e)(1) of the Metro Code, the Metro Council President has the authority to concur with Clackamas County's nomination and submit it to the Council for confirmation, or reject it.

Commissioner Don Trotter, originally appointed by the Metro Council President, resigned from the Commission June 30, 2009 due to his service on another governmental body, which prevents his simultaneous service on MERC. Subsequently a spot remains vacant on the Commission. The Metro Council President has appointed Judie Hammerstad as a candidate for membership on the Commission to replace Don Trotter. The Council President has concurred with this nomination and accordingly submitted his appointment of Ms. Hammerstad to the Council for confirmation. If confirmed, Ms. Hammerstad would, pursuant to Metro Code, Section 6.01.030(g) serve the remainder of Mr. Trotter's term, beginning July 9, 2009 and ending December 31, 2010.

Prior Experience: Mayor, City of Lake Oswego, 2000-2008; Chair, national Community Streetcar Coalition, current; Member, Board of Directors, Portland Streetcar Inc. current; Clackamas County Commissioner, 1990-1999; Chair, 1992, 1995, 1998. Governor's Task Force on Growth, 1998; State Representative, 1987-1989; Lake Oswego School Board, 1980-1988; Chair, 1982-83; 1987-88; Metropolitan Advisory Committee, (MPAC) 1992-1999, 2001-current Vice-Chair 1992-95; Chair, 1998

During her years of public service, Judie has demonstrated leadership on every board or commission on which she has served. In 1999, she was recognized with the Distinguished Leadership by an Elected Official award from the Oregon Chapter of the American Planning Association.

## ANALYSIS/INFORMATION

### 1. Known Opposition

None

### 2. Legal Antecedents

Metro Code, as referenced above.

### 3. Anticipated Effects

Appointment of Ms. Hammerstad in the manner provided by the Metro Code



**4. Budget Impacts**

None

**RECOMMENDED ACTION**

The Council President David Bragdon recommends approval of Resolution 09-4063 to confirm the appointment of Judie Hammerstad to the Metropolitan Exposition Recreation Commission and to begin serving July 9, 2009.

**Resolution No. 09-4065**, For the Purpose of Directing Metro Chief Operating Officer to Explore the Future Governance Structure Pertaining to Regional Facilities.

COUNCILOR PARK

Metro Council Meeting  
Thursday, July 9, 2009  
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DIRECTING ) Resolution No. 09-4065  
METRO CHIEF OPERATING OFFICER ) Introduced by Councilors Rod Park and  
TO EXPLORE THE FUTURE ) Rex Burkholder  
GOVERNANCE STRUCTURE )  
PERTAINING TO REGIONAL )  
FACILITIES )

WHEREAS , in 2000, the voters of the Portland region approved changes to Metro’s Charter that improved the efficiency and accountability of regional government by providing direct elected-official oversight of senior staff members, and;

WHEREAS, the change in governance at Metro created efficiencies, improved accountability and transparency, and;

WHEREAS, the publically-owned, taxpayer-financed facilities currently overseen by the Metropolitan Exposition and Recreation Commission require an annual budget of approximately \$40 million, and;

WHEREAS, the value of the publically-owned, taxpayer-financed assets under Metropolitan Exposition and Recreation Commission management total approximately half of \$1 billion, and;

WHEREAS, the elected members of the Metro Council ultimately are responsible to the public for the fiscal management and health of the regional facilities owned by Metro and managed by the Metropolitan Exposition and Recreation Commission, and;

WHEREAS, the expertise of private citizens, working as a volunteer commission, provides valuable advice and direction on the management of enterprise-based facilities, and;

WHEREAS, pursuant to Metro code 6.01.030, Metro created the MERC Metropolitan Exposition and Recreation Commission, and;

WHEREAS, pursuant to Metro code 6.01.100, the Metropolitan Exposition and Recreation Commission must prepare business plans for each of its facilities as well as goals and benchmarks for each of those facilities, and these business plans, goals and benchmarks must be regularly reported to Metro Council, and;

WHEREAS, the Metro Council and staff continuously strive for the most effective and efficient operations, structures, relationships and processes, and;

WHEREAS, overhead and expenses of the various components of the agency are worthy of evaluation, and;

WHEREAS, the Metropolitan Exposition and Recreation Commission has entered an interim period of employment of a General Manager, and;

NOW, THEREFORE, BE IT RESOLVED BY THE METRO COUNCIL THAT,

1. The Metro Council hereby directs the Chief Operating Officer to proceed in an inclusive and collaborative process to explore the best means of ensuring these regional facilities are managed with the highest level of efficiency, accountability, transparency and minimal duplication of overhead expenses;
2. The Metro Chief Operating Officer will forward a recommendation from this process to the Metro Council prior to August 8, 2009;
3. The Metro Chief Operating Officer will work directly with the Metropolitan Exposition and Recreation Commission and the interim General Manager to ensure continued, successful operation of the Oregon Convention Center, Portland Center for Performing Arts and the Exposition Center during this interim and evaluation period.
4. The Metropolitan Exposition and Recreation Commission is respectfully requested to not commence a search for a new General Manager pending the conclusion of these collaborative discussions.

ADOPTED by the Metro Council this \_\_\_\_\_ day of July 2009.

\_\_\_\_\_  
David Bragdon, Council President

Attest:

Approved as to form:

\_\_\_\_\_  
Tony Andersen, Recording Secretary

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

Agenda Item Number 5.1

**Ordinance No. 09-1221A**, For the Purpose of Amending Metro Code  
Chapter 6.01 Regarding the MERC General  
Manager and Declaring an  
Emergency.

*Ordinances - Second Reading*  
COUNCILOR PARK

Metro Council Meeting  
Thursday, July 9, 2009  
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO CODE ) Ordinance No. 09-1221A  
CHAPTER 6.01 REGARDING THE MERC GENERAL )  
MANAGER AND DECLARING AN EMERGENCY ) Introduced by Councilor Park and  
Councilor Burkholder

WHEREAS, in 2000, the voters of the Portland region approved changes to Metro’s charter that improved the efficiency and accountability of regional government by providing direct elected-official oversight of senior staff members; and

WHEREAS, the change in governance at Metro created efficiencies, and improved accountability and transparency; and

WHEREAS, the facilities operated by the Metropolitan Exposition and Recreation Commission – the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition Center require an annual budget of approximately \$40 million; and

WHEREAS, the value of the assets under MERC management total half of \$1 billion; and

WHEREAS, the elected members of the Metro Council ultimately are responsible for the fiscal management and health of the regional facilities managed by the Metropolitan Exposition and Recreation Commission; and

WHEREAS, the expertise of private citizens, working as a volunteer commission, provides valuable advice and direction on the management of enterprise-based facilities; and

WHEREAS, the members of the Metro Council continually seek improvements in the efficiency and effectiveness in the management of the facilities and programs under its control; now therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

Chapter 6.01 of the Metro Code is hereby amended as set forth below:

1. Metro Code Chapter 6.01.020 “Definitions” is amended to add the following subsection (f):
  - (f) “MERC General Manager” means the chief administrative officer of the Commission or any other position employed by the Commission that directly reports to the Commission.
2. Metro Code Chapter 6.01.040 Powers is hereby amended as follows [new provisions underlined]:

The commission shall have the following power and authority: . . .

- (h) To employ, manage, and terminate such personnel as the commission may find necessary, appropriate, or convenient for its purposes under personnel rules adopted by the commission. Notwithstanding the foregoing, however, the Metro Council must vote to approve of the General Manager’s initial hiring;

continuation of employment beyond August 1 of any year; termination; and compensation including, but not limited to, the salary and any salary changes or performance incentive payments. Neither the Metro Council nor any of its members shall direct or request the appointment of any person to, or removal from, office by the General Manager or any of the General Manager's subordinates.

And the Metro Council Also Ordains that:

3. Emergency Clause. This Ordinance being necessary for the health, safety, or welfare of the Metro area, for the reason that ~~a new fiscal year begins July 1, 2009, and~~ there is a need for the Metro Council to have a role in the employment of the MERC General Manager immediately, an emergency is declared to exist and this Ordinance shall take effect immediately, pursuant to Metro Charter Section 39(1).

ADOPTED by the Metro Council this \_\_\_\_\_ day of June 2009.

\_\_\_\_\_  
David Bragdon, Council President

Attest:

Approved as to form:

\_\_\_\_\_  
Tony Andersen, Recording Secretary

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

**Exhibit A to Ordinance No. 09-1221A**

TITLE VI

COMMISSIONS

CHAPTERS	TITLE
6.01	Metropolitan Exposition-Recreation Commission



**Exhibit A to Ordinance No. 09-1221A**

CHAPTER 6.01

METROPOLITAN EXPOSITION-RECREATION COMMISSION

SECTIONS	TITLE
6.01.010	Purpose
6.01.020	Definitions
6.01.030	Commission Created
6.01.040	Powers
6.01.050	Budget and Accounts
6.01.060	Commission Meetings
6.01.070	Delegation
6.01.080	Filing and Effective Date of Commission Resolutions
6.01.090	Initial Charge to Commission (repealed Ord. 97-677B §3)
6.01.100	Commission Business Plans

6.01.010 Purpose

The purpose of this chapter is to establish a metropolitan commission to renovate, maintain, operate, and manage metropolitan convention, trade and spectator facilities pursuant to the Metro Charter. The commission established by this chapter is intended by the Metro Council to operate in a cost effective, independent, entrepreneurial and accountable manner, so as to provide the greatest benefit to the residents of the Metro region. The provisions of this chapter shall therefore be liberally construed so as to achieve these ends. The commission is subject to the authority of the Metro Auditor to perform the duties of that office.

(Ordinance No. 87-225, Sec. 1. Amended by Ordinance No. 97-677B, Sec. 3; Ordinance No. 02-975, Sec. 1.)

6.01.020 Definitions

As used herein:

- (a) "Commission" means the Metropolitan Exposition-Recreation Commission established hereunder;
- (b) "Council" means the Metro Council;
- (c) "Councilor" means a member of the Council;
- (d) "Council President" means the Council President of Metro;

**Exhibit A to Ordinance No. 09-1221A**

(e) "Metro Auditor" means the Office of Metro Auditor created pursuant to the Metro Charter;

(f) "MERC General Manager" means the chief administrative officer of the Commission or any other position employed by the Commission that directly reports to the Commission.

(Ordinance No. 87-225, Sec. 1. Amended by Ordinance No. 09-XXXX; Ordinance No. 97-677B, Sec. 3; Ordinance No. 01-888B, Sec. 1; Ordinance No. 02-975, Sec. 1.)

6.01.030 Commission Created

There is hereby created a Metropolitan Exposition-Recreation Commission consisting of seven (7) members. All members shall be residents of Metro.

(a) The Council President will make all appointments.

(b) The Council President may reject a nomination. Appointments of all members are subject to confirmation by the Metro Council.

(c) All members shall serve four (4) year-terms. Members may be re-appointed. Prior to December 31, 2001, a member may serve until the successor is confirmed; thereafter, upon the expiration of a term, the position shall be considered vacant until a member is appointed or re-appointed and confirmed.

(d) Nomination Process. The Council President will accept nominations to the commission as follows:

- (1) The County Commissions of Clackamas, Multnomah and Washington counties each shall nominate one (1) candidate. The candidates must be residents of the district and nominating county.
- (2) The City Council of the City of Portland shall nominate one (1) candidate for each of two (2) positions. The candidates must be residents of Metro and the City of Portland.
- (3) Two (2) nominees shall be at the sole discretion of the Council President. The candidates must be residents of Metro.

(e) Appointment Process.

- (1) For those positions on the commission which are subject to nomination by a local governmental

**Exhibit A to Ordinance No. 09-1221A**

body, the Council President will receive the nominations from the relevant governing body and review the nomination prior to submitting the nomination to the Metro Council for confirmation. If the Council President fails to concur with any candidate so nominated by a local government, the Council President shall so notify the jurisdiction, which shall then nominate another candidate. This process shall continue until such time as the Council President agrees to transmit the name of the individual nominated by the local government. If an appointment submitted to the Council for confirmation as a result of this process is rejected by the Council, the Council President shall so notify the local government which shall nominate another candidate and the process shall continue until such time as a candidate nominated by a local government has been forwarded by the Council President to the Council for confirmation and has been confirmed.

- (2) If the Council fails to confirm an appointment made at the sole discretion of the Council President, the Council President may submit the name of another person for confirmation by the Council.

(f) A vacancy shall occur from the death, resignation, failure to continue residency within Metro and in the case of members nominated by a local government residency within the boundaries of the nominating government, or inability to serve of any member or from the removal of a member by the Council President, subject to approval of the removal by a majority of the members of the Council.

(g) Vacancies shall be filled pursuant to the procedure governing the initial appointment of members. A vacancy occurring prior to the expiration of a term shall be filled only until the end of the term.

(h) No person who is elected to a public office, or appointed to fill a vacancy in a public office, shall be eligible to serve.

(i) The commission may adopt its own rules of organization and procedure and may elect its own officers for such terms and with such duties and powers necessary for the performance of the functions of such offices as the commission determines appropriate.

**Exhibit A to Ordinance No. 09-1221A**

(Ordinance No. 87-225, Sec. 1. Amended by Ordinance No. 89-325, Sec. 1; Ordinance No. 97-677B, Sec. 3; Ordinance No. 01-888B, Sec. 1; Ordinance No. 02-975, Sec. 1.)

6.01.040 Powers

The commission shall have the following power and authority:

(a) To renovate, equip, maintain and repair any convention, trade, and spectator buildings and facilities for which the commission is responsible, and to advise the public owners of these facilities on financial measures which may be necessary or desirable with respect to initial construction or major capital projects;

(b) To manage, operate and market the use of the convention, trade, and spectator buildings and facilities for which the commission is responsible;

(c) To acquire in the name of Metro by purchase, devise, gift, or grant real and personal property or any interest therein as the commission may find necessary for its purposes. The commission may recommend to the Council the condemnation of property for use by the commission but may not itself exercise the condemnation power;

(d) To lease and dispose of property in accordance with ORS 271.300 to 271.360;

(e) To maintain and repair any real and personal property acquired for the purposes of the commission;

(f) To lease, rent, and otherwise authorize the use of its buildings, structures and facilities; to fix fees and charges relating to the use of said buildings, structures and facilities; to establish any other terms and conditions governing use of its buildings and facilities; and to adopt any regulations deemed necessary or appropriate for the protection of users and for the protection and public use and enjoyment of its buildings and facilities;

(g) To perform planning and feasibility studies for convention, trade, and spectator facilities within Metro;

(h) To employ, manage, and terminate such personnel as the commission may find necessary, appropriate, or convenient for its purposes under personnel rules adopted by the commission. Notwithstanding the foregoing, however, the Metro Council must vote to approve of the General Manager's initial hiring; continuation of employment beyond August 1 of any year;

**Exhibit A to Ordinance No. 09-1221A**

termination; and compensation including, but not limited to, the salary and any salary changes or performance incentive payments.

Neither the Metro Council nor any of its members shall direct or request the appointment of any person to, or removal from, office by the General Manager or any of the General Manager's subordinates;

(i) To employ professional, technical, and other assistance as the commission may find necessary, appropriate, or convenient for its purposes;

(j) To enter into contracts of such types and in such amounts, including intergovernmental agreements, as the commission may deem necessary, appropriate, or convenient for the renovation, equipment, maintenance, repair, operation, and marketing of the use of buildings and facilities for which it is responsible, and for professional and other services, under contracting rules adopted by the commission;

(k) To enter into intergovernmental agreements for the transfer of convention, trade, or spectator buildings and facilities to Metro, or for the transfer of operating and administrative responsibilities for such buildings and facilities to the commission, provided that the Council has approved such acquisition or transfer;

(l) To accept gifts and donations and to contract for and receive federal and other aid and assistance;

(m) To determine the type, quality, and scope of services required by the commission in order to conduct its business in a cost effective, entrepreneurial, and independent manner, as required by this chapter. Services of Metro including accounting, personnel, risk management, public affairs, and other services shall be provided by Metro subject to compensation being provided by the commission to Metro. The commission may acquire such services by other means, provided that the Council determines by duly adopted resolution that the provision of such services by other means is cost effective and results in a net benefit to the residents of Metro and the regional facilities managed by the commission. The commission's legal services shall be provided to the commission by the Metro Attorney. The commission may purchase legal services outside of Metro only with the permission of the Metro Attorney;

(n) To recommend to the Council and to the other public owners of buildings and facilities managed by the commission such long-term revenue and general obligation measures and other revenue-raising measures for the benefit of the commission's purposes as the commission may deem appropriate for consideration

**Exhibit A to Ordinance No. 09-1221A**

by the Council, by the other public owners of buildings or facilities managed by the commission, or the electors of Metro, but the commission may not adopt such measures itself;

(o) To recommend to the Council the adoption of ordinances carrying criminal and civil penalties for their violation, but the commission may not adopt such ordinances itself;

(p) To do all other acts and things necessary, appropriate, or convenient to the exercise of the powers of the commission.

(Ordinance No. 87-225, Sec. 1. Amended by Ordinance No. 97-677B, Sec. 3; Ordinance No. 01-888B, Sec 1; Ordinance No. 02-975, Sec. 1.)

6.01.050 Budget and Accounts

(a) General Requirements. The commission accounts shall be kept in conformity with generally accepted accounting practices and in accordance with the local budget law, provided that the local budget law shall control in the event of a conflict with generally accepted accounting practices, and the accounts shall be audited yearly at the same time and by the same auditor as are Metro's accounts.

(b) Procedure for Commission Approval of Proposed Budget. The commission annually shall prepare a proposed budget and shall approve the proposed budget by duly adopted resolution. The commission's deliberations and actions on its budget, including any work sessions or subcommittee sessions, shall be conducted as public meetings as required by the Oregon statutes governing public meetings. Prior to approving any proposed budget, the commission shall provide a reasonable opportunity for interested persons to testify and make their views known with respect to the proposed budget. The commission shall include in its budget necessary cost allocations for services provided by Metro as recommended by the Chief Operating Officer.

(c) Procedure for Submission of Commission Budget to Metro. The commission shall transmit its proposed budget to the Metro Chief Operating Officer at the same time that Metro departments do so. The Chief Operating Officer shall review the submitted budget and submit the commission's proposed budget to the Council with the Chief Operating Officer's general budget submission to the Council, together with any recommendations the Chief Operating Officer may have for changes in the commission's proposed budget. The Chief Operating Officer shall include in the submitted budget the necessary cost allocation for providing services to the commission. The commission's budget shall be subject to review and approval by the Council. The Council shall

**Exhibit A to Ordinance No. 09-1221A**

make the final determination of cost allocations for services provided by Metro.

(d) Content of Commission's Budget. To the maximum extent permitted by law, the commission's budget shall consist of one commission-wide series of appropriations in those categories which are required by local budget law, applicable to all buildings, facilities, and programs managed by the commission. Once the commission's budget has been adopted by the Council, any changes in the adopted appropriations not previously approved by the Council must be ratified in advance by the Council.

(Ordinance No. 87-225, Sec. 1. Amended by Ordinance No. 97-677B, Sec. 3; Ordinance No. 01-888B, Sec. 1; Ordinance No. 02-975, Sec. 1; Ordinance No. 07-1164A, Sec. 5.)

6.01.060 Commission Meetings

All meetings of the commission shall be conducted as public meetings as required by Oregon law, except where executive sessions are permitted by law. The commission shall provide adequate notice of its meetings as required by law. All Metro elected officials shall receive notice of all meetings in the same form, manner and substance given to all commission members.

(Ordinance No. 87-225, Sec. 1. Amended by Ordinance No. 97-677B, Sec. 3; Ordinance No. 01-888B, Sec. 1.)

6.01.070 Delegation

The commission may delegate to its employees any of the power and authority of the commission subject to those limitations the commission deems appropriate. Any delegation shall be by resolution of the commission.

(Ordinance No. 87-225, Sec. 1.)

6.01.080 Filing and Effective Date of Commission Resolutions

(a) Within five (5) days after the passage of any resolution, the commission shall file a copy of the resolution with the Council Clerk, or such other officer as the Council may designate, who shall maintain a special record of the commission's resolutions which shall be accessible to the public under like terms as the ordinances of Metro. The Council Clerk or such other officer as the Council may designate shall immediately notify the Council of the receipt of the resolution.

(b) Resolutions of the commission shall be effective upon adoption or at such other time as specified by the commission.

**Exhibit A to Ordinance No. 09-1221A**

(Ordinance No. 87-225, Sec. 1. Amended by Ordinance No. 97-677B, Sec. 3; Ordinance No. 02-975, Sec. 1.)

6.01.100 Commission Business Plans

(a) The commission shall prepare business plans for each of its facilities and shall update those plans as needed. The commission shall provide all Metro elected officials with copies of its business plans.

(b) The commission regularly shall report to the Council. Such reports shall occur as directed by the Council, but in no event less than quarterly.

(c) The commission shall, on an annual basis, set goals and benchmarks for the performance of the buildings, facilities and services managed by the commission. Such goals and benchmarks shall be discussed in public meetings with reasonable opportunity for public input and shall be adopted by duly adopted resolutions of the commission. Copies of proposed goals and benchmarks shall be provided to all Metro elected officials no later than ten (10) working days prior to formal adoption by the commission. The commission shall include in its quarterly reports to the Council progress reports on the commission's progress towards meeting its adopted goals and benchmarks.

(Ordinance No. 87-225, Sec. 1. Amended by Ordinance No. 97-677B, Sec. 3; Ordinance No. 01-888B, Sec. 1; Ordinance No. 02-975, Sec. 1.)



## STAFF REPORT

### IN CONSIDERATION OF ORDINANCE NO. 09-1221 FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 6.01

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Date: June 11, 2009

Prepared by: Kathryn Sofich  
503-797-1941

## BACKGROUND

In 2000, the voters of the Portland region approved changes to Metro's charter that improved the efficiency and accountability of regional government by providing direct elected-official oversight of senior staff members. This change in governance at Metro created efficiencies, and improved accountability and transparency.

The elected members of the Metro Council ultimately are responsible for the fiscal management and health of the regional facilities managed by the Metropolitan Exposition and Recreation Commission. The facilities operated by the Metropolitan Exposition and Recreation Commission – the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition Center - require an annual budget of approximately \$40 million. In addition, the value of the assets under MERC management total more than half a billion dollars.

The Metro Council recognizes the expertise of private citizens, working as a volunteer commission, providing valuable advice and direction on the management of enterprise-based facilities. At the same time, the members of the Metro Council continually seek improvements in the efficiency and effectiveness in the management of the facilities and programs under its control.

In order to continually improve the efficiency and effectiveness, Ordinance 09-1221 is being proposed to amend Chapter 6.01 of the Metro Code to the following:

1. Define "MERC General Manager" to mean the chief administrative office of the Commission or any other position employed by the Commission that directly reports to the Commission.
2. Metro Council must to approve, by vote, the General Manager's initial hiring; continuation of employment beyond the end of the current or any future fiscal year; termination; and compensation including, but not limited to, the salary and any salary changes or performance incentive payments.

## ANALYSIS/INFORMATION

1. **Known Opposition:** Unknown
2. **Legal Antecedents:** Metro Code Chapter 6.01
3. **Anticipated Effects:** The adoption of this ordinance will improve the decision making process in the hiring and evaluation of the MERC General Manager.
4. **Budget Impacts:** No impacts.

## RECOMMENDED ACTION

Councilor Rod Park and Councilor Rex Burkholder recommend the Metro Council consider approving Ordinance No. 09-1221.