



600 NE Grand Ave.  
Portland, OR 97232-2736

## Council meeting agenda

---

**Thursday, October 31, 2024**

**10:30 AM**

**Metro Regional Center, Council Chamber,  
<https://zoom.us/j/615079992> Webinar ID:  
**615 079 992 or 888-475-4499 (toll free)****

---

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/615079992> Webinar ID: 615 079 992 or 888-475-4499 (toll free)

### **1. Call to Order and Roll Call**

### **2. Public Communication**

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

### **3. Resolutions**

- 3.1 Resolution No. 24-5438 For the Purpose of Establishing a  
Work Group to Evaluate Operating Model of P'5

**RES 24-5438**

Presenter(s): Craig Stroud, Metro

Attachments: Resolution No. 24-5438  
Staff Report

### **4. Chief Operating Officer Communication**

---

5. **Councilor Communication**
6. **Adjourn**

# Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [oregonmetro.gov/civilrights](http://oregonmetro.gov/civilrights) or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at [trimet.org](http://trimet.org)

### Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

### Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщо до вас потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

### Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

### Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

### Metro의 差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។

បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គ

ប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច

ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ

ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

### إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

### Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

### Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

### Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

### Avizul Metro privind nediscriminare

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

### Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnuv ua hauj lwv ua ntej ntawm lub rooj sib tham.

**3.1 For the Purpose of Establishing a Work  
Group to Evaluate Operating Model of P'5**  
*Resolutions*

Metro Council Meeting  
Thursday, October 31, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ESTABLISHING A ) RESOLUTION NO. 24-5438  
WORK GROUP TO EVALUATE OPERATING )  
MODEL OF P’5 ) Chief Operating Officer Marissa Madrigal in  
concurrence with Council President Lynn  
Peterson

WHEREAS, City-owned performing arts venues, including Antoinette Hatfield Hall (Brunish, Newmark, and Winningstad Theatres), the Arlene Schnitzer Concert Hall, and the Keller Auditorium, are managed by Portland’s Centers for the Arts (Portland’s) under the oversight of the Metropolitan Exposition Recreation Commission (MERC) through Intergovernmental Agreements (IGAs) with Metro; and

WHEREAS, the City of Portland entered into a Consolidation Agreement with Metro in 1989, last amended in 2013, to operate and maintain arts facilities owned by the City; and

WHEREAS, these and subsequent agreements were created to support regional tourism and the hospitality industry, and to maximize the economic benefits of cultural and spectator facilities for the Portland-Multnomah County area; and

WHEREAS, the City of Portland effective July 1, 1993, removed the Portland Memorial Coliseum complex (Veterans Memorial Coliseum) and around July 1, 2000, removed the Civic Stadium (Providence Park) facility from the Consolidation Agreement through amendments; and

WHEREAS, under the oversight of MERC, Portland’s successfully managed facility closures related to the COVID pandemic, as well as secured \$10 million in Federal Shuttered Venue and other grants to bridge through a multi-year period with severe financial resource constraints; and

WHEREAS, a 2022 audit by Metro of the Portland’s IGAs found issues, including governance structures were difficult to navigate, a need for a shared understanding between the IGA parties regarding the physical condition and maintenance of Portland’s theaters, as well as an absence of a clear funding plan for maintenance, support for arts organizations, and diversity, equity, and inclusion efforts; and

WHEREAS, performing arts facilities are essential to the work of resident and featured arts organizations, including Broadway in Portland, Literary Arts, Metropolitan Youth Symphony, Oregon Ballet Theatre, Oregon Children’s Theatre, Oregon Symphony, Portland Opera, Portland Youth Philharmonic, Stumptown Stages, White Bird Dance, as well as many non-profit and for-profit users of the facilities; and

WHEREAS, the U.S. Bureau of Economic Analysis reported that Oregon’s arts and culture sector contributed \$8 billion to the state’s economy in 2020, accounting for 3.3% of the state’s GDP, 60,994 jobs, and total compensation of \$4.8 billion; and

WHEREAS, the 2023 report by Americans for the Arts, Arts & Economic Prosperity 6 (AEP6), found that Portland’s arts and culture nonprofit organizations alone generated \$400 million in spending, representing nearly half of the state’s nonprofit arts-related spending in 2022, and contributed \$72 million to local, state, and federal revenues in Multnomah County alone; and

WHEREAS, the fiscal year 2023 Economic Impact report from Crossroads Consulting, found that Portland's generated \$77 million in total spending, supported 520 full-time and part-time jobs, and contributed \$4.1 million in local and state taxes; and

WHEREAS, Portland City Council accepted Our Creative Future on May 22, 2024, charging the Office of Arts & Culture with implementing the tri-county framework to advance culture, creativity, and the arts within Clackamas, Multnomah, and Washington Counties; and

WHEREAS, the Office of Arts & Culture, formally established on July 1, 2024, began administrating oversight of City-owned arts facilities and managing the City's General Operating Support (GOS) grant program, which provides unrestricted funding to resident and featured companies of the Portland's theaters, along with 70 additional arts and culture organizations; and

WHEREAS, on October 10, 2024, City Council adopted Resolution #37680, directing City staff to conduct a Market Feasibility Analysis as part of the Future of Keller project – assessing seating capacity, financial models, project timelines, and future operating model options for two Broadway-capable venues; and

WHEREAS, Oregon Governor Tina Kotek has prioritized arts and culture, and the Governor's Central City Task Force recommended that the City of Portland "Make downtown a worthy destination"; and

WHEREAS, the sustainability of publicly-owned arts facilities, along with the financial and institutional health of Portland's arts and culture organizations, is central to the broader economic vitality and livability of the Portland area and the State; and

WHEREAS, Portland's managed replacement of the Arlene Schnitzer Concert Hall Cooling Tower in fiscal year 2024 for \$3 million and is nearly complete with roof replacement of the Arlene Schnitzer Concert Hall for a forecast project cost of \$7 million, which have drawn down the Portland's available fund balance to an estimated \$3.1 million for fiscal year 2025; and

WHEREAS, Portland's expects to have a strong event calendar year 2025 across all venues; and

WHEREAS, increased operating and capital costs have required Portland's to raise both rental and staffing rates charged to resident, non-profit, and other theatre users and patrons, and

WHEREAS, Leaders from resident company and arts non-profits have been contacting city and Metro elected officials, as well as MERC commissioners, Metro, and city staff to inform the parties that the rate increases are unmanageable given the precarious financial conditions of their organizations.

WHEREAS, establishing a Performing Arts Venues Workgroup will provide an opportunity to review and recommend improvements to the operations, maintenance, and long-term planning of City-owned arts facilities, and ensure alignment with regional goals for arts, cultural enrichment, and economic development; and

WHEREAS, the Portland City Council and Metro Regional Council agree that Portland's arts and culture sector is key to local, regional and statewide economic recovery and revitalization goals.

NOW, THEREFORE, BE IT RESOLVED, that the Metro Chief Operating Officer is directed to work with the City of Portland's Deputy City Administrator of the Vibrant Communities Service Area to convene a Performing Arts Venue Workgroup, which will include staff from Metro and the City of

Portland, representatives from the regional arts and culture community, including users and visitors of City-owned arts facilities and labor partners; and

BE IT FURTHER RESOLVED, that this Workgroup will consider opportunities and challenges to operations, maintenance, and long-term planning to align management and operations with regional goals for economic development and cultural enrichment; and

BE IT FURTHER RESOLVED, that the Metro Chief Operating Officer is directed to present recommendations to MERC and the Metro Council by end of fiscal year 2025 to address short term opportunities and challenges; and

BE IT FURTHER RESOLVED, that the Metro Chief Operating Officer is directed to present recommendations to MERC and the Metro Council by end of fiscal year 2025 to address significant conditions that require renegotiating the IGA.

ADOPTED by the Metro Council this [insert date] day of [insert month] [insert year].

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

# PORTLAND METRO P'5 INTERGOVERNMENTAL AGREEMENT RE-NEGOTIATION

---

Date: October 21, 2024  
Department: Chief Operating Officer  
Meeting Date: October 24, 2024

Prepared by: Ramona Perrault, Policy  
Advisor  
Ramona.perrault@oregonmetro.gov  
Presenter(s): Craig Stroud, General  
Manager of Venues  
Length: 50 minutes

---

## **ISSUE STATEMENT**

Metro and the City of Portland are parties to an Intergovernmental Agreement (IGA) governing the management of regional performing arts venues located within city boundaries. Under the IGA, Metro's Portland'5 Centers for the Arts (Portland'5) manages City-owned performing arts facilities with oversight by the Metropolitan Exposition Recreation Commission (MERC).

Metro and the MERC have long acknowledged flaws in the existing (IGA). A 2022 report conducted by Metro's independent, elected Auditor found a lack of shared understanding between the IGA parties regarding the physical condition and maintenance of Portland'5 theaters, governance structures that were difficult to navigate, and no clear funding plan for maintenance, support for arts organizations, and or resources to support diversity, equity, and inclusion efforts.

## **ACTION REQUESTED**

This work session is an opportunity for Councilors to discuss operational challenges under the current IGA and provide direction to staff to finalize a resolution in coordination with the City of Portland to establish a workgroup to make recommendations for future IGA renegotiation.

## **IDENTIFIED POLICY OUTCOMES**

Metro advances regional access to arts, cultural enrichment, and economic development by ensuring regional facilities are well-maintained, efficiently operated, and accessible to local arts organizations. These goals are supported by adequate funding, long-term planning, and a shared commitment to diversity, equity, and inclusion.

## **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

- Maintain the existing IGA between Metro and City of Portland



- Consider a resolution directing staff to form a workgroup with the City of Portland that will identify improvements to operations, maintenance, and long-term planning for City-owned facilities and issue recommendations to Metro Council as to whether to re-negotiate or terminate the IGA
- Immediately enter into re-negotiations, without the assistance of a workgroup
- Immediately notice intent to dissolve the existing IGA effective 18-months from date or notice, relinquishing Portland'5's management of the City-owned facilities, and transferring all operations to the City of Portland or another, mutually agreed upon third party

### **STAFF RECOMMENDATION**

Staff recommends Council consider the attached resolution, directing staff to form a workgroup in coordination with the City of Portland to: (i) review and recommend improvements to the operations, maintenance, and long-term planning of City-owned arts facilities; (ii) to ensure alignment with regional goals for arts, cultural enrichment, and economic development; and (iii) to make a recommendation to Metro Council by the end of fiscal year 2025 regarding re-negotiation or notice to terminate the IGA.

### **POLICY QUESTION(S)**

1. Does Metro Council support staff's recommendation to convene a workgroup charged with providing recommendations for improvements to the operational model, including whether to improve or terminate the existing IGA?
2. Who does Metro Council suggest participate in such a workgroup?
3. Does Metro Council have additional desired outcomes staff and the workgroup should advance?

### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

Stakeholders, including performing arts groups and the City of Portland, are eager to address challenges in the operating model for P'5, which staff anticipates will require changes to the IGA. On October 30, the Portland Commission will consider its own resolution similar to the attached draft resolution, in line with staff's recommendation to convene a workgroup. There is no known opposition.

### **ATTACHMENTS**

Draft resolution

[For work session:]

- Is legislation required for Council action?  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today? PowerPoint presentation

Materials following this page were distributed at the meeting.

## Georgia Langer

---

**From:** Hella Betts <hella@cascadewestern.com>  
**Sent:** Tuesday, October 22, 2024 9:20 AM  
**To:** Legislative Coordinator  
**Subject:** [External sender]Sherwood West UGB

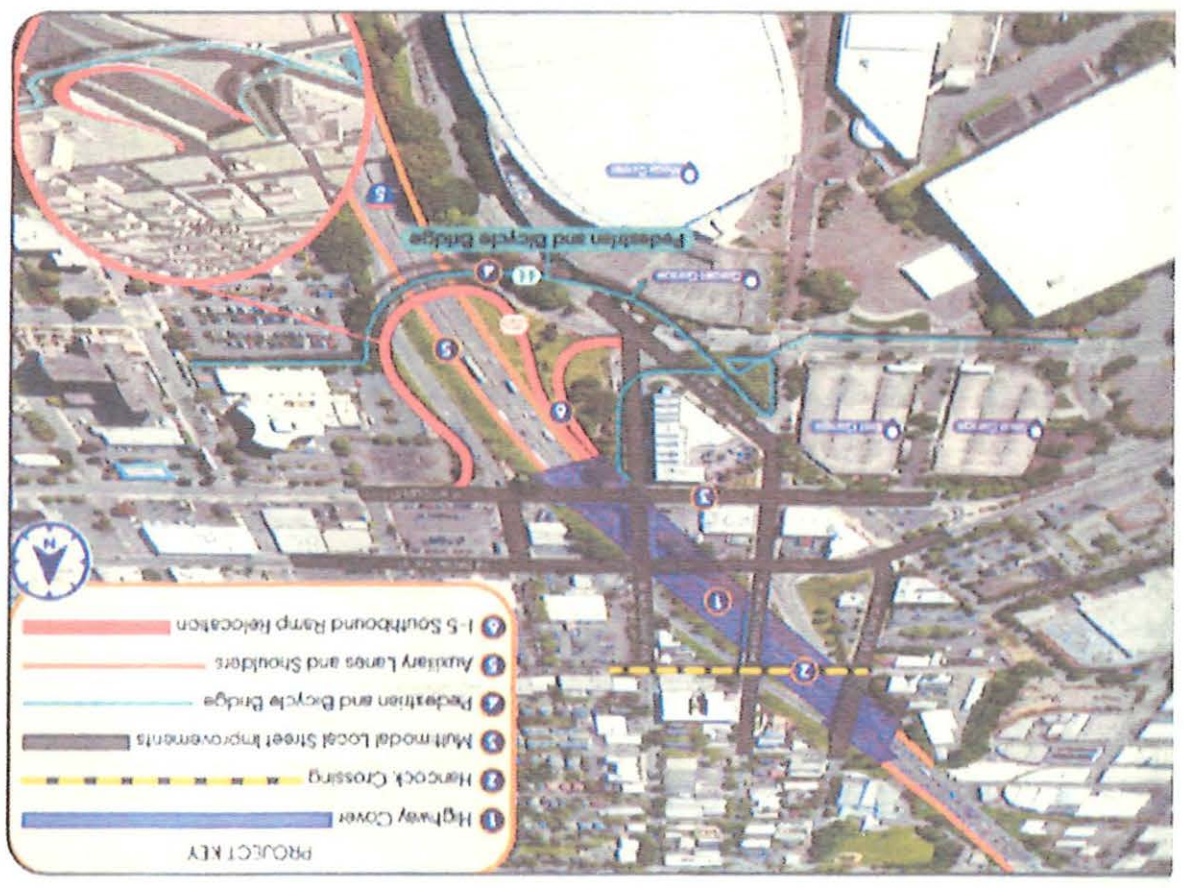
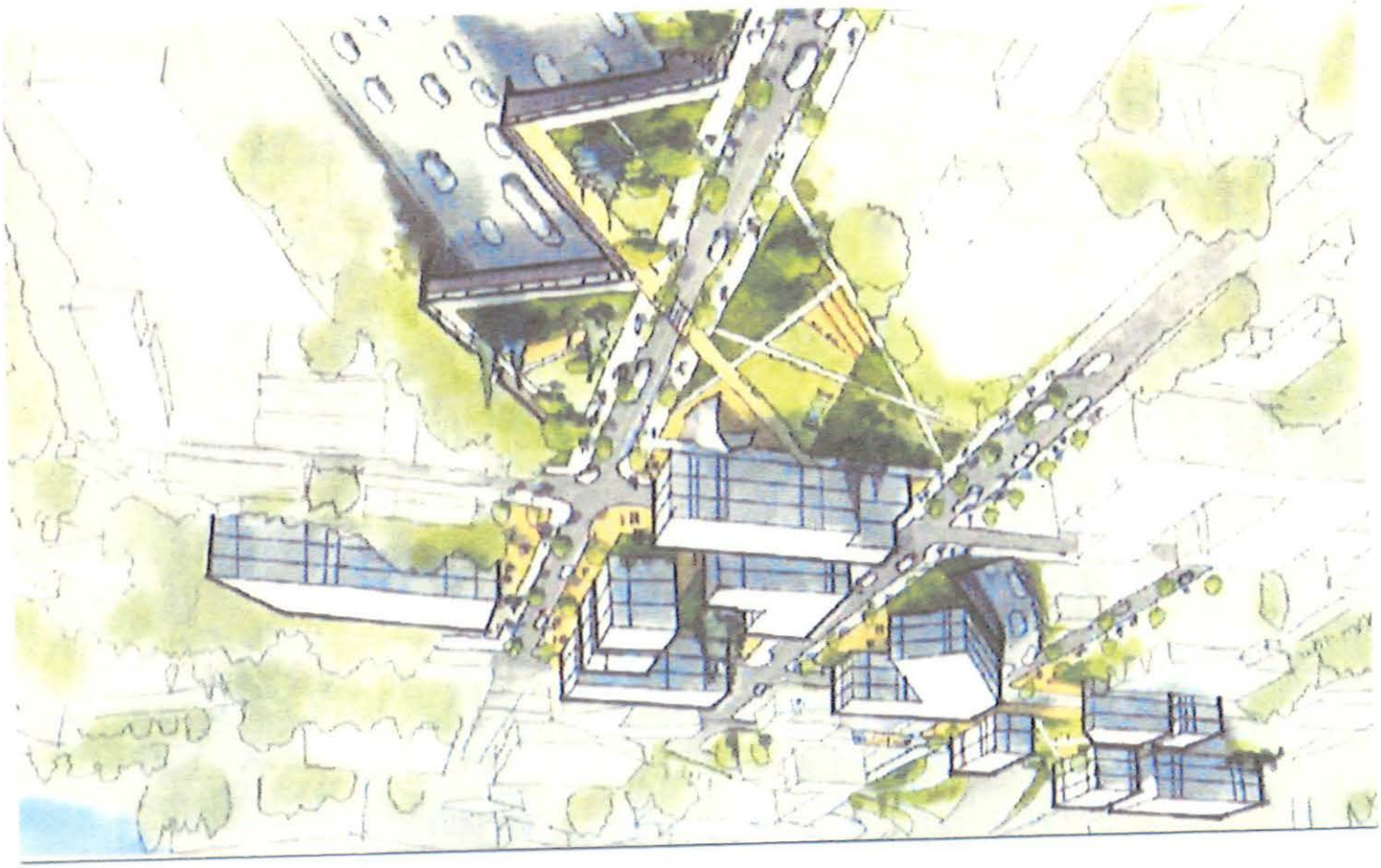
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

AS A PROPERTY OWNER BEHIND THE SHERWOOD HIGH SCHOOL MY HOPE IS TO BRING THE (1,291 acres) IN THE UGB. IN MY OPINION THE POPULATION GROWTH WITHIN THE EXISTING UGB AREA HAS NOT BEEN WELL MANAGED AND YET A VERY EXPENSIVE BRIDGE IS BEING BUILD ACROSS 99W TO THE SCHOOL, THIS HAS DEVALUED PROPERTIES AROUND THE AREA. THE HIGH SCHOOL STATES ATTENDANCE IS NOT MEETING EXPECTATIONS. IF METRO MOVES AHEAD FOR THE UGB EXPANSION INFRASTRUCTURE, IMPROVEMENTS AND VALUE TO THE SURROUNG FARMS CAN BE MADE AND ADDITIONAL PLANNING OF AREA CAN OCCUR.

THANK YOU FOR YOUR ATTENTION:

HELLA BETTS  
19525 SW KRUGER ROAD  
SHERWOOD,OR



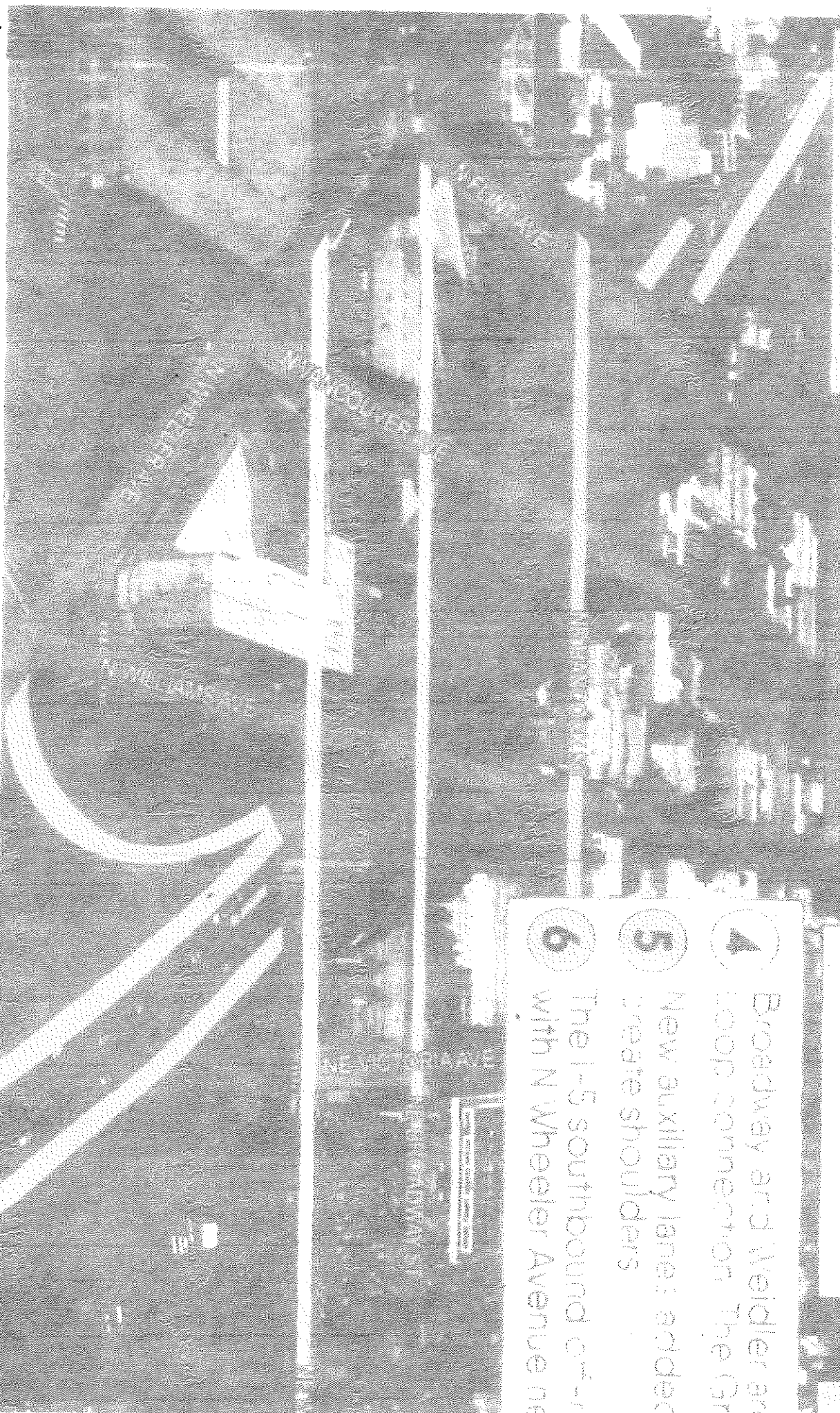




Crossing

Local Street  
Improvements

Connection



1 Broadway and Weidler are loop connection. The Gr

5 New auxiliary lanes added create shoulders

6 The I-5 southbound off-ramp with N Wheeler Avenue ne

Highway overpass that upgrades the creates new community space.







# PLANNING CENTER

Dedicating Kings Hill Station to Eastbound ONLY reduces traffic congestion. Motorists from SW 18<sup>th</sup> now make TWO right turns and ONE left turn through FOUR stoplights. By completely removing Eastbound Providence Station then opening Yamhill to traffic, motorists make only ONE right turn through ONE stoplight. Better for traffic and much better for pedestrians especially during stadium events.

West  
East  
East/West

## MAX station stops through Central City

(Rose Quarter RQ - OMSI District OMD - Goose Hollow GW)

Blue & Red Lines currently, RQ to GH: 11 stops slowest

Sans Saturday Mkt 5<sup>th</sup> Ave, Kings Hill stations: 8 stops slow

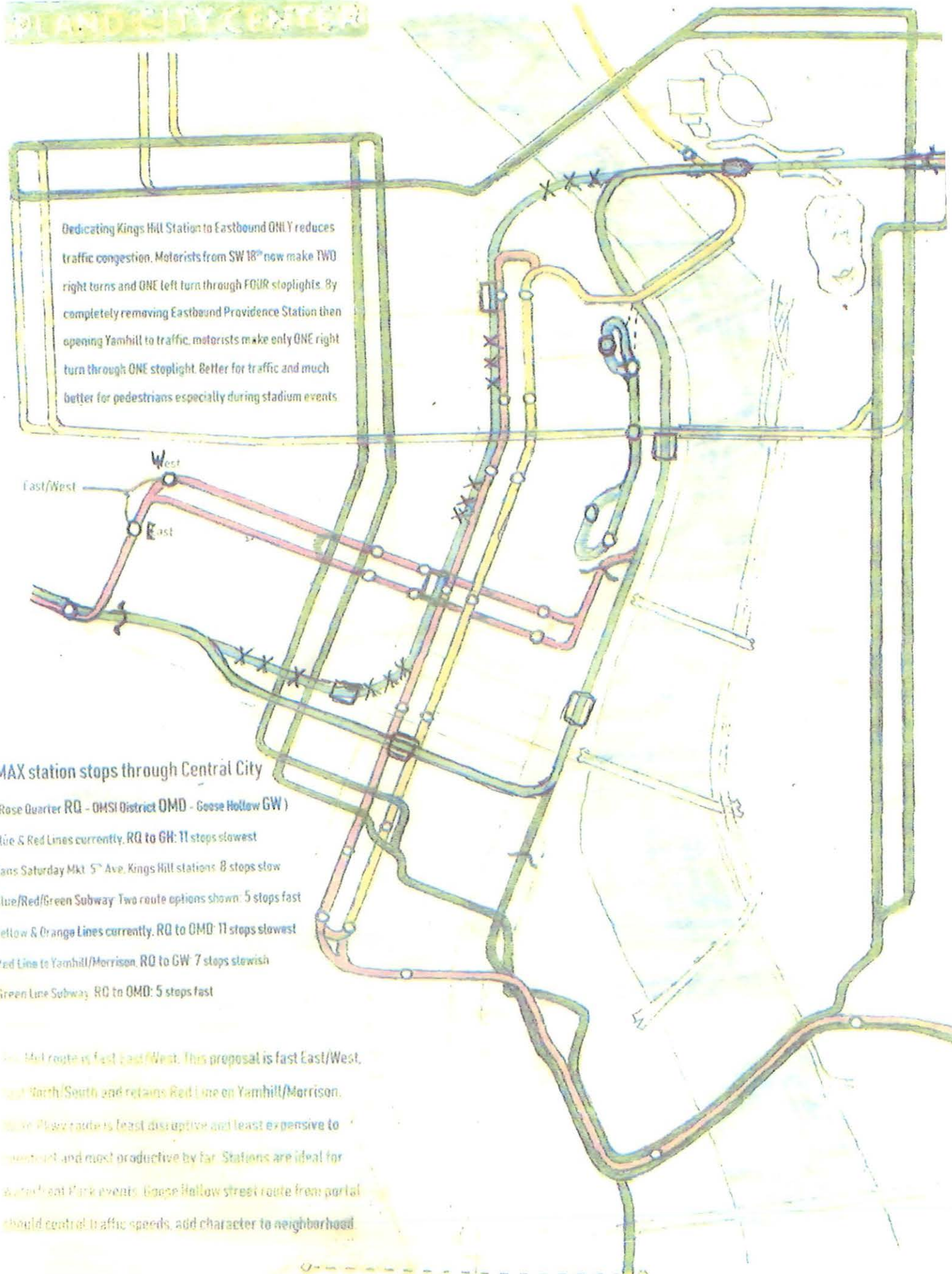
Blue/Red/Green Subway Two route options shown: 5 stops fast

Yellow & Orange Lines currently, RQ to OMD: 11 stops slowest

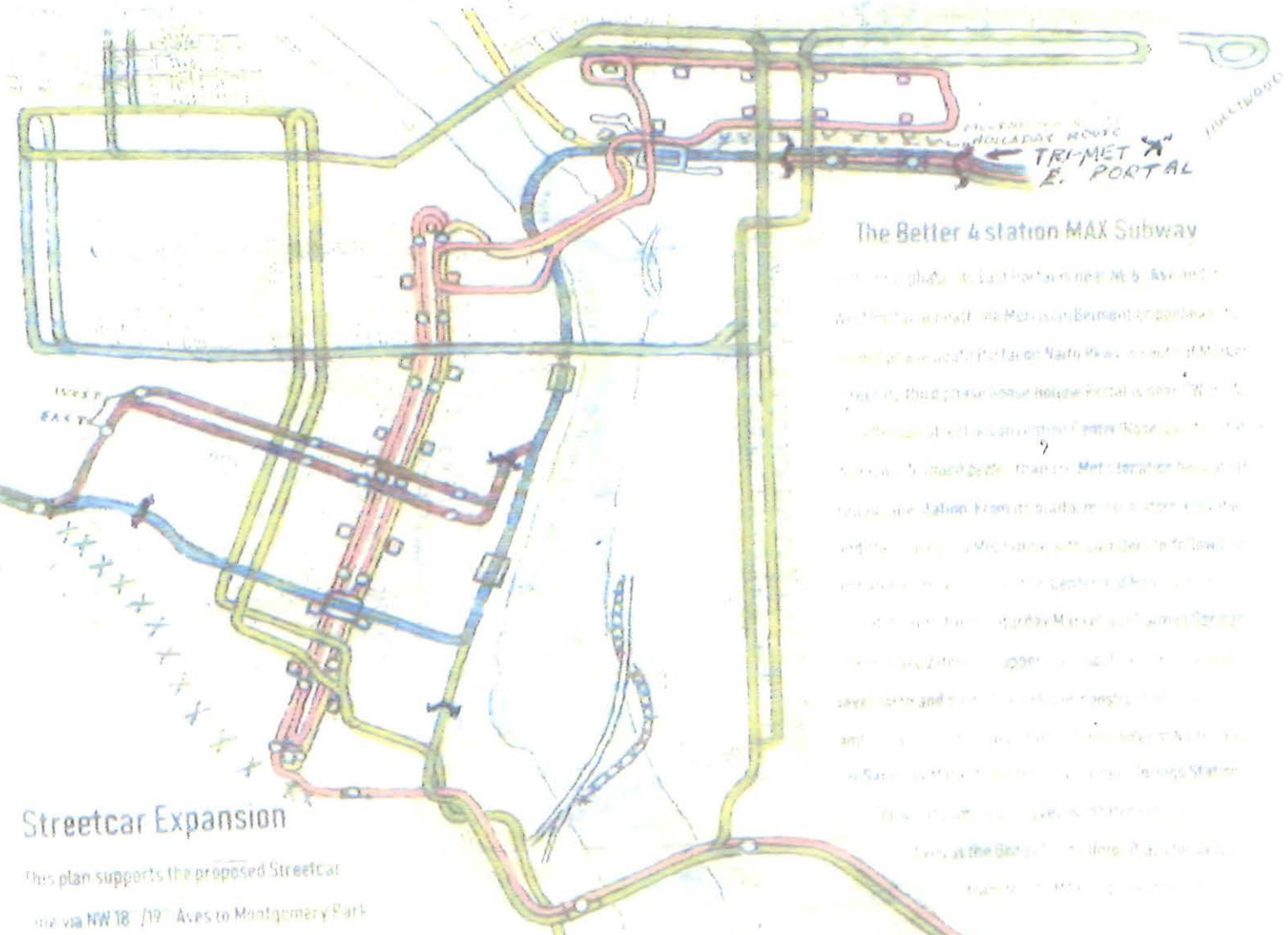
Ped Line to Yamhill/Morrison, RQ to GW: 7 stops slowish

Green Line Subway RQ to OMD: 5 stops fast

The Mid route is fast East/West. This proposal is fast East/West, fast North/South and retains Red Line on Yamhill/Morrison. The Plow route is least disruptive and least expensive to implement and most productive by far. Stations are ideal for waterfront Park events. Goose Hollow street route from partial should control traffic speeds, add character to neighborhood







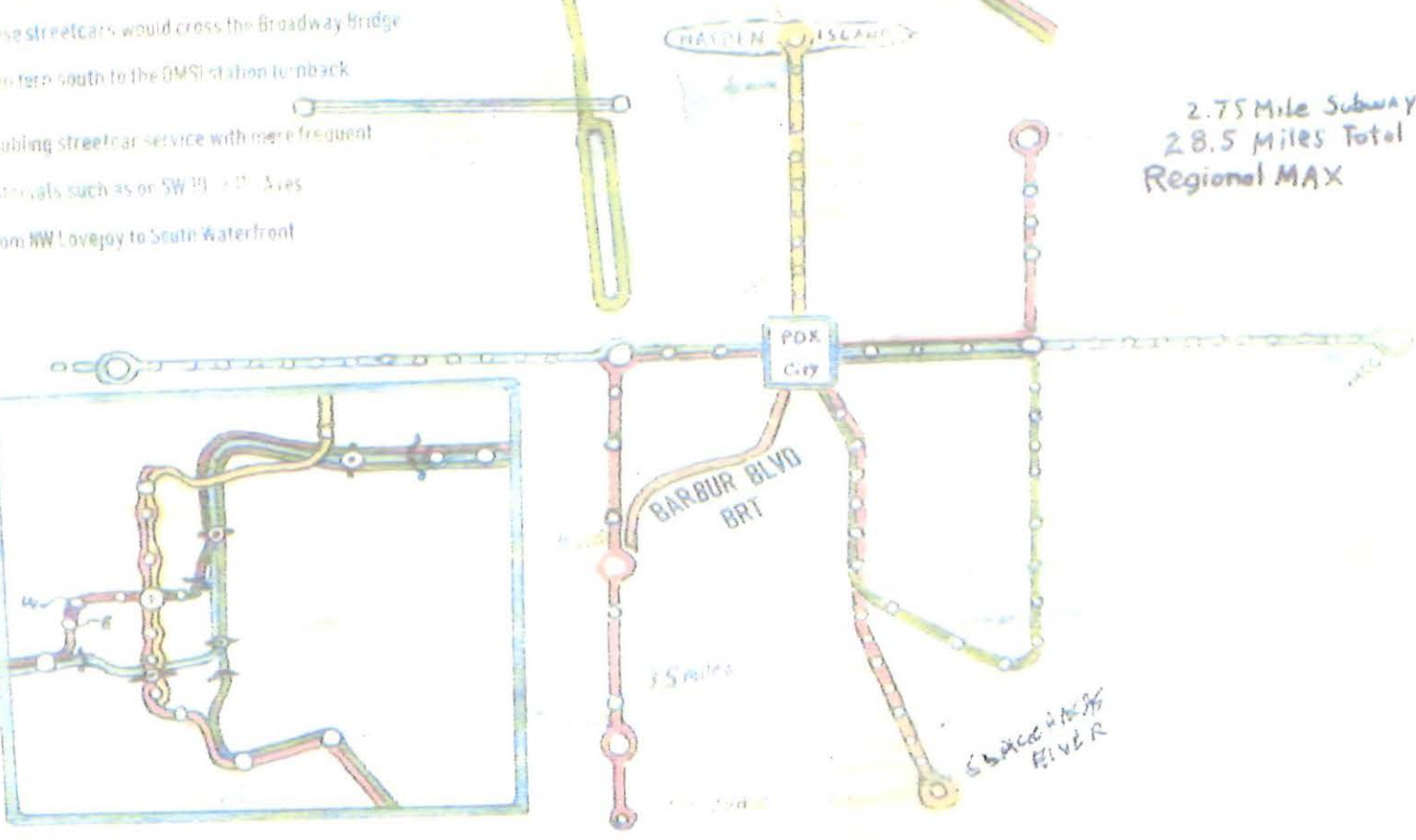
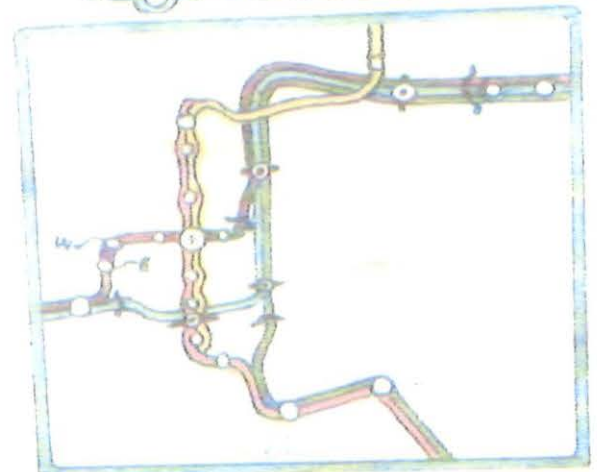
### The Better 4 station MAX Subway

This plan supports the proposed Streetcar line via NW 18th/19th Aves to Montgomery Park. These streetcars would cross the Broadway Bridge then turn south to the OMSI station turnback doubling streetcar service with more frequent intervals such as on SW 11th/12th Aves from NW Lovejoy to South Waterfront

2.75 Mile Subway  
28.5 Miles Total Regional MAX

### Streetcar Expansion

This plan supports the proposed Streetcar line via NW 18th/19th Aves to Montgomery Park. These streetcars would cross the Broadway Bridge then turn south to the OMSI station turnback doubling streetcar service with more frequent intervals such as on SW 11th/12th Aves from NW Lovejoy to South Waterfront



5

## Barbur Blvd MAX light rail concerns

1. Environmental Impact. Per official artist depictions, Barbur will be clear cut and a monstrous concrete abutment wall, about 30' tall, constructed. Between Burlingame and Corbett/Lair Hill, Barbur is widened from 4-lanes to 8-lanes, (2-lanes for MAX, 2-lanes for buses, 2-lanes in each direction for traffic. This segment of forest canopy will be clear cut. The segment further north will also be clear cut of forest canopy.

2. Impact on health. Trees and foliage collect diesel particulates and other pollutants. The abutment wall will allow these pollutants to reform into 'clouds of pollution' spread by wind and air flow of traffic.

3. Development potential. Barbur Blvd between Burlingame and Capitol Hwy at Taylors Ferry will likewise be widened, but traffic speeds will remain 35-45mph. Projected development will impose upon new residents this air pollution and noise right-outside their windows. Walking to transit stops and to commercial enterprises alongside Barbur Blvd will not be a pleasant experience nor attract high quality development. Crossing Barbur will be as much or more hazardous than it is today. The new traffic entering/leaving Barbur to/from new development is an increase in accident potential.

4. Rail + Bus duplicative service flaws. For many transit trips, this choice of either bus or rail will encourage unsafe pedestrian crossings of Barbur and side streets to reach bus stop or rail station, whichever vehicle comes first. Transferring from MAX to bus lines is both time-consuming and creates hazardous crossings of Barbur. Only BRT can 'spur' off Barbur to other existing bus routes, in the process increasing the number of BRT routes. Because the plan includes bus lines, and because Barbur is already a relatively fast, scenic bus route, and because BRT will NOT require near as much widening of Barbur, BRT is seemingly more suitable than MAX. It seems Metro has not performed 'due diligence' in its considerations and questionable rejection of BRT. "RAPID BUS" WITH "CURBSIDE" STOPS.

5. LRT to Tigard/Tualatin via the WES corridor. Oregon's premier rail advocacy AORTA (Associated Oregon Rail & Transit Advocates) does not support MAX on Barbur Blvd. Instead, they propose converting the WES corridor into an extension of the MAX Red Line from Beaverton to Wilsonville. The Portland & Western RR would continue to operate a single-track with a double-track MAX line alongside. This would cut cost by more than half and impacts are minimal. Portland-bound traffic would still be served, but so would cities in Washington County. Motorists who drive Hwy 217 would have a fine transit alternative, much like Hwy 84 Banfield Freeway motorists have an LRT alternative.

6. Development potential on the WES corridor. It may be possible to include a Washington Square station with a MAX 'flyover' to/from the WES corridor. There could be a Beaverton City Hall MAX station and stations 'flanking' this flyover along the WES corridor.

7. Bridgeport Village Terminus. This destination is possible on the MAX line, but not as a terminus. That is, from there it should extend to Tualatin 'proper' on the converted WES corridor. It may also extend to Wilsonville, especially desirable with a connection to an improved Amtrak Cascades line. A stipulation that these extensions are an eventual necessity should be a part of any legal public agreement.

*The Walking Communities*  
**Portland in the year 2040**

At the turn of the century, leaders finally realized it was necessary to reduce the need for automobile use. In the year 2040 we have learned to adapt to restrictions placed upon driving them. Communities allow redevelopments that create the essential mixed-uses into their neighborhoods. If, within a district, no opportunities for retail or employment are within walking distances, new zoning codes allow their creation. From the most appropriate building, whatever that might be, needed uses redeveloped; a house becomes a school, or a store, or a diner; an office becomes a clinic or a bunkhouse. Some houses are actually moved for pedestrian connections, or for open space or for farming. A cinder-block building has broken the rule of unsightliness. A demolish & salvage festival is held. We all must be there for the fun.

The most dramatic redevelopments are the asphalt districts. So few automobiles are actually driven, they are the most in need of rehabilitation and people eagerly support their reconstruction. They are used for purposes other than driving on.

Central gathering places in these walking communities of 2040 are served with electric mass transit. Rail systems are commonplace and are often built upon unused freeway segments. Neighborly transit vehicles which connect to the rail system are smaller, slower and fareless.

Some old roads still exist. Some are removed. Communities are still accessible by tired vehicles, but most people prefer to walk.

Long distance travel by air is very expensive. Regional travel by train is more common. Hospitality towards train-traveling vacationers is not to be missed.

The economic structure of life in 2040 is very local. Supporting mass transit supports a local economy. Big Box retailers have become distributors to neighborhood merchants. Neighborhood merchants have greater control over suppliers and opt to sell locally produced goods. The global economy went local, globally.

While traveling on the transit system, old folk enjoy repeating a colloquial saying, "Look, there's a gas station. You don't see too many of them anymore."

The Walking Communities of 2040 Part III  
(a new direction for public transit)

The Walking Communities essay Part III begins with the admission that Covid-19 pandemic presents a grave concern for the future of public transit. When will riding a bus or train be less vulnerable to the spread of contagion? These principal health concerns are addressed in the LOTi transit design theory.

The LOTi Project calls for entire fleet replacement of standard 40' municipal buses only suitable for rush hours on limited stop routes. They do not convert to EV very well nor do their counterpart Yellow School Bus and GM/Ford paratransit lift van fleets. The LOTi design concept directly addresses these sanitation concerns by replacing the common GM/Ford type paratransit lift-van models that have served poorly since the 1970's.

Of the 3 bus types, paratransit lift-van fleets are 'most' in need of replacement. New model paratransit lift-van in 15- 20- 30-passenger wheelbase lengths would come in easy boarding Low-floor Low-emission EV drivetrains seniors, disabled, children and all transit patrons need. Battery pack weight properly located in the floor for low center of gravity, improved handling and stability for a more comfortable, safer ride that is impossible with mere conversions of obsolete chassis/suspension.

Here follows a few ways to address the spread of infection that new bus models would employ. Current buses are quite clammy in wet weather when floors remain damp and windows fogged. Seating is arranged for maximum capacity with little regard for social distancing. Year round they're either too hot or too cold. Interior overhead lighting that is either too bright or not bright enough. They should have a window and all windows clear rather than darkened. Heating and air conditioning redesigned to maximize comfort and minimize spread of bacteria.

The LOTi proposal advises major alterations to bus route arrangements to consider. The "L" in the acronym LOTi denotes their purpose as short-line Loops that would make transfers bus-to-rail and between bus lines, with the least number of LOTi buses through busy neighborhood districts with convenient transfer wait periods of less than 5-min.

New Light rail stations can avoid objectionable impacts and prohibitively expensive routes by relying on this sort of LOTi transfer to serve important destinations and to direct pedestrian-friendly development. Transit centers with a single LOTi Loop or two can replace a dozen radial bus routes with much longer wait periods. Redirected streamlined bus routes need only cross a LOTi and in passing reduce duplicative bus service leading to transit centers. Here's my theory: Two convenient transfers make a more effective system than One inconvenient transfer on various bus route to transit center arrangements.

Written before the 2020 pandemic, the premise of the Walking Communities of 2040 essay remains an incontrovertible necessity for public transit to become a travel option more people can safely rely on regularly or occasionally to serve their travel needs.

The Walking Communities of 2040 Part II  
(BEV vs PHEV vs HFCEV tech)

Indifferent reviews of the Walking Communities essay I'll accept but question whether disinterest is due solely to its flat rejection of autonomous vehicle tech. If a compromise position on AV tech were fairly heard, might the essay get a more favorable review? Here then is a compromise position: Most safety features AV tech offers (sans tailgating) are possible at Level 3 "driver assist" which could more sensibly prevent tailgating. AV tech at Level 5 "driverless" loses safety features of the driver's constant attention to roadway conditions and ability to maneuver to avoid accidents. A critically important Level 3 safety feature could prevent speeding; motorists may drive slower, but not faster than posted speed limits, nor too fast through busy intersections speeding to beat the light. A good rule of thumb for safer speeds through intersections is "Reduce speed through intersections FIVE mph less than posted speed limit."

Dismissal of the essay wasn't unexpected. My intention from the start was to write a series of follow up articles to deal with related issues separately in more detail to clarify the case for each. Part II about EV potential. Part III about public transit. Part IV about land-use development concerns plus the essay summary. Part V would open a venue for futurists to present their dazzling or dizzying visions of future beyond 2040. Fortunately for critics, Parts II, III and IV will be as unavoidably provocative as the initial Walking Communities essay.

I propose a provocative public debate to discuss this question: Which of the 3 basic EV drivetrains (BEV vs PHEV vs HFCEV) offers most benefits, applications and potential to reduce fuel/energy consumption, emissions AND insane traffic? All professed EV experts are invited to dispute my adamant contention that the correct answer is PHEV plug in hybrid to serve 65% EV needs while BEV serves the remaining 35% in mostly lightweight vehicles and short distance trips, hydrogen fuel cell HFCEV tech less than 1% if that. The under-appreciated advantages PHEV tech offers include more ideal applications for "combustible" hydrogen which stores at lower pressures in smaller-safer tanks, meters more reliably into PHEV+H drivetrains and deliver at least twice the equivalent MPG possible with fuel cell HFCEV tech.

It's important to note how PHEV tech enables the broadest distribution of limited resources in more manageable quantities. PHEV tech would serve more household solar rooftop arrays & neighborhood mini-grids. Once depleted, PHEV packs can extend use several years as Low-power household supply. Not near as simple with larger worn out BEV packs that are also more expensive to replace.

Here's a basic battery resource distribution chart:

- '1' BEV freight truck pack of 500kwh (5 packs in 10 years),
  - '20' BEV delivery van packs of 150kwh (2 packs in 10 years),
  - '30' BEV Tesla 'S' sedan packs of 85kwh,
  - "140" PHEV Chevy Volt class packs of 18kwh,
  - "500" PHEV Prius class packs of 5kwh
- (all sedan packs last 10 years)

PHEV tech is especially applicable to long haul freight trucks. Due to quick charge and discharge, huge 500kwh BEV freight truck packs offer around 150k-200k miles of goods transport before depletion and replacement. Divide the large (500kwh) BEV pack into 5 smaller (100kwh) PHEV packs as "light duty" deliver closer to 200k miles each before replacement. Thus, '5' PHEV truck packs could deliver 1 Million miles of goods transport vs a mere 150k miles with '1' BEV long haul semi truck pack, inexcusable waste.

The Walking Communities essay Part II questions which tech is the more productive investment: Big Battery BEV tech (alone or with) Small battery PHEV+H tech? Part II highlights benefits PHEVs offer yet to be thoroughly considered. Perhaps most important, advantages PHEV tech offers address the larger problem of impossibly excessive vehicle use. We drive too much for too many purposes. We truck and ship goods through neighborhoods across metropolis, states and between nations much too far.

LotiLivo@gmail.com



The Walking Communities of 2040" (edited March 2024)

The original essay with this title was penned in 1997 to grace the back cover of a transit proposal submitted to Portland City Council where it received a formal review and was awarded merit. Twenty years later with significant progress achieved in light rail projects nationally, mass transit still fails to address ever growing traffic woes nor soothe environmental nightmares predicted with global warming. As today's divestment in fossil fuel movement builds momentum, I remain certain that mass transit must receive redirected investment dollars. I am just as certain that self-driving car technology is a fraudulent ruse meant to distract public attention from actual solutions that include truly modern mass transit as a fundamental travel mode with the most potential to direct development beyond car dependency and traffic havoc.

The transit proposal is based on a design concept dubbed LOTi (Loop Oriented Transit Intermodal). Sometimes I refer to it as sort of missing link. Its closest model is Denver's 16th Street Shuttle. The design application writ broadly is meant to reduce the cost and impact of light rail and transit centers; streamline both light rail and peripheral bus lines by avoiding circuitous routing; provide convenient transfers rail to bus and between bus lines with the least number of any suitable transit vehicle; and to offer much more potential for transit-oriented infill mixed-use development.

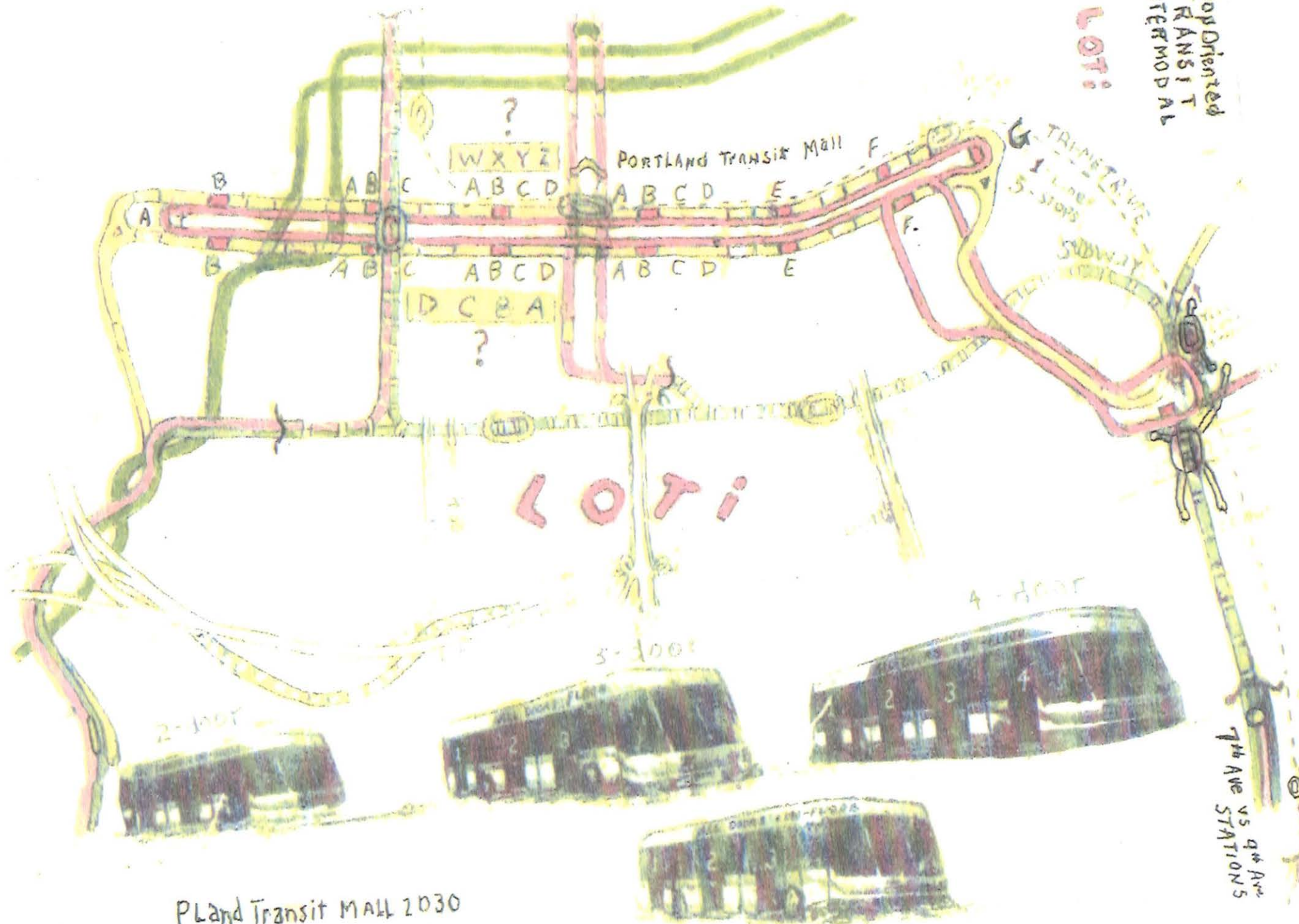
The basic flaws of self-driving cars are simple enough. Their technological hurdles are plainly unsurmountable. They will never be completely safe. They won't decrease traffic congestion, fuel/energy consumption nor emissions sufficient to prevent worst harm from catastrophic climate change. They are most unlikely to reduce travel-related cost of living. They won't take full advantage of the benefits EVs offer, and the technology is supported for all the wrong reasons; to bust transit operator and teamster unions; to give freeway planners an excuse to predict worsening traffic can be managed with reckless tailgating; to maintain most profitable but least resilient regional utility grids despite decentralized EV+PV household power systems a proven ideal.

The most telling aspect of self-driving car folly is eliminating ownership whereupon all cars are kept in central garage locations and dispatched on demand. Never mind that in a grid failure, every household with an EV in the garage gains a backup power supply. Never mind any emergency where a car is needed immediately, not one that may arrive too late. Self-driving car tech completely denies those safety features and pretends 'mass tailgating' won't produce horrific multi-car pileups. Self-driving tech in many ways puts safety dead last.

A household EV offers the means to more closely monitor and reduce energy consumption overall, both for driving and household use. Rooftop PV solar arrays are the perfect match to EV battery packs. Perhaps most important, a household EV is an incentive to drive less, whereby more trips become possible without having to drive, whereby local economies grow and alternate modes of travel - mass transit, walking and bicycling - all more energy efficient than EVs alone - may serve more travel needs in this vision of walking communities in 2040. It's last line, "Look, there's a gas station. You don't see too many them no more."

Loop Oriented  
TRANSIT  
INTERMODAL

LOT!



Portland Transit Mall 2030  
Modern BUS "Bonnie"  
MAX 4 STOP Subway 4-Lines

7th Ave STATIONS  
US 9th Ave





# Review Portland's 5 Centers for the Arts

Under the oversight of the Metropolitan Exposition Recreation Commission through Intergovernmental Agreements with Metro.



# Agenda

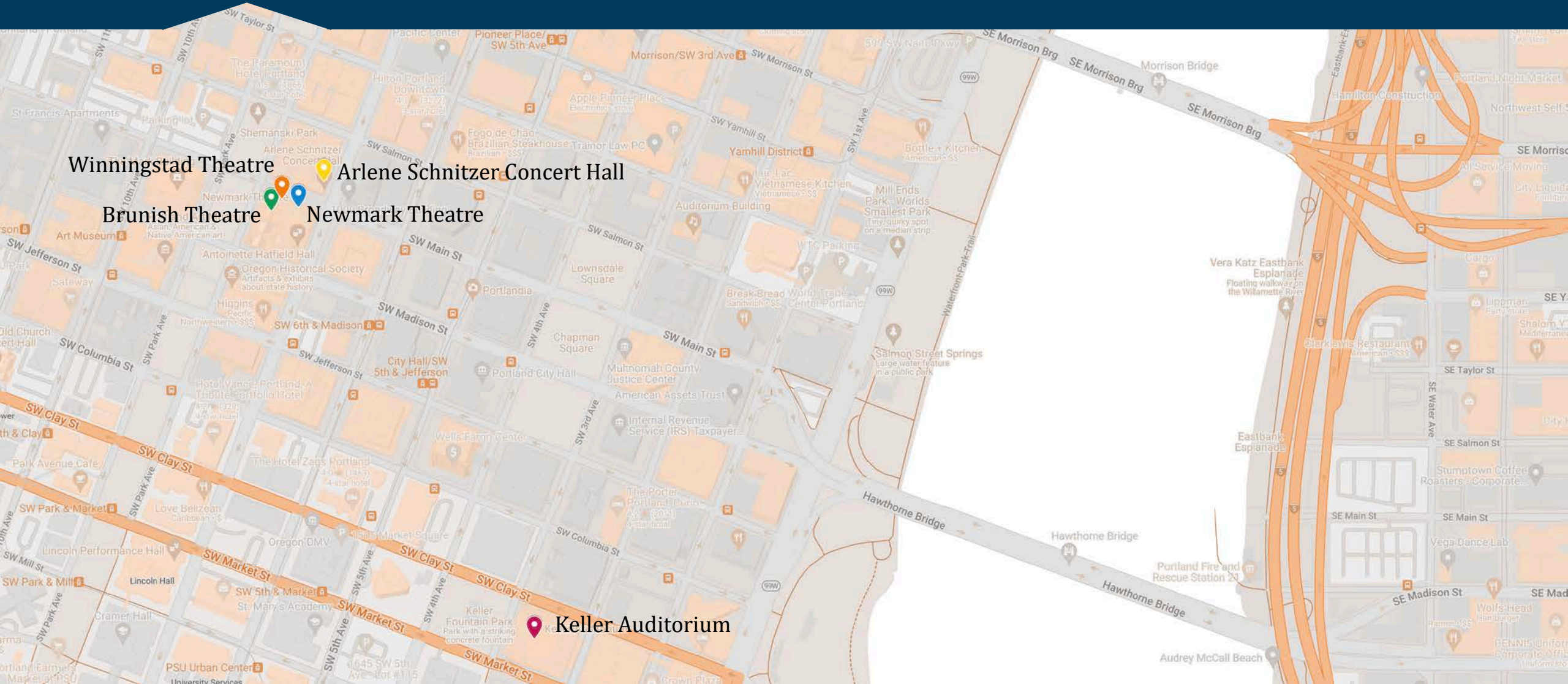
## **Presenters:**

- Craig Stroud, Interim General Manager Visitor Venues
- Brian Wilson, Interim Executive Director, Portland's 5 Centers for the Arts

## **Discussion Topics:**

- Staff Present Background and Options
- Councilor Questions and Direction

# City-owned Performing Arts Venues



Winingstad Theatre

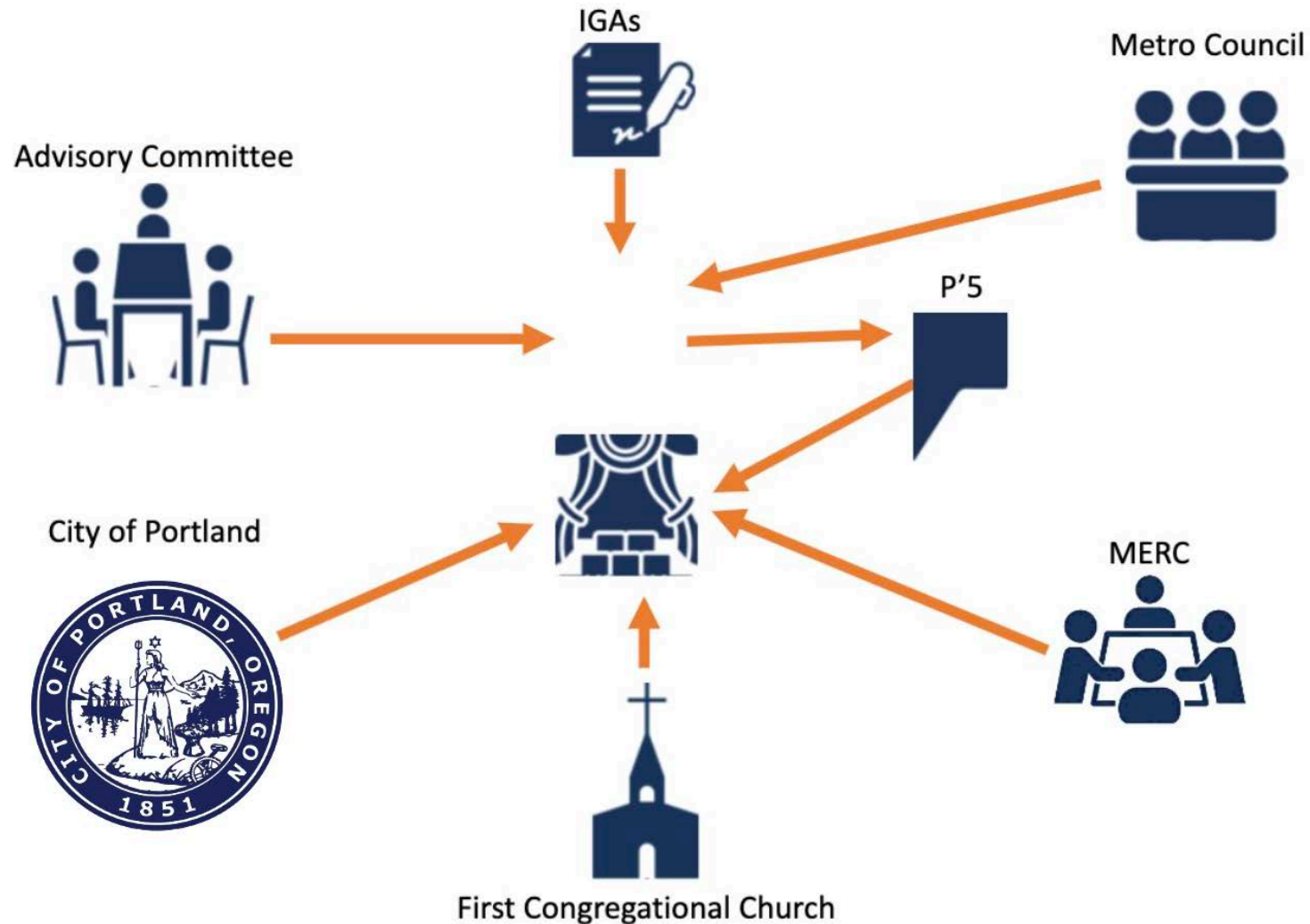
Arlene Schnitzer Concert Hall

Brunish Theatre

Newmark Theatre

Keller Auditorium

# Audit Finds IGA Issues





# Arts Venue Workgroup Resolution



The City and Metro will convene a Performing Arts Venue Workgroup, including representatives from the arts and culture community, users, visitors, and labor partners to look specifically at City-owned arts facilities.

**This workgroup will consider opportunities and challenges to:**

- Immediate and long-term operations
- Maintenance
- Planning, business model and governance analysis

**Recommendations to MERC and Metro Council by fiscal year end on:**

- Short-term opportunities and challenges
- Significant conditions requiring renegotiating the IGA



# Values and Outcome Priorities



- Develop a thriving arts ecosystem, consider regional impacts
- Deliver Diversity, Equity, and Inclusion outcomes
- Provide safe and accessible facilities
- Enhance facilities with modern and welcoming features valued by patrons
- Provide effective and efficient backstage operations for clients and staff
- Support the financial health of the arts community
- Achieve economic outcomes to the City and region
- Support employees and implement Metro's Employer of Choice actions
- Support downtown Portland's return to vibrancy

# Policy Options

## **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

- Maintain the existing IGA between Metro and City of Portland
- Consider a resolution directing staff to form a workgroup with the City of Portland that will identify improvements to operations, maintenance, and long-term planning for City-owned facilities and issue recommendations to Metro Council as to whether to re-negotiate or terminate the IGA
- Immediately enter into re-negotiations, without the assistance of a workgroup
- Immediately notice intent to dissolve the existing IGA effective 18-months from date of notice, relinquishing Metro's management of the City-owned facilities, and transferring all operations to the City of Portland or another, mutually agreed upon third party





Metro



# Questions and Direction