

www.oregonmetro.gov



600 NE Grand Ave.
Portland, Oregon
97232-2736

2009-10

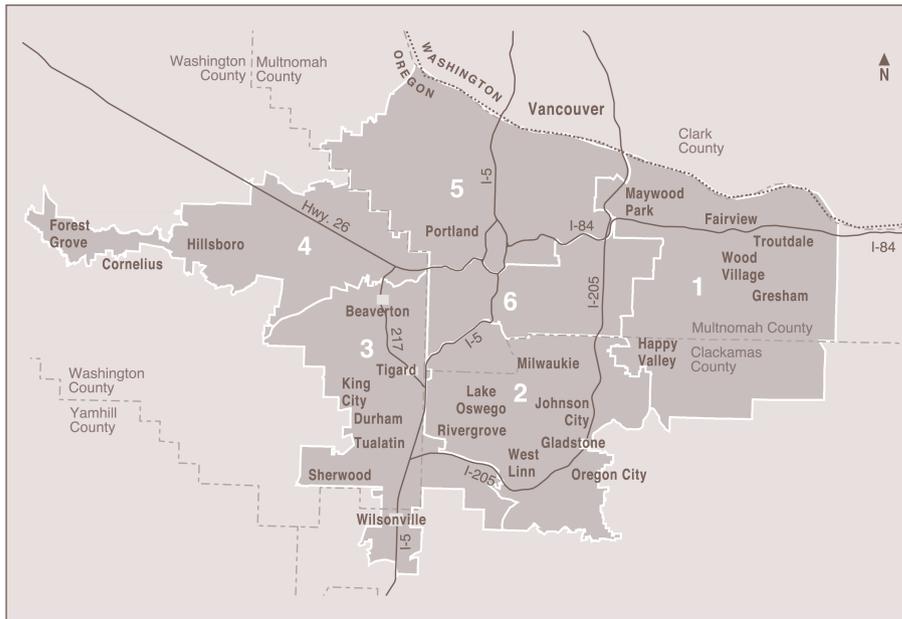
ADOPTED BUDGET
Program budget



Metro | *People places. Open spaces.*

2009-10

ADOPTED BUDGET Program budget



Your Metro representatives

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David Bragdon
503- 797-1889

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Rod Park
503- 797-1547

District 2
Carlotta Collette
503- 797-1887

District 3
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503- 797-1553

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503- 797-1546

District 6
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503- 797-1552

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Suzanne Flynn, CIA
503- 797-1891

Metro

People places • Open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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Vital Economy

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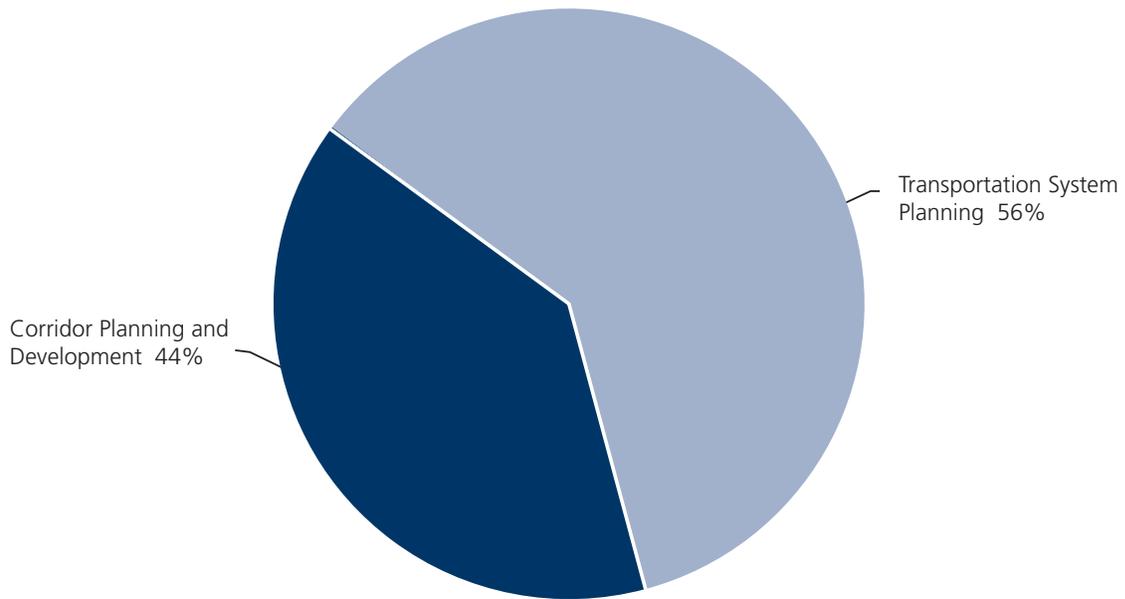


Vital Economy

Goal 5: Provide efficient access to jobs, services, centers and industrial areas.

Efficient access to jobs, services, centers and industrial areas is important to connect people to places and goods to market. By reducing average trip length and vehicle travel time, and encouraging multi-modal transportation usage, the economy of the region becomes more time and resource efficient.

Goal 5: FY 2009-10 program expenditures

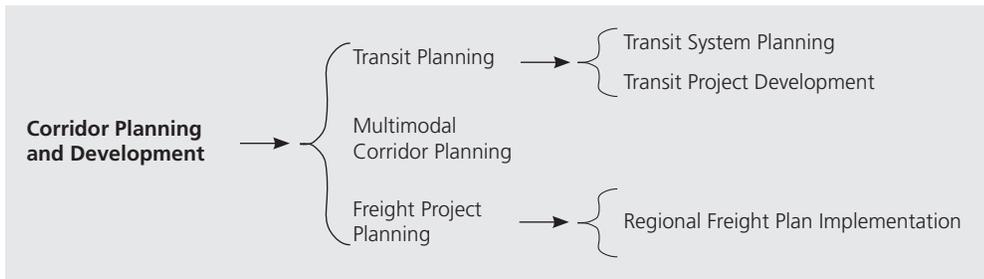


| | |
|-----------------------------------|---------------------|
| Corridor Planning and Development | \$5,116,000 |
| Transportation System Planning | 6,400,000 |
| TOTAL Goal 5 | \$11,516,000 |

Goal 5: Five-year forecast, all associate programs

| | Actual FY 2007-08 | Adopted FY 2008-09 | Adopted FY 2009-10 | Forecast FY 2010-11 | Forecast FY 2011-12 | Forecast FY 2012-13 | Forecast FY 2013-14 |
|---|------------------------------|-------------------------------|-------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| PROGRAM RESOURCES | | | | | | | |
| Enterprise | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants and Donations | \$10,221,850 | \$12,390,401 | \$10,612,254 | \$9,906,499 | \$10,104,629 | \$10,306,721 | \$10,512,856 |
| Governmental Resources | \$0 | \$0 | \$82,371 | \$84,842 | \$87,387 | \$90,009 | \$92,709 |
| Other Resources | \$168,318 | \$479,940 | \$231,686 | \$137,816 | \$139,194 | \$140,586 | \$141,992 |
| TOTAL PROGRAM RESOURCES | 10,395,168 | 12,870,341 | 10,926,311 | 10,129,157 | 10,331,210 | 10,537,316 | 10,747,557 |
| PROGRAM OUTLAYS | | | | | | | |
| Operating Costs | \$9,435,590 | \$11,474,414 | \$9,814,185 | \$9,270,753 | \$9,641,583 | \$10,027,247 | \$10,428,337 |
| Capital | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Department Administration and Overhead | \$144,993 | \$173,761 | \$129,360 | \$134,534 | \$139,915 | \$145,511 | \$151,332 |
| Direct Service Transfers | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Central Administration and Overhead | \$1,494,609 | \$1,989,202 | \$1,571,843 | \$1,650,435 | \$1,732,957 | \$1,819,605 | \$1,910,586 |
| TOTAL PROGRAM OUTLAYS | 11,075,192 | 13,637,377 | 11,515,388 | 11,055,722 | 11,514,455 | 11,992,363 | 12,490,255 |
| NET PROGRAM REVENUE (COST) | (680,024) | (767,036) | (589,078) | (926,565) | (1,183,245) | (1,455,047) | (1,742,698) |
| <i>(program resources minus outlays)</i> | | | | | | | |
| less: NON-PROGRAMMATIC RESOURCES | | | | | | | |
| General Fund Discretionary Revenue | \$480,024 | \$767,036 | \$589,078 | \$589,078 | \$589,078 | \$589,078 | \$589,078 |
| Current Revenues | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Reserves | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Allocated and Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL NON-PROGRAMMATIC RESOURCES | 680,024 | 767,036 | 589,078 | 589,078 | 589,078 | 589,078 | 589,078 |
| equals: RESOURCES: ADDITIONAL/(NEEDED) | \$0 | (\$0) | \$0 | (\$337,487) | (\$594,167) | (\$865,969) | (\$1,153,620) |
| PROGRAM FTE | 46.28 | 50.48 | 52.78 | 52.78 | 52.78 | 52.78 | 52.78 |





This program includes three major focus areas — transit project planning, multi-modal corridor planning and freight planning. Emphasis will continue to be transit focused, however the region’s next multi-modal corridor plan will be initiated toward the end of FY 2009-10.

Transit project planning includes planning, public involvement and environmental services to meet the Federal Transit Administration’s New Starts requirements and secure federal funding to implement light rail, streetcar, commuter rail projects and other high capacity transit projects in the region. In FY 2008-09 the Regional High Capacity Transit Plan (HCP) was adopted by the Metro Council and includes up to 15 new corridors for project development. During FY 2009-10 Metro will initiate a transit corridor study and alternatives analysis in the most promising corridor from that plan to be fully underway in FY 2010-11.

In FY 2009-10 major project work program elements include completion of the Milwaukie to Portland Light Rail Project Final Environmental Impact Statement (FEIS) and securing a federal Record of Decision; also completion of the Draft Environmental Impact Statement and selection of a locally preferred alternative for the Lake Oswego to Portland Transit Corridor. Staff will also continue to support the Columbia River Crossing Preliminary Engineering and Final EIS work led by ODOT and WSDOT.

In FY 2009-10, Metro will initiate the next multi-modal corridor plan, the scope of which is to be determined and may include transportation system management and operational solutions as well as capital projects.

Metro will continue to support projects led by others including the Sunrise Corridor FEIS, I-5/99W Connector FEIS, Sunrise Parkway/ Damascus Highway 212 and Sellwood Bridge FEIS projects.

Regulatory/statutory requirements

National Environmental Policy Act (NEPA), Federal Transit Administration New Starts and Small Starts guidance and regulations, Region 2040 Growth Concept and Regional Transit Plan.

Changes from FY 2008-09 current service level

Per SMI reorganization:

- Loaned former Deputy Director, Corridor Planning and Development to Columbia River Crossing Project (ODOT).
- Promoted Transit Program Director I to Deputy Director.
- Added 1.0 FTE Senior Transportation Planner (NEPA Specialist).

Issues and challenges

- Local demand for our services continues to exceed the revenue available to provide them.
- Need to provide long-term stable funding for local match component of project planning phases, given local governments’ tightening budgets.

Corridor Planning and Development

Organization Unit:

Planning and Development

Program Manager:

Ross Roberts

Program Status:

Existing

- Need to solidify the flow of federal grant funds to maintain current staff levels and maintain high levels of service to the region.

Performance measures

Milwaukie LRT Project EIS – Percentage Completion.

| 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 25% | 66% | 100% | | | | | |

Lake Oswego to Portland Transit Corridor EIS – Percentage Completion.

| 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 20% | 80% | 100% | | | | |

Number of 2040 centers served by high capacity and/or rail transit.

| 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 9 | 13 | 15 | 15 | 15 | 16 | 16 | 16 |

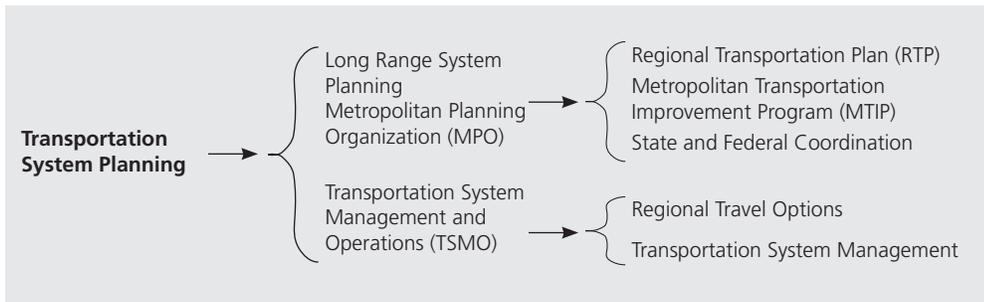
Number of Metro Council and federal project approval decisions that advance projects toward design and construction, for example – adoption of transit and highway locally preferred alternatives, adoption of the HCT System Plan, and adoption of corridor plans.

| 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 3 | 6 | 4 | 3 | 5 | 3 | 3 | 3 |

Five-year forecast

| | Actual FY 2007-08 | Adopted FY 2008-09 | Adopted FY 2009-10 | Forecast FY 2010-11 | Forecast FY 2011-12 | Forecast FY 2012-13 | Forecast FY 2013-14 |
|---|------------------------------|-------------------------------|-------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| PROGRAM RESOURCES | | | | | | | |
| Enterprise | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants and Donations | 5,748,266 | 6,098,210 | 4,737,706 | 4,832,460 | 4,929,109 | 5,027,691 | 5,128,245 |
| Governmental Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Resources- Fund Balance | 1,584 | 362,270 | 126,325 | 31,401 | 31,715 | 32,032 | 32,352 |
| TOTAL PROGRAM RESOURCES | 5,749,850 | 6,460,481 | 4,864,031 | 4,863,861 | 4,960,824 | 5,059,723 | 5,160,597 |
| PROGRAM OUTLAYS | | | | | | | |
| Operating Costs | 5,062,916 | 5,749,096 | 4,259,447 | 4,429,825 | 4,607,018 | 4,791,299 | 4,982,951 |
| Capital | 0 | 0 | | | | | |
| Department Administration and Overhead | 85,530 | 96,113 | 72,560 | 75,462 | 78,480 | 81,619 | 84,884 |
| Direct Service Transfers | 0 | 0 | | | | | |
| Central Administration and Overhead | 692,861 | 915,570 | 783,564 | 822,742 | 863,879 | 907,073 | 952,427 |
| TOTAL PROGRAM OUTLAYS | 5,841,306 | 6,760,779 | 5,115,571 | 5,328,029 | 5,549,377 | 5,779,991 | 6,020,262 |
| NET PROGRAM REVENUE (COST) | (91,457) | (300,298) | (251,540) | (464,168) | (588,553) | (720,268) | (859,665) |
| <i>(program resources minus outlays)</i> | | | | | | | |
| <i>less: NON-PROGRAMMATIC RESOURCES</i> | | | | | | | |
| General Fund Discretionary Revenue | 42,947 | 300,297 | 251,540 | 251,540 | 251,540 | 251,540 | 251,540 |
| Current Revenues | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reserves | 48,510 | 0 | 0 | 0 | 0 | 0 | 0 |
| Allocated and Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NON-PROGRAMMATIC RESOURCES | 91,457 | 300,297 | 251,540 | 251,540 | 251,540 | 251,540 | 251,540 |
| equals: RESOURCES: ADDITIONAL/(NEEDED) | (\$0) | (\$0) | \$0 | (\$212,627) | (\$337,013) | (\$468,728) | (\$608,125) |
| PROGRAM FTE | 22.01 | 23.49 | 24.80 | 24.80 | 24.80 | 24.80 | 24.80 |





The Transportation System Planning program provides a broad scope of transportation planning services that assure Metro’s compliance with state and federal regulations and support other planning efforts in the Planning and Development Department. The program has the following operational areas:

- The Regional Transportation Plan (RTP) is the long-term blueprint that guides investments in the region’s transportation system for all forms of travel — motor vehicle, transit, bike and pedestrian — and the movement of goods and freight. The RTP is updated regularly to ensure compliance with state and federal regulations and to address changing demographic, financial, travel and economic trends and any subsequent changes in the region’s transportation needs. The plan also carries out a broad range of regional planning objectives for implementing the 2040 Growth Concept, the region’s long-range growth management strategy for the Portland metropolitan region.
- The Metropolitan Transportation Improvement Program (MTIP) is a multi-year program that allocates federal and state funds for transportation system improvement purposes in the Metro region. Updated every two years, the MTIP allocates funds to specific projects based upon technical and policy considerations that weigh the ability of individual projects to implement regional goals. The MTIP is a critical tool for implementing the Regional Transportation Plan (RTP) and 2040 Growth Concept.
- Metro is designated by the federal government as a Metropolitan Planning Organization (MPO) for the purpose of leading the region’s transportation planning and funding activities, such as the MTIP and RTP. Ongoing administration of the MPO includes grant administration, consultation and compliance reviews with federal regulatory agencies and MPO-related support for a range of Metro’s policy advisory and technical committees. Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives from all six Oregon MPO boards.
- The Regional Travel Options (RTO) program carries out regional strategies to increase use of travel options, reduce pollution and improve mobility. Regional travel options include carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion. Public and private partners carry out strategies through grant agreements. Collaboration among partners is emphasized to leverage resources, avoid duplication and maximize program impacts. Metro administers the regional program, measures results, manages the regional Drive Less/Save More marketing campaign and provides rideshare services to employers and commuters.
- The Transportation System Management and Operations (TSMO) program is a new activity, closely coordinated with the RTO program and aimed at improving operational efficiencies on the transportation system that can help delay or avoid major capital investments in the future. The program is in its first full year of

Transportation System Planning

Organization Unit:
Planning and Development
Program Manager:
Tom Kloster
Program Status:
Existing

operation in FY 2008-09, after successful completion of a federal pilot project in 2007. A new TSMO plan for the region was funded with state grants during the current fiscal year, and will guide implementation of the program in FY 2009-10 and beyond.

Regulatory/statutory requirements

Most of the activities within the program fall within state and federal planning requirements, and are substantially supported by ongoing federal transportation planning grants. The U.S. Department of Transportation requires that the MTIP and RTP be updated regularly (on two and four year cycles, respectively) and that Metro be annually certified for meeting federal requirements. The RTP is also regulated at the state level through separate programs in the Oregon Department of Transportation and Department of Land Conservation and Development.

The TSMO program is not directly mandated, but encompasses a number of required activities called out in federal regulations as well as state and regional strategies for better managing infrastructure.

The RTO program is not a regulated activity, but is closely aligned with the TSMO program, and aimed at meeting state mandates to reduce reliance on the automobile and promote alternative modes of travel.

At the regional level, these programs are all important tools in implementing the 2040 Growth Concept through a coordinated set of regional standards, funding and financial incentives and best practice tools that help implement the regional transportation vision at the local level.

Changes from FY 2008–09 current service levels

None.

Issues and challenges

The region is at a crossroads on transportation. All aspects of the transportation planning program are aimed at helping the region move beyond the conventional congestion-based measures of success and toward an outcomes-based approach to decision making. Metro is breaking new ground in this effort as the region is at the forefront of a national effort to move to a more sustainable transportation policy.

Program performance measures

Adopt regularly updated transportation plans and processes that meet state and federal regulations, and ensure continued implementation of the 2040 Growth Concept.

| 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|-------|-------|-------|-------|-------|-------|-------|-------|
| YES | | YES | | YES | | YES | |

Successfully implement regional transportation system management programs that continue to optimize existing infrastructure and investments, while promoting alternatives to the automobile.

| 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|-------|-------|-------|-------|-------|-------|-------|-------|
| YES | | YES | | YES | | YES | |

Five-year forecast

| | Actual FY 2007-08 | Adopted FY 2008-09 | Adopted FY 2009-10 | Forecast FY 2010-11 | Forecast FY 2011-12 | Forecast FY 2012-13 | Forecast FY 2013-14 |
|---|------------------------------|-------------------------------|-------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| PROGRAM RESOURCES | | | | | | | |
| Enterprise | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants and Donations | 4,473,585 | 6,292,191 | 5,874,548 | 5,074,039 | 5,175,520 | 5,279,030 | 5,384,611 |
| Governmental Resources | 0 | 0 | 82,371 | 84,842 | 87,387 | 90,009 | 92,709 |
| Other Resources- Fund Balance | 166,734 | 117,669 | 105,361 | 106,415 | 107,479 | 108,554 | 109,640 |
| TOTAL PROGRAM RESOURCES | 4,645,319 | 6,409,860 | 6,062,280 | 5,265,296 | 5,370,386 | 5,477,593 | 5,586,960 |
| PROGRAM OUTLAYS | | | | | | | |
| Operating Costs | 4,372,674 | 5,725,318 | 5,554,738 | 4,840,928 | 5,034,565 | 5,235,948 | 5,445,386 |
| Capital | 0 | 0 | | | | | |
| Department Administration and Overhead | 59,464 | 77,648 | 56,800 | 59,072 | 61,435 | 63,892 | 66,448 |
| Direct Service Transfers | 0 | 0 | | | | | |
| Central Administration and Overhead | 801,748 | 1,073,633 | 788,279 | 827,693 | 869,078 | 912,532 | 958,159 |
| TOTAL PROGRAM OUTLAYS | 5,233,886 | 6,876,599 | 6,399,818 | 5,727,693 | 5,965,078 | 6,212,372 | 6,469,993 |
| NET PROGRAM REVENUE (COST) | (588,567) | (466,738) | (337,538) | (462,397) | (594,692) | (734,779) | (883,033) |
| <i>(program resources minus outlays)</i> | | | | | | | |
| less: NON-PROGRAMMATIC RESOURCES | | | | | | | |
| General Fund Discretionary Revenue | 437,078 | 466,738 | 337,537 | 337,537 | 337,537 | 337,537 | 337,537 |
| Current Revenues | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reserves | 151,490 | 0 | 0 | 0 | 0 | 0 | 0 |
| Allocated and Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NON-PROGRAMMATIC RESOURCES | 588,568 | 466,738 | 337,537 | 337,537 | 337,537 | 337,537 | 337,537 |
| equals: RESOURCES: ADDITIONAL/(NEEDED) | \$0 | \$0 | (\$0) | (\$124,860) | (\$257,155) | (\$397,242) | (\$545,496) |
| PROGRAM FTE | 24.26 | 26.99 | 27.98 | 27.98 | 27.98 | 27.98 | 27.98 |



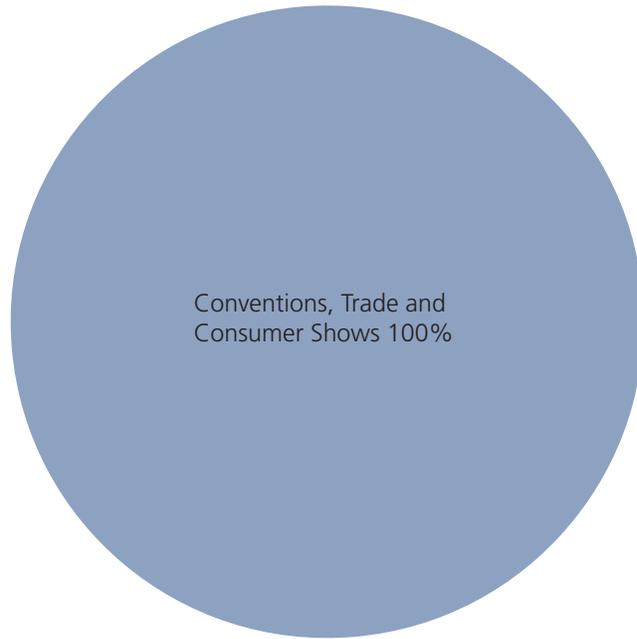


Vital Economy

Goal 6: Support the development of a sustainable economy.

A sustainable economy provides for the current economic needs of the people and businesses in the region while preserving or creating economic opportunities for future generations.

Goal 6: FY 2009-10 program expenditures



| | |
|---------------------------------------|---------------------|
| Conventions, Trade and Consumer Shows | \$34,780,000 |
| TOTAL Goal 6 | \$34,780,000 |

Goal 6: Five-year forecast, all associate programs

| | Actual FY 2007-08 | Adopted FY 2008-09 | Adopted FY 2009-10 | Forecast FY 2010-11 | Forecast FY 2011-12 | Forecast FY 2012-13 | Forecast FY 2013-14 |
|---|------------------------------|-------------------------------|-------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| PROGRAM RESOURCES | | | | | | | |
| Enterprise | \$22,940,576 | \$22,240,543 | \$22,394,795 | \$23,066,639 | \$23,758,638 | \$24,471,397 | \$25,205,539 |
| Grants and Donations | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Governmental Resources | \$9,115,656 | \$9,032,707 | \$8,975,971 | \$9,245,250 | \$9,522,608 | \$9,808,286 | \$10,102,535 |
| Other Resources | \$1,290,690 | \$1,306,883 | \$3,409,631 | \$1,098,011 | \$1,106,121 | \$1,114,394 | \$1,122,832 |
| TOTAL PROGRAM RESOURCES | 33,346,922 | 32,580,133 | 34,780,397 | 33,409,900 | 34,387,367 | 35,394,077 | 36,430,906 |
| PROGRAM OUTLAYS | | | | | | | |
| Operating Costs | \$25,759,820 | \$26,883,536 | \$27,385,672 | \$28,314,022 | \$29,273,968 | \$30,267,192 | \$31,294,873 |
| Capital | \$595,025 | \$1,648,157 | \$2,612,490 | \$950,000 | \$950,000 | \$950,000 | \$950,000 |
| Department Administration and Overhead | \$1,628,759 | \$1,862,575 | \$1,950,128 | \$2,047,634 | \$2,150,016 | \$2,257,517 | \$2,370,393 |
| Direct Service Transfers | \$1,189,932 | \$1,192,232 | \$1,188,632 | \$1,188,631 | \$1,189,131 | \$1,188,631 | \$1,187,131 |
| Central Administration and Overhead | \$1,367,156 | \$1,584,114 | \$1,643,475 | \$1,725,649 | \$1,811,931 | \$1,902,528 | \$1,997,654 |
| TOTAL PROGRAM OUTLAYS | 30,540,692 | 33,170,614 | 34,780,397 | 34,225,936 | 35,375,046 | 36,565,868 | 37,800,051 |
| NET PROGRAM REVENUE (COST) | 2,806,230 | (590,481) | 0 | (816,036) | (987,679) | (1,171,791) | (1,369,145) |
| <i>(program resources minus outlays)</i> | | | | | | | |
| less: NON-PROGRAMMATIC RESOURCES | | | | | | | |
| General Fund Discretionary Revenue | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Current Revenues | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Reserves | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Allocated and Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL NON-PROGRAMMATIC RESOURCES | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| equals: RESOURCES: ADDITIONAL/(NEEDED) | \$2,806,230 | (\$590,481) | \$0 | (\$816,036) | (\$987,679) | (\$1,171,791) | (\$1,369,145) |
| PROGRAM FTE | 134.04 | 137.04 | 139.68 | 139.68 | 139.68 | 139.68 | 139.68 |

Conventions, Trade and Consumer Shows

Organization Unit:

Metropolitan
Exposition
Recreation
Commission

Program Manager:

Jeff Blosser and Chris
Bailey

Program Status:

Existing

**Conventions, Trade and
Consumer Shows**



The Oregon Convention Center (OCC) and the Portland Expo Center (Expo) attract international, national and regional visitors to diverse events that contribute to the livability of this region by inducing in local businesses and attractions, creating and supporting living wage jobs and generating tax revenues for state and local governments.

The Oregon Convention Center is the largest convention center in the Pacific Northwest. A significant landmark on the Willamette River in central eastside Portland, the center's dual glass and steel towers symbolize its significance as a cultural and economic asset for the region.

Totaling one million square feet in size, the OCC is a venue of choice for conventions, industry tradeshow, annual meetings, banquets and large public events. The center's two grand ballrooms, 50 meeting rooms, 255,000 square feet of exhibit space, full-service catering, and top-notch staff can handle events of any size, from 10 to 10,000. The center hosts 645,000 visitors to about 630 events each year. About one third of the attendees are out-of-town visitors.

The Portland Expo Center has served as the Portland region's primary destination for public events and consumer shows for over 30 years. The conveniently located 52-acre campus provides an exceptional destination for approximately 475,000 visitors that come to enjoy nearly 100 shows each year.

The Portland Expo Center provides services and capacity suitable for moderate to very large public events, including flexible meeting rooms, 330,000 square feet of divisible exhibit space, full catering and concession services, parking for 2,500 vehicles and internet and audio visual services. The center's proximity to I-5 and Portland Airport and its location on Portland's light rail system (Interstate MAX) provides easy access.

Regulatory/statutory requirements

None.

Climate Change/Sustainability

OCC and the Expo Center have identified and implemented numerous business and operational practices with a focus on sustainability, including but not limited to:

- Composting food materials and utilizing compostable/biodegradable or recyclable plates, utensils and cups.
- Recycling office paper and event-related debris including boxes, glass, display items, wood, plastic.
- Using earth-friendly cleaning supplies.
- Replacing light fixtures and heating/cooling systems with energy efficient systems.

Both facilities are conveniently located along TriMet's light rail MAX train.

Some other highlights worth noting include:

OCC:

- First in the nation to earn LEED-EB certification by the U.S. Green Building Council (2003) and LEED-EB Silver recertification in 2008.

- Purchases the equivalent of 40 percent of its electricity usage through Pacific Power's Blue Sky renewable energy program and purchases carbon offsets totaling the remaining 60 percent through NW Natural's Smart Energy Program.
- Implementing a roof solar panel project in fall 2009.
- First in the nation to earn Salmon-Safe certification, achieved through building features and design to protect water quality and Pacific salmon habitat.
- Earned BEST (Business for an Environmentally Sustainable Tomorrow) award for innovative rain garden storm water management system

Expo:

Conducting a Ride Thru Green Retrofit, an upgrade of the 57 emergency 1000w lights in Halls E and D, eliminating battery maintenance and disposal.

Changes from FY 2008–09 current service levels

- In response to increased safety issues and need for proper security procedures, 1.00 FTE Facility Security Agent was added to the graveyard shift.
- An existing vacant 0.60 FTE Marketing and Promotions Coordinator was increased to 1.00 FTE Public Affairs Specialist. This position will assist the MERC Director of Communications and Strategic Development with public relations, communications, press activities and messaging for both MERC and OCC.
- 41 national/regional conventions are booked for FY 2009-10, reflecting an increase of seven from the current year.
- The Expo Center budget includes \$50,000 to complete an update of the Master Plan funded from admission fees previously collected and designated for phase 3.
- MERC has dedicated almost \$5.2 million in General Contingency for the next phase of Headquarters Hotel Project if approved by Metro Council:
 - PERS Reserve Contingency \$1.4 million.
 - Headquarters Hotel Contingency funded from the Oregon Convention Center fund balance \$3.7 million.

Issues and challenges

- City hospitality occupancy rates have started to decline and may continue to do so over the next year, which may result in a decrease in transient lodging tax revenues for OCC.
- Despite the worsening national and local economy, the number of events booked at OCC remains higher than last year.
- While OCC's booked business remains strong, there is concern that fewer people will attend, which could impact food and beverage revenue and margins.
- A convention headquarters hotel remains an essential component to maximizing convention business in Portland. One of MERC's strategic goals is to provide expert leadership to ensure construction of a convention headquarters hotel. While the headquarters hotel was previously presented as a separate program, it is now included within Conventions, Trade and Consumer Shows.
- The Portland Expo Center is required to fund \$1.2 million debt service payment for construction of Hall D Replacement from operating revenue.
- Planning for Expo Center's Conditional Use Master Plan update is currently underway.

Program performance measures

Number of conventions and tradeshow.

| 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|--------------|--------------|-------|-------|-------|-------|-------|-------|
| 142 | 140 | 150 | | | | | |

Number of consumer and public shows.

| 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|--------------|--------------|-------|-------|-------|-------|-------|-------|
| 117 | 112 | 110 | | | | | |

Attendance (millions).

| 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|--------------|--------------|-------|-------|-------|-------|-------|-------|
| 1.13 | 1.10 | 1.15 | | | | | |

Estimated economic impact in metropolitan region (millions).

OCC

| 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|----------------|----------------|---------|-------|-------|-------|-------|-------|
| \$442.0 | \$475.0 | \$485.0 | | | | | |

EXPO

| 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|---------------|---------------|--------|-------|-------|-------|-------|-------|
| \$37.0 | \$37.0 | \$38.0 | | | | | |

Five-year forecast

| | Actual FY 2007-08 | Adopted FY 2008-09 | Adopted FY 2009-10 | Forecast FY 2010-11 | Forecast FY 2011-12 | Forecast FY 2012-13 | Forecast FY 2013-14 |
|---|------------------------------|-------------------------------|-------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| PROGRAM RESOURCES | | | | | | | |
| Enterprise | \$22,940,576 | \$22,240,543 | \$22,394,795 | \$23,066,639 | \$23,758,638 | \$24,471,397 | \$25,205,539 |
| Grants and Donations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Governmental Resources | 9,115,656 | 9,032,707 | 8,975,971 | 9,245,250 | 9,522,608 | 9,808,286 | 10,102,535 |
| Other Resources | 1,290,690 | 1,306,883 | 3,409,631 | 1,098,011 | 1,106,121 | 1,114,394 | 1,122,832 |
| TOTAL PROGRAM RESOURCES | 33,346,922 | 32,580,133 | 34,780,397 | 33,409,900 | 34,387,367 | 35,394,077 | 36,430,906 |
| PROGRAM OUTLAYS | | | | | | | |
| Operating Costs | 25,759,820 | 26,883,536 | 27,385,672 | 28,314,022 | 29,273,968 | 30,267,192 | 31,294,873 |
| Capital | 595,025 | 1,648,157 | 2,612,490 | 950,000 | 950,000 | 950,000 | 950,000 |
| Department Administration and Overhead | 1,628,759 | 1,862,575 | 1,950,128 | 2,047,634 | 2,150,016 | 2,257,517 | 2,370,393 |
| Direct Service Transfers | 1,189,932 | 1,192,232 | 1,188,632 | 1,188,631 | 1,189,131 | 1,188,631 | 1,187,131 |
| Central Administration and Overhead | 1,367,156 | 1,584,114 | 1,643,475 | 1,725,649 | 1,811,931 | 1,902,528 | 1,997,654 |
| TOTAL PROGRAM OUTLAYS | 30,540,692 | 33,170,614 | 34,780,397 | 34,225,936 | 35,375,046 | 36,565,868 | 37,800,051 |
| NET PROGRAM REVENUE (COST) | 2,806,230 | (590,481) | (1,244,571) | (816,036) | (987,679) | (1,171,791) | (1,369,145) |
| <i>(program resources minus outlays)</i> | | | | | | | |
| less: NON-PROGRAMMATIC RESOURCES | | | | | | | |
| General Fund Discretionary Revenue | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Current Revenues | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reserves | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Allocated and Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NON-PROGRAMMATIC RESOURCES | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| equals: RESOURCES: ADDITIONAL/(NEEDED) | \$2,806,230 | (\$590,481) | (\$1,244,571) | (\$816,036) | (\$987,679) | (\$1,171,791) | (\$1,369,145) |
| PROGRAM FTE | 134.04 | 137.04 | 139.68 | 139.68 | 139.68 | 139.68 | 139.68 |

