



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Tuesday, February 25, 2020

2:00 PM

Metro Regional Center, Council chamber

Revised 2/24

1. Call to Order and Roll Call

2. Public Communication

3. Ordinances

- 3.1 Ordinance No. 20-1442, For the Purpose of Seeking Voter Approval of a Personal Income Tax and Business Profits Tax for Supportive Housing Services

[ORD 20-1442](#)

Attachments: [Ordinance No. 20-1442](#)
[Exhibit A to Ordinance No. 20-1442](#)
[Staff Report](#)
[PPT: Supportive Housing Services](#)

- 3.1.1 Public Hearing on Ordinance No. 20-1442

4. Resolutions

- 4.1 Resolution No. 20-5083, For the Purpose of Referring to Metro Area Voters a Ballot Measure Authorizing a Personal Income Tax and Business Profits Tax to Provide Funding for Supportive Housing Services

[RES 20-5083](#)

Attachments: [Resolution No. 20-5083](#)
[Exhibit A to Resolution No. 20-5083](#)
[Exhibit B to Resolution No. 20-5083](#)

- 4.2 Resolution No. 20-5085, For the Purpose of Recognizing the HereTogether Framework for Supportive Housing Services and Directing the Development of a Work Plan

[RES 20-5085](#)

Attachments: [Resolution No. 20-5085](#)
[Exhibit A in Resolution No. 20-5085](#)
[Exhibit B to Resolution No. 20-5085](#)

5. Consent Agenda

- 5.1 Consideration of the Council Meeting Minutes for February 06, 2020 [20-5377](#)
Attachments: [Council Meeting Minutes for February 06, 2020](#)
- 5.2 Consideration of the Council Meeting Minutes for February 20, 2020 [20-5376](#)
Attachments: [Council Meeting Minutes for February 20,2020](#)
- 5.3 Resolution No. 20-5081, For the Purpose of Confirming the Appointment of Thomas Egleston to the Regional Waste Advisory Committee [RES 20-5081](#)
Attachments: [Resolution No. 20-5081](#)
[Exhibit A to Resolution No. 20-5081](#)
[Staff Report](#)
- 5.4 Resolution No. 20-5080, For the Purpose of Confirming the Appointment of Additional Members to the Transportation Funding Task Force [RES 20-5080](#)
Attachments: [Resolution No. 20-5080](#)
[Exhibit A to Resolution No. 20-5080](#)
[Staff Report](#)
- 5.5 Resolution No. 20-5062, For the Purpose of Amending the FY2019-20 Unified Planning Work Program (UPWP) to Add Funding for the Mobility Policy Update Project [RES 20-5062](#)
Attachments: [Resolution No. 20-5062](#)
[Exhibit A to Resolution No. 20-5062](#)
[Staff Report](#)
- 5.6 Resolution No. 20-5079, For the Purpose of Authorizing the Chief Operating Officer to Issue a New Non-System License to Veris Industries-Schneider Electric for Transport and Disposal of Non-Recoverable Solid Waste, Including Putrescible Waste, at the Covanta Waste-to-Energy Facility Located in Brooks, Oregon [RES 20-5079](#)
Attachments: [Resolution No. 20-5079](#)
[Exhibit A to Resolution No. 20-5079](#)
[Staff Report](#)
-

- 5.7 Resolution No. 20-5076, For the Purpose of Adding a New Project to the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Supporting Project Development Activities for TriMet's New Southwest Corridor Light Rail Project (FB20-08-FEB)

[RES 20-5076](#)

Attachments: [Resolution No. 20-5076](#)
[Exhibit A to Resolution No. 20-5076](#)
[Staff Report](#)

6. Chief Operating Officer Communication

- 6.1 2019 Compliance Report

[20-5374](#)

Attachments: [2019 Compliance Report](#)

7. Councilor Communication

8. Adjourn

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related 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 www.oregonmetro.gov/civilrights or call 503-797-1536. 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 503-797-1700 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. For up-to-date public transportation information, visit TriMet’s website at www.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. 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. або Якщо вам 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。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. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo 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. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

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。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がご要請に対応できるよう、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 ឬដើម្បីទទួលបានកម្មប្រព័ន្ធរើសអើងសូមចុះលេខស្សនាគោលដៅ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ 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. 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. 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. 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. 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 nediscriminarea

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. 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. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev saww ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntxawm lub rooj sib tham.

Television schedule for Metro Council meetings

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

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. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Agenda Item No. 3.1

Ordinance No. 20-1442, For the Purpose of Seeking Voter Approval of a Personal Income Tax and Business Profits Tax for Supportive Housing Services

Ordinances (Second Reading)

Metro Council Meeting
Tuesday, February 25, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF SEEKING VOTER) ORDINANCE NO. 20-1442
APPROVAL OF A PERSONAL INCOME TAX)
AND BUSINESS PROFITS TAX FOR) Introduced by the Metro Council
SUPPORTIVE HOUSING SERVICES)
)

WHEREAS, the greater Portland region is facing a severe housing affordability and homelessness crisis, which endangers the health and safety of thousands of our unhoused neighbors. Homelessness is a deeply traumatic and dehumanizing experience that no person should have to endure, regardless of their circumstances; and

WHEREAS, tens of thousands of households in the greater Portland region need supportive housing services, and thousands more need housing assistance, according to the February 2020 ECONorthwest report entitled “Potential Sources and Uses of Revenue to Address the Region’s Homeless Crisis”; and

WHEREAS, the housing affordability and homelessness crisis in the greater Portland region impacts us all and requires collective and individual action from every person, business, elected official, and resident that calls the region home; and

WHEREAS, the homelessness crisis is an issue of scale and services do not yet match the scope of the crisis; and

WHEREAS, additional revenue is required to scale services to meet the needs and scope of the crisis; and

WHEREAS, Metro Council intends to refer to the voters a measure that would approve of the imposition of a personal income tax and business profits tax to fund homeless prevention, supportive housing, rent assistance and other services that stabilize people experiencing homelessness and housing instability; and Metro will work with local government partners, service providers, and other stakeholders to create a regional program;

WHEREAS, the Metro Council finds the need for immediate adoption of this ordinance given the homeless and housing crisis in the greater Portland area; and

WHEREAS, Metro Council finds that homeless and housing services is a matter of metropolitan concern; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Homeless and housing services is a matter of metropolitan concern.
2. Upon approval by the voters, beginning tax year 2021, a tax of one percent will be imposed on the entire taxable income over \$200,000 if filing jointly and \$125,000 if filing singly on every resident of the district subject to tax under ORS chapter 316 and upon the taxable income over \$200,000 if filing jointly and \$125,000 if filing singly of every nonresident that is derived from sources within the district which income is subject to tax under ORS chapter 316.

3. Upon approval by the voters, beginning tax year 2021, a tax of one percent will be imposed upon each person doing business within Metro if the gross receipts from all business income, both within and without Metro, is over \$5 million.
4. Metro Council will take all necessary actions to refer the Supportive Housing Services Ballot Measure, attached as Exhibit A, to obtain voter approval of the business profits tax and personal income tax.
5. Upon passage of the Supportive Housing Services Ballot Measure the Metro Council will take further action to establish rules to enforce and implement the taxes imposed by the measure. This may include rules regarding penalties, interest, filing dates, required forms and documentation, residency determinations for income tax payment purposes, determinations for business tax purposes, refunds and deficiencies, audit authority, overpayments, estimated payments, exemptions, appeals from income determinations, legal collection actions and any other provision deemed necessary to effectively and efficiently administer the taxes and achieve the purposes.

ADOPTED by the Metro Council this ____ day of February 2020.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Nellie Papsdorf, Recording Secretary

Carrie MacLaren, Metro Attorney

The People of Metro ordain as follows:

SUPPORTIVE HOUSING SERVICES OVERVIEW

SECTION 1. Title

The provisions contained herein are to administer the Metro Supportive Housing Services Revenue, referred to as the “Supportive Housing Services Revenue.”

SECTION 2. Finding of Metropolitan Concern

Homeless and housing services is a matter of metropolitan concern over which Metro may exercise jurisdiction.

SECTION 3. Purpose

The Supportive Housing Services Revenue will fund services for people experiencing homelessness and housing instability.

PROGRAM IMPLEMENTATION

SECTION 4. Services and Priorities

Supportive Housing Services Revenue will fund Supportive Housing Services, including: street outreach services; transition and placement services; in-reach, basic survival support, and mental health services; interventions and addiction services (crisis and recovery); physical health services; interventions for people with physical impairments and disabilities; short and long-term rent assistance; eviction prevention; financial literacy, employment, job training and retention education; peer support services; workplace supports; benefits, navigation and attainment (veteran benefits, SSI, SSDI, other benefits); landlord tenant education and legal services; fair housing advocacy; shelter services; bridge/transitional housing placement; discharge interventions; permanent supportive housing services; affordable housing and rental assistance and other supportive services. Supportive Housing Services Revenue and Supportive Housing Services will first address the unmet needs of people who are experiencing or at risk of experiencing long-term or frequent episodes of homelessness. Supportive Housing Services Revenue and Supportive Housing Services will be prioritized in a manner that provides equitable access to people of color and other historically marginalized communities.

SECTION 5. Oversight Committee

1. **Committee Established.** A 20-member regional oversight committee (hereafter, “Supportive Housing Services Regional Oversight Committee” or “Regional Oversight Committee”) will oversee the Supportive Housing Services Program.
2. **Purpose and Authority.** The purpose and authority of the Supportive Housing Services Regional Oversight Committee is to:
 - a. Evaluate local implementation plans, recommend changes as necessary to achieve program goals and guiding principles, and make recommendations to Metro Council for approval;
 - b. Accept and review annual reports for consistency with approved local implementation plans;
 - c. Monitor financial aspects of program administration, including review of program expenditures; and
 - d. Provide annual reports and presentations to Metro Council and Clackamas, Multnomah, and Washington County Boards of Commissioners assessing performance, challenges, and outcomes.
3. **Membership.** The Supportive Housing Services Community Oversight Committee is composed of 20 members, as follows:
 - a. Five members from Clackamas County.
 - b. Five members from Multnomah County.
 - c. Five members from Washington County.
 - d. One representative from each of the Clackamas, Washington, and Multnomah County Board of Commissioners and the Portland City Council to serve as *ex officio* members.
 - e. One member of the Metro Council to serve as a non-voting delegate.
4. **Membership Representation.** The membership must be composed of persons who represent the following experiences, organizations and qualities:
 - a. Has experience overseeing, providing, or delivering Supportive Housing Services;
 - b. Has lived experience of homelessness or severe housing instability;
 - c. Has experience in the development and implementation of supportive housing and other services;
 - d. Has experience in the delivery of culturally-specific services;
 - e. Represents the private-for-profit sector;
 - f. Represents the philanthropic sector;
 - g. Represents communities of color, Indigenous communities, people with low incomes, immigrants and refugees, the LGBTQ+ community, people with disabilities, and other underserved and/or marginalized communities; and
 - h. Represents a continuum of care organization.

A person may represent more than one of the subsections above. The membership must have broad representation and geographical diversity.

5. Terms. Nine of the initial Committee members will serve a one year term, and the Council may reappoint those nine members for up to two additional two-year terms.
6. Oversight Committee Review. Metro may conduct a review of the regional oversight committee's role and effectiveness as appropriate.

SECTION 6. Local Implementation Plans

1. Local implementation plans are intended to document the proposed use of funds and how these uses align with the purposes of the Supportive Housing Services Measure. A plan must be submitted to the Oversight Committee for review and approval before the Metro Council approves it.
2. Local implementation plans must be developed using locally convened and comprehensive engagement processes that prioritize the voices of people with lived experience and from communities of color.
3. The locally convened body that develops the local implementation plan must include a broad array of stakeholders to develop the plan. Each county may convene a new committee or use a standing committee if the standing committee can demonstrate a track record of achieving equitable outcomes in service provisions to regional oversight committee.
4. Members of the convened body that develops the local implementation plan must include:
 - a. People with lived experience of homelessness and/or extreme poverty;
 - b. People from communities of color and other marginalized communities;
 - c. Culturally responsive and culturally specific service providers;
 - d. Elected officials, or their representatives, from the county and cities participating in the regional affordable housing bond;
 - e. Representatives from the business, faith, and philanthropic sectors;
 - f. Representatives of the county/city agencies responsible for implementing homelessness and housing services, and that routinely engage with the unsheltered population;
 - g. Representatives from health and behavioral health who have expertise serving those with health conditions, mental health and/or substance use disorder from culturally responsive and culturally specific service providers; and
 - h. Representation ensuring geographical diversity.

5. Local implementation plans must include the following:
 - a. A strategy for equitable geographic distribution of services within the respective jurisdictional boundary and the Metro district boundary.
 - b. A description of how the key objectives of Metro's Strategic Plan to Advance Racial Equity, Diversity, and Inclusion have been incorporated. This should include a thorough racial equity analysis and strategy that includes: (1) an analysis of the racial disparities among people experiencing homelessness and the priority service population; (2) disparities in access and outcomes in current services for people experiencing homelessness and the priority service population; (3) clearly defined service strategies and resource allocations intended to remedy existing disparities and ensure equitable access to funds; and (4) an articulation of how perspectives of communities of color and culturally specific groups were considered and incorporated.
 - c. A review of current system investments or capacity serving priority populations, an analysis of the nature and extent of gaps in services to meet the needs of the priority population, broken down by service type, household types, and demographic groups.
 - d. A description of the planned investments that includes: (1) the types of services, and how they remedy the service gap analysis; (2) the scale of the investments proposed; (3) the outcomes anticipated; and (4) the service delivery models that will be used in each area of service.
 - e. A plan for coordinating access to services with partnering jurisdictions and service providers across the region.
 - f. A plan for tracking and reporting outcomes annually and as defined through regional coordination.
 - g. A plan to evaluate funded services and programs.
 - h. A description of how funds will be allocated to public and non-profit service providers, including transparent procurement processes, and a description of the workforce equity procurement standards.
 - i. A commitment that funding will be allocated as follows: (a) 75 percent for people who have extremely low incomes and one or more disabling conditions, who are experiencing long-term or frequent episodes of literal homelessness or are at imminent risk of experiencing homelessness; and (b) 25 percent for people who are experiencing homelessness or face/have substantial risk of homelessness.
 - j. A description of how the plan will remove barriers to full participation for organizations and communities by providing stipends, scheduling events at accessible times and locations, and other supportive engagement tactics.
 - k. A description of how the plan will prioritize funding to providers who demonstrate a commitment and delivery to under-served and over-represented populations, with culturally specific and/or linguistic specific services, as well as those programs that have the lowest barriers to entry and actively reach out to communities often screened out of other programs.
6. Each county must provide a report annually on its progress under the local implementation plan to the regional services oversight committee that will discuss progress towards outcomes in each of the service areas identified in the local

implementation plan and a separate analysis of progress toward the implementation of the county's racial equity strategy. Reports will also include municipal investments from cities within Metro who have either increased or decreased contributions to homeless services for the priority population. Existing reports may be used.

7. Metro recognizes that each county may approach program implementation differently depending on the unique needs of its residents and communities. Therefore, it is the policy of the Metro Council that there be sufficient flexibility in implementation to best serve the needs of residents, communities, and those receiving Supportive Housing Services from program funding.

SECTION 7. Allocation of Revenue

1. After Metro has first retained funds necessary to pay for collection of the taxes, Metro may retain up to five percent of the remaining collected funds for administration and oversight as more fully described in Section 14(1).
2. After the funds have been allocated for collection, administration and oversight as set forth in subsection (1), Metro will then allocate the remaining Supportive Housing Services Revenue within each county using the following percentages: 21 1/3 percent to Clackamas County, 45 1/3 percent to Multnomah County and 33 1/3 percent to Washington County.
3. The percentages set forth in subsection (2) apply to revenue for the first two tax years. Thereafter, the percentages may be adjusted to reflect the portion of Supportive Housing Services Revenue actually collected in each county.

SECTION 8. Equity and Community Engagement

1. Metro has adopted a Strategic Plan to Advance Racial Equity, Diversity, and Inclusion which includes specific goals and objectives to ensure that all people who live, work and recreate in the greater Portland region have the opportunity to share in and help define a thriving, livable and prosperous region. A key objective throughout the strategy is a commitment to advance equity related to stable and affordable housing.
2. In implementing the Supporting Housing Services Measure, Metro will rely on the goals and objectives within the Strategic Plan to:
 - Convene regional partners to advance racial equity outcomes in supportive housing services.
 - Meaningfully engage with communities of color, Indigenous communities, people with low incomes and other historically marginalized communities in establishing outcomes and implementing the Supportive Housing Services Program.
 - Produce and provide research and information to support regional jurisdictions in advancing equity efforts.
 - Increase accountability by ensuring involvement of communities of color in establishing goals, outcomes, and implementation and evaluation efforts.

- Increase participation of communities of color in decision-making.
 - Use equity criteria in resource allocation for the Supportive Housing Services Program.
3. Metro will actively work to remove barriers for organizations and communities to ensure full participation by providing stipends, scheduling events at accessible times and locations, and other supportive engagement tactics.

SECTION 9. Prohibition on Displacement of Funds Currently Provided

1. The purpose of the Supportive Housing Services tax is to provide revenue for Supportive Housing Services in addition to revenues provided for those services by the local governments within Metro.
2. In the event that any local government within Metro reduces the funds provided for Supportive Housing Services by that local government, Supportive Housing Services Revenue may not be provided to that local government or be used to provide Supportive Housing Services within the boundaries of that local government. This section is intended to prevent any local government from using Supportive Housing Services Revenue to replace funds currently provided by that local government.
3. A local government may seek a temporary waiver from this section for good cause, including but not limited to a broad economic downturn.

TAX COLLECTION REQUIREMENTS

SECTION 10. Voter Approval Ordinance No. 20-1442; Rates; Exemptions

Metro Council Ordinance No. 20-1442 is approved as follows.

1. Personal Income Tax; Rate.
Beginning tax year 2021, a tax of one percent is imposed on the entire taxable income over \$200,000 if filing jointly and \$125,000 if filing singly on every resident of the district subject to tax under ORS chapter 316 and upon the taxable income over \$200,000 if filing jointly and \$125,000 if filing singly of every nonresident that is derived from sources within the district which income is subject to tax under ORS chapter 316.
2. Business Profits Tax; Rate.
Beginning tax year 2021, a tax of one percent is imposed on the net income of each person doing business within Metro.
3. Exception for Small Businesses. Persons whose gross receipts from all business income, both within and without Metro, amount to less than or equal to \$5 million are exempt from payment of the business profits tax.

4. Exemptions Required by Law. Persons whom Metro is prohibited from taxing under the Constitution or laws of the United States or the Constitution or laws of the State of Oregon, or the Metro Charter are exempt from payment of the taxes set forth in this section.

SECTION 11. Tax Must be Re-Authorized or Discontinued After Ten Years

1. Metro may assess the taxes imposed by section 10 through the tax year ending December 31, 2030.
2. After December 31, 2030, the tax will expire unless reauthorized by the voters on or before that date. After the tax expires, Metro or the entity authorized to collect the tax may continue to take all reasonable and necessary actions to ensure that taxes still owing are paid in full.

SECTION 12. Collection of Funds

1. It is Metro's intent to enter into an intergovernmental agreement with an Oregon taxing agency to collect Supportive Housing Services Revenues.
2. If Metro is unable to enter into an intergovernmental agreement for the collection of Supportive Housing Services Revenues after good faith efforts to do so, Metro may collect the funds.

SECTION 13. Use of Revenues

Unless expressly stated otherwise in this measure, Supportive Housing Services Revenues may only be used for the purposes set forth in Sections 3, 4, 12, and 14. Metro may establish a separate fund or funds for the purpose of receiving and distributing Supportive Housing Services Revenues.

SECTION 14. Administrative Cost Recovery

1. After Metro's tax collection costs are paid, Metro may retain up to five percent of the remaining funds to pay for the costs to disburse the funds and administer and oversee the program. This includes convening and supporting the regional oversight committee; establishing a regional homelessness data collection and reporting program; and supporting tri-county regional collaboration.
2. At least annually the Regional Oversight Committee will consider whether Metro's collection and administrative costs and each county's administrative costs could or should be reduced or increased. The Regional Oversight Committee will recommend to the Metro Council at least once a year as to how Metro can best limit its collection and administrative costs.

3. In establishing a new Supportive Housing Services Revenue fund, it is the policy of the Metro Council to ensure public transparency and accountability regarding the funding, creation and implementation of this program. It is further the policy of the Metro Council to maintain low administrative costs to ensure that the maximum amount possible of the tax revenue is used to achieve the purposes of Supportive Housing Services.

SECTION 15. Use of Funds in Metro Jurisdictional Boundary Only

Although some portion of each of the three recipient counties (Multnomah, Washington and Clackamas) are outside of the Metro jurisdictional boundary, Supportive Housing Services Revenues collected may be spent only for Supportive Housing Services provided within the Metro jurisdictional boundary.

SECTION 16. Accountability of Funds; Audits

1. Each county or local government receiving funds must make an annual report to the Metro Council and the oversight committee on how funds from the taxes have been spent and how those expenditures have affected established homelessness metrics.
2. Every year a public accounting firm must conduct a financial audit of the revenue generated by the taxes and the distribution of that revenue. Metro will make public the audit and any report to the Metro Council regarding the results of the audit. Metro may use the revenue generated by the taxes to pay for the costs of the audit required under this subsection.
3. The revenue and expenditures from the taxes are subject to performance audits conducted by the Office of the Metro Auditor.

SECTION 17. Ownership of Taxpayer Information

Metro is the sole owner of all taxpayer information under the authority of this measure. The Chief Financial Officer has the right to access all taxpayer information for purposes of administration.

SECTION 18. Confidentiality

1. Except as provided in this measure or otherwise required by law, it is unlawful for the Chief Financial Officer, or any elected official, employee, or agent of Metro, or for any person who has acquired information pursuant to this measure to divulge, release, or make known in any manner any financial information or social security numbers submitted or disclosed to Metro under the provisions of this measure and any applicable administrative rules.
2. Nothing in this section prohibits the disclosure of general statistics in a form that would prevent the identification of financial information or social security numbers regarding an individual taxpayer.

SECTION 19. Examination of Books, Records or Persons

The Chief Operating Officer or its designee may examine any books, papers, records, or memoranda, including state and federal income tax returns, to ascertain the correctness of any tax return or to make an estimate of any tax. The Chief Operating Officer or its designee has the authority, after notice, to require verification of taxpayer information in order to carry out the provisions of this measure.

SECTION 20. Conformity to State Laws

1. For the personal income tax, it is Metro's policy to follow the state of Oregon laws and regulations adopted by the Department of Revenue relating to personal income tax. The Supportive Housing Services Revenue will be construed in conformity with laws and regulations imposing taxes on or measured by net income.
2. For the business profits tax, it is Metro's policy to utilize, as guidance, the Multnomah County Business Income Tax rules and procedures.
3. If a question arises regarding the tax on which this measure is silent, the Chief Operating Officer may look to state law for guidance in resolving the question, provided that the determination under state law is not in conflict with any provision of this measure or the state law is otherwise inapplicable.

SECTION 21. Tax as a Debt; Collection Authority

1. The tax imposed by this measure, as well as any penalties and interest, becomes a personal debt due to Metro at the time such liability for the tax is incurred.
2. Metro is authorized to collect any deficient taxes, interest and penalties owed. This includes initiating and defending any civil actions and other legal proceedings.

FURTHER IMPLEMENTATION

SECTION 22. Administrative Rules

The Chief Operating Officer or designee may adopt administrative rules, forms, guides and policies to further implement the provisions of this measure. Any rule adopted by the Chief Operating Officer has the same force and effect as any Metro Code provision. In adopting administrative rules, the Chief Operating Officer or designee may seek guidance from the Oregon Department of Revenue's rules and procedures and Multnomah County's business income tax's rules and procedures.

SECTION 23. Tri-County Planning

1. Metro will annually allocate a portion of resources from its administrative costs to provide the staffing and logistical support to convene and maintain a tri-county homeless services planning body. This body will develop and implement a tri-county initiative that will be responsible for identifying regional goals, strategies, and outcome metrics related to addressing homelessness in the region.
2. The counties must present to the regional services oversight committee for its approval a proposal to implement the tri-county planning requirement.
3. Each county must annually contribute no less than five percent of each of the counties' share of the Supportive Housing Services Revenue to a regional strategy implementation fund.
4. The proposed governance structure of the tri-county planning body must be inclusive of people representing at least the perspectives required in Section 6(4).
5. Within one year of the adoption of the tri-county initiative plan, and as needed thereafter, each county will bring forward amendments to its Local Implementation Plan that incorporate relevant regional goals, strategies, and outcomes measures.

DEFINITIONS

SECTION 24. Definitions

For the purpose of this measure, the terms used are defined as provided in this section unless the context requires otherwise.

Nonresident means an individual who is not a resident within the Metro jurisdictional boundary.

Person means, but is not limited to an individual, a natural person, proprietorship, partnership, limited partnership, family limited partnerships, joint venture (including tenants-in-common arrangements), association, cooperative, trust, estate, corporation, personal holding company, limited liability company, limited liability partnership or any other form of organization for doing business.

Resident means a taxpayer domiciled within the Metro jurisdictional boundary for any portion of the taxable year.

Supportive Housing Services means homeless prevention, support services and rent assistance that stabilize people experiencing homelessness and housing instability, including those specific services described in Section 4.

Supportive Housing Services Revenue means all funds received from the taxes imposed by Section 10.

Tax Year means the taxable year of a person for federal or state income tax purposes.

Taxpayer means any natural person, or married couple or head of household filing a joint return, whose income in whole or in part is subject to the tax imposed by this measure.

SECTION 25. Severability

If a court of competent jurisdiction finds any part, section or provision of this measure to be unconstitutional, illegal or invalid, that finding affects only that part, section or provision of the measure and the remaining parts, sections or provisions remain in full force and effect.

Resolution No. 20-5083, For the Purpose of Referring to Metro Area Voters a Ballot Measure
Authorizing a Personal Income Tax and Business Profits Tax to Provide Funding for Supportive
Housing Services

Resolutions

Metro Council Meeting
Tuesday, February 25, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REFERRING TO METRO AREA	)	RESOLUTION NO. 20-5083
VOTERS A BALLOT MEASURE AUTHORIZING A)	
PERSONAL INCOME TAX AND BUSINESS PROFITS)	
TAX TO PROVIDE FUNDING FOR SUPPORTIVE	)	Introduced by the Metro Council
HOUSING SERVICES)	

WHEREAS, the greater Portland region is facing a severe housing affordability and homelessness crisis, which endangers the health and safety of thousands of our unhoused neighbors. Homelessness is a deeply traumatic and dehumanizing experience that no person should have to endure, regardless of their circumstances; and

WHEREAS, tens of thousands of households in the greater Portland region need supportive housing services, and thousands more need housing assistance, according to the February 2020 ECONorthwest report entitled “Potential Sources and Uses of Revenue to Address the Region’s Homeless Crisis”; and

WHEREAS, communities of color have been directly impacted by a long list of systemic inequities and discriminatory policies that have caused higher rates of housing instability and homelessness among people of color and they are disproportionately represented in the housing affordability and homelessness crisis; and

WHEREAS, in June 2016, the Metro Council adopted its Strategic Plan to Advance Racial Equity, Diversity and Inclusion, which, guided by input from many regional partners and informed by research, identified racial equity as the approach to ensure that all people who live, work and recreate in the greater Portland region have the opportunity to share in and help define a thriving, livable and prosperous place; and

WHEREAS, the housing affordability and homelessness crisis in the greater Portland region impacts us all and requires collective and individual action from every person, business, elected official, and resident that calls the region home; and

WHEREAS, a safe, affordable home is the cornerstone on which all other success is built, and the stable foundation all members of our community need to thrive; and

WHEREAS, the homelessness crisis is an issue of scale and services do not yet match the scope of the crisis; and

WHEREAS, between 2016 and 2018 voters in the region overwhelmingly approved two affordable housing bonds worth nearly \$1 billion, indicating that residents in the region understand the gravity of this crisis and the urgent need to address the crisis; and

WHEREAS, the region can maximize its historic, billion-dollar investment in affordable housing construction and development by securing highly flexible funding to invest in proven, outcome-driven, client-centered solutions like case management, job training, addiction and recovery services, mental

health support, rent assistance (both long- and short-term), homelessness prevention services, housing placement, and other tools people need to be successful; and

WHEREAS, to ensure the program's success, Metro will create an oversight body that is empowered to track all revenue, evaluate program implementation, and take appropriate action to ensure outcomes match intentions; and

WHEREAS, an oversight body will establish a robust oversight structure that is representative of diverse stakeholders, ensures that new revenue raised to fund these critical programs efficiently makes it to frontline service providers, is appropriately leveraged with existing service dollars, and is not used to replace existing funding; and

WHEREAS, success will be based on critically recognized metrics that measure the results of the services provided and evidence that the communities disproportionately impacted are benefiting from the Supportive Housing Services funds; and

WHEREAS, measuring outcomes through such metrics, and providing public transparency and accountability is vital to maintain the long-term support of voters and the community; and

WHEREAS, performance and financial audits of the funds will be necessary to ensure appropriate accountability and transparency; and

WHEREAS, the Metro Council recognizes that although homelessness knows no jurisdictional boundary, local communities are best positioned to provide tailored services to meet local community needs; and

WHEREAS, it is the intent of this measure to provide resources above and beyond those provided by the federal government, the Oregon Legislature, or local government, and therefore the revenue from this measure should not be counted against or used to supplant any federal, state or local monies; and

WHEREAS, a broad coalition of service providers, business leaders, elected officials, and advocates have come together as HereTogether over the course of the last two years to identify the needs, develop strategies, engage communities, and build regional consensus; and

WHEREAS, on February 13, 2020, the Metro Council held a public hearing, at which the chairs of Clackamas, Multnomah, and Washington county commissions, HereTogether, and residents of the entire region gave testimony to the homeless crisis, requesting that Metro refer a ballot measure to address this region-wide crisis; and

WHEREAS, the Metro Council finds that homeless and housing services is a matter of metropolitan concern; now therefore,

BE IT RESOLVED:

1. The Metro Council submits to the qualified voters of the Metro Area the ballot measure attached to this Resolution as Exhibit A, authorizing a personal income tax and business profits tax for the purpose of funding homeless and housing services (the "Supportive Housing Services Ballot Measure"); and

2. The Metro Council certifies the Ballot Title attached to this Resolution as Exhibit B for placing the Supportive Housing Services Ballot Measure on the ballot for the May 19, 2020 Primary Election for legal voters to adopt or reject; and

3. The Metro Council authorizes and directs the Metro Chief Operating Officer, the Metro Chief Financial Officer and the Metro Attorney, or their respective designees (each, an “Authorized Representative”), each acting individually, to file with the county elections official the Ballot Title and a related explanatory statement prepared by the Authorized Representative pursuant to Metro Code Section 9.02.020; and

4. The Metro Council authorizes and directs the Authorized Representative to take all other actions necessary to place the Supportive Housing Services Ballot Measure on the ballot for the May 19, 2020 Primary Election in a manner consistent with and in furtherance of this Resolution; and

5. Upon passage of the Ballot Measure the Metro Attorney will assign the Ballot Measure sections in Exhibit A with title, chapter and section numbers for the Metro Code as the Metro Attorney deems appropriate based on current Metro Code titles, chapters and sections; and

6. Upon passage of the Supportive Housing Services Ballot Measure the Metro Council will take further action to establish rules to enforce and implement the taxes imposed by the measure. This may include rules regarding penalties, interest, filing dates, required forms and documentation, residency determinations for income tax payment purposes, determinations for business profits tax purposes, refunds and deficiencies, audit authority, overpayments, estimated payments, exemptions, appeals from income determinations, legal collection actions and any other provision deemed necessary to effectively and efficiently administer the taxes and achieve the purposes; and

7. Homeless and housing services is a matter of metropolitan concern.

ADOPTED by the Metro Council this ____ day of February 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

The People of Metro ordain as follows:

SUPPORTIVE HOUSING SERVICES OVERVIEW

SECTION 1. Title

The provisions contained herein are to administer the Metro Supportive Housing Services Revenue, referred to as the “Supportive Housing Services Revenue.”

SECTION 2. Finding of Metropolitan Concern

Homeless and housing services is a matter of metropolitan concern over which Metro may exercise jurisdiction.

SECTION 3. Purpose

The Supportive Housing Services Revenue will fund services for people experiencing homelessness and housing instability.

PROGRAM IMPLEMENTATION

SECTION 4. Services and Priorities

Supportive Housing Services Revenue will fund Supportive Housing Services, including: street outreach services; transition and placement services; in-reach, basic survival support, and mental health services; interventions and addiction services (crisis and recovery); physical health services; interventions for people with physical impairments and disabilities; short and long-term rent assistance; eviction prevention; financial literacy, employment, job training and retention education; peer support services; workplace supports; benefits, navigation and attainment (veteran benefits, SSI, SSDI, other benefits); landlord tenant education and legal services; fair housing advocacy; shelter services; bridge/transitional housing placement; discharge interventions; permanent supportive housing services; affordable housing and rental assistance and other supportive services. Supportive Housing Services Revenue and Supportive Housing Services will first address the unmet needs of people who are experiencing or at risk of experiencing long-term or frequent episodes of homelessness. Supportive Housing Services Revenue and Supportive Housing Services will be prioritized in a manner that provides equitable access to people of color and other historically marginalized communities.

SECTION 5. Oversight Committee

1. **Committee Established.** A 20-member regional oversight committee (hereafter, “Supportive Housing Services Regional Oversight Committee” or “Regional Oversight Committee”) will oversee the Supportive Housing Services Program.
2. **Purpose and Authority.** The purpose and authority of the Supportive Housing Services Regional Oversight Committee is to:
 - a. Evaluate local implementation plans, recommend changes as necessary to achieve program goals and guiding principles, and make recommendations to Metro Council for approval;
 - b. Accept and review annual reports for consistency with approved local implementation plans;
 - c. Monitor financial aspects of program administration, including review of program expenditures; and
 - d. Provide annual reports and presentations to Metro Council and Clackamas, Multnomah, and Washington County Boards of Commissioners assessing performance, challenges, and outcomes.
3. **Membership.** The Supportive Housing Services Community Oversight Committee is composed of 20 members, as follows:
 - a. Five members from Clackamas County.
 - b. Five members from Multnomah County.
 - c. Five members from Washington County.
 - d. One representative from each of the Clackamas, Washington, and Multnomah County Board of Commissioners and the Portland City Council to serve as *ex officio* members.
 - e. One member of the Metro Council to serve as a non-voting delegate.
4. **Membership Representation.** The membership must be composed of persons who represent the following experiences, organizations and qualities:
 - a. Has experience overseeing, providing, or delivering Supportive Housing Services;
 - b. Has lived experience of homelessness or severe housing instability;
 - c. Has experience in the development and implementation of supportive housing and other services;
 - d. Has experience in the delivery of culturally-specific services;
 - e. Represents the private-for-profit sector;
 - f. Represents the philanthropic sector;
 - g. Represents communities of color, Indigenous communities, people with low incomes, immigrants and refugees, the LGBTQ+ community, people with disabilities, and other underserved and/or marginalized communities; and
 - h. Represents a continuum of care organization.

A person may represent more than one of the subsections above. The membership must have broad representation and geographical diversity.

5. Terms. Nine of the initial Committee members will serve a one year term, and the Council may reappoint those nine members for up to two additional two-year terms.
6. Oversight Committee Review. Metro may conduct a review of the regional oversight committee's role and effectiveness as appropriate.

SECTION 6. Local Implementation Plans

1. Local implementation plans are intended to document the proposed use of funds and how these uses align with the purposes of the Supportive Housing Services Measure. A plan must be submitted to the Oversight Committee for review and approval before the Metro Council approves it.
2. Local implementation plans must be developed using locally convened and comprehensive engagement processes that prioritize the voices of people with lived experience and from communities of color.
3. The locally convened body that develops the local implementation plan must include a broad array of stakeholders to develop the plan. Each county may convene a new committee or use a standing committee if the standing committee can demonstrate a track record of achieving equitable outcomes in service provisions to regional oversight committee.
4. Members of the convened body that develops the local implementation plan must include:
 - a. People with lived experience of homelessness and/or extreme poverty;
 - b. People from communities of color and other marginalized communities;
 - c. Culturally responsive and culturally specific service providers;
 - d. Elected officials, or their representatives, from the county and cities participating in the regional affordable housing bond;
 - e. Representatives from the business, faith, and philanthropic sectors;
 - f. Representatives of the county/city agencies responsible for implementing homelessness and housing services, and that routinely engage with the unsheltered population;
 - g. Representatives from health and behavioral health who have expertise serving those with health conditions, mental health and/or substance use disorder from culturally responsive and culturally specific service providers; and
 - h. Representation ensuring geographical diversity.

5. Local implementation plans must include the following:
 - a. A strategy for equitable geographic distribution of services within the respective jurisdictional boundary and the Metro district boundary.
 - b. A description of how the key objectives of Metro's Strategic Plan to Advance Racial Equity, Diversity, and Inclusion have been incorporated. This should include a thorough racial equity analysis and strategy that includes: (1) an analysis of the racial disparities among people experiencing homelessness and the priority service population; (2) disparities in access and outcomes in current services for people experiencing homelessness and the priority service population; (3) clearly defined service strategies and resource allocations intended to remedy existing disparities and ensure equitable access to funds; and (4) an articulation of how perspectives of communities of color and culturally specific groups were considered and incorporated.
 - c. A review of current system investments or capacity serving priority populations, an analysis of the nature and extent of gaps in services to meet the needs of the priority population, broken down by service type, household types, and demographic groups.
 - d. A description of the planned investments that includes: (1) the types of services, and how they remedy the service gap analysis; (2) the scale of the investments proposed; (3) the outcomes anticipated; and (4) the service delivery models that will be used in each area of service.
 - e. A plan for coordinating access to services with partnering jurisdictions and service providers across the region.
 - f. A plan for tracking and reporting outcomes annually and as defined through regional coordination.
 - g. A plan to evaluate funded services and programs.
 - h. A description of how funds will be allocated to public and non-profit service providers, including transparent procurement processes, and a description of the workforce equity procurement standards.
 - i. A commitment that funding will be allocated as follows: (a) 75 percent for people who have extremely low incomes and one or more disabling conditions, who are experiencing long-term or frequent episodes of literal homelessness or are at imminent risk of experiencing homelessness; and (b) 25 percent for people who are experiencing homelessness or face/have substantial risk of homelessness.
 - j. A description of how the plan will remove barriers to full participation for organizations and communities by providing stipends, scheduling events at accessible times and locations, and other supportive engagement tactics.
 - k. A description of how the plan will prioritize funding to providers who demonstrate a commitment and delivery to under-served and over-represented populations, with culturally specific and/or linguistic specific services, as well as those programs that have the lowest barriers to entry and actively reach out to communities often screened out of other programs.
6. Each county must provide a report annually on its progress under the local implementation plan to the regional services oversight committee that will discuss progress towards outcomes in each of the service areas identified in the local

implementation plan and a separate analysis of progress toward the implementation of the county's racial equity strategy. Reports will also include municipal investments from cities within Metro who have either increased or decreased contributions to homeless services for the priority population. Existing reports may be used.

7. Metro recognizes that each county may approach program implementation differently depending on the unique needs of its residents and communities. Therefore, it is the policy of the Metro Council that there be sufficient flexibility in implementation to best serve the needs of residents, communities, and those receiving Supportive Housing Services from program funding.

SECTION 7. Allocation of Revenue

1. After Metro has first retained funds necessary to pay for collection of the taxes, Metro may retain up to five percent of the remaining collected funds for administration and oversight as more fully described in Section 14(1).
2. After the funds have been allocated for collection, administration and oversight as set forth in subsection (1), Metro will then allocate the remaining Supportive Housing Services Revenue within each county using the following percentages: 21 1/3 percent to Clackamas County, 45 1/3 percent to Multnomah County and 33 1/3 percent to Washington County.
3. The percentages set forth in subsection (2) apply to revenue for the first two tax years. Thereafter, the percentages may be adjusted to reflect the portion of Supportive Housing Services Revenue actually collected in each county.

SECTION 8. Equity and Community Engagement

1. Metro has adopted a Strategic Plan to Advance Racial Equity, Diversity, and Inclusion which includes specific goals and objectives to ensure that all people who live, work and recreate in the greater Portland region have the opportunity to share in and help define a thriving, livable and prosperous region. A key objective throughout the strategy is a commitment to advance equity related to stable and affordable housing.
2. In implementing the Supporting Housing Services Measure, Metro will rely on the goals and objectives within the Strategic Plan to:
 - Convene regional partners to advance racial equity outcomes in supportive housing services.
 - Meaningfully engage with communities of color, Indigenous communities, people with low incomes and other historically marginalized communities in establishing outcomes and implementing the Supportive Housing Services Program.
 - Produce and provide research and information to support regional jurisdictions in advancing equity efforts.
 - Increase accountability by ensuring involvement of communities of color in establishing goals, outcomes, and implementation and evaluation efforts.

- Increase participation of communities of color in decision-making.
 - Use equity criteria in resource allocation for the Supportive Housing Services Program.
3. Metro will actively work to remove barriers for organizations and communities to ensure full participation by providing stipends, scheduling events at accessible times and locations, and other supportive engagement tactics.

SECTION 9. Prohibition on Displacement of Funds Currently Provided

1. The purpose of the Supportive Housing Services tax is to provide revenue for Supportive Housing Services in addition to revenues provided for those services by the local governments within Metro.
2. In the event that any local government within Metro reduces the funds provided for Supportive Housing Services by that local government, Supportive Housing Services Revenue may not be provided to that local government or be used to provide Supportive Housing Services within the boundaries of that local government. This section is intended to prevent any local government from using Supportive Housing Services Revenue to replace funds currently provided by that local government.
3. A local government may seek a temporary waiver from this section for good cause, including but not limited to a broad economic downturn.

TAX COLLECTION REQUIREMENTS

SECTION 10. Voter Approval Ordinance No. 20-1442; Rates; Exemptions

Metro Council Ordinance No. 20-1442 is approved as follows.

1. Personal Income Tax; Rate.
Beginning tax year 2021, a tax of one percent is imposed on the entire taxable income over \$200,000 if filing jointly and \$125,000 if filing singly on every resident of the district subject to tax under ORS chapter 316 and upon the taxable income over \$200,000 if filing jointly and \$125,000 if filing singly of every nonresident that is derived from sources within the district which income is subject to tax under ORS chapter 316.
2. Business Profits Tax; Rate.
Beginning tax year 2021, a tax of one percent is imposed on the net income of each person doing business within Metro.
3. Exception for Small Businesses. Persons whose gross receipts from all business income, both within and without Metro, amount to less than or equal to \$5 million are exempt from payment of the business profits tax.

4. Exemptions Required by Law. Persons whom Metro is prohibited from taxing under the Constitution or laws of the United States or the Constitution or laws of the State of Oregon, or the Metro Charter are exempt from payment of the taxes set forth in this section.

SECTION 11. Tax Must be Re-Authorized or Discontinued After Ten Years

1. Metro may assess the taxes imposed by section 10 through the tax year ending December 31, 2030.
2. After December 31, 2030, the tax will expire unless reauthorized by the voters on or before that date. After the tax expires, Metro or the entity authorized to collect the tax may continue to take all reasonable and necessary actions to ensure that taxes still owing are paid in full.

SECTION 12. Collection of Funds

1. It is Metro's intent to enter into an intergovernmental agreement with an Oregon taxing agency to collect Supportive Housing Services Revenues.
2. If Metro is unable to enter into an intergovernmental agreement for the collection of Supportive Housing Services Revenues after good faith efforts to do so, Metro may collect the funds.

SECTION 13. Use of Revenues

Unless expressly stated otherwise in this measure, Supportive Housing Services Revenues may only be used for the purposes set forth in Sections 3, 4, 12, and 14. Metro may establish a separate fund or funds for the purpose of receiving and distributing Supportive Housing Services Revenues.

SECTION 14. Administrative Cost Recovery

1. After Metro's tax collection costs are paid, Metro may retain up to five percent of the remaining funds to pay for the costs to disburse the funds and administer and oversee the program. This includes convening and supporting the regional oversight committee; establishing a regional homelessness data collection and reporting program; and supporting tri-county regional collaboration.
2. At least annually the Regional Oversight Committee will consider whether Metro's collection and administrative costs and each county's administrative costs could or should be reduced or increased. The Regional Oversight Committee will recommend to the Metro Council at least once a year as to how Metro can best limit its collection and administrative costs.

3. In establishing a new Supportive Housing Services Revenue fund, it is the policy of the Metro Council to ensure public transparency and accountability regarding the funding, creation and implementation of this program. It is further the policy of the Metro Council to maintain low administrative costs to ensure that the maximum amount possible of the tax revenue is used to achieve the purposes of Supportive Housing Services.

SECTION 15. Use of Funds in Metro Jurisdictional Boundary Only

Although some portion of each of the three recipient counties (Multnomah, Washington and Clackamas) are outside of the Metro jurisdictional boundary, Supportive Housing Services Revenues collected may be spent only for Supportive Housing Services provided within the Metro jurisdictional boundary.

SECTION 16. Accountability of Funds; Audits

1. Each county or local government receiving funds must make an annual report to the Metro Council and the oversight committee on how funds from the taxes have been spent and how those expenditures have affected established homelessness metrics.
2. Every year a public accounting firm must conduct a financial audit of the revenue generated by the taxes and the distribution of that revenue. Metro will make public the audit and any report to the Metro Council regarding the results of the audit. Metro may use the revenue generated by the taxes to pay for the costs of the audit required under this subsection.
3. The revenue and expenditures from the taxes are subject to performance audits conducted by the Office of the Metro Auditor.

SECTION 17. Ownership of Taxpayer Information

Metro is the sole owner of all taxpayer information under the authority of this measure. The Chief Financial Officer has the right to access all taxpayer information for purposes of administration.

SECTION 18. Confidentiality

1. Except as provided in this measure or otherwise required by law, it is unlawful for the Chief Financial Officer, or any elected official, employee, or agent of Metro, or for any person who has acquired information pursuant to this measure to divulge, release, or make known in any manner any financial information or social security numbers submitted or disclosed to Metro under the provisions of this measure and any applicable administrative rules.
2. Nothing in this section prohibits the disclosure of general statistics in a form that would prevent the identification of financial information or social security numbers regarding an individual taxpayer.

SECTION 19. Examination of Books, Records or Persons

The Chief Operating Officer or its designee may examine any books, papers, records, or memoranda, including state and federal income tax returns, to ascertain the correctness of any tax return or to make an estimate of any tax. The Chief Operating Officer or its designee has the authority, after notice, to require verification of taxpayer information in order to carry out the provisions of this measure.

SECTION 20. Conformity to State Laws

1. For the personal income tax, it is Metro's policy to follow the state of Oregon laws and regulations adopted by the Department of Revenue relating to personal income tax. The Supportive Housing Services Revenue will be construed in conformity with laws and regulations imposing taxes on or measured by net income.
2. For the business profits tax, it is Metro's policy to utilize, as guidance, the Multnomah County Business Income Tax rules and procedures.
3. If a question arises regarding the tax on which this measure is silent, the Chief Operating Officer may look to state law for guidance in resolving the question, provided that the determination under state law is not in conflict with any provision of this measure or the state law is otherwise inapplicable.

SECTION 21. Tax as a Debt; Collection Authority

1. The tax imposed by this measure, as well as any penalties and interest, becomes a personal debt due to Metro at the time such liability for the tax is incurred.
2. Metro is authorized to collect any deficient taxes, interest and penalties owed. This includes initiating and defending any civil actions and other legal proceedings.

FURTHER IMPLEMENTATION

SECTION 22. Administrative Rules

The Chief Operating Officer or designee may adopt administrative rules, forms, guides and policies to further implement the provisions of this measure. Any rule adopted by the Chief Operating Officer has the same force and effect as any Metro Code provision. In adopting administrative rules, the Chief Operating Officer or designee may seek guidance from the Oregon Department of Revenue's rules and procedures and Multnomah County's business income tax's rules and procedures.

SECTION 23. Tri-County Planning

1. Metro will annually allocate a portion of resources from its administrative costs to provide the staffing and logistical support to convene and maintain a tri-county homeless services planning body. This body will develop and implement a tri-county initiative that will be responsible for identifying regional goals, strategies, and outcome metrics related to addressing homelessness in the region.
2. The counties must present to the regional services oversight committee for its approval a proposal to implement the tri-county planning requirement.
3. Each county must annually contribute no less than five percent of each of the counties' share of the Supportive Housing Services Revenue to a regional strategy implementation fund.
4. The proposed governance structure of the tri-county planning body must be inclusive of people representing at least the perspectives required in Section 6(4).
5. Within one year of the adoption of the tri-county initiative plan, and as needed thereafter, each county will bring forward amendments to its Local Implementation Plan that incorporate relevant regional goals, strategies, and outcomes measures.

DEFINITIONS

SECTION 24. Definitions

For the purpose of this measure, the terms used are defined as provided in this section unless the context requires otherwise.

Nonresident means an individual who is not a resident within the Metro jurisdictional boundary.

Person means, but is not limited to an individual, a natural person, proprietorship, partnership, limited partnership, family limited partnerships, joint venture (including tenants-in-common arrangements), association, cooperative, trust, estate, corporation, personal holding company, limited liability company, limited liability partnership or any other form of organization for doing business.

Resident means a taxpayer domiciled within the Metro jurisdictional boundary for any portion of the taxable year.

Supportive Housing Services means homeless prevention, support services and rent assistance that stabilize people experiencing homelessness and housing instability, including those specific services described in Section 4.

Supportive Housing Services Revenue means all funds received from the taxes imposed by Section 10.

Tax Year means the taxable year of a person for federal or state income tax purposes.

Taxpayer means any natural person, or married couple or head of household filing a joint return, whose income in whole or in part is subject to the tax imposed by this measure.

SECTION 25. Severability

If a court of competent jurisdiction finds any part, section or provision of this measure to be unconstitutional, illegal or invalid, that finding affects only that part, section or provision of the measure and the remaining parts, sections or provisions remain in full force and effect.

Exhibit B to Resolution No. 20-5083

BALLOT TITLE

Caption: Provides homeless services through higher earners' tax, business profits tax.
(10 words or less)

Question: Should Metro support homeless services, tax income over \$200,000/\$125,000
(20 words or less) (joint/single), profits on businesses with income over \$5 million?

Summary: Measure funds supportive housing services to prevent and reduce homelessness in
(175 words or less) Washington, Clackamas, and Multnomah counties. Prioritizes services to address unmet needs of people experiencing or at risk of experiencing long-term or frequent episodes of homelessness. Services funded by a marginal income tax of 1% on households with income over \$200,000 (over \$125,000 for individual filers) and a business profits tax of 1%. Income tax applies to resident income, and to non-resident income earned from sources within district. Exempts small businesses with gross receipts of \$5 million per year or less.

Declares funding for homelessness services a matter of metropolitan concern, directs regional funding to local services agencies, requires community engagement to develop localized implementation plans. Allocates funds to counties by estimated revenue collected within each county. Establishes community oversight committee to evaluate and approve local plans, monitor program outcomes and uses of funds. Requires creation of tri-county homeless services coordination plan.

Requires performance reviews and independent financial audits. Metro administrative and oversight costs limited to 5%. Requires voter approval to continue tax after 2030.

Resolution No. 20-5085, For the Purpose of Recognizing the HereTogether Framework for Supportive Housing Services and Directing the Development of a Work Plan

Resolutions

Metro Council Meeting
Tuesday, February 25, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RECOGNIZING THE) RESOLUTION NO. 20-5085
HERETOGETHER FRAMEWORK FOR)
SUPPORTIVE HOUSING SERVICES AND) Introduced by the Metro Council
DIRECTING THE DEVELOPMENT OF A)
WORK PLAN)

WHEREAS, the greater Portland region is facing a severe housing affordability and homelessness crisis, which endangers the health and safety of thousands of our unhoused neighbors. Homelessness is a deeply traumatic and dehumanizing experience that no person should have to endure, regardless of their circumstances; and

WHEREAS, tens of thousands of households in the greater Portland region need supportive housing services, and thousands more need housing assistance, according to the February 2020 ECONorthwest report entitled “Potential Sources and Uses of Revenue to Address the Region’s Homeless Crisis”; and

WHEREAS, communities of color have been directly impacted by a long list of systemic inequities and discriminatory policies that have caused higher rates of housing instability and homelessness among people of color and they are disproportionately represented in the housing affordability and homelessness crisis; and

WHEREAS, the housing affordability and homelessness crisis in the greater Portland region impacts us all and requires collective and individual action from every person, business, elected official, and resident that calls the region home; and

WHEREAS, a safe, affordable home is the cornerstone on which all other success is built, and the stable foundation all members of our community need to thrive; and

WHEREAS, the homelessness crisis is an issue of scale and services do not yet match the scope of the crisis; and

WHEREAS, a broad coalition of service providers, business leaders, elected officials, and advocates have come together as HereTogether over the course of the last two years to identify the needs, develop strategies, engage communities, and build regional consensus, which led to the development of a “Regional Policy Framework” and a “Governance Framework”; and

WHEREAS, the Regional Policy Framework presents a vision of services and investments to address homelessness and housing instability; and

WHEREAS, the Regional Policy Framework presents a strategy for providing homeless and support services to achieve housing stability; and

WHEREAS, Metro recognizes the community outreach and collaboration by HereTogether to build a broad coalition of service providers, business and philanthropic representatives, and community members; and

WHEREAS, the Governance Framework represents broad agreement among these coalition partners about the goals, purposes, and outcomes for implementation of the supportive housing services ballot measure; and

WHEREAS, continued regional collaboration with the broad coalition convened by HereTogether, as well as local governments and service providers, is necessary to implement the strategies and achieve the goals and strategies; now therefore,

BE IT RESOLVED:

1. That the Metro Council directs staff to use the Regional Policy Framework, attached as Exhibit A, and the Governance Framework, attached as Exhibit B, for further planning and implementation with Metro, local governments, service providers and other implementers, and the community, and to report on a regular basis to the Metro Council on progress made toward the development of a Supportive Housing Services work plan.
2. That the Metro Council commits to open, inclusive, and transparent community engagement in the development of the work plan and implementation of the measure, including ongoing consultation and coordination with service providers, HereTogether and jurisdictional partners.

ADOPTED by the Metro Council this _____ day of February 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Regional Policy Framework: Funding Priorities

Introduction

The HereTogether Coalition is pursuing a dedicated source of funding for homeless services and housing stability. The purpose of this document is to guide the creation, distribution, accountability, and oversight of supportive service funds we intend to be approved by voters at a future election.

We are guided by the belief that a safe, affordable home is the cornerstone on which all other success is built, and the stable foundation all members of our community need to thrive. We value a community where all of our neighbors have a safe, affordable place to call home, and recognize that the housing affordability and homelessness crisis in the Portland Metro region impacts all of us. This crisis requires collective and individual action from every person, business, elected official, and resident that calls the region home. We believe we can come together to fund solutions that match the scale and scope of the issue.

We recognize that communities of color have been directly impacted by a long list of systemic inequities and discriminatory policies that have caused higher rates of housing instability and homelessness among people of color. Communities of color are disproportionately represented in the housing affordability and homelessness crisis, thus our efforts emphasize the need to focus on equity.

We have come together as a coalition of business leaders, elected officials, service providers, advocates, faith communities, culturally-specific providers, and people with lived experience of homelessness and housing insecurity understanding that it will take all of us to meaningfully address the Portland Metro region's housing affordability and homeless crisis.

We understand that our housing affordability and homelessness crisis is an issue of scale because, as we know, our services do not yet match the scope of the crisis. We understand that thousands of our neighbors experiencing homelessness and extreme poverty want to improve their situations, but for lack of resources, in many cases, all they can do is get on long waiting lists. We want to ensure that supportive services are available when they can be most effective — not weeks or months in the future, but right away.

We believe we can maximize our region's historic, billion-dollar investment in sticks and bricks affordable housing construction and development by securing highly flexible funding to invest in proven, outcome-driven, client-centered solutions like case management, job training, addiction and recovery services, mental health support, rent assistance (both long- and short-term), homelessness prevention services, housing placement, and other tools people need to be successful.

While we anticipate the funds will be initially prioritized for those experiencing chronic homelessness, as well as those most at risk of losing their homes and entering chronic or long-term homelessness, we have kept our strategies broad with the hope that they can remain client-centered with a focus on equity. As our regional partners address and stabilize these populations with various housing options, we anticipate the funds will be reprioritized to support other populations affected by our housing affordability crisis from becoming homeless. In doing so, we believe those who have experienced chronic or sporadic homelessness, as well as our region's lowest-income residents who might be at risk of homelessness, will have the greatest opportunity to thrive in our community over the lifetime of the investment.

Our Unique Opportunity: Why we must act now

The Portland Metro region is facing a severe housing affordability and homelessness crisis, which endangers the health and safety of thousands of our unhoused neighbors. Homelessness is a deeply traumatic and dehumanizing experience that no person should have to endure, regardless of their circumstances. Many of our neighbors are one missed paycheck or one unexpected medical expense away from homelessness. Seniors, children, people of color, people who identify as LGBTQ+, women, persons with disabilities, youth exiting foster care, people with criminal records, victims of domestic violence, unaccompanied homeless youth, and people living with certain chronic health conditions are disproportionately represented in our homeless population and most at risk of chronic homelessness.

We know that homelessness and the need to house our neighbors is a top priority for residents of all three counties in the Portland Metropolitan area. Between 2016 and 2018 voters in the region overwhelmingly approved two affordable housing bonds worth nearly \$1 billion, which will add more than 5,300 permanently affordable homes to our region. We now have a unique opportunity to capitalize on those victories and our community's priorities to enact measurable improvement on the lives of low-income residents in our region, and livability for everyone, while ensuring that for every one person this funding moves off the street, two more will not end up in similar predicaments.

We are seeking funds that will take these bond investments in affordable housing to the next level. The Portland Metro region already has a strong network of community members, nonprofit agencies, government bureaus, and faith communities working together to find creative solutions that support our neighbors experiencing homelessness and extreme poverty. We are aiming to increase funding for their service-based work at a scale that matches the need evident on our streets and in our community, is client-focused, and helps people who have experienced homelessness successfully transition to housing and remain in their homes. We recognize that funding supportive services will not be enough, and that in order for programs to reach the populations they are designed to serve, we must fund experienced, trained, frontline outreach programs to actively intervene and actively connect people to services. We recognize that the crisis is immediate, but scaling up will take time and therefore immediate needs in terms of prevention and safety from the streets, including providing safe shelter and public health options, will need to be immediately available.

Caseworkers, nonprofit providers, government agencies, and faith communities help thousands of our neighbors experiencing homelessness get into housing every year, while helping thousands more remain stably housed. We have done this in spite of the federal government dramatically cutting funding for affordable housing and homelessness services. Research demonstrates that the longer someone is experiencing homelessness the harder it is for them to regain stability.

Our Approach

We propose alleviating people's homelessness in our community by:

- I. **Providing client-centered wraparound, highly flexible services, and creating genuine economic opportunity** for people who are currently experiencing homelessness and those populations most at risk of becoming homeless. These may include investing in a robust workforce of case managers who can help them navigate the existing systems and understand the services available to them, supporting with mental health and recovery services, providing rent assistance, helping those who are currently on the streets with street outreach programs that will transition people off the streets, job training, social security and benefits navigation and more.
- II. **Constantly striving to work together and improve our systems** by aligning our work, cultivating public, private, faith community, and nonprofit partnerships, and funding proven and innovative programs and services.
- III. **Transparency, Outcomes And Oversight:** We recognize that in order to earn and maintain community support, success will be based on critically recognized metrics that measure the results of the service provided and evidence that the communities disproportionately impacted are benefiting. We must establish a robust governance and oversight structure that is representative of diverse stakeholders, ensures that new revenue raised to fund these critical programs efficiently makes it to frontline service providers, is appropriately leveraged with existing service dollars, and is not used to replace existing funding. An official oversight entity must be legally empowered to track all revenue, evaluate program implementation, and take appropriate action to ensure outcomes match intentions. The regional oversight committee will have the power to approve or deny local implementation plans that do not meet this criteria. A new tax dedicated to these services will require periodic voter approval to be renewed.

**Please see our attached strategy document for more information.*

Our Desired Outcomes

We expect to reduce unsheltered and sheltered homeless populations by maximizing the potential of our region's new investments in affordable housing, to help those who are currently on the streets, and to help vulnerable residents succeed in remaining in their homes. To do this we will:

- Secure the stable, ongoing revenue necessary to reduce homelessness across our region, and prevent people from becoming homeless. The revenue mechanism should match the scale of the problem and should be flexible enough to meet the needs of individual people, and the changing realities of homelessness and poverty in our region so we can respond to needs for years to come.
- As our transitional housing and affordable housing stock expands, neighbors experiencing chronic homelessness are successfully, permanently housed because they received the help they needed. This will be tracked using annual research including the HUD Point in Time Count.
- Use additional funds secured to fully realize the value of existing capital construction dollars, and existing service investments across the community. We need region-wide systems to assess, inventory and integrate existing efforts while investing in proven solutions that combat chronic homelessness. We believe regional collaboration and innovation between local governments, culturally responsive and client-centered service providers, the faith community, nonprofits, and community-based organizations is a key way to measure our success and make an impact.
- Ensure that we are lowering the number of individuals experiencing long-term and new homelessness to prevent a net-negative effect. We must minimize the chance that people become homeless and minimize the amount of time they spend doubled up, couch surfing or on the streets if they do.
- Services should be client-centered, culturally-responsive, with demonstrated commitment to prioritizing equity with a focus on leading with race in service provision and outcomes.
- Grow and strengthen availability of services that promote education and access to justice for those most at risk of losing their homes.
- Once the funds are successfully secured, community-based oversight will oversee implementation of the principles outlined in this document.

Our Guiding Principles

- **Focus on equity and lead with race.** People in communities disproportionately impacted by homelessness must have a leadership role in shaping programs and services. In addition, we must improve outcomes through targeted investments and by expanding culturally specific and responsive services in all counties. When we directly address the barriers people of color face, we also remove barriers from other disadvantaged groups and create solutions that work for everyone. Leading with race begins the reversal of a long list of systems and policies that have caused disproportionate rates of housing instability and homelessness among people of color, including exclusionary zoning laws, overcharging for housing, disproportionate rates of evictions, fewer opportunities for home-ownership, gentrification, and persistent, significant disparities in economic opportunity.
- In order to **prioritize equitable outcomes**, we expect a robust racial equity lens, will be employed that outlines expected results, data collection and analysis, community engagement,

targeted strategies and approaches, implementation and accountability. County level oversight and planning boards shall adopt a racial equity plan to guide their work.

- We know that the only way to truly end homelessness is to make sure people are housed. Thus, funds raised from this measure will **prioritize getting people permanently housed**.
- Homelessness is a multi-dimensional problem which necessitates active, sustained **region-wide collaboration** among counties, cities, other public agencies, nonprofit, business and community partners.
- We will be **transparent** in our motives, work collectively to solve issues, and share our successes.
- Understanding that people who are homeless are experts in their own experience, we will **center their perspectives** and experiences whenever possible.
- We will be **provider-informed** in developing and adopting strategies for reducing homelessness using client-centered approaches and culturally responsive support.
- **Efficient and measurable outcomes**. We will require defined outcomes based on broadly recognized public metrics that measure the number of people currently experiencing homelessness in the region. This transparency and accountability is vital to maintain the long term support of voters and the community.
- We will **stay accountable to long-term impact** by requiring and supporting innovative and evidence-based programs and services with concurrent data analysis to evaluate progress toward stated goals, prioritizing equity, aligning systems and processes that ensure public accountability, and ensuring ongoing communication and feedback from individuals served to maximize the effectiveness of service delivery.



STRATEGY

Provide client-centered wraparound, highly flexible services, and genuine economic opportunity

A. Expand case management and outreach services by:

1. Prioritizing permanent supportive housing services.
2. Expanding professionally trained, culturally appropriate street outreach programs to actively connect people who are chronically homeless with services and housing.
3. Expanding access to culturally responsive and appropriate service providers in all counties.
4. Increasing flexible funding streams to help people transition out of homelessness.
5. Address the immediate crisis at hand by helping those who are currently on the streets with outreach and basic survival support designed to help them move into housing and support services.
6. Use best practices, including assertive engagement, along with emerging research to place client need and experience at the center of solutions.

B. Expand clinical services by:

1. Improving access to behavioral health: mental health services and interventions, and addiction services to support people in crisis and people in recovery.
2. Expanding access to services and interventions for people with physical impairments and disabilities.

C. Increase access to income opportunities including:

1. Financial literacy, employment, job training and retention, education, peer support services and workplace supports.
2. Assisting individuals to access veterans benefits, Social Security, disability income, and other benefits.

D. Homeless prevention to include:

1. Rent assistance, displacement, eviction prevention services, education and legal services among other programs, for those most at risk of becoming homeless to prevent a net-negative effect, ensuring people can remain successfully housed.
2. Prevention services tailored to rural households.

E Expand access to housing placements that are affordable and culturally appropriate to our community's most vulnerable, including:

1. Maximize federal, state, and local housing programs and subsidies that meet the needs of individuals where they are.
2. Shelters, bridge/transitional housing placements, including for people exiting institutions, foster care, etc. so unsheltered homeless individuals are provided the option to sleep indoors.
3. Long-term housing subsidies for the elderly, those disproportionately at-risk of long-term homelessness, youth and people with disabilities.

Constantly strive to work together and improve our systems

F. Improve systems coordination, state, and regional alignment by:

1. Incentivizing regional coordination efforts, including data collection, and use metrics that measure the size of the region's sheltered and unsheltered homeless population.
2. Maximizing resources by leveraging existing local, state and federal service dollars and other investments and coordinate with other services (Medicaid, hospitals, jails, child welfare, aging services, etc.).
3. Encouraging innovation and collaboration with nonprofit, business, faith communities, government agencies, etc.

Transparency, outcomes and oversight

G. Be transparent, outcome-driven and allow for strong community oversight of the funds, program implementation and evaluation of outcomes.

1. Align systems and processes to ensure public accountability through data analysis and program evaluation and ongoing communication and feedback from individuals served to maximize the effectiveness of service delivery.
2. Use incentives, including matching or challenge grants and funding and other strategies, to ensure that existing community investments are increased and not reduced.
3. Employ a racial equity lens to prioritize equitable outcomes for communities that are overrepresented in our homeless population, are most-at-risk of chronic homelessness, and/or have been historically marginalized.



Governance Framework--Final

Amendments, edits and final agreements approved by HereTogether Advisory Committee
February 21, 2020

1) Regional Oversight

- a) Expand scope of existing Metro Housing Bond Oversight committee, or use it as a model to create new committee to oversee homeless services.
- b) Expansion of existing oversight committee or creation of a new committee includes:

- i) Composition and membership of Regional Services Oversight Committee:**

- 1) Convener of body:** Metro

- 2) Purpose of body:** Monitor the ongoing implementation of the Regional Services Initiative by the counties on behalf of Metro, the county boards and the public.

- 3) Selection of members**

- (a) To be finalized by ballot drafting sub-committee.*

- 4) Membership number and composition**

- (a) Total of 18 members, 15 voting members, 3 ex-officio*

- (b) Metro must ensure that appointments achieve the following representation:*

- (i) Voting membership must comprise 50% people of color.*

- (ii) Have demonstrated experience in overseeing, providing or administering services as defined in Section 7.*

- (iii) Have lived experience of homelessness or severe housing instability.*

- (iv) Have experience in the development and implementation of supportive housing and other services including behavioral health, designed to serve the priority population.*

- (v) Have experience in the delivery of culturally specific services.*

- (vi) Represent the private for-profit sector.
- (vii) Represent the philanthropic sector.
- (viii) Represent communities of color, Indigenous communities, people with low incomes, immigrants and refugees, the LGBTQ+ community, people with disabilities, and other underserved and/or marginalized communities.
- (ix) Representative from continuum of care.
- (x) Representatives from each county's commission will serve as ex-officio members.

5) Considerations for Convener

- (a) One person may represent more than one of the required perspectives.
- (b) Counties should ensure geographic representation from within the Metro boundaries of each of the respective counties.
- (c) Provide stipends or other resources to support member participation.
- (d) Metro may contract with an independent 501(c)3, housing authority, or other government agency for staffing and research support.
- (e) New or existing committees may be used to achieve this.

6) Responsibilities of Regional Oversight Committee

- (a) Review Local Implementation Plans, both the initial plan and all amended plans, for consistency with the commitments made to voters in the Regional Services Initiative, and recommend to Metro council for adoption, adoption with amendments, or rejection.
- (b) Accept and review annual reports from each county for consistency with approved Local Implementation Plans (LIS) and present results to Metro Council and county boards annually.
Current reporting models that address the LIS plan and results will meet this requirement.

7) Staffing and resources: Metro shall provide staffing and resources to support community engagement and facilitate equitable participation by community members, CBOs and others.

2) Local Planning & Implementation

- a) Each county will be responsible for developing and periodically updating a Local Implementation Plan that documents the uses of Regional Services Initiative funds and

how these uses align with the commitments made to voters in the Regional Services Initiative.

b) Requirements for developing and updating Local Implementation Plan:

- i) Each county shall use a locally convened body that includes a broad array of stakeholders, to develop its Local Implementation Plan. It may convene a new committee or use a standing committee (if the standing committee can demonstrate a track record of achieving equitable outcomes in service provisions to regional oversight committee), provided that the committee responsible for drafting the Local Implementation Plan must:
 - 1) Use a racial equity lens to design and implement its decision making process and to develop the content of the Local Implementation Plan.
 - 2) Use the best available quantitative and qualitative data to develop the content of the Local Implementation Plan.
 - 3) Develop, implement, and use the results of a comprehensive community engagement process that prioritizes the voices of people with lived experience and from communities of color to develop the content of the Local Implementation Plan.
 - 4) Include as members of the committee:
 - (a) People with lived experience of homelessness and/or extreme poverty.
 - (b) People from communities of color and other marginalized communities.
 - (c) Culturally responsive and culturally specific service providers
 - (d) Elected officials, or their representatives, from the county and any CDBG cities.
 - (e) Representatives from the business, faith, and philanthropic sectors.
 - (f) Representatives of the county/city agencies responsible for implementing homelessness and housing services, and that routinely engage with the unsheltered population.
 - (g) Representatives from health and behavioral health who have expertise serving those with health conditions, mental health and/or substance use disorder from culturally responsive & culturally specific service providers.

c) Process for approving local implementation plan:

- i) Each county shall develop and present their initial Local Implementation Plan to the Regional Services Oversight Committee for its review, comment and recommendation.
- ii) Following the Regional Services Oversight Committee's review and

recommendation, each county's Local Implementation Plan must be approved by Metro and that County's Board.

d) Each County's Local Implementation Plan must demonstrate the following:

- i) Geographic Equity:** A commitment to and a strategy to ensure that services funded through the Regional Services Initiative are equitably geographically distributed throughout each county.
- ii) Community Engagement:** A demonstration that the Local Implementation Plan was created by a committee, and through a process, that meets the requirements of 2) b) i).
- iii) Racial Equity:** A thorough racial equity analysis and strategy that includes: (1) an analysis of the racial disparities within the homeless population in county and the Priority Service Population (see Section 6) in particular; (2) disparities in access and outcomes within the county's current services for the homeless population and the Priority Service Population in particular; (3) clearly defined service strategies and resource allocations intended to remedy existing disparities and ensure equitable access to Regional Services Initiative funds; and (4) an articulation of how perspectives of communities of color/culturally specific groups were considered/incorporated.
- iv) Needs/Gaps Analysis:** A review of current system investments/capacity benefitting the priority population, an analysis of the nature and extent of gaps in services to meet the needs of the priority population, broken down by service type, household types, and demographic groups. Each County's gaps analysis should include an inflow analysis that identifies likely inflow of people in the priority population based upon a review of data related to who are in jails, adult care facilities, hospitals, etc., as well as an assessment of people who meet the extremely low income and disabled definition who are still in housing, and those who are rent-burdened in excess of 50%. Existing data and reports may be used.
- v) Services & Service Delivery:** A description of the planned investments of Regional Services Initiative funds that will speed access to permanent housing (e.g. housing first) through services that include: (1) the types of services that will be invested in (e.g.outreach, shelter, supportive housing, transitional housing, prevention), and how these proposed investments align with need/gaps analysis in v (above); (2) the scale of the investments proposed in (1) and how these address the needs/gaps identified in v (above); (3) the outcomes anticipated by the investments identified in (1) and (2) (this section); and (4) the service delivery models/best practices that will be used in each service area to ensure the best and most equitable outcomes from the expenditure of Regional Services Initiative funds.
- vi) Outcome Tracking, Reporting & Evaluation:** Each county shall propose in the Local Implementation Plan how it will track outcomes from Regional Services Initiative funded services, a plan for reporting those outcomes (no less often than annually), and a plan for the evaluation of Regional Services Initiative funded services and programs.

- vii) **Procurement:** Each county's Local Implementation Plan must include a description of how Regional Services Initiative funds will be allocated to public and non-profit service providers. It is expected that counties will use their established procurement processes for public funds to ensure funds are made available through transparent and accountable processes.
 - viii) **Prohibition on displacement of funds:** For the purposes of ensuring augmentation of existing investments in homeless services, counties shall annually confirm to the Regional Services Oversight Committee, either in the progress report set out in 3) a) or separately, that they have conducted the review required in their local implementation plans and that regional services initiative funds were not used to offset reductions in county general fund investments in homeless services. Increases or decreases in municipal investments in homeless services within the Metro UGB will be noted. In the event that a county has identified an extreme circumstance that necessitates displacement of funds to remedy (e.g. recession, natural disaster, force majeure), the county shall request an emergency review of their local implementation plans and any amendments.
- e) **Reporting:** Each county shall provide a report annually on its progress under the local implementation plan to the regional services oversight committee that will include a discussion of progress towards outcomes in each of the service areas identified in the local implementation plan and a separate analysis of progress toward the implementation of the county's racial equity strategy, as set out in d) iv). Reports will also include municipal investments from cities within the Metro UGB who have either increased or decreased contributions to homeless services for the priority population. Existing reports may be used.
- f) **Process for changing local implementation plans:** A county wishing to use Regional Services Initiative funds in a manner that substantially deviates from what is contemplated in the original Local Implementation Plan, either because it wishes to change its strategies or service delivery for the priority population, or because it wishes to begin serving people at risk of or experiencing homelessness who are not in the priority population, shall follow procedures outlined in Section 2.

3) Local Accountability

- a) **Progress Reporting:** Following the approved Local Implementation Plan outcome, reporting, and evaluation plan, each county shall provide a report on the uses and outcomes achieved with Regional Services Initiative funds to the Regional Services Oversight Committee and the public at least annually. The Regional Services Oversight Committee shall hold a public forum(s) to share and receive public feedback on the annual county progress reports.
- b) Counties shall annually confirm to the Regional Services Oversight Committee, either in the progress report set out in 3)a) or separately, that they have conducted the review

required in their Local Implementation Plans and that Regional Services Initiative funds were not used to offset reductions in county general fund investments, or existing municipal investments within the Metro boundary, in the Regional Services Initiative authorized services provided to the priority population.

4) Local Administrative Expenses

- a) Local government administrative costs will be limited to 5% over 10 years.
- b) Metro administrative expenses must not exceed 5% of the RSI.
- c) Administrative costs do not include costs directly associated with program and service delivery.

5) Funding Allocation

Funds distributed according to the county they are collected in (i.e. money collected in Clackamas County is returned to Clackamas County).

6) Funding Priorities/Priority Service Population(s)

Summary: The following would place the highest priority for RSI on addressing the growing number of people of color and members of other historically marginalized communities who are struggling with disabling conditions, extremely low-incomes, and are experiencing long-term street and shelter homelessness. If they are currently doubled up, they are presumed to be imminently at risk of “literal homelessness” and thus in the first priority category. After that, priority is given to addressing the housing and support service needs of all who have disabling conditions, extremely low-incomes and are experiencing, or are at imminent risk of long-term street and shelter homelessness. In both of these cases, being doubled up involuntarily suffices to demonstrate an imminent risk of literal homelessness. Once the needs of these populations are met, remaining funds are prioritized to people of color and members of other historically marginalized communities who are experiencing any form of homelessness, including being doubled up, or who are at substantial risk of becoming homeless by virtue of their low income and substantial rent burden or other circumstances.

- (a) Regional Services Initiative (RSI) funds shall first prioritize the provision of housing and services for people of color, and members of other historically marginalized communities, who have extremely low-incomes and one or more disabling conditions and: (a) are experiencing long-term or frequent episodes of literal homelessness, or (b) are at imminent risk of experiencing long-term or frequent episodes of literal homelessness. Meeting this need shall include investments in long-term rental assistance and culturally specific supportive housing services scaled to meet the needs of this population.

(b) Regional Services Initiative funds remaining upon satisfying (a) shall prioritize the provision of housing and support services to address the needs of persons who have extremely low-incomes and one or more disabling conditions and who: (a) are experiencing long-term or frequent episodes of literal homelessness, or (b) are at imminent risk of experiencing long-term or frequent episodes of literal homelessness. RSI funds shall be used to scale rental assistance and culturally responsive and culturally specific wrap around support services to the level necessary to meet the needs of this population.

75% of Regional Services Initiative Funds will be devoted to sections (a) and (b).

(c) RSI funds available upon satisfying (a) and (b) shall prioritize rental assistance and support services for people who are experiencing homelessness, by virtue of being very low income and extremely rent-burdened or other circumstances, or face a substantial risk of homelessness. Within this population, priority shall be given to people of color and members of other historically marginalized communities.

25% of Regional Services Initiative Funds will be devoted to section (c).

For purposes of paragraphs (a)-(c):

Extremely low income: a household earning less than 30% of AMI.

Very low income: a household earning less than 50% of AMI.

Extremely rent burdened: paying 50% or more of income toward rent and utilities.

Literal homelessness: as defined by HUD (unsheltered, in emergency shelter or transitional housing, or living in a place not meant for human habitation).

Homelessness: as defined by the U.S. Department of Education:

Imminent risk of literal homelessness: any circumstance, including being involuntarily doubled up, someone exiting an institution (including but not limited to exiting incarceration or foster care), fleeing a domestic violence or abuse situation, that provides clear evidence that a person will become literally homeless but for the investment of RSI funds.

Substantial risk of homelessness: a circumstance that exists if a household is very low income and extremely rent burdened, or any other circumstance that would make it more likely than not that without support through RSI the household would find themselves literally homeless or living involuntarily doubled-up.

7) Services

Provide client-centered wraparound, highly flexible services, and genuine economic opportunity.

a) Expand case management and outreach services by:

- i) Prioritizing permanent supportive housing services.
- ii) Expanding professionally trained, culturally appropriate street outreach programs to actively connect people who are chronically homeless with services and housing.
- iii) Expanding access to culturally responsive and appropriate service providers in all counties.
- iv) Increasing flexible funding streams to help people transition out of homelessness.
- v) Address the immediate crisis at hand by helping those who are currently on the streets with outreach and basic survival support designed to help them move into housing and support services.
- vi) Use best practices, including assertive engagement, along with emerging research to place client need and experience at the center of solutions.

b) Expand clinical services by:

- i) Improving access to behavioral health: mental health services and interventions, and addiction services to support people in crisis and people in recovery.
- ii) Expanding access to services and interventions for people with physical impairments and disabilities.

c) Increase access to income opportunities including:

- i) Financial literacy, employment, job training and retention, education, peer support services, and workplace supports.
- ii) Assisting individuals to access veterans benefits, Social Security, disability income, and other benefits.

d) Homeless prevention to include:

- i) Rent assistance, displacement, eviction prevention services, education and legal services among other programs, for those most at risk of becoming homeless to prevent a net-negative effect, ensuring people can remain successfully housed.
- ii) Prevention services tailored to rural households.

e) Expand access to housing placements that are affordable and culturally appropriate to our community's most vulnerable, including:

- i) Maximize federal, state, and local housing programs and subsidies that meet the needs of individuals where they are.
- ii) Shelters, bridge/transitional housing placements, including for people exiting institutions, foster care, etc., so unsheltered homeless individuals are provided the option to sleep indoors.

iii) Long-term housing subsidies for the elderly, those disproportionately at-risk of long-term homelessness, youth and people with disabilities.

f) Improve systems coordination, state, and regional alignment by:

- i) Incentivizing regional coordination efforts, including data collection, and use metrics that measure the size of the region's sheltered and unsheltered homeless population.
- ii) Maximizing resources by leveraging existing local, state and federal service dollars and other investments, and coordinating with other services (Medicaid, hospitals, jails, child welfare, aging services, etc.).
- iii) Encouraging innovation and collaboration with nonprofit, business, faith communities, government agencies, etc.

g) Be transparent, outcome-driven and allow for strong community oversight of the funds, program implementation and evaluation of outcomes.

- i) Align systems and processes to ensure public accountability through data analysis and program evaluation and ongoing communication and feedback from individuals served to maximize the effectiveness of service delivery.
- ii) Use incentives, including matching or challenge grants and funding and other strategies, to ensure that existing community investments are increased and not reduced.
- iii) Employ a racial equity lens to prioritize equitable outcomes for communities that are overrepresented in our homeless population, are most-at-risk of chronic homelessness, and/or have been historically marginalized.

8) Revenue

- a) High earners income-tax up to 2% on Oregon taxable income starting at \$150K single-filers/\$300K joint-filers (includes people who reside or earn their money in the region).
- b) Requires voter renewal after 10 years of tax collection.

9) Racial Equity

a) Focus on equity and lead with race/center perspectives and experiences:

- i) Within other priorities already stated, employ a racial equity lens to plan development and implementation to prioritize equitable outcomes for communities that are overrepresented in our homeless population, are most-at-risk of long term homelessness, and/or have been underserved and/or marginalized and under-served due to lack of culturally specific and/or linguistic specific services.
- ii) Meaningfully engage and make decisions with communities of color, Indigenous communities, people with low incomes, immigrants and

refugees, the LGBTQ+ community people with behavioral health disorders, people with disabilities, and other underserved and/or marginalized communities in identifying, prioritizing, planning, developing, selecting, and funding of projects.

- iii) Actively remove barriers for organizations and communities to ensure full participation by providing stipends, scheduling events at accessible times and locations, and other supportive engagement tactics.
- iv) Prioritize funding to providers who demonstrate a commitment and delivery to under-served and over-represented populations, with culturally specific and/or linguistic specific services, as well as those programs that have the lowest barriers to entry and actively reach out to communities often screened out of other programs.
- v) Use shared community values to set aspirational goals for investing in a robust and diverse workforce committed to achieving equitable outcomes among communities most impacted. These goals should include robust and fair compensation for service providers that considers the lived experience and expertise frontline services workers bring, while also celebrating their professionalism, dedication to the work, and recognizing the traumatic impact of front line work.

b) Ensure equity in outcomes:

- i) Demonstrate accountability for tracking outcomes and reporting impacts, particularly as they relate to communities of color, Indigenous communities, people with low incomes, LGBTQ+ community, and other underserved and/or marginalized communities.
- ii) Set measurable goals for advancing racial equity and identify metrics for monitoring outcomes:
 - 1) Establish meaningful and ongoing communication with community-based organizations to review metrics and methods used to evaluate program impact.
 - 2) Use evaluation as a tool to expand community engagement in the program, identify challenges and opportunities for further progress, improve program implementation to achieve identified outcomes, and celebrate accomplishments and successes.
 - 3) County reporting on LIS outcomes must include tracking outcomes and reporting impacts, particularly as they relate to communities of color, Indigenous communities, people with low incomes, immigrants and refugees, the LGBTQ+ community people with-behavioral health disorders, people with disabilities, and other underserved and/or marginalized communities.

c) Stay accountable to long term impact.

- i) Include strategies to prevent or mitigate displacement and/or

gentrification resulting from investments of resources made under this measure.

- ii) Teach equity: Provide ongoing/continuing education equity training opportunities that include anti-racist curricula for all project partners, including building owner and management staff, resident services staff, and partners that support residents.

10) Tri-County Planning Initiative

- a) Metro shall annually allocate a portion of resources from its share of their administrative cap to provide the staffing and logistical support to convene and maintain a tri-county homeless services planning body. This body is responsible for the development and implementation of a tri-county initiative that will be responsible for identifying regional goals, strategies, and outcome metrics related to addressing homelessness in the region.
- b) The counties shall present to the regional services oversight committee for its approval a proposal for the implementation of the tri-county initiative no later than 1 year after the adoption of the regional services initiative, May 2021.
- c) An annual allocation of no less than 5% of each of the counties' share of RSI funding shall be contributed by the counties to a regional strategy implementation fund.
- d) The regional strategy shall be approved by the RSI Oversight Committee.
- e) The proposed initiative governance structure must be inclusive of people representing at least the perspectives required in Section 1b4, including local electeds from each of the counties, except that elected leaders and government employees shall be full voting members.
- f) Within one year of the adoption of the tri-county initiative plan, and as needed thereafter, each county shall bring forward amendments to its Local Implementation Plan that incorporate relevant regional goals, strategies, and outcomes measures.

11) Ballot Drafting: Continuing Work

Metro shall continue to work with the body currently appointed as the HereTogether ballot drafting committee post-referral to develop a work plan and finalize details not included in the referral language.

Agenda Item No. 5.1

**Considerations of the Council Meeting Minutes for February 06,
2020**
Consent Agenda

Metro Council Meeting
Tuesday, February 25, 2020
Metro Regional Center, Council Chamber

Agenda Item No. 5.2

**Considerations of the Council Meeting Minutes for February 20,
2020**
Consent Agenda

Metro Council Meeting
Tuesday, February 25, 2020
Metro Regional Center, Council Chamber

Agenda Item No. 5.3

Resolution No. 20-5081, For the Purpose of Confirming the
Appointment of Thomas Egleston as a Member of the Regional Waste Advisory Committee
Consent Agenda

Metro Council Meeting
Tuesday, February 25, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE)	RESOLUTION NO. 20-5081 APPOINTMENT
OF THOMAS EGLESTON TO)	
THE METRO REGIONAL WASTE ADVISORY)	Introduced by Acting Chief Operating Officer
COMMITTEE)	Andrew Scott in concurrence with Council
)	President Lynn Peterson
)	

WHEREAS, Metro is the solid waste system planning authority for the region and acts pursuant to its constitutional, statutory, and charter authority; and

WHEREAS, Metro Code Section 2.19.130 establishes the Metro Regional Waste Advisory Committee; and

WHEREAS, Metro Code Section 2.19.130(b) describes the membership of the Committee; and

WHEREAS, Metro Code Section 2.19.130(d) establishes the process by which members are nominated and confirmed; and

WHEREAS, under Metro Code Section 2.19.130(d) (1) (local government members), a jurisdiction's presiding officer nominates a member, subject to appointment by the Metro Council President and confirmation by the Metro Council; and

WHEREAS, Theresa Koppang of the Washington County government has resigned from the Committee; and

WHEREAS, the Interim Washington County Administrator has nominated Thomas Egleston for appointment to the Committee as detailed in the attached staff report; and

WHEREAS, the Metro Council President has appointed Mr. Egleston to the position; and

WHEREAS, the Metro Council desires to confirm the appointment; now therefore

BE IT RESOLVED that the Metro Council confirms the appointment of Thomas Egleston to the Regional Waste Advisory Committee for the two-year term ending on September 30, 2021.

ADOPTED by the Metro Council this ____ day of _____, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



January 24, 2020

Roy W. Brower
Interim Director
Waste Prevention and Environmental Services
Metro
600 NE Grand Avenue | Portland, OR 97232

Re: Appointment of Thomas Egleston to Regional Waste Advisory Committee (RWAC)

Dear Mr. Brower,

As you are aware, Washington County is currently being represented on the RWAC by Theresa Koppang. Theresa was appointed in 2019 as one of the local government representatives. Theresa is retiring in 2020 and has stepped down from the position of managing the Solid Waste & Recycling division. Thomas Egleston is now the interim manager.

We respectfully request that Thomas be appointed to the RWAC in Theresa's place to fill the position for the remainder of her term. Enclosed with this letter is the nomination form completed with Thomas' information for reference. We understand that this request will be presented to the Metro Council and are flexible as to timing to accommodate your Council's meeting calendar.

Sincerely,

A handwritten signature in blue ink that reads "Stephen Rhodes".

Stephen Rhodes
Interim County Administrator

Copy: Casey Mellnik, Metro
Marni Kuyl, Health and Human Services Director
Thomas Egleston, Interim Manager, Solid Waste & Recycling

Metro Regional Waste Advisory Committee

2020 NOMINATION FOR LOCAL GOVERNMENT POSITIONS



Metro

600 NE Grand Ave.
Portland, OR 97232

Nominee's Name: Thomas Egleston

Email address: thomas_egleston@co.washington.or.us

Phone: 503-846-3665

Mailing address: 155 N. First Avenue, MS 5A, Hillsboro OR 97124

Jurisdiction name: Washington County/Department of Health and Human Services

Nominator (City manager/County administrator or Mayor/Chair of County Commission)

Name: Stephen Rhodes, Interim Washington County Administrator

Signature and date: _____

Description of nominee's local government job responsibilities:

Thomas is the interim manager of the Solid Waste & Recycling division. He supervises and coordinates all aspects of Washington County's professional staff responsible for public education and outreach programs and regulatory and enforcement programs. Thomas oversees projects related to commercial and residential collection, financial and economic analysis of regulated entities, code enforcement, and customer service. He is a member of the Department of Health and Human Services leadership team and a liaison to the state Department of Environmental Quality and to the other local governments within the region that are part of the 10-city 'cooperative.' Primary duties include:

- Managing solid waste collection franchising and serves as regulator of solid waste collectors and permitted disposal sites within the unincorporated areas of Washington County; responds to complaints or problems regarding franchised facilities or companies.
- Planning and directing the activity of the Solid Waste and Recycling division and coordinating and monitoring compliance with the Regional Waste Plan.
- Representing Washington County in policy and technical plan development with Metro and the Department of Environmental Quality.
- Acting as liaison and coordinating solid waste activities with cities and the solid waste industry within Washington County; managing the County's Solid Waste Advisory Committee.
- Assisting in the preparation, revision or additions to the County's Solid Waste Codes and Rules.

IN CONSIDERATION OF RESOLUTION NO. 20-5081, FOR THE PURPOSE OF
CONFIRMING THE APPOINTMENT OF THOMAS EGLESTON TO THE METRO
REGIONAL WASTE ADVISORY COMMITTEE

Date: Feb. 14, 2020 Prepared by: Matt Korot, 503-797-1760,
matt.korot@oregonmetro.gov
Department: Waste Prevention and Environmental Presenter(s): Roy Brower, Interim
Director
Services Meeting Date: Feb. 25, 2020 Length: Consent

ISSUE STATEMENT

In March 2019, Metro Council adopted the 2030 Regional Waste Plan. On June 6, 2019, the Council established a new Regional Waste Advisory Committee to be part of the Plan's oversight framework by providing input to staff and advice to the Council on the development of policies, programs and projects to implement actions in the plan. On Sept. 19, 2019, the Council confirmed the appointment of members to the committee, including a two-year term for Theresa Koppang of Washington County as one of five local government members.

In January 2020, Ms. Koppang notified Metro that she would be leaving her position at the County. On January 24, 2020, Stephen Rhodes, Interim Washington County Administrator, submitted a letter and form (Exhibit A) nominating Thomas Egleston, the County's interim Solid Waste & Recycling division manager, to fill the vacant position.

ACTION REQUESTED

Staff requests approval of Resolution No. 20-5081, confirming the appointment of Thomas Egleston to the Regional Waste Advisory Committee for the term ending Sept. 30, 2021.

IDENTIFIED POLICY OUTCOMES

Metro Council previously approved the 2030 Regional Waste Plan. The Regional Waste Advisory Committee helps advance two primary policy outcomes:

- Advancing racial equity by increasing access and representation in decision-making for historically marginalized communities
- Implementing the accountability framework set forth in the plan

POLICY QUESTION(S)

None

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None

STAFF RECOMMENDATIONS

Staff recommends approval of Resolution No. 20-5081.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The 2030 Regional Waste Plan guides the greater Portland area's efforts to reduce the environmental impacts of the products we make, use and discard, provide a more equitable distribution of services and benefits to communities of color and other historically marginalized communities, and ensure a high quality, resilient garbage and recycling system. To help achieve this, the plan identifies an oversight structure to include:

- Metro Council
- Metro Committee on Racial Equity
- Metro Policy Advisory Committee
- Metro Regional Waste Advisory Committee

The Regional Waste Advisory Committee is intended to:

- Provide input on legislative and administrative actions that the Metro Council or Chief Operating Officer (COO) will consider related to implementing the Plan.
- Provide input to staff on development of policies, programs and projects to implement actions in the Plan.
- Review and provide input on the status of implementing the Plan.

The membership is structured to strengthen the likelihood that the committee will focus on outcomes that best achieve the public interest in terms of the plan's focus on equitable system benefits and services, and environmental and human health benefits. The membership is:

- Five city or county government representatives
- Three individuals representing the interests of communities of color and other historically marginalized groups
- One individual representing the interests of environmental or health advocates
- One user of the solid waste system
- One representative from the Oregon Dept. of Environmental Quality
- The Oregon Refuse and Recycling Association's (ORRA) Metro-area regional director
- A Metro staff person designated by the COO to serve as Chair of the committee

BACKGROUND

As described in Issue Statement and Strategic Context

ATTACHMENTS

Exhibit A: Nomination letter and form for Thomas Egleston

**Resolution No. 20-5080, For the Purpose of Confirming the
Appointment of Additional Members to the Transportation Funding Task Force**
Consent Agenda

Metro Council Meeting
Tuesday, February 25, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 20-5080
APPOINTMENT OF ADDITIONAL MEMBERS)
TO THE TRANSPORTATION FUNDING TASK) Introduced by Council President Lynn
FORCE) Peterson

WHEREAS, Metro Code Chapter 2.19.060 provides for the establishment of task forces;

WHEREAS, on February 14, 2019, by adoption of Resolution 19-4964, the Metro Council established the Regional Transportation Funding Task Force and confirmed its initial members;

WHEREAS, the Metro Council President has appointed two additional members of the Regional Transportation Funding Task Force as set forth in Exhibit "A" attached to this Resolution; and

WHEREAS, the Metro Council desires to confirm the appointments; now therefore,

BE IT RESOLVED that the Metro Council confirms the appointments to the Regional Transportation Funding Task Force as set forth in Exhibit "A" attached hereto.

ADOPTED by the Metro Council this ___ day of February 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

REGIONAL INVESTMENT STRATEGY: TRANSPORTATION MEASURE DEVELOPMENT

Regional Transportation Funding Task Force additional membership | February 2020

**Additional Members appointed by the Metro Council President to the Transportation
Funding Task Force**

Martine Coblenz

Richa Poudyal

IN CONSIDERATION OF RESOLUTION NO. 20-5080, FOR THE PURPOSE OF
CONFIRMING THE APPOINTMENT OF ADDITIONAL MEMBERS TO THE
TRANSPORTATION FUNDING TASK FORCE

Date: Feb. 6, 2020
Department: GAPD Meeting
Date: Feb. 25, 2020

Prepared by: Craig Beebe, 797-1584,
craig.beebe@oregonmetro.gov

ISSUE STATEMENT

The Metro Council is asked to confirm the Metro Council President's appointment of two additional members to an advisory task force that makes recommendations to the Metro Council to support the development of a potential regional transportation investment measure. These appointments would fill vacancies left by two other members who withdrew from the committee due to changing circumstances.

ACTION REQUESTED

Confirm the appointment of additional members to the Task Force.

IDENTIFIED POLICY OUTCOMES

The Metro Council agreed on a charge to guide the Transportation Funding Task Force's work at work sessions on Jan. 24 and 31, 2019. The Council directed that the Task Force include a diverse and inclusive array of perspectives from throughout the region, including leaders from local jurisdictions, community-based organizations and business.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Council could choose whether or not to confirm the appointment of the additional members.

STRATEGIC CONTEXT AND FRAMING OF COUNCIL DISCUSSION

The appointment of task forces is provided by Metro Code Chapter 2.19.060. The Metro Council President is responsible for appointing task forces, subject to confirmation by the Metro Council. The Metro Council confirmed the appointment of the initial Task Force membership via Resolution No. 19-4964 on Feb. 14, 2019, with additional members confirmed via Resolution No. 19-4974 on April 4, 2019.

The Task Force membership includes representatives of a diverse array of communities and stakeholders, who have provided invaluable advice and recommendations to the Metro Council regarding potential priorities, investments and other considerations for a potential transportation investment measure. The Task Force has met nearly 20 times.

Recently, two Task Force members respectfully asked to be excused from the Task Force due to changing job and/or personal circumstances. The Metro Council President has identified two community members to replace these members, helping to ensure that the

Task Force continues to represent a broad diversity of perspectives from around the region.

The Task Force will meet and advise the Metro Council throughout spring 2020, as described in Resolution No. 19-4964. Staff will continue bringing the Task Force's advice and input to Metro Council work sessions to inform Council consideration of potential investments and other matters related to a possible transportation investment measure.

The appointment of a new member will not have a substantive financial impact. Staff knows of no opposition to this new member serving on the Task Force.

BACKGROUND

Stakeholder advisory committees and task forces, whether appointed by the chief operating officer or the Metro Council President, have played a key role in the development of past Metro funding measures, including Parks and Nature bonds and the 2018 regional affordable housing bond. Metro councilors were consulted during the identification of Task Force members, including this additional member.

ATTACHMENTS

- Resolution No. 20-5080
- Exhibit A

Resolution No. 20-5062, For the Purpose of Amending the FY2019-20 Unified Planning Work Program (UPWP) to Add Funding for the Mobility Policy Update Project
Consent Agenda

Metro Council Meeting
Tuesday, February 25, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 20-5062
2019-20 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO ADD FUNDING FOR	)	Introduced by Acting Chief Operating Officer
THE REGIONAL MOBILITY POLICY UPDATE	)	Andrew Scott in concurrence with Council
	)	President Lynn Peterson
)	

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2019-20 ; and

WHEREAS, the FY 2019-20 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, approval of the budget elements of the FY 2019-20 UPWP is required to receive federal transportation planning funds; and

WHEREAS, mobility into and through the Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of regional and statewide importance; and

WHEREAS, the 2018 Regional Transportation Plan (RTP) identified the need for this planning effort because the plan failed to meet state requirements for demonstrating consistency with the Oregon Highway Plan (OHP) Highway Mobility Policy (Policy 1F) for state-owned facilities; and

WHEREAS, the Oregon Department of Transportation (ODOT) agreed to partner with Metro to update the 20-year old “interim” mobility policy that is used to define and measure mobility in regional and local transportation system plans (TSPs) and during the plan amendment process in the Portland area; and

WHEREAS, Metro included a Regional Mobility Policy Update project in the FY 2019-20 UPWP with an expected budget of \$558,718, and

WHEREAS, the first phase of the Regional Mobility Policy update included a formal scoping period, from April to December 2019, to build agreement on the overall approach for the Regional Mobility Policy update, including the project objectives to be addressed and ways to engage stakeholders and the public in the process; and

WHEREAS, on November 21, 2019, the Joint Policy Advisory Committee on Transportation (JPACT) approved and recommended Metro Council approval of the Work Plan and the Stakeholder and Public Engagement Plan for the Regional Mobility Policy Update; and

WHEREAS, on December 5, 2019 the Metro Council approved the Work Plan and the Stakeholder and Public Engagement Plan for the Regional Mobility Policy Update, directing staff to move forward with the to move forward with the next phase of the project and to finalize the project agreement between Metro and the Oregon Department of Transportation (ODOT); and

WHEREAS, this amendment updates the project description, objectives and deliverables to reflect the work plan and engagement plan approved by JPACT and the Metro Council as well as an additional \$560,000 that is anticipated to be available for consultant services; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2019-20 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2019-20 UPWP to revise the Regional Mobility Policy Update project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 25th day of February, 2020

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Regional Mobility Policy Update

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

In 2018, Metro completed an update to the regional transportation plan. [In early 2019, Metro and the Oregon Department of Transportation \(ODOT\) began working together to update the policy on how the region defines and measures mobility in regional and local transportation system plans \(TSPs\) and during the local comprehensive plan amendment process in the Portland region. The current “interim” 20-year old mobility policy is contained in both the 2018 Regional Transportation Plan \(RTP\) and Policy 1F \(Highway Mobility Policy\) of the Oregon Highway Plan \(OHP\). The current policy is vehicle-focused and measures congestion levels using the ratio of motor vehicle volume to motor vehicle capacity during peak travel periods.](#)

[The need for this project was identified in the 2018 RTP in part because the Portland region cannot meet the current mobility policy targets and standards as they are now set in the 2018 RTP and OHP for the Portland region. The 2018 RTP failed to demonstrate consistency with Policy 1F of the OHP for state-owned facilities, particularly for the region’s throughway system. Congestion and its impacts on mobility and the region’s economic prosperity and quality of life are a top public concern. The update identified current traffic congestion on many of the region’s throughways and arterials, and predicts that many of these facilities are unlikely to meet adopted interim regional mobility policy targets in the future, including I-5, I-205, I-84, OR 217 and US 26. Moreover, growing congestion on Portland area throughways is impacting economic competitiveness for the region and entire state and is of regional and statewide concern.](#)

Recognizing a number of limitations with the current adopted mobility policy, ODOT and Metro prioritized moving forward with a focused look at the [Interim Regional Mobility Policy adopted in the RTP and the Oregon Highway Plan \(OHP\) Policy 1F3 \(Highway Mobility Policy\)](#) in advance of the next update to the RTP (due in 2023).

The purpose of this effort is to update the interim mobility policy framework for the Portland metropolitan area in the RTP and OHP Policy 1F, including development of alternative mobility measures and targets. The updated policy framework will define clear mobility expectations and a decision-making framework that will guide the development of and updates to regional and local transportation system plans and the evaluation of plan amendments subject to the Transportation Planning Rule (TPR) -0060 during development review. The updated framework will also guide future monitoring and reporting in support of the region’s congestion management process and MAP-21/FAST Act performance-based planning.

The project [is expected to result in will recommend](#) amendments to the RTP and regional functional plans and [Policy 1F of the OHP Policy 1F3](#) for consideration by JPACT, the Metro Council and the Oregon Transportation Commission prior to initiating the 2023 RTP update.

Additional background information on this project can be found in Chapter 8 (Section 8.2.3.1) of the 2018 RTP [and the work plan and engagement plan approved by JPACT and the Metro Council in Fall 2019.](#)

Overall Objectives

- Metro Council and Oregon Transportation Commission consider approval of the updated mobility policy framework prior to initiating the 2023 RTP update.
- Advance the region's desired outcomes and local, regional and state efforts to implement the 2040 Growth Concept and 2018 RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion.
- Support implementation of the region's Climate Smart Strategy, the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and related policies.
- Provide a clear policy basis for management of and investment in the throughway¹ and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway system and other modal networks.
- ~~Develop an a holistic~~ alternative mobility policy and associated measures, targets and methods for the Portland metropolitan-region that focuses on system completeness for all modes and system and demand management activities to serve planned land uses~~define mobility expectations for multiple modes users, and time periods, and that-~~. The updated policy will:
 - Clearly and transparently communicate mobility expectations for multiple modes, users and time periods, and provide clear targets for local, regional and state decision-making.
 - Provide mobility equitably and help eliminate disparities historically marginalized communities² face in meeting their travel needs.
 - Addresses all modes of transportation in the context of planned land uses.
 - Address the diverse mobility needs of and both people and goods movement.
 - Use transportation system and demand management to support meeting mobility needs.
 - Help decision-makers make decisions that advance multiple policy objectives.
 - Distinguish between throughway and arterial performance and take into account both state and regional functional classifications for all modes and planned land uses.
 - ~~Are-Be~~ financially ~~realistic~~ achievable.
 - Balance mobility objectives. Reflect and are consistent with other adopted state, regional and community policy objectives, especially policy objectives for land use, affordable housing, safety, equity, climate change and economic prosperity.³
 - Build-Be broadly understood and local government buy-in and supported by federal, state, regional and local governments, key stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission for the updated policy and implementation.
 - ~~Address growing motor vehicle congestion in the region and its impacts on transit, freight and other modes of travel.~~ Recognize that mobility into and through the

¹ Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.

² Historically marginalized communities are defined as people of color, people who do not speak English well, low income people, youth, older adults and people living with disabilities.

³ Including the Oregon Transportation Plan, state modal and topic plans including OHP Policy 1G (Major Improvements), Oregon Transportation Planning Rule, Metro 2040 Growth Concept, Metro Regional Transportation Plan, Metro Regional Transportation Functional Plan and the Metro Congestion Management Process.

Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of regional and statewide importance.

- Be legally defensible for implementing jurisdictions.
 - Are-Be innovative and advance ~~the~~ state of the art practices related to measuring multimodal mobility beyond the current motor vehicle v/c based measures and targets.
 - Consider-Evaluate system completeness and facility performance for all modes to serve planned land uses in the alternative mobility policy, as well as financial, environmental, greenhouse gas and community impacts of the policy, including impacts of the policy on traditionally underserved communities and public health.
 - AreBe applicable and useful at the system plan, mobility corridor, and plan amendment (development review) scales.
- Ground policy development and implementation in community, regional and state goals for land use and transportation, public values and mobility expectations, sound technical analysis and input from partners, stakeholders and the public.
 - Communicate complete, accurate, understandable, and timely information to partners and stakeholders throughout the project.
 - PEnsure an inclusive engagement approach that provides meaningful opportunities for input from policymakers, community and business leaders and organizations, local jurisdictions, transit and Port districts key stakeholders and the public to provide input and demonstrate how input influenced the process prior to key milestones.
 - Increase collaboration and coordination among state, regional and local partners.
 - Ensure compliance with all public participation requirements and consistency with state requirements and plans, including relevant statewide planning goals, the State Agency Coordination Program (OAR 731-015-0055) and the OHP Policy 1F3 and associated Operational Notice PB-02.

Previous Work (through June 2019)

- Adoption of the Oregon Highway Plan in 1999.
- Adoption of the Interim Regional Mobility Policy for the region in the 2000 RTP.
- Ongoing implementation of the region's CMP since adoption of the 2000 RTP.
- Adoption of the Interim Regional Mobility Policy in Table 7 and Policy 1F3 in the OHP in 2002.
- Adoption of the Oregon Transportation Plan (OTP) in 2006, the policy document that frames and organizes all of the state's modal plans for transportation.
- Adoption of the "Regional Mobility Corridors Concept" and "System Completion" policy frameworks in the 2010 RTP as tools for diagnosing and monitoring mobility needs in 24 subareas that contain the region's multimodal travel corridors – an integrated multimodal transportation system of throughways, arterials, transit routes, freight routes and regional active transportation routes, including regional trails, that serve planned land uses identified in the 2040 Growth Concept and Regional Framework Plan.
- Publication of the Regional Mobility Corridor Atlas in 2010 and 2015 to identify gaps and deficiencies for all modes of travel within each regional mobility corridor.
- Updates to the Oregon Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP) in 2011.
- Publication of the ODOT Region 1 Corridor Bottleneck Operations Study (CBOS) in 2013 to identify bottleneck locations on the region's throughway system and potential solutions.

-
- Publication of the ODOT Region 1 Active Traffic Management (ATM) Atlas in 2016.
 - Publication of ODOT Region 1 Portland Transportation Performance Report in 2016 and 2018, documenting growing congestion and crash rates on the region's throughways and impacts on system reliability.
 - Publication of Regional Transportation Snapshots in 2016 and 2017, documenting changes in travel behavior and overall transportation system performance for all modes of travel.
 - Collaboration with ODOT, TriMet and SMART to meet federal performance-based planning requirements in 2017 and 2018.
 - Adoption of the Regional Transportation Safety Strategy, the Regional Freight Strategy and the Regional Transit Strategy in 2018.
 - Adoption of the 2018 Regional Transportation Plan, including near-term safety and congestion-related performance monitoring targets as required by MAP-21/FAST Act and long-term performance targets related to safety, congestion, system completion, mode share, vehicle miles traveled and vehicle emissions. The RTP also identifies the need to update the Interim Regional Mobility Policy prior to the next scheduled RTP update (due in 2023).
 - Project agreement between Metro and ODOT.

Methodology

This effort will be completed in two broad phases:

- **Phase 1 | Project Scoping | ~~May-April to September-December 2019~~** -Metro and ODOT work together with assistance from a consultant to engage local, regional and state partners and stakeholders to develop a refined problem statement, glossary of terms, work plan and public engagement plan to be for considered for adoption by JPACT and the Metro Council. Engagement activities in this phase will include stakeholder interviews, TPAC workshop(s), a Community Leader's Forum, Metro Council briefings and local elected official briefings through JPACT and City of Portland and County Coordinating Committees.
- **Phase 2 | Project Implementation | ~~October 2019~~January 2020 to ~~June-Fall 2021~~** Metro and ODOT work together with assistance from a ~~contractor~~consultant, to engage local, regional and state partners and stakeholders to develop the alternative regional mobility policy, measures, targets, and methods for consideration by JPACT, Metro Council and the Oregon Transportation Commission.

The project will rely on existing regional technical and policy advisory committees and decision-making processes that is supplemented with briefings to the OTC and targeted outreach to coordinating committees, business and freight associations, transportation, environmental justice and environmental advocacy groups and historically marginalized communities.

The project will produce two major policy amendments to the RTP and Policy 1F3 in the OHP:

- A mobility policy framework will be developed for the region's throughways, which generally correspond with expressways designated in the Oregon Highway Plan (OHP). This policy will be incorporated into the RTP, Regional Transportation Functional Plan and OHP Policy 1F3 for the purpose of evaluating the performance of throughways in the region.
- A mobility policy framework will be developed for regional arterial streets. This policy will be incorporated into the RTP and Regional Transportation Functional Plan for county and city-owned arterials, and in OHP Policy 1F3 for the purpose of evaluating the performance of state-owned arterials.

Together, the new policy frameworks will guide transportation system planning as part of future RTP and local TSP updates in support of the region's ongoing congestion management process. The policy frameworks will also be applied to the evaluation of transportation impacts of plan amendments during development review, and will provide guidance for operational decisions.

The project will follow the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02 and must include findings to demonstrate compliance. That means the project will set forth a Portland area-specific process(es) and documentation requirements and identify measures and targets for identifying needs and for demonstrating the adequacy of regional and local actions and projects in transportation system plans, and of mitigation measures for plan amendments during development review.

Proposed measures and targets will generally be taken from existing measures and past research efforts, including the RTP, Climate Smart Strategy, ODOT Key Performance Measures, Federal performance measures and targets, Washington County TGM project on performance measures and standards, and the ODOT Region 1 Highway Performance Project and Traffic Performance Report. A targeted review of best practices from California, Washington, Florida, and other states and MPOs will be conducted.

Measures to explore may include motor vehicle, freight and transit travel time and reliability, active transportation network completeness, street connectivity, transit coverage and frequency, mode share, accessibility [to jobs, services and travel options](#), trip length, vehicle miles traveled, and mobility corridor person and goods movement capacity and throughput. Measures, targets, and methods may vary in how they apply system-wide, to multimodal mobility corridors, to throughways, to arterials, and to plan amendments, but will not result in 24 mobility corridor-specific measures or targets.

The project will apply the proposed measures and targets to selected mobility corridors at the mobility corridor and development review scale through case studies. The case studies will involve a technical assessment to determine the feasibility and adequacy of the proposed measures, [methods](#) and targets. Following the case studies, the project will define an updated alternative mobility policy for the Portland region, including measures and targets for use in the 2023 RTP update.

In addition to becoming a part of the 2023 RTP, this effort will be coordinated with and supportive of other state and regional initiatives, including the ODOT Value Pricing Project, 2020 Transportation System Management and Operations (TSMO) Strategy, Regional Congestion Pricing Technical Analysis, Enhanced Transit Corridors implementation, the Jurisdictional Transfer Assessment Project and ongoing implementation of the region's congestion management process.

This work is anticipated to continue in FY 20-21, concluding in [June-Fall](#) 2021 prior to initiating the 2023 RTP update. [More detail about the project methodology is provided in the work plan and engagement plan approved by JPACT and the Metro Council in Fall 2019.](#)

FY 2019-20 Unified Planning Work Program

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Scoping engagement activities, including Community Leaders' Forum • Work plan and public engagement plan with a refined problem statement, project approach and glossary of terms • Contractor scope(s) of work • Background report(s) including existing regional and state mobility policy framework and performance measures, and related studies and plans by ODOT Region 1, Washington County, and others. • Scoping public engagement report
2nd Quarter	<ul style="list-style-type: none"> • Stakeholder Interviews Report • Scoping Engagement Report • Work plan and public engagement plan approved by JPACT and the Metro Council • Metro/ODOT Intergovernmental Agreement Guiding principles for updating regional mobility policy framework
3rd Quarter	<ul style="list-style-type: none"> • Consultant procurement • Final consultant scope of work • Background report(s) and factsheets Policy framework elements defined (e.g., desired performance targets, evaluation measures and methods)
4th Quarter	<ul style="list-style-type: none"> • Policy framework elements defined (e.g., desired performance targets, evaluation measures and methods) • Direction for case studies • Public engagement report
Ongoing	<ul style="list-style-type: none"> • Quarterly reports • Maintain project website

Project Leads

- Metro and the Oregon Department of Transportation

Project Partners

- Oregon Transportation Commission
- Metro Council
- Joint Policy Advisory Committee on Transportation
- Transportation Policy Alternatives Committee
- Oregon Department of Land Conservation and Development
- Cities and Counties
- Ports of Portland and Vancouver
- TriMet, SMART, C-TRAN and other transit providers in the region
- SW Washington Regional Transportation Council
- Bi-State Coordination Committee
- Federal Highway Administration
- Federal Transit Administration
- Business associations, community-based organizations, transportation and environmental advocacy groups

FY 2019-20 Unified Planning Work Program

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services	\$ 354,894
Interfund transfers	\$ 190,223
Materials & Services	\$ 13,600 <u>573,600</u>

Resources:

STBG	\$ 501,337
Metro	\$ 57,380
<u>ODOT SPR</u>	<u>\$ 250,000</u>
<u>Other anticipated funds</u>	<u>\$ 310,000</u>

TOTAL \$ ~~1,118,717~~558,718

TOTAL \$ ~~1,118,717~~558,718

Full Time Equivalent Staffing:

Regular Full Time FTE: 2.6

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 20-5062 FOR THE PURPOSE OF
AMENDING THE FY 2019-20 UNIFIED PLANNING WORK PROGRAM (UPWP) TO
ADD FUNDING FOR THE REGIONAL MOBILITY POLICY UPDATE

Date: December 17, 2019
Department: Planning
Meeting Date: February 25, 2020

Prepared by: John Mermin, 503.797.1747,
john.mermin@oregonmetro.gov

ISSUE STATEMENT

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

This legislation amends the project description and objectives to reflect the work plan and the stakeholder engagement plan approved by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in fall 2019 and increases the amount of funds anticipated to be available for consultant services.

ACTION REQUESTED

Approval of the requested amendment to the 2019-20 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activity proposed to be amended in the 2019-20 UPWP is consistent with 2018 RTP policies and will help the region achieve each of these outcomes. As directed by the 2018 RTP, this project will update the 20-year old “interim” mobility policy that is used to define and measure mobility in regional and local transportation system plans (TSPs) and during the plan amendment process in the Portland area. The project will develop a holistic alternative mobility policy and associated measures, targets, and methods for the Portland region that focuses on system completeness for all modes and system and demand management activities to serve planned land uses. The project will advance the RTP policy goals for addressing equity, climate, safety and congestion as well as support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region’s Climate Smart Strategy.

STAFF RECOMMENDATIONS

Approve Resolution No. 20-5062 and amend the FY 2019-20 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

When the mobility policy update was defined and adopted unanimously in Chapter 8 of the 2018 RTP, the JPACT and the Metro Council recognized this work must holistically advance the RTP policy goals for addressing equity, climate, safety, and congestion as well as support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region's Climate Smart Strategy. This understanding was reflected in the draft project objectives and proposed approach prepared by Metro and ODOT staff for further stakeholder review as part of the project's scoping phase.

From April to November 2019, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and proposed approach. Overall, there is broad support and enthusiasm for an updated policy that accounts for all modes of travel and a broader array of outcomes beyond the level of congestion. Stakeholders also broadly supported the draft project objectives and the need for an updated policy. The comments and feedback received throughout the scoping phase shaped the final work plan and the stakeholder engagement plan approved by JPACT and the Metro Council in fall 2019.

Known Opposition

No known opposition

Legal Antecedents

- Metro Council Resolution No. 19-5048 (For the Purpose of Approving the Work Plan and Stakeholder Engagement Plan for Updating the Regional Transportation Plan (RTP) Mobility Policy), adopted on December 5, 2019.
- Metro Council Resolution No. 19-4979 (For the Purpose of Adopting the Fiscal Year 2019-20 Unified Planning Work Program), adopted on May 16, 2019.
- Metro Council Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted on December 6, 2018.

Anticipated Effects

Approval will mean that contracts can be executed so work can commence on this planning project between now and June 30, 2020, in accordance with established Metro priorities.

Financial Implications

This project is accounted for in the 2019-20 budget approved by the Metro Council on June 20, 2019 and the 2019-2020 Unified Planning Work Program (UPWP) approved by the Metro Council on May 16, 2019. The project will rely on a combination of Metro's federal transportation planning grants and additional anticipated funds identified by ODOT and Metro.

Resolution No. 20-5079, For the Purpose of Authorizing the Chief Operating Officer to Issue a New Non-System License to Veris Industries-Schneider Electric for Transport and Disposal of Non-Recoverable Solid Waste, Including Putrescible Waste, at the Covanta Waste-to-Energy Facility Located in Brooks, Oregon
Consent Agenda

Metro Council Meeting
Tuesday, February 25, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE	)	RESOLUTION NO. 20-5079
CHIEF OPERATING OFFICER TO ISSUE A)	
NEW NON-SYSTEM LICENSE TO VERIS	)	Introduced by Interim Chief Operating Officer
INDUSTRIES-SCHNEIDER ELECTRIC FOR	)	Andrew Scott in concurrence with Council
TRANSPORT AND DISPOSAL OF NON-	)	President Lynn Peterson.
RECOVERABLE SOLID WASTE, INCLUDING)	
PUTRESCIBLE WASTE, AT THE COVANTA)	
WASTE-TO-ENERGY FACILITY LOCATED IN)	
BROOKS, OREGON)	

WHEREAS, the Metro Code requires a non-system license of any person that transports solid waste generated from within the Metro Region to a non-system disposal facility; and

WHEREAS, Veris Industries-Schneider Electric has filed a complete application seeking a non-system license to transport non-recoverable solid waste, including putrescible waste, to a non-system facility for disposal under the provisions of Metro Code Chapter 5.05, "Solid Waste Flow Control;" and

WHEREAS, the solid waste authorized under the non-system license is generated at the Veris Industries-Schneider Electric facility located in Tualatin, Oregon, and is transported to the Covanta Waste-to-Energy Facility for disposal; and

WHEREAS, Metro Code Chapter 5.05 provides that applications for non-system licenses for putrescible waste are reviewed by the Chief Operating Officer and are subject to approval or denial by the Metro Council; and

WHEREAS, the Chief Operating Officer has analyzed the application and considered the relevant factors under the Metro Code; and

WHEREAS, the Chief Operating Officer recommends that the non-system license be issued together with specific conditions as provided in Exhibit A to this Resolution; now therefore,

BE IT RESOLVED that the Metro Council:

1. Approves the non-system license application of Veris Industries-Schneider Electric subject to the terms, conditions and limitations contained in Exhibit A to this Resolution.
2. Authorizes the Chief Operating Officer to issue to Veris Industries-Schneider Electric a non-system license substantially similar to the one attached as Exhibit A.

ADOPTED by the Metro Council this 25th day of February 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO SOLID WASTE FACILITY NON-SYSTEM LICENSE

No. N-177-20

LICENSEE:
Veris Industries – Schneider Electric 12345 SW Leveton Dr. Tualatin, OR 97062
CONTACT PERSON:
Ron Nesvold Phone: (503) 597-0759 E-Mail: Ron.nesvold@se.com
MAILING ADDRESS:
Veris Industries – Schneider Electric 12345 SW Leveton Dr. Tualatin, OR 97062

ISSUED BY METRO:

Roy W. Brower
Interim Waste Prevention and Environmental Services Director

Date

1	NATURE OF WASTE COVERED BY LICENSE
	Non-recoverable solid waste commingled with putrescible waste, including restroom and lunchroom waste, generated at the Veris Industries site located at 12345 SW Leventon Drive in Tualatin, Oregon.
2	CALENDAR YEAR TONNAGE LIMITATION
	The licensee is authorized to transport to the non-system facility listed in Section 3 up to 475 tons per calendar year of the waste described in Section 1.
3	NON-SYSTEM FACILITY
	<ol style="list-style-type: none"> The licensee is authorized to transport the waste described above in Section 1 to the following non-system facility: <div style="margin-left: 40px;">Covanta Waste-to-Energy Facility 4850 Brooklake Road, NE Brooks, OR 97305</div> This license is issued on condition that the non-system facilities named in this section are authorized to accept the type of waste described in Section 1. If Metro receives notice from the Oregon Department of Environmental Quality and/or Marion County that this non-system facility is not authorized to accept such waste, Metro may immediately terminate this license pursuant to Section 9.
4	TERM OF LICENSE
	March 1, 2020 to December 31, 2022, unless amended, suspended, or revoked as provided in this license.
5	COVERED LOADS
	The licensee must suitably contain and cover, on all sides, all loads of the waste described in Section 1 that are transported under authority of this license to the non-system facility listed in Section 3 to prevent spillage of waste while in transit.
6	REPORTING OF ACCIDENTS AND CITATIONS
	The licensee must report to Metro any significant incidents (such as fires), accidents, and citations involving vehicles transporting the solid waste authorized by this license.
7	REGIONAL SYSTEM FEE AND EXCISE TAX
	The solid waste that the licensee delivers under authority of this license to the non-system facility listed in Section 3 is subject to the regional system fee and excise tax in accordance with section 8 of this license.

8	RECORD KEEPING AND REPORTING
	<ol style="list-style-type: none"> 1. The licensee must keep and maintain accurate records of the amount of all waste that the licensee transports to the non-system facility described in Section 3. These records include the information specified in the Metro document titled <u>Reporting Requirements and Data Standards for Metro Solid Waste Licensees, Franchisees, and Parties to Designated Facility Agreements</u>. 2. The licensee must perform the following no later than fifteen days following the end of each month: <ol style="list-style-type: none"> (a) Submit to Metro the records required under Section 8.1 in an electronic format prescribed by Metro; (b) Submit to Metro a Regional System Fee and Excise Tax Report, that covers the preceding month; and (c) Remit to Metro the requisite regional system fee and excise tax in accordance with this license and Metro Code provisions applicable to the collection, payment and accounting of those fees and taxes. 3. The licensee must make available to Metro (or Metro’s designated agent) all records from which Section 8.1 and 8.2 are derived for its inspection or copying or both, as long as Metro provides at least three business days written notice of an intent to inspect or copy documents. The licensee must, in addition, sign or otherwise provide to Metro any consent or waiver necessary for Metro to obtain information or data from a third party, including the non-system facilities named in Section 3. 4. Metro may require the licensee to report the information required by this section on a weekly or daily basis. 5. If the licensee fails to submit the records or payments to Metro by the timeline set forth in Section 8 of this license, each day by which the licensee exceeds the due date may constitute a separate violation subject to a penalty of up to \$500 per violation, in accordance with Metro Code Chapter 5.05.

9	ADDITIONAL LICENSE CONDITIONS
	<p>This non-system license is subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The transport of solid waste to the non-system facility, listed in Section 3, authorized by this license, is subordinate to any subsequent decision by Metro to direct the solid waste described in this license to any other facility. 2. This license is subject to amendment, modification, or termination by Metro in the event that Metro determines that: <ol style="list-style-type: none"> (a) There has been sufficient change in any circumstances under which Metro issued this license; or (b) Metro’s solid waste system or the public will benefit from, and will be better served by, transporting the waste described in Section 1 of this license to a facility other than those listed in Section 3. 3. In addition to subsections 9.2(a) and (b), Metro may amend, suspend, revoke or terminate this license pursuant to the Metro Code.

	<ol style="list-style-type: none"> 4. The licensee cannot transfer or assign any right or interest in this license without Metro’s prior written approval. 5. This license is subject to amendment or termination by Metro upon the execution of a designated facility agreement with a facility listed in Section 3 that authorizes the facility to accept the waste described in Section 1. 6. This license authorizes transport of solid waste only to the facility listed in Section 3. Transfer of waste generated from within the Metro boundary to any non-system facility other than that specified in this license is prohibited unless authorized in writing by Metro. 7. Metro may direct the licensee’s waste flow under this non-system license to Metro Central Transfer Station or Metro South Transfer Station with a minimum of 24 hours written notice. Any redirection of the waste flow by Metro is effective immediately. 8. If the licensee exceeds the calendar year authorization set forth in Section 2, each ton or portion thereof by which the licensee exceeds the limitation constitutes a separate violation subject to a penalty of up to \$500, in accordance with Metro Code Chapter 5.05.
--	---

10	COMPLIANCE WITH LAW
	<p>The licensee must fully comply with all applicable local, regional, state and federal laws, rules, regulations, ordinances, orders, and permits pertaining in any manner to this license, including all applicable Metro Code provisions and administrative rules adopted pursuant to Metro Code Chapter 5.05 whether or not those provisions have been specifically mentioned or cited in this license. All conditions imposed on the collection and hauling of the licensee’s solid waste by federal, state, regional or local governments or agencies having jurisdiction over solid waste generated by the licensee shall be deemed part of this license as if specifically set forth.</p>

11	INDEMNIFICATION
	<p>The licensee must defend, indemnify and hold harmless Metro, its elected officials, officers, employees, agents and representatives from any and all claims, demands, damages, causes of action, or losses and expenses arising out of or related in any way to the issuance or administration of this non-system license. Expenses include, but are not limited to, all attorneys’ fees, whether incurred before litigation is commenced, during litigation or on appeal.</p>

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 20-5079 AUTHORIZING THE CHIEF OPERATING OFFICER TO ISSUE A NEW NON-SYSTEM LICENSE TO VERIS INDUSTRIES-SCHNEIDER ELECTRIC FOR TRANSPORT AND DISPOSAL OF NON-RECOVERABLE SOLID WASTE, INCLUDING PUTRESCIBLE WASTE, AT THE COVANTA WASTE-TO-ENERGY FACILITY LOCATED IN BROOKS, OREGON

Date: February 13, 2020
Department: WPES
Meeting Date: February 25, 2020

Prepared by: Joanna Dyer, 503-813-7550,
Joanna.dyer@oregonmetro.gov

ISSUE STATEMENT

Veris Industries-Schneider Electric is requesting a new Metro Non-System License (NSL) to transport up to 475 tons per calendar year of non-recoverable solid waste, including putrescible waste, from its facility located at 12345 SW Leveton Dr. in Tualatin to the Covanta Waste-to-Energy facility (Covanta) in Brooks, Oregon.

Metro Code Section 5.05.110(c) requires the Metro Council to approve or deny a non-system license to transport putrescible waste to a disposal site.

ACTION REQUESTED

Approve Resolution No. 20-5079 which will authorize the Chief Operating Office to issue a Metro Non-System License to Veris Industries-Schneider Electric for a term of up to three years.

IDENTIFIED POLICY OUTCOMES

Approval of the proposed non-system license will support Metro's longstanding practice to allow solid waste generated in the Metro region to be transported to disposal sites located outside of the region provided that the transporter applies for and receives Metro authorization.

POLICY QUESTION(S)

Should Metro Council approve the resolution and grant the Chief Operating Officer authority to issue a non-system license, as provided in Metro Code Chapter 5.05.110, to Veris Industries-Schneider Electric to deliver up to 475 tons per calendar year of putrescible waste to the Covanta Waste-to-Energy facility?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve the resolution as proposed to authorize the Chief Operating Officer to issue a new non-system license to Veris Industries-Schneider Electric.
2. Amend the resolution to issue the new non-system license with different conditions than those recommended by staff.
3. Do not approve Resolution No. 20-5079.

STAFF RECOMMENDATIONS

Staff recommends Metro Council approve Resolution 20-5079 to authorize the Chief Operating Officer to issue a new Metro Solid Waste Facility Non-System License to Veris Industries-Schneider Electric.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Non-system licenses (NSL) are the main vehicles by which Metro manages the flow of solid waste transported to facilities located outside of the Metro regional boundary because they allow Metro to closely monitor and potentially guide waste flows to authorized facilities.

Known Opposition/Support/Community Feedback

There is no known opposition to the proposed NSL.

Legal Antecedents

Metro Code Chapter 5.05, "Solid Waste Flow Control." Specifically, Section 5.05.140 describes the factors the Chief Operating Officer may consider to determine whether to issue a non-system license:

- (1) The degree to which prior users of the non-system facility and waste types accepted at the non-system facility are known and the degree to which those wastes pose a future risk of environmental contamination;*

Covanta primarily accepts solid waste generated in Marion County, though the facility also accepts special waste and other wastes generated by companies seeking to promote alternative disposal policies or government agencies seeking to destroy certain waste for public safety or the public good such as contraband, postage stamps, expired pharmaceuticals, and lottery tickets.

The proposed disposal site is a waste-to-energy facility rather than a landfill and thus does not pose the same potential environmental risk from waste delivered from prior users. Air emissions from the facility are controlled through the use of high efficiency combustion within the furnace/boiler as well as by selective non-catalytic reduction, spray dryer absorbers, fabric filter baghouses and an activated carbon injection system. The ash generated at the facility is then disposed, or used beneficially, in accordance with Oregon Department of Environmental Quality (DEQ) requirements.

- (2) The non-system facility owner's and operator's regulatory compliance record with federal, state and local requirements, including but not limited to public health, safety and environmental regulations;*

Covanta holds a DEQ Solid Waste Energy Recovery Permit (Oregon DEQ permit #364). No formal enforcement actions have been taken at Covanta by DEQ in at least the last five years and Covanta is in compliance with federal, state and local requirements. Staff has also received confirmation that Covanta has a good compliance record with respect to public health, safety and environmental regulations.

- (3) The adequacy of the non-system facility's operational practices and management controls;*

Covanta screens incoming waste for hazardous, radioactive and other unacceptable materials and has a state-of-the-art emissions control system to minimize the risk of future environmental contamination. In addition, Covanta uses operational practices and management controls that are considered by the DEQ to be appropriate for the protection of health, safety and the environment.

(4) The expected impact on the region's recycling and waste reduction efforts;

The Veris Industries-Schneider Electric facility has a very mature recycling program that has been in existence since early 2000. All employees are trained on the recycling program and are required to participate and demonstrate proper recycling practices. The site is regularly audited by both internal and external auditors as part of the ISO 14001 certification. The facility seeks to deliver only its non-recyclable waste, including putrescible solid waste, to Covanta instead of a landfill.

The Metro-area waste that is delivered to Covanta is considered to be disposal and does not count toward recovery in Metro's recovery rate calculation because state statute (Oregon Revised Statutes 459A.010) stipulates that only those wastesheds that burn mixed solid waste for energy recovery within their wasteshed boundaries may count a portion of it towards their DEQ recovery rate calculation. Marion County is the only wasteshed within Oregon that hosts a waste-to-energy facility within its boundaries; therefore, it is the only wasteshed that is currently allowed to include a portion of the in-county waste that is delivered to Covanta in its recovery rate. Approval of the proposed NSL is not expected to impact the Metro region's recycling and waste reduction efforts.

(5) The proposed non-system license's effect with Metro's existing contractual arrangements;

Approval of the proposed license will not conflict with any of Metro's contractual arrangements.

(6) The applicant's record regarding compliance with Metro ordinances and agreements or assistance to Metro in Metro ordinance enforcement and with federal, state and local requirements, including but not limited to public health, safety and environmental regulations; and

Veris was initially issued a NSL in 2017 (No. N-177-17) to transport the same type and volume of waste to Covanta as in the proposed NSL. On January 2, 2019, Metro issued Veris a Non-Compliance Advisory Letter (No. NAL-413-19) for failure to submit timely reports and payments as required in the NSL. At the time of the NAL, Veris had submitted only seven of 19 required reports, and of the seven reports submitted, five reports were late. The NAL notified Veris that the company was required to report each month even if the reported tonnage is zero, and failure to do so would subject it to enforcement. Veris failed to submit required reports after the NAL was issued, and Metro subsequently revoked NSL No. N-177-17 effective July 31, 2019. Upon receiving the letter from Metro revoking the NSL, staff at Veris contacted Metro explaining that Metro's point of contact at Veris, had passed away unexpectedly and staff were unaware of the existence of the non-system license.

Metro staff's investigation of the applicant revealed a good record of compliance with local agencies responsible for health, safety and environmental regulations.

(7) Any other factor the Chief Operating Officer considers appropriate.

Covanta is the primary disposal site for solid waste generated within Marion County. Marion County generally supports the Metro-authorized flow of solid waste to Covanta. Although approval of this resolution would authorize Veris Industries-Schneider Electric to transport waste to Covanta, the proposed NSL does not obligate Covanta to accept the waste. In addition,

Metro may subsequently amend, suspend, or terminate the proposed NSL should there be any change in circumstances after it is issued.

Metro Code Section 5.05.170(5)(B) states that a new NSL may be issued for a term of up to a three years. The proposed license has a 34-month term and would commence on March 1, 2020 and expire on December 31, 2022.

Anticipated Effects

Adoption of Resolution 20-5079 will authorize the Chief Operating Officer to issue a new NSL, as provided in Metro Code Chapter 5.05.110, to Veris Industries-Schneider Electric to deliver up to 475 tons of putrescible waste per calendar year to the Covanta Waste-to-Energy facility.

Financial Implications

The application under consideration is for a new NSL to transport up to 475 tons of non-recoverable solid waste, including putrescible waste to Covanta Waste-to-Energy facility. The financial impact of this NSL is expected to be negligible because the regional system fee and excise tax will continue to be collected on Metro-area waste delivered to Covanta under the authority of the proposed NSL.

BACKGROUND

The applicant, Veris Industries-Schneider Electric, located at 12345 SW Leveton Drive in Tualatin, Oregon, is a manufacturing company that makes HVAC (heating, ventilating, and air conditioning) system controls and monitoring meters. Veris Industries-Schneider Electric has a robust sustainability program and seeks to become a zero-waste-to-landfill company. All areas of the facility have dedicated recycling stations including desk spaces, production floor and an employee cafeteria. Centralized collection stations are provided for paper, corrugated cardboard, batteries, fluorescent tubes, wood pallets, metal, scrap boards and assemblies, polystyrene, hard plastics and film plastic. In the cafeteria, non-protein food items are collected and composted in an on-site employee garden. The waste that Veris Industries-Schneider Electric seeks to transport to Covanta includes the non-recoverable waste from its manufacturing process, cafeteria waste and restroom waste.

On December 5, 2019, Veris Industries-Schneider Electric filed a complete application seeking a new NSL to transport up to 475 tons per calendar year of non-recoverable waste, including wet waste, generated at its facility to Covanta. The proposed license is subject to approval or denial by the Metro Council because it authorizes the transport of putrescible waste to a non-system facility.

ATTACHMENTS

Exhibit A to Resolution No. 20-5079: Draft non-system license No. N-177-20.

Resolution No. 20-5076, For the Purpose of Adding a New Project to the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Supporting Project Development Activities for TriMet's New Southwest Corridor Light Rail Project (FB20-08-FEB)
Consent Agenda

Metro Council Meeting
Tuesday, February 25, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW) RESOLUTION NO. 20-5076
PROJECT TO THE 2018-21 METROPOLITAN)
TRANSPORTATION IMPROVEMENT) Introduced by: Chief Operating Officer
PROGRAM SUPPORTING PROJECT) Andrew Scott in concurrence with
DEVELOPMENT ACTIVITIES FOR TRIMET'S) Council President Lynn Peterson
NEW SOUTHWEST CORRIDOR LIGHT RAIL)
PROJECT (FB20-08-FEB)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, TriMet is ready to initiate and complete project development work in support of the new Southwest Corridor Light Rail Line project which proposes to construct a light rail line from downtown Portland to Tigard and Bridgeport Village in Tualatin along with other required roadway, bicycle, and pedestrian related projects and has an estimated total project cost of \$2.85 billion dollars; and

WHEREAS, TriMet will be the lead agency to deliver the project which proposes a construction schedule from September 2023 through December 2026 with service implementation planned to start during the fall of 2027; and

WHEREAS, the programming of the project develop scope of work into the Preliminary Engineering (PE) phase will support efforts to complete the NEPA Final Environmental Impact Statement (FEIS), selection of the final route alignment, complete up to 30% design and determine cost estimates to move forward into final engineering which is scheduled to commence as of February/March 2021; and

WHEREAS, the Southwest Corridor Light Rail Line will serve a projected 37,500 average weekday rides as of 2035, carry one-in-five southbound commuters leaving downtown Portland in the PM peak as of 2035, and

WHEREAS, the SW Corridor Light Rail Line will expand multi-modal commuting alternatives to the personal vehicle and help to keep shorter commuting times and lower congestion cost to Tigard and Tualatin residents for an area that is projected to grow by 75,000 residents and create 65,000 new jobs by 2035; and

WHEREAS, the Southwest Corridor Light Rail Line will create the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept enabling these plans to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development; and

WHEREAS, the Southwest Corridor Light Rail Project will contribute to the local economy during and after construction with the project expecting to bring nearly \$1.3 billion in Federal matching funds, generating over 20,000 jobs, and with MAX costs less to operate per ride than buses, making the Southwest Corridor Light Rail Project Line an economically sustainable investment; and

WHEREAS, the Southwest Corridor Light Rail Line will connect existing and future jobs and homes along with Portland State University, Oregon Health & Science University, National University of Natural Medicine and Portland Community College at Sylvania; and

WHEREAS, the Southwest Corridor Light Rail Line will provide a new transit “backbone” for the local bus system in southeastern Washington County including new transit centers plus park-and-ride lots to enable people to easily switch between travel modes; and

WHEREAS, the Southwest Corridor Light Rail Line will result in the construction in up to thirteen stations with six planned to include park-and-ride lots; and

WHEREAS, with the expected approval by the Federal Transit Administration (FTA), these funds will be eligible for use toward required local match for federal New Starts funding on the project; and

WHEREAS, the a review of the approved and constrained 2018 Regional Transportation Plan (RTP) affirms consistency between the Southwest Corridor Light Rail Line being programmed in the MTIP and the RTP; and

WHEREAS, the MTIP’s financial constraint finding is maintained as proof of funding has been supporting the planned project development work from TriMet; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the February 2020 Formal MTIP Amendment consisting of the Southwest Corridor Light Rail Line project; and

WHEREAS, the Southwest Corridor Light Rail Line project development project successfully completed a required 30-day public notification/ opportunity to comment period without any significant issues raised; and

WHEREAS, Metro’s Transportation Policy and Alternatives Committee (TPAC) received their notification, amendment summary overview, and recommended approval to Metro Joint Policy Advisory Committee on Transportation (JPACT) on February 7, 2020; and

WHEREAS, JPACT received their notification on February 20, 2020 and provided an approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on March 5, 2020 to formally amend the 2018-21 MTIP to include TriMet's Southwest Corridor Light Rail Line Project Development project.

ADOPTED by the Metro Council this ____ day of _____ 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5076**



Proposed February 2020 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: FB20-08-FEB					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key TBD New Project	TBD	TriMet	Southwest Corridor Light Rail Project Development	Implement project development actions to complete NEPA environmental, final Local preferred alternative, design, and costs for the SW Corridor Light Rail project	ADD NEW PROJECT: The formal amendment adds the Preliminary Engineering (PE) phase for the new Southwest Corridor Light Rail project



**Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment
ADD NEW PROJECT
Initial Project Programming**

Lead Agency: TriMet	Project Type: Transit	ODOT Key: TBD
Project Name: Southwest Corridor Light Rail Project Development	ODOT Type:	MTIP ID: TBD
Project Status: T21 = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	Performance Meas: Yes	Status: T21
Short Description: Implement project development actions to complete NEPA environmental, final route alignment, design and costs for the new SW Corridor Light Rail project	Capacity Enhancing: No	Comp Date: 11/30/2027
	Conformity Exempt: Yes	RTP ID: 10907
	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: N/A
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: No
Detailed Description: In the southwestern Portland region, complete Preliminary engineering/project development actions to complete NEPA, the final route alignment, station locations/design, and termini to construct the new Southwest Light Rail Line from downtown Portland to Bridgeport Village north of Tualatin		
STIP Description: TBD		

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	Local	2020		\$ 21,854,403				\$ 21,854,403
								\$ -
							Local Total	\$ 21,854,403
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 21,854,403	\$ -	\$ -	\$ -	\$ 21,854,403
Total Estimated Project Cost - Year of Expenditure (YOE):								\$ 2,850,000,000

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment adds approximately 43% of required funding in support of project development activities in support of Preliminary Engineering requirements for the new SW Corridor Light Rail Line project. The estimated full cost to complete all project development activities is about \$50 million. The remaining \$28 million for PE will be added later. The estimated full cost to construct and complete the new SW Corridor Light Rail Line project is \$2.85 billion. The Southwest Corridor Plan and Shared Investment Strategy is a package of transit, roadway, bicycle and pedestrian projects that can help reduce congestion, increase transportation options, improve safety and enhance quality of life in Southwest Portland and southeastern Washington County. Major tasks to be completed during the PE phase are required project development actions to complete the Final Environmental Impact Statement (FEIS) for the National Environmental Protection Act (NEPA), evaluation and selection of the final route/alignment alternative, locations and designs of the require stations, and determination of the project costs.

> Will Performance Measurements Apply: No - not to complete PE actions

RTP Reviews and References:

- > RTP ID: 10907 - High Capacity Transit - Southwest Corridor - Project Development
- > RTP Description: Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard.
- > RTP Consistency Verified: Yes
- > RTP & Submitted Project Costs Consistent: Yes
- > Proof of Funding Verified: Yes
- > Supports RTP Goals and Strategies: Yes - Goal #3, Transportation Choices, Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.
- > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other - Planning and Technical Studies

Fund Codes:

> Other = Local agency funds committed to the project (can be from various sources). Used in addition to required local or state matching funds to federal funds and referred to as overmatch. If no federal funds are present, then the local Other funds represent the funding commitment to the phase.

Other MTIP/RTP Consistency Review Items:

- > Why Formal/Full amendment: Per the Amendment Matrix, new projects added to the MTIP require a formal/full amendment
- > Metro Legislation Required: Yes, the amendment falls under Resolution 20-5076
- > Regionally Significant Project: Yes
- > MTIP Programming Required: Yes as a regionally significant project
- > Can be included within the ODOT O&M Project Groupings: No
- > Eligible ODOT O&M Project Grouping: N/A
- > Located on the NHS: No
- > Metro Transportation Modeling System: Yes
- > Model Type: Transit. The SW Corridor is included in the current Transit Model and is identified as a HCT improvement in progress
- > OTC Approval Required: No
- > Metro Council approval Required: Yes - projected to Thursday, March 5, 2020

Memo

Date: February 20, 2020
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: February 2020 MTIP Formal Amendment & Resolution 20-5076 Approval Request
 Adding TriMet’s Preliminary Engineering phase Programming for the Southwest Corridor Light Rail Project

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF ADDING A NEW PROJECT TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM SUPPORTING PROJECT DEVELOPMENT ACTIVITIES FOR TRIMET’S NEW SOUTHWEST CORRIDOR LIGHT RAIL PROJECT (FB20-08-FEB)

BACKGROUND

What This Is:

The February 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment programs TriMet’s Preliminary Engineering phase consisting of project development activities for the Southwest Corridor Light Rail project through approval of Resolution 20-5076.

What is the requested action?

JPACT requests Metro Council approve Resolution 20-5076 to add the new Preliminary Engineering phase for the Southwest Corridor Light Rail project enabling the project to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed February 2020 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: FB20-08-FEB					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key TBD New Project	TBD	TriMet	Southwest Corridor Light Rail Project Development	Implement project development actions to complete NEPA environmental, final Local preferred alternative, design, and costs for the SW Corridor Light Rail project	<u>ADD NEW PROJECT:</u> The formal amendment adds the Preliminary Engineering (PE) phase consisting of project development scope of work activities for the Southwest Corridor Light Rail project

TPAC Discussion and Requested Adjustments (as of Friday, February 7, 2020):

TPAC member support the Resolution 20-5076 that will add \$21.8 million of TriMet local funds to establish the TriMet Southwest Corridor Light Rail Line project in the MTIP. The amendment reflects the project moving out of “planning” and beginning its trek through the federal implementation and delivery process. However, through a friendly amendment to the staff approval recommendation TPAC requested additional employment and economic clarification statements added to draft Resolution 20-5076. Staff does not object and supports TPAC request. Below is a summary of adjustments made to draft Resolution 20-5076:

- Corrects the projected average weekday ridership number from ~~43,000~~ to **37,500**.
- Adds the following economic and employment reference statements to draft Resolution 20-5076:
 - **WHEREAS, the Southwest Corridor Light Rail Line will expand multi-modal commuting alternatives to the personal vehicle and help to keep shorter commuting times and lower congestion cost to Tigard and Tualatin residents for an area that is projected to grow by 75,000 residents and create 65,000 new jobs by 2035; and**
 - **WHEREAS, the Southwest Corridor Light Rail Project will contribute to the local economy during and after construction with the project expecting to bring nearly \$1.3 billion in Federal matching funds, generating over 20,000 jobs, and with MAX costs less to operate per ride than buses, making the Southwest Corridor Light Rail Project Line an economically sustainable investment; and**
- Adds a clarifying financial statement to the draft Resolution as follows:
 - **WHEREAS, with the expected approval by the Federal Transit Administration (FTA), these funds will be eligible for use toward required local match for federal New Starts funding on the project; and**

Second, Metro received a formal comment from TriMet requesting minor clarification updates to the staff report. They have been incorporated where feasible throughout the staff report.

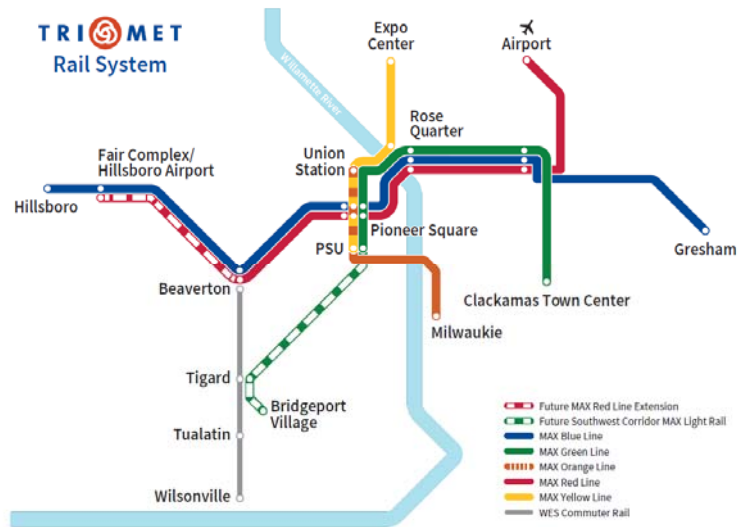
A detailed summary of the new proposed amended project is provided below.

Project 1:	Southwest Corridor Light Rail Project Development (New Project)		
Lead Agency:	TriMet		
ODOT Key Number:	TBD	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> • Proposed improvements: By programming the PE phase of the Southwest Corridor Light Rail Line, TriMet will implement project development actions to complete the NEPA process, approve and adopt the LPA, complete up to 30% design and complete materials necessary to move into the FTA New Starts program Engineering phase (PS&E completion by Summer 2021). • Source: New project to the MTIP • Funding: 		

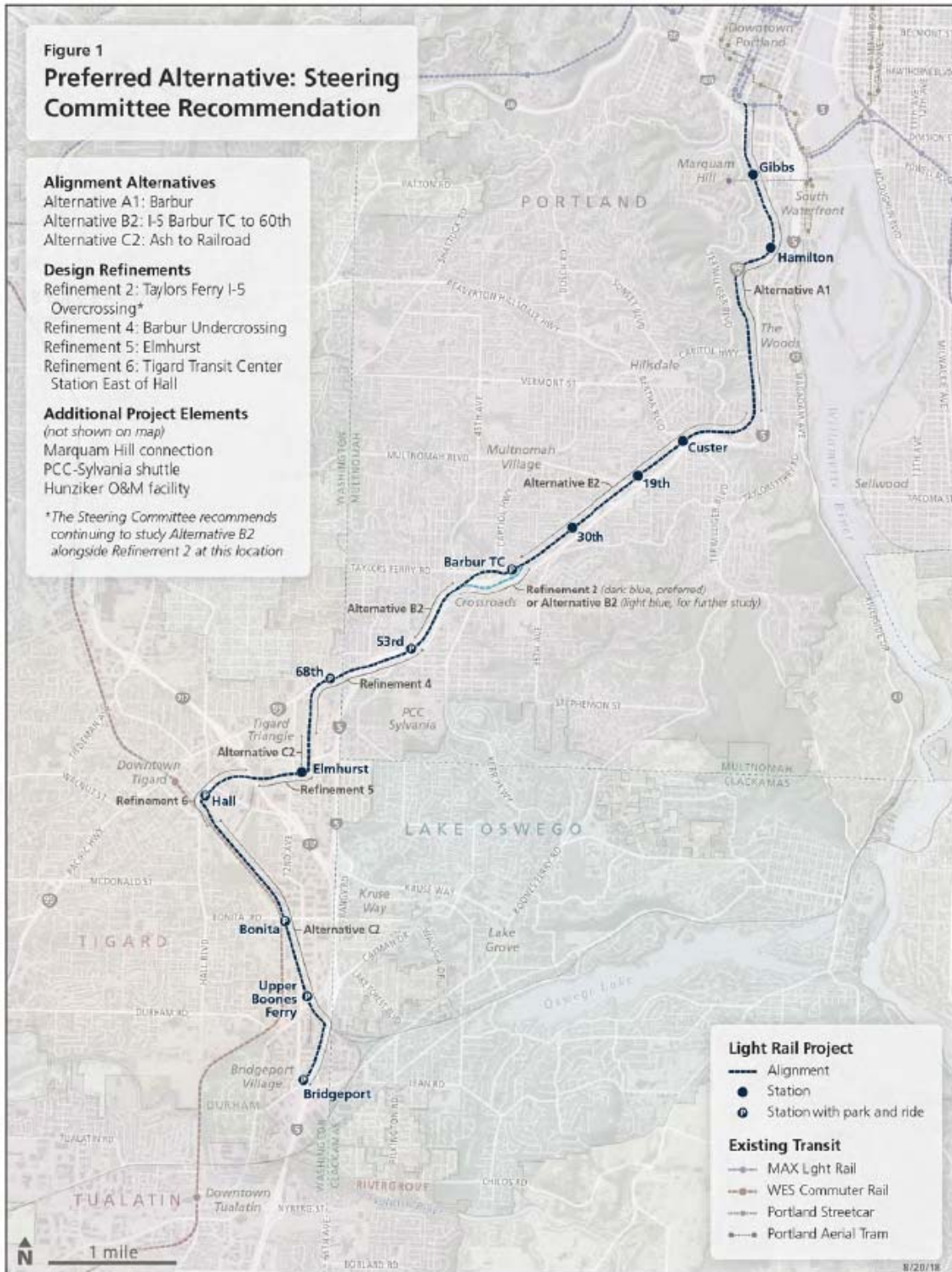
	<p>The source of funding for project development activities being programmed in the PE phase through this amendment are TriMet local funds. The total project funding composition is projected to be a mixture of federal (FTA New Starts, possible additional Metro committed federal funds), State funds, and local funds.</p> <ul style="list-style-type: none"> - Added note: Pre –NEPA project development work (e.g. to identify the Local preferred alignment) has resulted in the commitment of federal and local funds in support of this effort. - The Southwest Corridor Light Rail Line project has been considered a federalized project will continue to be a federalized project. <ul style="list-style-type: none"> • Project Type: Transit (multi-modal improvements to also include bicycle and pedestrian improvements) • Location: Local Preferred Alignment: In the southwestern Portland region from downtown Portland to Bridgeport Village north of Tualatin reflecting a 12 mile MAX line extension from downtown Portland through southwest Portland to Tualatin via Tigard • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: = Transit status “T21” = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP • STIP Amendment Number: TBD • MTIP Amendment Number: FB20-08-FEB
<p>What is changing?</p>	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds only the Preliminary Engineering (PE) phase funding supporting project development activities for the Southwest Corridor Light Rail project. While the project reflects an extension of the Green MAX line, the MTIP programming rules considers the Southwest Corridor Light Rail Line to be a new project that is beginning to proceed through the federal implementation and delivery process. The new project will be a stand-alone project in the MTIP reflecting the first implementation step. Therefore, both MTIP and the draft resolution refer the project as a “new” project.</p> <p>The major project development scope elements of the PE phase are to:</p> <ul style="list-style-type: none"> • Complete the environmental process by publishing a Final Environmental Impact Statement (FEIS) and subsequent issuance of the Record of Decision (ROD). • Finish evaluation of the Local Preferred Alternative to select the project’s Final Preferred Alternative: <ul style="list-style-type: none"> - The Local Preferred Alternative for SW Corridor was approved by Metro Council 11/15/18 and adopted into the constrained 2018 Regional Transportation Plan which was adopted by Council on 12/6/18.

	<ul style="list-style-type: none"> • Complete the preliminary design package up to a 30% level of design and engineering and develop project cost estimates. <ul style="list-style-type: none"> - The 30% level of engineering is scheduled to be completed in September 2020 with cost estimates completed in October 2020. - Proceed into Final Engineering phase of the New Starts Process (final design and PS&E) in 2021. • Prepare materials necessary for a New Starts Rating. This includes cost estimates, completion of the Standard Cost Category spreadsheets, finance plan, ridership estimates and project justification materials. <ul style="list-style-type: none"> - The project has a target schedule to submit materials for a New Starts Rating in November 2020. • The project must complete the deliverables necessary to request and receive entry into the Engineering Phase of the FTA New Starts Process <ul style="list-style-type: none"> - The project is scheduled to begin the process necessary to gain entry into the Engineering phase in fall 2020. One requirement for entry into Engineering is securing commitment for 30% of the non-Capital Investment Grant funds. The commitment of these funds is anticipated to be made by the Regional Transportation Funding Measure that is assumed to be voted on November 3, 2020.
<p>Additional Details:</p>	<p>The estimated project development cost within the PE phase is approximately \$50 million. The remaining local funds will be added to the project through a later amendment. The cost to complete final engineering will be on top of the project development costs and added later</p> <p>The total estimated cost to construct the Southwest Corridor Light Rail Line project is \$2.85 billion dollars.</p> <p>The summary estimated schedule for the project is as follows:</p> <ul style="list-style-type: none"> • The project formally entered the FTA New Starts Project Development on February 13, 2019. • Final project engineering (completion of PS&E) will move forward around February/March 2021. • Once NEPA is completed and the Record of Decision (ROD) for the Final Environmental Impact Statement obtained (expected around July 2020), Right of Way (ROW) activities are allowed to begin under pre-award authority. • Utility Relocation actions are assumed to begin about December 2021. • The Construction phase actions are scheduled to occur from September 2021 through January 2027. • The Southwest Corridor MAX Rail Line is estimated to be ready for revenue services in the fall of 2027.
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.</p>

<p>Total Programmed Amount:</p>	<p>Only partial PE is being programmed through this amendment. The remaining PE funding will be added to the project through a later amendment. The Southwest Corridor Light Rail project is estimated to cost \$2.85B which includes vehicles, construction, ROW, staffing, interim borrowing, contingency and inflation.</p>
<p>Added Notes:</p>	<p>TriMet will be the lead agency to implement and delivery the project through all remaining phases (PE trough Construction and into Revenue service.)</p>



Project Location Map



Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
- Is eligible for special programming exceptions periodically negotiated with USDOT as well.
- Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts
 - RTP Priority Investment Areas support
 - Climate Change/Greenhouse Gas reduction impacts
 - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the February 2020 Formal MTIP amendment (FB20-08-FEB) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	January 28, 2020
● TPAC notification and approval recommendation.....	February 7, 2020
● JPACT approval and recommendation to Council.....	February 20, 2020
● Completion of public notification process.....	February 26, 2020
● Metro Council approval.....	February 27, 2020

Notes:

* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	March 2, 2020
● Submission of the final amendment package to USDOT.....	March 3, 2020
● ODOT clarification and approval.....	Late March, 2020
● USDOT clarification and final amendment approval.....	Early April 2020

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT recommends Metro Council approve for Resolution 20-5076 allowing the MTIP to add the new PE phase supporting project development activities for TriMet's Southwest Corridor Light Rail project.

- TPAC approval recommendation date: Friday, February 7, 2020
- JPACT approval date: Thursday, February 20, 2020

Attachments:

1. Metro Approved Resolution 17-4848 (Supporting proof of funding verification)
2. TriMet Capital Grant Revenue Bonds Series 2018A – Cover Pages (Supporting proof of funding verification)
3. FTA Project Development Initiation Approval Letter
4. TriMet Approved Resolution 18-09-66 supporting the Locally Preferred Alternative for the Southwest Corridor MAX Light Rail project
5. Southwest Corridor Light Rail Project Steering Committee Preferred Alternative Report – Summary Pages

WHEREAS, pending resolution of how ODOT would resolve sub-allocation of CMAQ funds throughout the eligible areas of the state with two additional eligible areas established in 2016, a first phase allocation of funds was allowed to proceed through Metro Resolution 17-4800;

WHEREAS, ODOT has agreed to a new sub-allocation formula approach that stabilizes CMAQ funding levels for 2019 and beyond but reduces the amount of funding to the Portland metropolitan region from levels forecast during the original RFFA policy deliberations;

WHEREAS, the payment of RFFA revenues in Table 1 of Exhibit A to this resolution will accommodate the reduced amount of funding from the new CMAQ sub-allocation while providing bond proceeds for the purposes and amounts shown in Table 2 of Exhibit A;

WHEREAS, JPACT approved the revised payment schedule and amounts set forth in Table 1 and Table 2 of Exhibit A to this resolution on October 19, 2017; and

WHEREAS, TriMet anticipates issuing revenue bonds secured by the commitment of federal transportation funds set forth on Exhibit A, and an amended agreement between Metro and TriMet regarding these funds will facilitate borrowing by TriMet that pledge these increased funds; now therefore

BE IT RESOLVED that the Metro Council hereby:

- Approves the revised commitment of federal transportation funds recommended by JPACT and shown in Table 1 of Exhibit A; and
- Authorizes the execution of an amendment to intergovernmental agreement between Metro and TriMet, in a form approved by the Office of Metro Attorney and consistent with this Resolution, that incorporates the increased multi-year commitment of regional flexible funds shown in Table 1 of Exhibit A for the uses and amounts set forth in Table 2 of Exhibit A.

ADOPTED by the Metro Council this 2nd day of November, 2017.


 Tom Hughes, Council President



Approved as to Form:


 Alison R. Kean, Metro Attorney

Attachment 2: TriMet Capital Grant Revenue Bonds Series 2018A – Cover Pages**OFFICIAL STATEMENT DATED JANUARY 30, 2018****New Issue — Book-Entry-Only****RATINGS: (See “RATINGS” herein)****MOODY’S: A3****S&P: A**

In the opinion of Hawkins Delafield & Wood LLP, Bond Counsel to TriMet (“Bond Counsel”), under existing statutes and court decisions and assuming continuing compliance with certain tax covenants described herein, (i) interest on the Series 2018 Bonds is excluded from gross income for federal income tax purposes pursuant to Section 103 of the Internal Revenue Code of 1986, as amended (the “Code”), and (ii) interest on the Series 2018 Bonds is not treated as a preference item in calculating the alternative minimum tax imposed on individuals under the Code. In the opinion of Bond Counsel, interest on the Series 2018 Bonds is exempt from State of Oregon personal income tax under existing law. See “TAX MATTERS” herein for a discussion of the opinion of Bond Counsel.

\$113,900,000

**TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON
CAPITAL GRANT RECEIPT REVENUE BONDS
SERIES 2018A**

DATED: Date of Delivery**DUE: As Shown on Inside Cover**

This Official Statement describes the Tri-County Metropolitan Transportation District of Oregon (“TriMet”) and its \$113,900,000 aggregate principal amount of Capital Grant Receipt Revenue Bonds, Series 2018A (the “Series 2018 Bonds”). The Series 2018 Bonds are being issued on parity with TriMet’s Capital Grant Receipt Revenue Bonds, Series 2011A (the “Series 2011A Bonds”) and Capital Grant Receipt Revenue Refunding Bonds, Series 2017A (the “Series 2017A Bonds”). The Series 2018 Bonds, together with the Series 2011A Bonds, the Series 2017A Bonds, and any series of additional Parity Bonds and any Parity Exchange Agreements that may be issued in the future under the Master Trust Agreement, are collectively referred to as the “Bonds.” The Series 2018 Bonds are special obligations of TriMet secured solely by a pledge of and a lien on the Pledged Property. The Pledged Property includes the Grant Receipts and all amounts credited to the Debt Service Account. The Grant Receipts consist of federal grant funds that are required to be paid to TriMet under intergovernmental agreements that have been pledged to pay the Bonds and federal grant funds that are due to TriMet under Section 5307 of Title 49, subtitle III, Chapter 53 of the United States Code, as that section may be amended from time to time, and any replacement federal funding programs. **The Series 2018 Bonds are not a general obligation of TriMet, and no other revenues or funds of TriMet are pledged as security for the payment of the Series 2018 Bonds.**

The Series 2018 Bonds are being executed and delivered pursuant to a Master Capital Grant Receipt Revenue Bond Trust Agreement dated as of June 1, 2005, as amended (the “2005 Master Trust Agreement”), between TriMet and Wells Fargo Bank, National Association, as trustee (the “Trustee”) and the Third Supplemental Trust Agreement dated as of February 1, 2018 (the “Third Supplemental Trust Agreement”), between TriMet and the Trustee. The Series 2018 Bonds are being issued to pay (i) costs of certain transit and transit supportive projects, (ii) capitalized interest, and (iii) the costs of issuing the Series 2018 Bonds.

Interest on the Series 2018 Bonds from the date of delivery is payable semiannually on October 1 and April 1 of each year, commencing April 1, 2018. The Series 2018 Bonds are subject to redemption prior to maturity as described herein.

The Series 2018 Bonds are being issued as fully registered bonds, registered initially in the name of Cede & Co., as nominee for The Depository Trust Company, New York, New York (“DTC”). Purchases of beneficial interest in the Series 2018 Bonds will be made in book-entry form in denominations of \$5,000 and integral multiples thereof. Individual purchasers of Series 2018 Bonds will not receive physical delivery of bond certificates.

THIS COVER PAGE CONTAINS CERTAIN INFORMATION FOR QUICK REFERENCE ONLY. IT IS NOT A SUMMARY OF THE ISSUE. INVESTORS MUST READ THE ENTIRE OFFICIAL STATEMENT TO OBTAIN INFORMATION ESSENTIAL TO THE MAKING OF ANY INFORMED INVESTMENT DECISION.

The Series 2018 Bonds are offered when, as and if issued, subject to prior sale, withdrawal or modification of the offer without notice, and subject to receipt of the approving opinion of Hawkins Delafield and Wood, LLP, Portland, Oregon, Bond Counsel to TriMet. Certain legal matters will be passed upon for TriMet by Shelley Devine, General Counsel to TriMet, and for the Underwriters by their counsel Orrick, Herrington & Sutcliffe LLP, Portland, Oregon. The Series 2018 Bonds are expected to be available for delivery through the facilities of DTC in New York, New York or to the Trustee, as agent for DTC for Fast Automated Securities Transfer, on or about February 6, 2018.

J.P. Morgan**Citigroup**

\$113,900,000
TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON
CAPITAL GRANT RECEIPT REVENUE BONDS
SERIES 2018A

Due October 1	Principal Amount	Interest Rate	Yield	CUSIP [†] 89546R
2020	\$ 395,000	5.000%	1.800%	PF5
2021	410,000	5.000	1.950	PG3
2022	1,660,000	5.000	2.050	PH1
2023	1,730,000	5.000	2.200	PJ7
2024	1,785,000	5.000	2.370	PK4
2025	1,855,000	5.000	2.520	PL2
2026	1,930,000	5.000	2.650	PM0
2027	2,010,000	5.000	2.780	PN8
2028	12,620,000	5.000	2.870*	PP3
2029	13,235,000	5.000	2.930*	PQ1
2030	13,875,000	5.000	3.010*	PR9
2031	14,550,000	5.000	3.070*	PS7
2032	15,245,000	5.000	3.100*	PT5
2033	15,990,000	4.000	3.440*	PU2
2034	16,610,000	3.250	3.640	PV0

[†] CUSIP® is a registered trademark of the American Bankers Association. CUSIP Global Services ("CGS") is managed on behalf of the American Bankers Association by S&P Capital IQ. Copyright© 2018 CUSIP Global Services. All rights reserved. CUSIP® data herein is provided by CUSIP Global Services. This data is not intended to create a database and does not serve in any way as a substitute for the CGS database. CUSIP® numbers are provided for convenience of reference only. None of TriMet, the Underwriter or their agents or counsel assume responsibility for the accuracy of such numbers.

* Priced to the call date of April 1, 2018

Attachment 3: FTA Project Development Initiation Approval Letter

U.S. Department
Of Transportation
**Federal Transit
Administration**

Headquarters

1200 New Jersey Avenue S.E.
Washington DC 20590

FEB 13 2019

Mr. Doug Kelsey
General Manager
Tri-County Metropolitan Transportation District of Oregon (TriMet)
1800 SW 1st Avenue, Ste 300
Portland, OR 97201

Re: Project Development Initiation – Southwest Corridor Light Rail Transit

Dear Mr. Kelsey:

Thank you for your letter, dated December 14, 2018, requesting entry into the New Starts Project Development (PD) phase under the Federal Transit Administration's (FTA) Capital Investment Grants (CIG) program for Tri-County Metropolitan Transportation District of Oregon's (TriMet) Southwest Corridor Light Rail Transit (LRT) project. After reviewing your initial letter, FTA requested additional information that was submitted on January 28, 2019. FTA determined that the information provided at that time was sufficient to enter the PD phase.

Please note that TriMet undertakes the PD work at its own risk, and that the project must still progress through further steps in the CIG program to be eligible for consideration to receive CIG funding.

In accordance with Federal public transportation law at 49 U.S.C. 5309(d)(1)(ii)(I), the following activities must be completed during PD:

- Select a locally preferred alternative;
- Have the locally preferred alternative adopted into the fiscally constrained long-range transportation plan;
- Complete the environmental review process; and
- Complete the activities required to develop sufficient information for evaluation and rating under the CIG criteria.

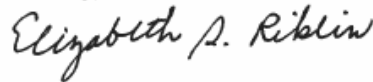
FTA encourages you to familiarize yourself with the information found on the CIG program webpage at <https://www.transit.dot.gov/funding/grant-programs/capital-investments/about-program>. There you will find more details and information on the activities mentioned above including answers to frequently asked questions and the information that must be provided to FTA for eventual project evaluation and rating.

FTA will be in contact to discuss its technical assistance and project oversight plans as the project moves through PD. FTA would appreciate periodic updates from TriMet on the status of completion of PD activities.

With this entry into PD, TriMet has pre-award authority to incur costs for PD activities prior to grant approval and to retain eligibility of those activities for future FTA grant assistance. PD activities include the work necessary to complete the environmental review process and as much engineering and design activities as TriMet believes are necessary to support the environmental review process. Upon completion of the environmental review process, FTA extends pre-award authority to project sponsors in PD to incur costs for as much engineering and design as necessary to develop a reasonable cost estimate and financial plan for the project, utility relocation, and real property acquisition and associated relocations. This pre-award authority does not constitute a commitment that future Federal funds will be approved for PD or any other project cost. As with all pre-award authority, relevant Federal requirements must be met prior to incurring costs in order to preserve eligibility of the costs for future FTA grant assistance.

If you have any questions or comments, please contact Faisal Chowdhury at 202-366-9851 or Faisal.Chowdhury@dot.gov.

Sincerely,




Elizabeth S. Riklin
Acting Associate Administrator for Planning
and Environment

cc: Linda M. Gehrke, Regional Administrator, FTA Region X

**Attachment 4:
TriMet Approved Resolution 18-09-66 supporting the Locally Preferred Alternative for the
Southwest Corridor MAX Light Rail project**



Memo

Date: September 26, 2018
To: Board of Directors
From: Doug Kelsey 
Subject: RESOLUTION 18-09-66 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT

1. Purpose of Item

The purpose of this item is to request that the TriMet Board of Directors (Board) approve a resolution recommending that the Metro Council adopt the Locally Preferred Alternative (LPA) for the Southwest Corridor Light Rail Transit project (Project).

2. Type of Agenda Item

- Initial Contract
 Contract Modification
 Other: LPA Recommendation

3. Reason for Board Action

Metro Council requests endorsement by TriMet and other local jurisdictions before adopting the LPA for the Project. Demonstration of local support for the Project by TriMet and local jurisdictions is very important for moving the Project forward into the Project Development phase. Such support is necessary because it both ensures consensus for the Project at the local level and demonstrates to the Federal Transit Administration (FTA) that there is local consensus and support for the Project. This action selects an alignment that will be further studied in the federal environmental review process, and eliminates other alignments from future study.

4. Type of Action

- Resolution
 Ordinance 1st Reading
 Ordinance 2nd Reading
 Other _____

5. Background

The proposed Project would construct a light rail line from downtown Portland to Tigard and Bridgeport Village in Tualatin, along with other transportation improvements, including roadway, bicycle, and pedestrian projects. The Project has an extensive history. In June 2010,

Metro adopted the High Capacity Transit System Plan, which named the Southwest Corridor as the region's highest transit priority. In December 2011, the Southwest Corridor Plan Steering Committee (Steering Committee) was formed, which includes representatives from Sherwood, Tualatin, King City, Tigard, Durham, Beaverton, Lake Oswego, Portland, Multnomah and Washington Counties, ODOT, TriMet and Metro. In 2013, each of the Steering Committee members expressed formal support for the Southwest Corridor Shared Investment Strategy, a document that brings together local land use, transportation and community-building projects already advanced in project partners' plans that support development consistent with the future land use vision for the corridor.

In June 2014, the Steering Committee unanimously adopted the *Southwest Corridor Transit Design Options*, which were then adopted by Metro, and in December 2014 the Steering Committee directed staff to implement an 18-month work plan for the focused refinement of the *Southwest Corridor Transit Design Options* using a place-based approach to narrow alignment options and select a preferred transit mode and terminus. In June 2016, the Steering Committee endorsed a *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* that describes the high capacity transit mode, preferred terminus, and transit alignments, as well as associated roadway, bicycle, and pedestrian projects.

In August and September 2016, Project staff held a public scoping process for the federal environmental impact study to solicit public and agency comments on the *Proposed Range of Alternatives for Environmental Review*, prior to commencing work on the Draft Environmental Impact Statement (EIS). In July 2016 the Metro Council endorsed the *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review*, and the Southwest Corridor Equitable Development Strategy was initiated to ensure that housing, jobs, and learning opportunities are available to a diverse range of people and incomes as investments occur in the corridor.

In June 2018, the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement* was published, followed by a 45-day public comment period. During the comment period, approximately 1,015 comments were submitted via the internet, emails, and letters, or at one of 33 hearings, open houses, information sessions, and other meetings that were held. In July 2018, the Southwest Corridor Community Advisory Committee, which represents businesses, community groups, and institutions in Portland, Tigard, Tualatin, and Washington County, and which met monthly since February 2017, provided a consensus recommendation for a light rail alignment in the corridor. On August 13, 2018, the Project Steering Committee made recommendations for a Preferred Alternative including the mode of transportation, alignment, and station locations, which are described in the LPA.

The Project would provide much-needed fast, reliable transit service to the Southwest Corridor. The corridor currently has 11 percent of the Portland Metropolitan region's population and 26 percent of the region's employment, and about 23,800 people commute between Portland and Tigard/Tualatin for work. Further, as the Portland region continues to grow by a projected 500,000 people and 365,000 jobs by 2035, the corridor is projected to grow as well, by 70,000 people and 65,000 jobs by 2035. Transit demand in the corridor is projected to grow by over 70 percent in that time. Given the high levels of congestion in the corridor today, which is expected to grow to 13 to 17 hours of congestion per day on I-5 between Portland and Tigard

by 2035, additional transit options are essential, and the Project is projected to carry 43,000 daily weekday light rail riders in 2035.

The LPA for the Project generally includes the following:

- Twelve miles of light rail between Portland and Tualatin via Tigard, running primarily at grade but including up to 2.6 miles of elevated trackway or bridges and up to four cut-and-cover undercrossings;
- Up to 13 light rail stations;
- Up to seven park and rides with up to 4,200 parking spaces;
- Two relocated or reconfigured transit centers;
- Up to 32 light rail vehicles;
- Up to two miles or shared transitway to allow express use by buses to and from downtown Portland;
- A shuttle route connecting Portland Community College Sylvania to nearby light rail stations;
- A new operations and maintenance facility for light rail vehicles; and
- Roadway improvements and modifications, including the addition or reconstruction of bicycle lanes and sidewalks.

The Project Steering Committee has recommended that the Board recommend that Metro adopt the LPA.

6. Financial/Budget Impact

The Project will be funded by many different sources. These are expected to include a federal Full Funding Grant Agreement with FTA as well as local funding sources including TriMet, City of Portland, ODOT, Washington County, and regional flexible funds, plus money from a regional bond measure which will appear on the ballot in November 2020.

7. Impact if Not Approved

The City of Tualatin has already endorsed the LPA, and the City of Tigard, City of Portland, and Washington County are expected to endorse it by October 10, 2018. The Metro Council is expected to adopt the LPA in November. Failure to recommend confirmation of the LPA could significantly slow the Project, jeopardizing optimal timing to seek federal funding for Project construction.

RESOLUTION 18-09-66

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT

WHEREAS, TriMet is authorized by Oregon statute to plan, construct, and operate fixed guideway light rail systems; and

WHEREAS, on June 1, 2018, Metro, TriMet and the Federal Transit Administration (FTA) published the Southwest Corridor Light Rail Project Draft Environmental Impact Statement (the Southwest Corridor DEIS), evaluating light rail alignment options from downtown Portland through Tigard to a terminus near Bridgeport Village in Tualatin; and

WHEREAS, the public was invited to comment on the Southwest Corridor DEIS during the public comment period from June 1, 2018 through July 16, 2018, and comments received during the comment period, including at hearings, open houses, information sessions, and via letter, email, and online, are documented in the *Southwest Corridor Light Rail Project DEIS Public Comment Report* dated June 1, 2018 with comments favorable toward light rail and mostly favorable toward the alignment, stations and terminus proposed; and

WHEREAS, the Southwest Corridor Steering Committee and the City of Tualatin have recommended, and the City of Tigard, City of Portland, and Washington County have scheduled actions to recommend, that the Locally Preferred Alternative (LPA) for the Southwest Corridor Light Rail project be confirmed;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board of Directors recommends to Metro Council the adoption of a resolution confirming the LPA of light rail on the Southwest Corridor Light Rail Project as shown in Exhibit A.
2. That the General Manager is authorized to request authority from FTA to enter into Project Development in support of light rail on the Southwest Corridor Project.

Dated: September 26, 2018

Attest:

Presiding Officer

Recording Secretary

Approved as to Legal Sufficiency:


Legal Department

Attachment 5:
Southwest Corridor Light Rail Project
Steering Committee Preferred Alternative Report – Summary Pages



Southwest Corridor Light Rail Project
Steering Committee Preferred Alternative Report

1. RECOMMENDATION

This report presents the Southwest Corridor Steering Committee’s recommended Preferred Alternative for the proposed Southwest Corridor light rail project. The Preferred Alternative must include the transit mode (light rail), route, stations and termini.

Summary of alignment chosen

This recommendation represents a commitment to identifying a cost-effective transit project that extends from downtown Portland to Bridgeport Village and meets the adopted project Purpose & Need. It is based on the project staff recommendation, analysis documented in the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement* (EIS), input from the public and agencies, and also takes into consideration the Federal Transit Administration’s (FTA) rating criteria for large transit projects.

The recommended Preferred Alternative is shown on Figure 1 and includes the following alternatives and refinements described in the Draft EIS:

- Alternative A1, Barbur
- Alternative B2, I-5 Barbur Transit Center to 60th
 - Refinement 2, Taylors Ferry I-5 Overcrossing, which modifies Alternative B2*
 - Refinement 4, Barbur Undercrossing, which modifies Alternative B2
- Alternative C2, Ash to Railroad
 - Refinement 5, Elmhurst, which modifies Alternative C2
 - Refinement 6, Tigard Transit Center Station East of Hall, which modifies Alternative C2

*The committee recommends a preference for Refinement 2, but with Alternative B2 as studied in the Draft EIS, or a modification of either, remaining in consideration.

In addition, the committee directs staff to continue to work together to evolve and finalize the work plan for further design and environmental review, keeping members of this or a subsequent steering committee informed on its progress and contents. If the design and environmental review finds a “fatal flaw” with any project component, staff will present the issue to TriMet’s future project steering committee for guidance.

This Preferred Alternative would provide a number of benefits to the SW Corridor and the Portland region. These include:

- Providing a reliable, fast travel option between Bridgeport, Tigard, SW Portland and downtown Portland that will maintain its travel time even as the population grows by 70,000 in the corridor by 2035.
- Serving a projected 43,000 average weekday riders in 2035.
- Carrying 1 in 5 southbound commuters leaving downtown Portland in the PM peak in 2035.
- Connecting existing and future jobs and homes, along with Portland State University (PSU), Oregon Health & Science University (OHSU), National University of Natural Medicine (NUNM) and Portland Community College-Sylvania (PCC).
- Providing a new transit “backbone” for the local bus system in southeastern Washington County, including new transit centers and park and rides to enable people to easily switch between travel modes.
- Creating a new pedestrian connection to the jobs, medical services and educational opportunities on Marquam Hill at OHSU, the Veterans Administration and Shriners hospitals.
- Creating an improved bike and pedestrian link to PCC Sylvania campus and a quick shuttle connection between the campus and MAX.
- Building a shared transitway in South Portland to allow buses from Hillsdale to bypass congestion to more quickly reach downtown Portland, and vice versa.
- Building continuous sidewalks and bike lanes where light rail would be located within an existing roadway, such as on SW Barbur Boulevard and SW 70th Avenue.
- Creating the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept. These plans aim to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development.

Implications

The Preferred Alternative will be evaluated in the Final EIS, which will document the significant beneficial and adverse effects of the project, commit to mitigation strategies and document their effects, and respond to comments submitted on the Draft EIS. Appropriate review and analysis of the Preferred Alternative will also be undertaken under Sections 106, 4(f), 6(f) and 7, which address historic resources, parks and endangered species.

This recommendation would end further analysis of Alternatives A2-BH (Naito with Bridgehead Reconfiguration), A2-LA (Naito with Limited Access), Design Refinement 1, B1 (Barbur), B3 (I-5 26th to 60th), B4 (I-5 Custer to 60th), C1 (Ash to I-5), C3 (Clinton to I-5), C4 (Clinton to Railroad), C5 (Ash and I-5 Branched) and C6 (Wall and I-5 Branched), as well as Refinement 3 (I-5 Undercrossing). This recommendation would also end further work on aspects of Alternative B2: a new light rail bridge near the Portland/Tigard city boundary crossing over I-5 and Pacific Highway to enter the Tigard Triangle, and

traveling adjacent to SW Atlanta Street to connect to SW 70th Avenue; and of Alternative C2: the east-west alignments along SW Beveland Street and SW Ash Avenue.

Further action recommended

In preparation for the Final EIS, the Steering Committee directs staff to continue work to identify ways to avoid, minimize, or mitigate the adverse effects documented in the Draft EIS, including:

- The relocation of households and businesses along the alignment. TriMet will update designs to avoid or minimize property effects but when that is not possible then property owners, tenants and businesses will receive fair market financial compensation and relocation assistance.
- Increased traffic congestion and queuing at several locations throughout the corridor. Additional traffic analysis will be performed where necessary, including at highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets. Specific locations may include:
 - South Portland in the vicinity of the Bridgehead Reconfiguration
 - The Barbur/Bertha/I-5 off-ramp
 - The Crossroads area in the vicinity of Refinement 2
 - Downtown Tigard in the vicinity of Refinement 6
 - The SW Upper Boones Ferry at-grade crossing area, with consideration of a grade-separate crossing
 - The greater Bridgeport area
- Routing over wetlands and floodplains in Tigard, and the generation of additional storm water runoff. These effects must be mitigated to levels that meet federal and local requirements.
- Various effects on historic resources and public parks, largely in South Portland. These properties receive special federal protection and extra public engagement and analysis will be undertaken on these impacts.
- Tree removal along the route, particularly in Segment A.

Design work on the Preferred Alternative should also address detailed questions relating to station locations and designs, park and rides, station connections and other issues.

The Southwest Corridor Equitable Development Strategy should continue to explore policy options and investments to address the potential for existing and future displacement, including its current funding of pilot programs to promote housing and workforce development options in SW Corridor.

Agenda Item No. 6.1

2019 Compliance Report
Chief Operating Officer Communication

Metro Council Meeting
Tuesday, February 25, 2020
Metro Regional Center, Council Chamber



2019 Compliance Report

Metro Code 3.07 - Urban Growth Management Functional Plan
Metro Code 3.08 – Regional Transportation Functional Plan

February 25, 2020

Public service

*We are here to serve the public
with the highest level of
integrity.*

Excellence

*We aspire to achieve exceptional
results*

Teamwork

*We engage others in ways that foster
respect and trust.*

Respect

*We encourage and appreciate
diversity in people and ideas.*

Innovation

*We take pride in coming up with
innovative solutions.*

Sustainability

*We are leaders in demonstrating
resource use and protection.*

Metro's values and purpose

We inspire, engage, teach and invite people to preserve and enhance the quality of life and the environment for current and future generations.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.

oregonmetro.gov/news

Follow oregonmetro



Metro Council President

Lynn Peterson

Metro Councilors

Shirley Craddick, District 1

Christine Lewis, District 2

Craig Dirksen, District 3

Juan Carlos Gonzalez, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

TABLE OF CONTENTS

Executive Summary	1
Introduction	1
Overview	1
Urban Growth Management Functional Plan Compliance Status	2
Regional Transportation Functional Plan Compliance Status	2
Appendices A, B, C and D	

Executive Summary

Metro's Urban Growth Management Functional Plan provides tools and guidance for local jurisdictions to implement regional policies and achieve the goals set out in the region's 2040 Growth Concept. The 2019 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Every city and county in the region is required if necessary to change their comprehensive plans or land use regulations to come into compliance with Metro Code requirements within two years of acknowledgement by the Oregon Land Conservation and Development Commission and to remain in compliance. The information in this report confirms the strong partnerships at work in this region to implement regional and local plans.

Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan

Introduction

Metro Code 3.07.870 requires the Chief Operating Officer to submit the status of compliance by cities and counties with the requirements of Metro Code Chapter 3.07 (Urban Growth Management Functional Plan) annually to the Metro Council. In an effort to better integrate land use and transportation requirements this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) in addition to compliance with the Urban Growth Management Functional Plan (Metro Code Chapter 3.07).

Overview

Per the Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. In 2019, there were no requests for extensions of existing compliance dates for the Urban Growth Management Functional Plan.

Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan (UGMFP) as of December 31, 2019.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary (UGB) since 1998.

Appendix C summarizes the compliance status for all local jurisdictions for the Regional Transportation Functional Plan (RTFP) as of December 31, 2019.

Appendix D is the Annual Report on Amendments to the Title 4 Employment and Industrial Areas Map dated January 3, 2020.

Urban Growth Management Functional Plan Compliance Status

All jurisdictions are in compliance with the Urban Growth Management Functional Plan with the exception of a few jurisdictions related to planning for urban growth boundary expansion areas under Title 11 (see Appendix B).

Regional Transportation Functional Plan Compliance Status

All (non-exempt) jurisdictions are in compliance with the Regional Transportation Functional Plan, with the exception of the City of Hillsboro (see Appendix C). Hillsboro is scheduled to adopt its TSP update in mid 2020, which will provide substantial compliance with the Regional Transportation Functional Plan.

APPENDIX A
Summary of Compliance Status as of December 31, 2019
Urban Growth Management Functional Plan

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small>	Title 13 Nature in Neighborhoods
Beaverton	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Durham	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Maywood Park	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small>	Title 13 Nature in Neighborhoods
Portland	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	See footnote	In compliance	Area 61 extended to 12/31/21*	In compliance
Tigard	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance.	In compliance
Troutdale	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Washington County	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance

*The City of Tualatin requested that the City of Sherwood take over Title 11 concept planning for Area 61 in 2012.

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

APPENDIX B
TITLE 11 NEW AREA PLANNING COMPLIANCE
(As of December 31, 2019)

Project	Lead Government(s)	Compliance	Status
1998 UGB Expansion			
Rock Creek	Happy Valley	Yes	Planning completed; majority annexed & development on-going
Pleasant Valley	Gresham and Portland	Yes	Planning completed; portion annexed & development on-going
1999 UGB Expansion			
Witch Hazel	Hillsboro	Yes	Planning completed; development on-going
2000 UGB Expansion			
Villebois Village	Wilsonville	Yes	Planning completed; development on-going
2002 UGB Expansion			
Springwater	Gresham	Yes	Planning completed; waiting annexation & development
Damascus/Boring	Happy Valley	Yes	Happy Valley portion: Planning completed; development on-going
	Happy Valley/ Clackamas County	No	The former City of Damascus land area: Happy Valley currently completing comprehensive planning for a portion of the area
	Gresham	Yes	Gresham portion: Kelley Creek Headwaters Plan completed
Park Place	Oregon City	Yes	Planning completed; waiting annexation & development
Beavercreek Road	Oregon City	Yes	Planning completed; waiting annexation & development
South End Road	Oregon City	Yes	Planning completed; waiting annexation & development
East Wilsonville (Frog Pond area)	Wilsonville	Yes	Planning completed; annexation & development on-going.
NW Tualatin (Cipole Rd & 99W)	Tualatin	Yes	Planning completed; waiting annexation & development
SW Tualatin	Tualatin	Yes	Planning completed; waiting annexation & development
Brookman Road	Sherwood	Yes	Plan completed. Refinement plan underway & portion annexed
West Bull Mountain (River Terrace)	Tigard	Yes	See River Terrace (2011 expansion)
Study Area 59	Sherwood	Yes	Planning & annexation completed; school constructed
Study Area 61 (Cipole Rd	Sherwood	Extension to 12/31/2021	Extension agreement – planning to be completed by 12/31/2021
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Planning completed; partially developed

Project	Lead Government(s)	Compliance	Status
North Cooper Mountain	Washington County	No	Preliminary planning completed by City of Beaverton. Community plan pending Washington County work program
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Planning & annexation completed; area developed
Study Area 69 & 71	Hillsboro	Yes	Planning completed as part of South Hillsboro; small portion annexed & developed
Study Area 77	Cornelius	Yes	Planning & annexation completed; small portion developed
Forest Grove Swap	Forest Grove	Yes	Planning & annexation completed; area developed
Shute Road	Hillsboro	Yes	Planning & annexation completed; a portion developed
North Bethany	Washington County	Yes	Planning completed; development on-going
Bonny Slope West (Area 93)	Washington County	Yes	Planning completed; development on-going
2004/2005 UGB Expansion			
Damascus area	Clackamas County	See under 2002 above	Included under Damascus 2002 expansion
Tonquin	Sherwood	Yes	Planning completed; portion annexed to city, waiting development
Basalt Creek/West RR Area	Tualatin and Wilsonville	Yes	Planning completed; waiting annexation & development
N. Holladay	Cornelius	Yes	Planning completed; waiting annexation & development
Evergreen	Hillsboro	Yes	Planning completed; small portion annexed & waiting development
Helvetia	Hillsboro	Yes	Planning completed; small portion annexed & waiting development
2011 UGB Expansion			
North Hillsboro	Hillsboro	Yes	Planning completed; small portion annexed & waiting development
South Hillsboro	Hillsboro	Yes	Planning completed; annexation & development on-going
South Cooper Mountain	Beaverton	Yes	Planning & annexation completed; development on-going
Roy Rogers West (River Terrace)	Tigard	Yes	Planning completed; annexation & development on-going

Project	Lead Government(s)	Compliance	Status
2014 UGB Expansion (HB 4078)			
Cornelius North	Cornelius	Yes	Planning completed; small portion annexed & waiting development
Cornelius South	Cornelius	Yes	Planning completed; mostly annexed to city & a portion being developed
Forest Grove (Purdin Road)	Forest Grove	Yes	Planning completed; waiting annexation to city & development
Forest Grove (Elm Street)	Forest Grove	Yes	Planning completed & annexed to city; waiting development
Hillsboro (Jackson East)	Hillsboro	No	Planning work in progress
2018 UGB Expansion			
Cooper Mountain	Beaverton	No	Added to the UGB in December 2018; comprehensive planning to begin in 2020
Witch Hazel Village South	Hillsboro	No	Added to the UGB in December 2018
Beef Bend South	King City	No	Added to the UGB in December 2018; comprehensive planning to begin in 2020
Advance Road	Wilsonville	No	Added to the UGB in December 2018

APPENDIX C

Summary of Compliance Status as of December 31, 2019 Regional Transportation Functional Plan

Jurisdiction	Title 1 Transportation System Design	Title 2 Development and Update of Transportation System Plans	Title 3 Transportation Project Development	Title 4 Regional Parking Management	Title 5 Amendment of Comprehensive Plans
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	12/31/17*	12/31/17*	12/31/17*	12/31/17*	12/31/17*
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	Exempt	Exempt	Exempt	Exempt	Exempt
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Exempt	Exempt	Exempt	Exempt	Exempt
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note – a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.

**Expected completion by mid 2020.*

Memo

Date: January 3, 2020
To: Metro Council and the Metro Policy Advisory Committee
From: Andrew Scott, Interim Chief Operating Officer
Subject: Annual report on amendments to the Title 4 Employment and Industrial Areas Map

Background

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2019.

Title 4 map amendments in 2018

There were no amendments made to the Title 4 Map in 2019 either by the Council or through executive order.

Councilors may be aware of some city or county rezonings from industrial to other uses that occurred during 2019. None of those rezonings were found to be in conflict with Title 4, so amendments to the Title 4 Map were not necessary or requested by cities or counties.

Chief Operating Officer recommendations

I do not, at this time, recommend changes to Title 4 policies. However, the intended refresh of the 2040 Growth Concept and its work program on the future of the economy may eventually lead to policy and regulatory updates for Metro Council consideration.

Materials following this page were distributed at the meeting.



Metro

Supportive housing services

Potential 2020 ballot measure

Overview

- Community engagement
- Measure elements
- Supportive housing services
- Planning for implementation

Timeline

Feb. 4 – Work session

Feb. 10 – Washington County forum, Beaverton

Feb. 11 – Clackamas County forum, Milwaukie

Feb. 12 – Multnomah Co. forum, Gresham

Feb. 13 – Public hearing at Metro

Feb. 18 – Work session

Feb. 25 – Metro Council Vote



Community engagement

Feb. 10 –
Washington County
forum in Beaverton

Feb. 11 –
Clackamas County
forum in Milwaukie

Feb. 12 –
Multnomah County
forum in Gresham

Feb. 13 – Public
hearing at Metro



What we heard



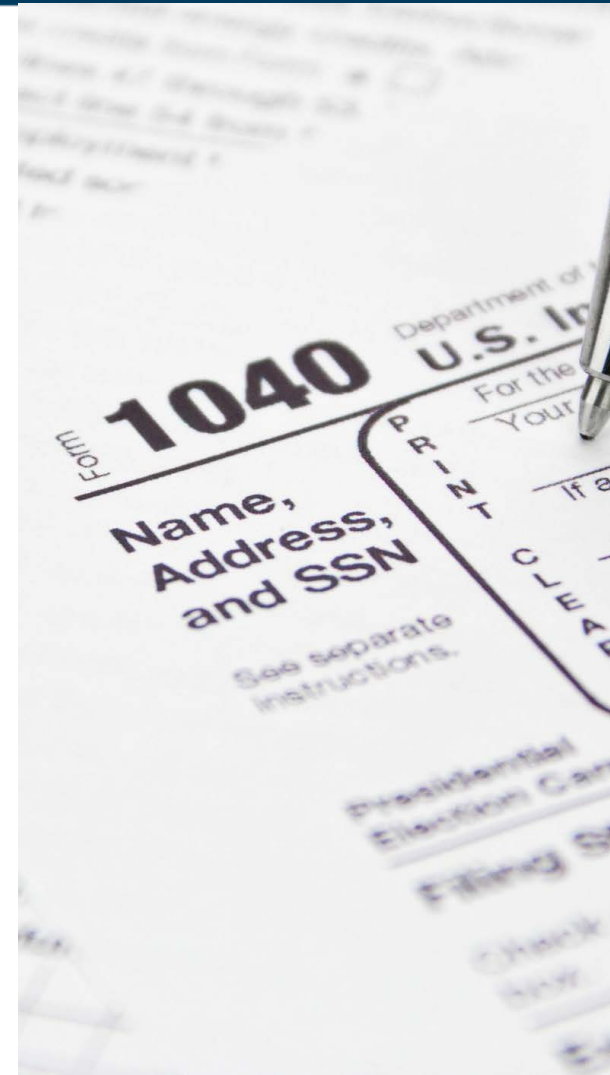
Proposed revenue mechanisms

1% High-Earner Marginal Income Tax

- Income earned within Metro region above \$200k / \$125k (single/joint)
- **Raises approx. \$169 million/year**

1% Business Profits Tax

- Net income of businesses with gross receipts of more than \$5 million
- **Raises approx. \$79 million/year**



Governance

- Community oversight committee
- Local implementation plans
- Tri-county planning initiative



Distribution of resources

Population-based distribution:

- Multnomah County: 45.33%
- Washington County: 33.33%
- Clackamas County: 21.33%

Up to 5% to Metro for oversight & administration



Accountability

Performance and
finance audits

Annual review of
cost of collection
and administration

Voter approval
required after 10
years



Homelessness across our region

Point-in-Time count	5,711 people experiencing homelessness
Student homelessness	7,134 students (K-12) experiencing homelessness
Chronic or prolonged homelessness	as many as 4,935 households
At risk of prolonged homelessness	as many as 17,500 households
Severely rent burdened	as many as 56,000 households

Supportive Housing Services

- Case management
- Rent assistance
- Addiction and recovery services
- Mental healthcare
- Employment support
- And more as needed



Prioritizing communities in need

- People with disabilities experiencing prolonged homelessness
- People at risk of homelessness
- Communities of color



Supportive Housing Services Implementation

PROGRAM

Implementation and Community Partner Coordination

Conduct Community Engagement to Inform Plan Development

Develop Regional Work Plan and Local Implementation Plans

REVENUE

Revenue Collection Scoping and System Development

OVERSIGHT

Appoint and Convene Oversight Committee

SYSTEMS

Develop Agency Capacity for Oversight, Accountability and Tri-County Coordination

Complete Intergovernmental Agreements

Today

May 19, 2020

Summer 2021



Referral



Election



Begin Program
Implementation



Arts and conference centers

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

oregonmetro.gov

February 24, 2020

Dear Metro Council,

As you move the Homeless Services measure to the ballot, please make sure it's worded to clearly allow funds to be spent on facilitating and subsidizing home-sharing arrangements and group living. These are highly cost-effective ways to provide supportive housing for people who are homeless or at high risk of becoming homeless.

Calculations based on American Community Survey data (below) indicate that there are almost 450,000 spare bedrooms in occupied homes in Clackamas, Multnomah, and Washington Counties, and over 100,000 more in vacant homes. Over 5,200 of these empty bedrooms are in homes with just one or two residents and twelve or more bedrooms apiece! Taking advantage of a small portion of this vast underused housing supply for use as transitional housing would not require expensive new construction. In general, the homes wouldn't even have to be significantly remodeled. Under Oregon law, a single-family home doesn't have to be modified to meet building codes if used as a group home for up to ten people. So using some single-family homes for group living and home sharing would offer an easy, inexpensive way for nonprofits partnering with Metro to house those in need.

Promoting group living would enable adaptive re-use of large, underoccupied single-family homes, enriching exclusionary single-family neighborhoods with socioeconomic diversity while fully preserving the neighborhoods' historic architectural character. It would give many homeless people a chance to live safely indoors in high-opportunity areas close to jobs, public transit, and good schools. And group living could provide peer support and a greater sense of community for residents who would otherwise suffer social isolation.

The Metro Homeless Services measure should be used in part to facilitate group living and home sharing. Metro could partner with nonprofits such as Oregon Harbor of Hope and Metro HomeShare to help interested homeowners connect with potential roommates who need housing.

The Homeless Services measure should also directly subsidize group living and home sharing. Affordable housing funds could be used as rent subsidies for rooms in single-family houses, as financial support for nonprofits running group homes, or as a means to buy large single-family homes directly for use as public housing.

Sincerely,
Leon Porter
leonporter@yahoo.com

Technical Appendix: How Many Spare Bedrooms Are There in Clackamas, Multnomah, and Washington Counties?

The table below shows the numbers of homes with various numbers of bedrooms and various numbers of residents in Clackamas, Multnomah, and Washington Counties, based on 2014-2018 American Community Survey data. We are interested in finding the numbers of spare bedrooms, so the table only shows numbers of homes with more bedrooms than residents.

I extracted this data using the iPUMS site (<https://sda.usa.ipums.org>). Since the data source doesn't provide exact numbers of bedrooms in houses with 5 or more bedrooms, I treat each house as having

the lowest number of bedrooms in in the range shown. For example, I treat each 7-11 bedroom house as having exactly 7 bedrooms. To calculate the numbers of SPARE bedrooms, I assume that each resident gets one bedroom, so the number of spare bedrooms in a home is the number of bedrooms minus the number of residents. All numbers below are approximations based on partial surveys; allow for margins of error.

Homes with	2 bedrooms	3 bedrooms	4 bedrooms	5-6 bedrooms	7-11 bedrooms	12+ bedrooms
1 resident	56,367	47,281	10,954	1,898	634	152
2 residents	X	96,055	37,719	7,609	609	354
3 residents	X	X	23,497	5,059	684	48
4 residents	X	X	X	6,643	660	178
5 residents	X	X	X	X	418	231
6 residents	X	X	X	X	640	77
7 residents	X	X	X	X	X	0
8 residents	X	X	X	X	X	130
Number of SPARE bedrooms	56,367	190,617	131,797	47,180	13,041	9,667

TOTAL NUMBER OF SPARE BEDROOMS IN OCCUPIED HOMES IN CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES: 448,669

How many empty bedrooms are there in these three counties' vacant homes? Let's calculate.

The 2017 data (at <https://factfinder.census.gov>) shows 724,865 housing units total, including vacant units, or 5.5% of the total.

The housing units included 87,456 one-bedroom homes, 194,424 two-bedroom homes, 262,931 three-bedroom homes, 120,016 four-bedroom homes, and 32,971 homes with five or more bedrooms.

Our data doesn't show separate vacancy rates for homes with specific numbers of bedrooms. But using the overall 5.5% vacancy rate for the three counties, we can estimate 4,810 vacant one-bedroom homes, 10,693 vacant two-bedroom homes, 14,461 vacant three-bedroom homes, 6,600 vacant four-bedroom homes, and 1,813 vacant homes with five or more bedrooms.

That gives us at least 105,044 empty bedrooms in vacant homes--not counting studio apartments, and not counting bedrooms beyond the fifth in homes with six or more bedrooms!

Adding this to the total number of spare bedrooms in occupied homes gives us:

TOTAL NUMBER OF EMPTY BEDROOMS IN VACANT AND OCCUPIED HOMES IN CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES: 553,713



*Housing Oregon
Board members:*

*Sheila Stiley,
Board chair – NW
Coastal Housing*

*Diane Linn,
Vice-chair - Proud
Ground*

*Travis Phillips,
Secretary –
Catholic Charities
of Oregon*

*Trell Anderson,
Treasurer –NW
Housing
Alternatives*

*Rachael Duke -
Community
Partners for
Affordable Housing*

*Ernesto Fonseca -
Hacienda CDC*

*Nkenge Harmon
Johnson – Urban
League of Portland*

*Sean Hubert-
Central City
Concern*

*Richard Morrow –
Columbia Cascade
Housing Corp.*

*Arielle Reid –
NeighborWorks
Umpqua*

*Lisa Rogers –
CASA of Oregon*

February 20, 2020

Metro Council President Lynn Peterson
And Councilors
600 NE Grand Ave.
Portland, OR 97232

Dear Metro Council President Peterson and Council members,

Thank you for your willingness to take bold action for people experiencing homelessness in our region. Please don't pull back at the last minute.

Every night in our region thousands of people are sleeping out on the streets and thousands are sleeping in shelter. Now is not the time for incremental change, now is the time to take our programs to the scale needed to address the problem. Everyday people move into housing from homelessness and everyday people begin experiencing homelessness for the first time. This revolving door will not stop unless all our leadership have the political will to stop it.

Review and approve a \$250 million measure to the May ballot.

Sincerely,

Brian Hoop
Director, Housing Oregon

From: [Mary Brooks](#)
To: [Legislative Coordinator](#)
Subject: [External sender]for May ballot
Date: Wednesday, February 19, 2020 7:54:39 AM

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

Dear Metro Council President Peterson and all Metro Councilmembers,

Thank you for your willingness to take bold action for people experiencing homelessness in our region. **Please don't pull back at the last minute.**

Every night in our region thousands of people are sleeping out on the streets and thousands are sleeping in shelter. Now is not the time for incremental change, now is the time to take our programs to the scale needed to address the problem. Everyday people move into housing from homelessness and everyday people begin experiencing homelessness for the first time. This revolving door will not stop unless all our leadership have the political will to stop it.

Review and approve a \$250million measure to the May ballot.

Thank you,
Mary Brooks

--

Mary Brooks
mkbrooks418@gmail.com

From: [Mike Savara](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Bond measure - homelessness
Date: Tuesday, February 18, 2020 9:53:52 PM

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

Dear Metro Council President Peterson and all Metro Councilmembers,

Thank you for your willingness to take bold action for people experiencing homelessness in our region. Please don't pull back at the last minute.

Every night in our region thousands of people are sleeping out on the streets and thousands are sleeping in shelter. Now is not the time for incremental change, now is the time to take our programs to the scale needed to address the problem. Everyday people move into housing from homelessness and everyday people begin experiencing homelessness for the first time. This revolving door will not stop unless all our leadership have the political will to stop it. We know that this issue is going to take investment from our community to move the needle, and this is the best opportunity to drastically change the landscape before us.

Review and approve a \$250million measure to the May ballot.

Thank you,
Mike Savara, LCSW, CADC III

Get [Outlook for iOS](#)

www.centralcityconcern.org

Visit our [blog](#)

Like us on [Facebook](#)

Follow us on [Twitter](#)

Follow us on [Instagram](#)

View new videos on our [YouTube](#) channel.

To sign up for the CCC e-newsletter, click [here](#)

The information contained in this message may be legally privileged and confidential and is intended only for the use of the designated recipient. Any review, dissemination, distribution, or copying of this message by anyone other than the intended recipient is prohibited. If the reader has received this communication in error, please notify the sender of this message and destroy the original message. Central City Concern recognizes that encrypted e-mail is insecure and does not guarantee confidentiality. The confidentiality of replies to this message cannot be guaranteed unless the replies are encrypted.

If this email contains information related to the diagnosis, referral, and/or treatment of substance dependence or

From: [Nathan Teske](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Metro homeless services levy
Date: Tuesday, February 18, 2020 5:35:47 PM

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

Dear Metro Council President Peterson and all Metro Council members,
Thank you for your willingness to take bold action for people experiencing homelessness in our region. **Please don't pull back at the last minute.**
Every night in our region thousands of people are sleeping out on the streets and thousands are sleeping in shelters. At Bienestar, we increasingly see the need to serve people experiencing homelessness in communities such as Forest Grove, Cornelius, Hillsboro and Aloha. We believe now is the time to take advantage of the momentum to do something, and not make incremental change.
I urge you to review and approve a \$250 million homelessness services measure to the May ballot.
Thank you,

Nathan Teske
Executive Director



Making housing a home since 1981.

[Sign up for the Bienestar mailing list!](#)

From: [Elizabeth Hearn](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Request
Date: Wednesday, February 19, 2020 10:32:38 AM
Attachments: [image001.png](#)

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

Dear Metro Council President Peterson and all Metro Council members,

Thank you for your willingness to take bold action for people experiencing homelessness in our region. **Please don't pull back at the last minute.**

Every night in our region thousands of people are sleeping out on the streets and thousands are sleeping in shelters. Now is not the time for incremental change. Now is the time to take our programs to the scale needed to address the problem. Everyday people move into housing from homelessness and everyday people begin experiencing homelessness for the first time. This revolving door will not stop unless all our leadership have the political will to stop it.

Review and approve a \$250 million homelessness services measure to the May ballot.

Thank you!

Liz Hearn

Resident Services Manager, MSW

Community Partners for Affordable Housing, Inc. (CPAH)

503-293-4038 [option 2 ext. 305](#) phone / 503 975 2679 cell / 503-293-4039 fax

www.cpahinc.org

Pronouns: She/her



From: [Nick Sauvie](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Homeless Services Ballot Measure
Date: Tuesday, February 18, 2020 3:23:53 PM
Attachments: [image001.png](#)

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

Dear Metro Council President Peterson and all Metro Council members,
Metro region voters approved more than \$900 million to build new affordable housing in 2016 and 2018. The proposed \$250 million measure provides social services and rent subsidies necessary to make the most of that investment and get people off of the street and into housing. My organization – ROSE Community Development – has two new developments in the works that rely on this new funding source.

Thank you for your willingness to take bold action for people experiencing homelessness in our region. **Please don't pull back at the last minute.**

Every night in our region thousands of people are sleeping out on the streets and thousands are sleeping in shelters. Now is not the time for incremental change. Now is the time to take our programs to the scale needed to address the problem. Everyday people move into housing from homelessness and everyday people begin experiencing homelessness for the first time. This revolving door will not stop unless all our leadership have the political will to stop it.

Review and approve a \$250 million homeless services measure to the May ballot.

Nick Sauvie
Executive Director
5215 SE Duke Street
Portland, OR 97206
503-788-8052 x16



Pronouns: He, Him, His

From: [Laura Golino de Lovato](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Here Together and Metro ballot measure
Date: Tuesday, February 18, 2020 2:13:36 PM

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

Dear Metro Council President Peterson and Councilors Chase, Craddick, Dirksen, Gonzalez, Lewis and Stacey -

I know you have just stepped into an important work session that will include, as the second agenda item, a discussion of the homeless and housing services measures proposed by the Here Together Coalition.

Moments ago, I read with concern an article in Willamette Week that Metro Council will consider a measure that will only raise \$175M in revenue. I urge you as a Council to approve the amount that has been proposed and discussed in these past weeks: \$250M - \$300M annually. This is what the attendees at the Metro Council public hearing heard last week. It's also a goal that is attainable.

Please do NOT step back from the \$250M - \$300M solution to this regional crisis. Those living on the streets, in cars, living with friends, or in inadequate housing or at risk of eviction are depending on the Council's leadership to take the bold step to refer a measure that won't fall short in meeting the need.

Thank you so much for your leadership.

Laura Golino de Lovato | Executive Director | Northwest Pilot Project
1430 SW Broadway, Suite 200 | Portland, OR 97201 |

direct 503.478.6868 | fax [503.274.8559](tel:503.274.8559) | nwpilotproject.org

HOUSING SENIORS | CREATING HOPE | PILOTING CHANGE

From: [Mercedes Elizalde](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Support for \$250 million measure for supportive services
Date: Tuesday, February 18, 2020 2:09:16 PM

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

Dear Metro Council President Peterson and all Metro Councilmembers,
Thank you for your willingness to take bold action for people experiencing homelessness in our region. **Please don't pull back at the last minute.**

Every night in our region thousands of people are sleeping out on the streets and thousands are sleeping in shelter. Now is not the time for incremental change, now is the time to take our programs to the scale needed to address the problem. Everyday people move into housing from homelessness and everyday people begin experiencing homelessness for the first time. This revolving door will not stop unless all our leadership have the political will to stop it.

Review and approve a \$250million measure to the May ballot.

This tax should be progressive and targeted at high income earners \$150K for single filers and \$300K for joint filers, non-marginal.

We greatly appreciate Metro taking the time to visit programs at Central City Concern. We know \$250 million feels like an incredible leap for the Metro Council to take on, but it has been shown to have strong community support. Central City Concern alone is an as organization with a \$100 million operating budget serving approximately 13,000 people a year. So many of the programs we operate are still smaller scale than they should and could be, and many more organizations throughout the tri-county region have more demand than they can satisfy. Please continue to be bold and lead with what we should do, far too often we serve a fraction of who needs support. We ration help in our communities, and as long as we continue to ration help we will simply not see the change we need to see.

Thank you,

Mercedes Elizalde (she, her)
[Central City Concern](#)
Public Policy Director
Mercedes.Elizalde@ccconcern.org
(503) 935-7726

www.centralcityconcern.org

Visit our [blog](#)

Like us on [Facebook](#)

Follow us on [Twitter](#)

Follow us on [Instagram](#)

View new videos on our [YouTube](#) channel.

To sign up for the CCC e-newsletter, click [here](#)

The information contained in this message may be legally privileged and confidential and is intended only for the

From: [Hillary H](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Homeless Services measure
Date: Wednesday, February 19, 2020 10:56:34 AM

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

Dear Metro Council President Peterson and all Metro Council members,
Thank you for your willingness to take bold action for people experiencing homelessness in our region. **Please don't pull back at the last minute.**

Every night in our region thousands of people are sleeping out on the streets and thousands are sleeping in shelters. Now is not the time for incremental change. Now is the time to take our programs to the scale needed to address the problem. Everyday people move into housing from homelessness and everyday people begin experiencing homelessness for the first time. This revolving door will not stop unless all our leadership have the political will to stop it. Please push for policy you know is right and leads with justice.

Review and approve a \$250 million homelessness services measure to the May ballot.

Thank you,

Hillary Houck
Chief Program Officer

She / Her / Hers

Human Solutions
124 NE 181st Ave.
Portland, OR 97230
Phone: 503.907.2829
Fax: 503.405.7934
hhouck@humansolutions.org
www.humansolutions.org

Human Solutions: Building Pathways Out of Poverty

YOU'RE INVITED! Join us at [McMenamin's Edgefield](#) on Monday, March 9th for "Friends & Family Night" at their Power Station Pub. Human Solutions takes home 50% of the night's proceeds to fuel our work! No need to RSVP, just drop in for a tasty meal!

CONFIDENTIALITY NOTICE: The information contained in this e-mail is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the intended recipient, any dissemination, distribution or copying of this e-mail is strictly prohibited. If you have received this e-mail in error, please notify us immediately by replying to this email, and delete or destroy all copies of the original message and attachments thereto.



NORTHEAST COALITION
OF NEIGHBORHOODS

February 19, 2020

RE: Testimony on the Proposed Resolution to Fund Homeless Services

Dear Metro Councilors,

I am writing on behalf of the Northeast Coalition of Neighborhoods board of directors regarding the proposed resolution on funding homeless services that you are considering. Specifically, ***we are asking you to include a provision that will sunset the proposed 1% tax in five years.***

As a coalition that represents more than 60,000 neighbors in neighborhoods that have been historically underserved and continue to be heavily impacted by gentrification, addressing housing affordability and homelessness is a top priority for NECN. We count many homeless residents among our neighbors and have worked with neighborhoods and stakeholders to welcome the Walnut Park shelter at Killingsworth and MLK—and continue to work in support of this needed resource. This is just one example of our commitment our neighbors experiencing homelessness.

We strongly support adequately funding efforts to prevent and address homelessness, ***however, we do not believe a tax in perpetuity is appropriate way to fund an “emergency.” We oppose a resolution without a sunset provision regardless of who the tax targets.***

An emergency is defined as a serious, unexpected and often dangerous situation requiring immediate action. While the *urgent needs* of our neighbors experiencing homelessness are serious and necessitate action, homelessness and housing affordability are systemic issues. To address systemic issues NECN supports 1. Structural changes through policy that improve housing availability and affordability 2. Improving the effectiveness of existing programs—of which there are many and 3. Raising revenue to expand effective programs/ supports such as those administered through the Joint Office. Increasing funding alone does not ensure better outcomes and livability for all residents of the greater Portland area.

We are concerned that rapidly pushing through a ballot measure to voters that establishes a new tax with no provisions for reevaluation of the need (through a sunset provision) ***does not build in accountability to voters*** and is more likely to fail. The foreshortened timeline has not allowed for adequate outreach and community input from stakeholders.

Voters should have the ability to reconsider a tax that is meant to address urgent needs in a few years. It may be the need for funding for this systemic issue will continue, but voters deserve the right to evaluate the outcomes of programs funded by the tax and determine whether funds are being spent in an appropriate and effective manner. Please incorporate a sunset provision to ensure accountability to voters and the communities you serve.

Sincerely,

A handwritten signature in black ink that reads "Mariah Dula". The signature is written in a cursive, flowing style.

Mariah Dula
President of the Board, Northeast Coalition of Neighborhoods

www.necoalition.org

Alameda • Boise • Concordia • Eliot • Humboldt • Irvington • King • Lloyd • Sabin • Sullivan's Gulch • Vernon • Woodlawn
At King Neighborhood Facility, 4815 NE 7th Avenue, Portland, OR 97211. 503-823-4575 main, 503-823-3150 fax, info@necoalition.org

From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#23]
Date: Monday, February 24, 2020 9:28:49 PM

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

Name *	Kirk Masterson
Email *	kmasters9@hotmail.com
Address	<input type="checkbox"/> 4344 NE 63rd Ave Portland, OR 97218 United States

Your testimony

Greetings,

I'm a metro constituent who is strongly opposed to Metro ORDINANCE NO. 20-1442. I'm a bleeding heart liberal who believes homelessness is a key issue in the greater Portland Metro area, and who is eager to find a solution.

I urge you to vote NO against ORDINANCE NO. 20-1442 . This ordinance appears to be rushed through the process in just 13 weeks, and seems to be a blatant appeal to voters to saddle a small percentage of Metro citizens with the burden to fund a vague remediation of the homeless problem.

The homeless problem affects all metro constituents, and every taxpayer should be part of the solution.

Furthermore the ordinance funds a 10 year program which is overseen by an un-elected committee. Shortening the excessive 10 year term to 2 years would be good start, and having some mechanism for citizens to weigh in would help mitigate the risk here.

In addition there are no metrics for success of the ordinance. How do we know that this is succeeding? The self governing committee will certainly approve an ongoing tax to fund their ongoing efforts regardless of efficacy for self-preservation.

You should either fund a long term mission with very specific criteria, or a vague effort for a shorter term. But a long term effort with vague results seems like a poor use of public funds and a rushed decision.

I realize that there are macro-political forces in effect here, but that's no excuse to put forth short-sighted legislation. Better to take a breath and build a detailed and reasoned approach to this issue.

Thanks,
~kirk masterson

Tom Cusack Testimony for Public Hearing on Metro Ordinance No. 20-1422 February 25, 2020.

I am writing to testify on Ordinance No. 20-1442 and related resolutions and exhibits.

For the record I live in Lake Oswego and am a retired Oregon HUD Field Office Director. I was privileged to work for HUD for 34 years, the last 27 years in Oregon where I served as FHA Multifamily and Single-Family Director and then later as the head of the Oregon Field Office for 9 years.

While at HUD I participated in a number of Metro housing related advisory groups and, since my retirement, I have also served on several nonprofit boards and advisory groups.

I am also a former public housing resident and a Vietnam Veteran. Since my retirement I author the Oregon Housing Blog. (I also have a Safeway Club Card).

I have two issues and 4 related recommendations:

My Issues

1. The current Metro documents are not clear about what the priorities are for spending.
2. There are 594 HUD allocated but not yet used VASH and Mainstream vouchers that can be used in the interim before any tax collection begins. With or without ballot measure passage, utilization of those vouchers is critical for housing authorities to be able to compete for an additional \$539 million in HUD funding for these programs this year.

Issue #1 More Clarity Needed About the Distribution of Funds and the Priority Order of Populations to be Served.

Issue #1 Recommendations:

1. Confirm that the BALLOT TITLE accurately states the distribution after 2021 and 2022: "Allocates funds to counties by estimated revenue collected within each county.
2. Clarify with a table format the priority for services by population.
3. Confirm that the priority for services by population is not fixed but can be changed by the Metro Council.

Issue # 1 Background:

I have reviewed the proposed Ordinance and related resolutions and the *HereTogether* "Regional Policy Framework" and "Governance Framework" to better understand the funding priorities for allocation and spending revenue raised from the proposed Portland Metro ballot homeless supportive services measure.

Where Will the Funding Will Be Distributed?

The Ordinance has relevant language in Section 7.

First, the first two years allocation of funds will be split between the counties with 21 1/3% to Clackamas County, 45 1/3% to Multnomah County, and 33 1/3% to Washington County. Then " the percentages may be adjusted to reflect the portion of Supportive Housing Services Revenue actually collected in each County. "

After the first two years (2021 and 2022), the BALLOT TITLE says clearly that the measure "Allocates funds to counties by estimated revenue collected within each county" so my belief is that the funds will be allocated in years 2022+ based on where they are raised. (Currently there are no documents posted with projections of how many tax filers will be subject to the tax and how much revenue will be collected--the only reference is to the ECONorthwest Feb 2020 document presented previously).

Who Gets the Money, In What Order, and With What Services?

Second, Resolution No. 20-5085 says that the Council "directs staff to use the attached [*Here Together*] Policy Framework..and Governance Framework....for further planning and implementation with Metro, local governments, service providers and other implementers, and the community."

In the *Here Together* Governance Framework paragraphs (a)-(c) of *Section 6 Funding Priorities/Priority Service Populations* identifies the waterfall of funding priorities and the related definitions to be used.

Paragraphs (a)-(c) however are written in narrative form and it is difficult to determine the order of the populations served and what services apply to each priority.

To clarify those spending priorities I constructed the table below which is my effort to better understand these priorities and services.

A closer look will show that there are differences based on race and marginalized status, disability status, income level, severe cost burden, doubled up status, and the kind and length of housing support.

I do NOT think these priorities are legally binding or not subject to change, but some might disagree. I also may have misinterpreted the intended priority. ***The key point for me however is that table format like this would be useful so that all have a clearer AND common understanding of who gets priority for the funding, and in what order.***

DRAFT Understanding of Metro Ballot Measure Homeless Tax Funding Priorities for Service Populations					
	75% of Funding, With B Funded Only After A NEEDS SATISFIED		THEN	25% of Funding, priority" TO CATEGORY C1	
Factor	Category A	Category B		Category C1	Category C2
Race/Ethnicity/Marginalized Status	People of Color and members of other historically marginalized communities	NOT People of Color or Marginalized Historically		People of Color and members of other historically Martinized communities	NOT People of Color or Marginalized Historically
Income Level	Extremely Low income (30% MFI)	Extremely Low income (30% MFI)		VERY Low Income (50% MFI)	VERY Low Income (50% MFI)
Disability Status	One or more disabling conditions	One or more disabling conditions		NOT Disabled	NOT Disabled
Homeless Status/RENT Burden	Experiencing long term or frequent episodes of literal homeless OR at imminent risk of experiencing long term or frequent episodes of literal homeless INCLUDING DOUBLING UP. SEVERE Rent Burden NOT Required	Experiencing long term or frequent episodes of literal homeless OR at imminent risk of experiencing long term or frequent episodes of literal homeless INCLUDING DOUBLING UP. SEVERE Rent Burden NOT Required		SEVERE RENT BURDEN or Other Circumstances, OR Face a Substantial risk of homelessness.	SEVERE RENT BURDEN or Other Circumstances, OR Face a Substantial risk of homelessness.
Doubled Up Counts as Literal Homelessness?	Counts as Literal Homelessness	Counts as Literal Homelessness		Doubled Up Doesn't Count as Literal Homelessness?	Doubled Up Doesn't Count as Literal Homelessness?
Homeless Definition	Dept of EDUCATION NOT HUD	Dept of EDUCATION NOT HUD		Dept of EDUCATION NOT HUD	Dept of EDUCATION NOT HUD
Kind of Assistance	Long Term Rental Assistance AND Culturally Specific supportive housing services	SCALE Rental Assistance AND Culturally Specific supportive housing services		Rent Assistance and Support Services	Rent Assistance and Support Services

SOURCE: OREGON HOUSING BLOG Interpretation of Paragraphs (a)-(c) of Section 6 of Regional Governance Framework-FINAL

ISSUE # 2: Full use of 594 HUD allocated but yet unused VASH and Mainstream vouchers will help meet need before any tax revenue can be collected and full use is essential to position housing authorities to compete for an additional \$539 Million in funding that should open for competition this year.

Issue # 2 Recommendation:

4. ADD to your implementation timeline periodic check ins on where the local partners are relative to full use of the existing not yet used VASH and Mainstream vouchers AND the status of HUD Special Purpose NOFA's and local applications for additional VASH and Mainstream funding.

Issue # 2 Background

There are 594 Not Yet Used HUD Special Purpose Vouchers Available Now to Meet Metro Supportive Housing Needs

While the Council and Metro residents decide whether to approve the proposed ballot measure it's important to point out that there are 594 yet unused HUD funded VASH and Mainstream housing vouchers in the three-county area that can be used to provide supportive services and housing to those in need. (My blog post here has full details:

<https://oregonhousing.blogspot.com/2020/02/metro-portland-good-news-594-allocated.html>)

IF the Metro need is for 3,000 units of supportive housing, these not yet used vouchers can supply close to 20% of that need.

Full Utilization of These Not Yet Used Vouchers is Important Because:

1. They can fill the time gap between any voter approval of the ballot measure and the start of tax collection.
2. I estimate there is another \$539 million in funds available from HUD for future competitive awards, and awards to Portland Metro housing authorities are far less likely if existing resources are not fully used.



February 25, 2020

Dear President Peterson and Metro Councilors,

My name is Katherine Galian. I am the Director of Family and Community Resources at Community Action in Washington County and a long-time resident of Hillsboro. Since 2001, I have been an active member of the Continuum of Care working with local government and non-profit community partners to address homelessness in Washington County. We have an amazing group of dedicated people and organizations that care deeply about our homeless neighbors and are ready, willing, and able to work together to scale up the interventions we know work to alleviate the human suffering, public health risks, public safety costs, and community concern that is the result of too many in our community experiencing homelessness.

I am writing today to express my full support for the Metro Council to refer the homeless and housing services initiative HereTogether has developed to the May Ballot. The work that has been done reflects the best thinking of a wide range of stakeholders, including those with lived experience, and balances differing perspectives to achieve a common, regional goal: saving lives by reducing homelessness.

In my testimony to you on February 13th, I told you about my friend Johnny who lived under the large cedar tree in the parking lot of the Plaid Pantry across the street from our office in Hillsboro. Johnny struggled with homelessness, severe depression, and alcohol abuse on the streets of Washington County for 14 years after the death of his wife. Johnny's death was hastened by years of exposure to the elements and a lack of access to regular medical care. Before he died, Johnny gave me a picture of his dad. He came in to our office and asked me to hold on to it for him for safe keeping. He told me that a lot of his things had gotten wet the night before when two men attacked him in his camp and urinated on him. This picture was the last thing he had to remind him of his family, of a better time, and he wanted to make sure it was safe. I still keep that picture in an envelope above my desk as a reminder of Johnny and as a reminder of how much more could have been done to end his homelessness or prevent it in the first place. For what it cost our community to treat Johnny's chronic health conditions in the emergency department, hospital stays, ambulance trips, police non-emergency calls, shelter stays, the occasional trespassing arrest and jail booking, and other public services, he and - likely several others - could have been housed and supported with the services we know work to end homelessness permanently – outreach, treatment, case management, rental assistance, and basic health and mental health care.

I will always remember Johnny not just for who he was as an individual and the stories that he shared with me over the last few years of his life, but also as a reminder that our systems – as effective as they are at helping some – do not have adequate resources or flexibility to serve all of the people like Johnny. Not because we don't know what to do, but because we have not had enough of the right supports to help him get and stay housed. The timeline is short, and there is much work to be done, but Johnny and the thousands like him that find themselves outside without a clear path to housing there is no time to waste. For those that are barely hanging on to their homes and worry that they may be the next Johnny, now is the time. Fully funding this measure at

Community Action leads the way to eliminate conditions of poverty and creates opportunities for people and communities to thrive.

1001 SW Baseline Street • Hillsboro, OR 97123 • 503.648.6646 • www.caowash.org



\$250 Million will allow us to address the unmet needs of those who are currently living and dying on our streets and prevent our most vulnerable populations from experiencing homelessness.

Thank you for your efforts to get this measure to the scale we know is needed to truly address the needs of the chronically homeless and at risk population in our region. This important measure will improve the lives of so many of our neighbors who are experiencing or are on the verge of experiencing homelessness. Thank you, so much, for all you do to make our region a better place to live and especially for taking on this new role to lead a regional approach to addressing homelessness.

Sincerely,

Katherine King Galian

Director of Family and Community Resources
(503) 693-3294



BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

February 24, 2020

Metro President Lynn Peterson and Council
Metro Regional Government
600 NE Grand Avenue
Portland, OR 97232

Dear President Peterson and Metro Council Members,

Please accept this letter on behalf of the Clackamas County Board of Commissioners to offer our gratitude for Metro's support and leadership in helping to solve the region's homelessness crisis. Metro led the successful passage of the 2018 Housing Bond, setting an example that working together strengthens our region.

We have tremendous unmet needs in Clackamas County.

We presently have limited supportive housing resources and are only able to serve 218 households at a time. At the current turnover rate, it would take over 20 years to serve the households already on our waitlists.

In 2017 the Housing Authority opened its waitlists and 7,892 households applied. Of those, 5,039 applied for Public Housing and 2,853 applied for a voucher, and only 17% were added to the voucher list. The Housing Authority has not been able to pull any of the families who applied in 2017 off of the waitlist due to a lack of openings. Of the households served by our Housing Authority, due to limited federal funds and rising market rents, 12% of Clackamas County residents are paying 40% or more of their income on housing, even with assistance.

The scale of the need consistently outpaces our capacity to respond. While we served 394 households through our homeless housing programs in 2019, 513 new households were added to these waitlists.

In a school district liaison report to our County housing staff, approximately 1,600 school children are experiencing homelessness.

In our County, the top 100 frequent utilizers of emergency departments and jail beds who are also experiencing homelessness cost those systems \$4.2 million per year, far more than the cost to house these people.

This is unacceptable.

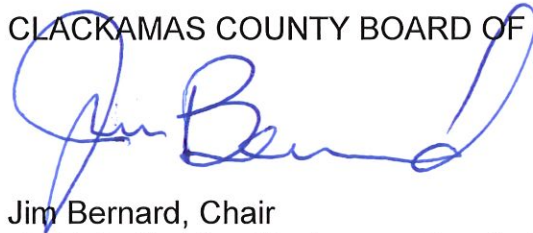
The funding generated from the supportive housing ballot measure will enable us to develop affordable housing units serving those in highest need, homeless families and individuals, by providing additional rent assistance and wrap-around services.

According to the Tri-County Equitable Housing Strategy, in order to expand supportive housing for people experiencing chronic homelessness, 440 units are needed within Clackamas County. This funding will actually provide us with the means to make that happen.

It is a rare moment when leaders from the region come together in a unified voice. We have found that voice, and we look forward to our community's future success in preventing and reducing homelessness.

Respectfully,

CLACKAMAS COUNTY BOARD OF COMMISSIONERS



Jim Bernard, Chair

On Behalf of the Clackamas County Board of Commissioners

From: [Kyle Armstrong](#)
To: [Legislative Coordinator](#)
Subject: FW: [External sender]
Date: Tuesday, February 25, 2020 3:55:25 PM

Hi Nellie,

Here is some testimony regarding supportive housing.

From: Jeremy S [mailto:jeremy.shiflett@gmail.com]
Sent: Tuesday, February 25, 2020 3:50 PM
To: Kyle Armstrong <Kyle.Armstrong@oregonmetro.gov>
Subject: [External sender]

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

Metro Council,

My coworker recently sent you the following email:

Metro Council,

I am writing to you as a Portland resident and a City of Portland employee who works day in and day out with the homeless population. I am urging you to table the proposed homeless services measure until you have a clear plan for what the money would be spent on. Asking voters, most of whom would not even pay the tax, to write a blank check is deceptive and irresponsible.

As a first responder I interact with the homeless every day. I see the devastating effect it is having on the livability of our community. Despite the enormous amount of resources we as a community have put towards the problem, it is not getting better. It is getting worse. This is not a problem that money alone can solve. It is my view that we are making it way too easy and convenient to be homeless in this city. Free tents, free needles, free phones, a police force whose hands have been so tied that they cannot enforce the laws. Yes, addiction and mental health are root causes, but there is no incentive for these people to get into the system to take advantage of the job training, mental health and addiction treatment that you are proposing. Perhaps the answer is not more handouts, but less. Perhaps compassion does not need to be confused with turning a blind eye.

Before you refer this measure to the ballot I urge you to come up with a concrete plan to show the voters that you can be responsible stewards of our money.

Respectfully,

Jake Gartland

Now I fully agree with Jake's sentiments but I am not near as eloquent nor am I as tolerant. I am angry that this homeless situation has gotten to the point it has, and I have zero faith in recent decisions made on behalf of the public. As a public employee I am bound to follow

certain rules and tolerate some of this, but as a resident of SE Portland I am also a citizen who is fed up with the garbage, crime, drug use and vandalism affecting me that would not be an issue if this problem were addressed correctly. More money is not the solution. If you look at your facts and figures you will note that an increase in funding over the last few years has not solved this problem. In fact, it's been throwing gas on the fire. If you feel the need to continue the same insanity of funding this "crisis", might I suggest you start by using your own paycheck and not mine. Allow the criminals to camp in your yard and not out in front of my house as they are currently doing. I know most of the tax payers share my concerns. If you have any ideas as to how I may assist in this endeavor please feel free to share with me as I want to be part of the solution.

Also, Respectfully

Jeremy Shiflett



February 25, 2020

From: **Tim McCormick** (HousingWiki, Village Coalition, Portland Neighbors Welcome, etc).
To: **Metro Council**
Re: **[Homeless] Supportive Housing Services, ORDINANCE NO. 20-1442**

Dear Metro Commissioners,

I wish to express my support for Ordinance No. 20-1442 being heard today, "Supportive Housing Services" [for homelessness]. Addressing homelessness in the Portland Metro area is an urgent, massive, and complex task which demands our utmost efforts and care.

However, there are a few points on which I am concerned about the direction of the funding measure.

First, it is striking that this initiative, while presented as a broad and primary strategy for tackling homelessness, is almost completely focused on services, rather than creation of housing. The predominant view in homelessness advocacy and studies today, expressed by the term "Housing First," is that provision of housing has to be the core response to homelessness, and that other services such job placement, counseling, substance disorder treatment, etc. are difficult to provide effectively in the absence of stable housing.

While this measure was preceded by housing bonds at both the City of Portland and Metro, these bonds together are not particularly targeted to addressing homelessness. Only 300 homes to be created in these bonds -- the 300 "Permanent Supportive Housing" units specified in City of Portland bond -- are plausibly targeted at people currently experiencing homelessness.

Therefore I wish to urge that however possible, guidance be expressed supporting, and flexibility be maintained to allow, creation of low-cost housing options which can house those houseless or in highest risk of it. Rent support and emergency assistance, while helpful, do not in themselves create any net new housing, and may simply reallocate housing while potentially raising rents widely; so they, unless paired with new low-cost housing availability, have limited ability to address aggregate levels of homelessness in a region.

Second, and relatedly, there are large questions about whether this measure as defined in Ordinance sets appropriate and clear outcome goals. That is crucial in organizing and overseeing a critical effort involving so many participants. The Regional Policy Framework (Exhibit A to Resolution No. 20-5085), I think expresses those goals well:

- *"Ensure that we are lowering the number of individuals experiencing long-term and new homelessness."*
- *"We know that the only way to truly end homelessness is to make sure people are housed."*

- *"We will require defined outcomes based on broadly recognized public metrics that measure the number of people currently experiencing homelessness in the region."*

However, turning from this plan to the Ordinance, I see that that the defined goals and outcomes there do not clearly include the goals above - (parts bolded by me for emphasis):

"Local implementation plans must include the following: [..]

c. A review of current system investments or capacity serving priority populations, an analysis of the nature and extent of gaps in services to meet the needs of the priority population, broken down by service type, household types, and demographic groups.

*d. A description of the planned investments that includes: (1) the types of services, and **how they remedy the service gap analysis**; (2) the scale of the investments proposed; (3) the **outcomes anticipated**; and (4) the service delivery models that will be used in each area of service.*

SECTION 16. Accountability of Funds; Audits

*1. Each county or local government receiving funds must make an annual report to the Metro Council and the oversight committee on how funds from the taxes have been spent and **how those expenditures have affected established homelessness metrics.***

The gist of the Policy Framework, and I believe public concern, is in reducing and ending homelessness. Therefore, I believe this should be set as the key outcome, rather than outcomes being various, established later and variously by local communities, or defined as addressing a "service gap analysis."

With those concerns in mind, I nonetheless thank the Commissioners, and all the groups that have come together in creating this services measure, for prioritizing this urgent issue and getting us to take bold action. There is time and ample civic ability to manage this funding measure well, and I hope I may contribute in doing so for the good of our most vulnerable residents.

Sincerely,

Tim McCormick

Affiliations:

Portland: Neighbors Welcome - Chair, Homelessness and Low-Income committee

HousingWiki - Editor.

Village Collaborative - Lead Organizer.

Portland Village Coalition

From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#27]
Date: Tuesday, February 25, 2020 1:51:44 PM

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

Name * Rachel Schutz

Email * rfparker44@gmail.com

Your testimony I am writing in support of the bill to provide funding for permanent supportive housing services to the metro region. Ending homelessness is one of the most important efforts of our time, and it doesn't just require buildings. It requires the supportive services and intervene, support, and prevent homelessness in the first place. What those services need is funding to be sustainable. Thank you for your consideration of this bill, and I look forward to seeing it on the May ballot.

Is your testimony related to an item on an upcoming agenda? * Yes

From: [Andy Miller](#)
To: [Metro Council](#)
Cc: [BrocheAroe Fabian](#); [Lisa Frack](#)
Subject: [External sender]Testimony in Support of Ordinance No 20-1442 and the Implementing Resolutions 20-5083 and 20-5085
Date: Tuesday, February 25, 2020 12:47:53 PM

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

Members of the Metro Council:

I am the Executive Director of Human Solutions, an organization that has been on the front lines of countering the forces that cause homelessness, poverty and housing insecurity in East Multnomah County for the last 31 years. We are a proud member of the Here Together Coalition and were at the table to craft the framework before you today. Human Solutions provides a continuum of services that include emergency shelter, rental assistance, permanent supportive housing, conventional affordable housing, employment support and prevention services - all to advance our mission in the most diverse area of our Portland Region – East Multnomah County. East Multnomah County, which spans from East Portland to Gresham, Troutdale and beyond, is rich with diverse communities of color and gains strength from the from the rich cultures and peoples who are coming together to build and grow roots in neighborhoods and communities that face at a critical tipping point. Without courageous new investments, the people of East Multnomah County may lose the homes they are now barely holding onto against the forceful winds of rising rents, redevelopment pressures and the failure of the benefits of our region’s growing economy to reach families and residents here. Many have already lost their homes and fallen into homelessness – we see new tents and encampments on our streets every week, and growing waiting lists for our shelter beds and affordable housing. And even more households sit today looking at the bleak prospect of raising a generation of children who may never know a real home – a place in which they can do their homework, celebrate birthdays and simply be kids. Too many schools in Centennial, Reynolds, David Douglas and Gresham Barlow have rates of student mobility and homelessness at the top of the state rankings. Without bold action, we run the risk of seeing much of the next generation growing up in East Multnomah County with the shadow or reality of homelessness being a constant part of their childhood. That is no way to experience childhood.

With this measure, you have the power to create a different future, one in which homelessness no longer the constant threat or reality it is today. Your vote today has the power to profoundly impact the next generation who call our region home. By raising resources from those who have the ability to pay more of their fair share to restore to many individuals and families the basic human right of a place to call home this measure has the power to not only end our Region’s homeless crisis, but to do so through truly equitable means.

We already have the tools to end homelessness – we know what works. At Human Solutions, the families and individuals with whom we are able to partner see a quick and permanent end to their homelessness when we are able to provide the kind of supportive housing prioritized by this measure and by the framework for implementing it brought forward by the Here Together Coalition. But for every person or family we are currently able to partner with, we estimate we

must turn away or waitlist 8-10 more. It is like putting a roof on a house with too few shingles - however you lay those shingles, the rain pours in just the same. This measure changes that = it buys enough “shingles” to ensure a clean, dry, sustainable roof over our entire region, so everyone stays dry and so homelessness as an institution we see every day in every quadrant of this beautiful place we call home – becomes a thing of the past.

I thank Metro for its emerging partnership in solving our Region’s crisis, commend your courage and boldness to bring forward a truly equitable approach at a scale to meaningfully respond to our community crisis. I urge you to pass these measures and pledge that our organization will work tirelessly to ensure they pass at the ballot box and, moreover, to ensure that we implement what will be historic resources effectively, equitably and responsibly to end this human crisis and to create a bright future for everyone in this beautiful region. Thank you.

Andy Miller
Executive Director
Pronouns: He/Him/His

Human Solutions
12350 SE Powell Boulevard
Portland OR 97236
503.548.0240(direct) 503.709.8046(mobile)
amiller@humansolutions.org
www.humansolutions.org

BE PART OF THE SOLUTION by making a gift to Human Solutions today! With your support, we can get closer to our goal that *everyone* in our community has a safe and affordable place to call home. It’s easy to do – [just click here right now](#). Thank you for being part of the solution.

CONFIDENTIALITY NOTICE: The information contained in this e-mail is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the intended recipient, any dissemination, distribution or copying of this e-mail is strictly prohibited. If you have received this e-mail in error, please notify us immediately by replying to this email, and delete or destroy all copies of the original message and attachments thereto.

From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#21]
Date: Sunday, February 23, 2020 10:45:30 PM

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

Name *	ira erbs
Email *	eyera3@gmail.com
Address	<input type="checkbox"/> 10431 Sw 42nd Ave Portland, OR 97219 United States
Your testimony	We need Trimet to be part of the solution, not part of the problem two ways to have a huge impact on reducing pollution are electric buses and free fair.
Is your testimony related to an item on an upcoming agenda? *	Yes

From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#20]
Date: Sunday, February 23, 2020 9:12:42 PM

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

Name *	Landon Wyndham
Email *	landonwyndham@gmail.com
Address	<input type="checkbox"/> 2324 NE 32nd Ave Portland, OR 97212-4965 United States

Your testimony

Hello,I am Landon S Wyndham, and I strongly oppose new diesel buses. And I support a plan for a Zero Emissions fleet, as soon as conceivably possible.

I am a young man, who has lived in Portland all of his life, and I plan to live here for many decades to come. I have three young nephews, who I care about very much, and I worry about the effects the diesel pollution could have on their health. This city has always symbolized for me an environmental beacon, with the parks the bikes, and yes, with the Trimet. However, upon visiting other major cities, I notice a proliferation of greener buses and I notice that Portland Trimet has fallen behind. This sets a bad precedent of representative environmentalism, over genuine action. And, on a steadily warming earth, that is not tolerable.

I write this with a simple demand that my voice be heard and acknowledged, so would you kindly respond, please.

Sincerely, Landon Wyndham, Portland, 97212

Is your testimony related to an item on an upcoming agenda? *	Yes
---	-----

From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#19]
Date: Saturday, February 22, 2020 7:29:32 PM

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

Name * Nancy Hedrick

Email * nanhedrick2@hotmail.com

Address 6902 N Villard Ave
Portland 97217

Your testimony Please support efforts to make electric buses a bigger part of our Trimet fleet. So much of Portland (especially where I live in N Ptld) has such a high particulate count from dirty diesel of trucks and old school buses, that we don't want Trimet to be part of our pollution or part of our delay in addressing the climate crisis. I am also one of those individuals with a decided petrochemical allergy, who would prefer to drive to catch the Max, over taking my nearer bus #35...as I will be healthier later on. Thank you. Nancy Hedrick, North Portland

Is your testimony related to an item on an upcoming agenda? * Yes

From: [Adam Koller](#)
To: bcc@clackamas.us; gambam@milwaukieoregon.gov; CouncilDistribution@ci.oswego.or.us; [Metro Council](#)
Subject: [External sender]Willamette River Crossing
Date: Monday, February 24, 2020 10:09:35 AM

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

Please consider this project. It is unsafe to travel between East Portland and Clackamas County using alternatives to cars/buses. This will help make our region more desirable and keep people safe.

--

Adam Koller

From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#24]
Date: Tuesday, February 25, 2020 7:59:12 AM

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

Name * Sean McClintock

Email * pmunkey@gmail.com

Address 7515 SE Lounsberry Ln
Portland, OR 97206
United States

Your testimony

I call on you, our elected leaders, to take immediate action to address our dire climate emergency. CANCEL the order for the 157 DIESEL buses and instead focus on electrifying the bus system.

Those diesel buses have a 20-year lifespan. Converting them from diesel to electric in later years is insufficient and inefficient. Your financial models, which I have reviewed, did not sufficiently price the --externalized-- costs of the diesel emissions.

We are in an EMERGENCY due to our usage of fossil fuels and must take steps now and make the better decisions. Please take a leadership role and be the ones who are capable of making the difficult choices for us. Thanks!

Is your testimony related to an item on an upcoming agenda? * Yes