



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, July 9, 2020

3:15 PM

**<https://zoom.us/j/94940131997> or
877-853-5257 (toll free)**

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public.

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- 1. Call to Order and Roll Call**
- 2. Public Communication**

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by noon on Thursday, July 9 will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

- 3. Ordinances (First Reading)**

- 3.1 Ordinance No. 20-1448, For the Purpose of Imposing a Tax for Transportation Improvements and Programs for Voter Approval

[ORD 20-1448](#)

Presenter(s): Andy Shaw, Metro

Attachments: [Ordinance No. 20-1448](#)
[Exhibit A to Ordinance No. 20-1448](#)
[Staff Report](#)

4. Consent Agenda

- 4.1 Consideration of the Council Meeting Minutes for June 25, 2020

[20-5448](#)

Attachments: [Council Meeting Minutes for June 25, 2020](#)

5. Chief Operating Officer Communication

6. Councilor Communication

7. Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មប្រតិបត្តិការរើសអើងសម្រាប់សេចក្តីណែនាំ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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<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>
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**Ordinance No. 20-1448, Transportation Referral
Measure Ordinance**

Ordinance Reading

Metro Council Meeting
Thursday, July 9, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF IMPOSING A TAX FOR) ORDINANCE NO. 20-1448
TRANSPORTATION IMPROVEMENTS AND)
PROGRAMS FOR VOTER APPROVAL) Introduced by the Metro Council

WHEREAS, the Metro Charter recognizes regional transportation planning as one of Metro’s primary functions and directs the Metro Council to appropriate funds sufficient to support this function; and

WHEREAS, a safe and reliable transportation system is a key part of a livable, equitable, and prosperous Metro Area, along with affordable homes, clean air and water, and access to parks and natural areas; and

WHEREAS, since January 2019, Metro has worked with local leaders and community members throughout the Metro Area on a plan to make the region’s transportation system safer, more reliable, more accessible and more affordable for everyone; and

WHEREAS, Metro convened a Transportation Funding Task Force to advise the Metro Council on key outcomes, investments and implementation for the Get Moving 2020 Transportation Measure; and

WHEREAS, additional revenue is needed to address transportation issues identified by the Task Force and the revenue source must be responsive to current economic conditions; and

WHEREAS, the Metro Council intends to refer to the voters the Get Moving 2020 Transportation Measure that would approve of the imposition of a tax to fund transportation improvements and programs; and

WHEREAS, Metro Charter Section 10 provides that Metro may impose, levy, and collect taxes and Metro Charter Section 11 provides that any ordinance of the Council imposing a broadly based tax of general applicability requires approval of the voters before taking effect; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Beginning 2022, a tax is imposed on every employer on the wages paid by the employer to individuals who perform services in the Metro Area. The rate may not exceed 0.75% (0.0075) of wages paid by the employer. Employers with 25 or fewer total employees are exempt from paying the tax.
2. Upon passage by the voters, the Metro Council will set the specific rate of the tax but may not set a rate that exceeds 0.75% of wages paid. The Metro Council may set a rate lower than 0.75% of wages paid the first time the Council sets the rate. If the Metro Council determines a rate increase is needed, the Council may increase the tax rate not more than once per fiscal year.
3. The following definitions apply to the tax: (a) Employer means any of the following: (i) a person who is in such relation to another person that the person may control the work of that other person and direct the manner in which it is to be done, (ii) an officer or employee of a corporation, or a member or employee of a partnership, who as such officer, employee or

member is under a duty to perform the acts required of employers; or (iii) the State of Oregon or any political subdivision of the state, except for a school district; (b) Metro Area means the areas of Clackamas, Multnomah, and Washington counties within Metro's jurisdictional boundary and has the meaning prescribed by the Metro Charter, Section 3; (c) Wages means remuneration for services performed by an employee for the employer, including the cash value of all remuneration paid in any medium other than cash. Wages includes remuneration for services performed partly within the Metro Area. Wages does not include remuneration paid for services performed wholly outside the Metro Area.

4. The Metro Council will take all necessary actions to refer the Get Moving 2020 Transportation Measure, in a form substantially similar to the attached Exhibit A, to obtain voter approval of the tax at the November 3, 2020 general election.
5. The Metro Council authorizes and directs the Chief Operating Officer and the Metro Attorney to take all other actions necessary to place the Get Moving 2020 Transportation Measure on the ballot for the November election in a manner consistent with and in furtherance of this Ordinance, including amending this Ordinance to reflect legally required language.
6. Upon passage by the voters of the Get Moving 2020 Transportation Measure, the Metro Council will take further action to establish, among other things, code language and rules to enforce and implement the tax.

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

Lynn Peterson, Council President

Attest:

Approved as to Form:

Jaye Cromwell, Legislative Engagement
Coordinator

Carrie MacLaren, Metro Attorney

The People of Metro ordain as follows:

GET MOVING 2020 TRANSPORTATION MEASURE

TAX, RATE, DEFINITIONS

Section 1. Voter Approval Ordinance No. 20-1448; Tax, Rate, Definitions

Metro Council Ordinance No. 20-1448 is approved as follows:

Tax and Rate

- (1) Beginning 2022, a tax is imposed on every employer on the wages paid by the employer to individuals who perform services in the Metro Area. The rate may not exceed 0.75% (0.0075) of wages paid by the employer.
- (2) Employers with 25 or fewer total employees are exempt from paying the tax.
- (3) The Metro Council will set the specific rate of the tax but may not set a rate that exceeds 0.75% of wages paid.
- (4) The Metro Council may set a rate lower than 0.75% of wages paid the first time the Council sets the rate. If the Metro Council determines a rate increase is needed, the Council may increase the tax rate not more than once per fiscal year.

Definitions

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

Employer means any of the following: (a) a person who is in such relation to another person that the person may control the work of that other person and direct the manner in which it is to be done; (b) an officer or employee of a corporation, or a member or employee of a partnership, who as such officer, employee or member is under a duty to perform the acts required of employers; or (c) the State of Oregon or any political subdivision of the state, except for a school district.

Metro Area means the areas of Clackamas, Multnomah, and Washington counties within Metro's jurisdictional boundary and has the meaning prescribed by the Metro Charter, Section 3.

Wages means remuneration for services performed by an employee for the employer, including the cash value of all remuneration paid in any medium other than cash. Wages includes remuneration for services performed partly within the Metro Area. Wages does not include remuneration paid for services performed wholly outside the Metro Area.

PURPOSE AND OUTCOMES

Section 2. Purpose and Outcomes

Purpose

The Get Moving 2020 Transportation Measure will fund safety, transit, and mobility improvements and programs in major road connections throughout the Metro Area. The measure supplements but does not

replace state and local funding sources. Measure goals include racial equity, economic prosperity, and healthy ecosystems.

Outcomes

The Metro Council and Transportation Funding Task Force (“Task Force”) identified these outcomes for the measure: improve safety for everyone; prevent displacement and benefit communities of color; make it easier to get around; address climate change and support resiliency from disasters and emergencies; support clean air, clean water, and healthy ecosystems; support economic growth; increase opportunity for low-income Oregonians; and leverage regional and local investments.

PROGRAMS

Section 3. Programs

The Metro Council and Task Force identified 10 programs for investment. The Metro Council will determine the amount of investment in each program once the programs are developed and the amount of revenue is known. Metro will prioritize access to transit, racial equity, and community stability when developing the programs. Measure revenue will be dedicated to, without limitation, safety of children walking and biking to school, safety on non-corridor roads and streets with high crash rates, accessibility to local main streets, strategies to address potential displacement along corridors, retention of affordable housing along corridors, safety along walking and biking networks, transition of bus fleet from diesel to electric, youth access to bus and MAX passes, reliability and convenience of bus access, and future planning for corridors not included in the measure.

Ten Programs

- Safe Routes to Schools
- Safety Hot Spots
- Thriving Main Streets
- Anti-displacement Strategies
- Housing Opportunity
- Regional Walking and Biking Connections
- Bus Electrification
- Youth Transit Access
- Better Bus
- Future Corridor Planning

The following criteria apply across all the programs: ongoing public and stakeholder engagement and accountability to community priorities; prioritizing racial equity; fiscal transparency and accountability; ability to leverage other resources; consideration of geographic-specific needs and differences; flexibility to adapt to changing economic, transportation, and housing contexts over a 20-year period; and coordination with other regional investments in housing, parks and nature, and transportation.

The 10 programs identified will be the first priority for program investments. The Metro Council may amend this list or identify other programs for funding if a program becomes cost prohibitive or otherwise infeasible as determined by the Metro Council following a public hearing.

When the outcomes from existing programs are achieved, the Metro Council may approve additional program investments following a public hearing. Before considering additional programs, no later than 2035, the Metro Council must appoint a task force that includes community organizations, business

leaders, and local partner jurisdictions. The task force will work with existing committees and advisory groups, and consider all reports drafted by the same, to develop recommendations for additional program investments to present to the Metro Council.

CORRIDORS

Section 4. Corridors

The Metro Council and Task Force identified approximately 150 projects on 17 regional corridors located in Clackamas, Multnomah, and Washington counties for investment. Metro will prioritize traffic safety, transit reliability, and mobility for all modes on the network of roads and transit routes that connect the Metro Area. Measure revenue will be dedicated to, without limitation, a rapid bus network, a high capacity transit line between downtown Portland and Washington County, hundreds of miles of sidewalks and pedestrian crossings, and a network of signal upgrades.

Seventeen Corridors

- SW Corridor
- McLoughlin Boulevard
- C2C (Clackamas to Columbia) / 181st
- Highway 212 / Sunrise Corridor
- Highway 43
- Tualatin Valley (TV) Highway
- 185th Ave
- Pacific Highway 99W
- Highway 217
- Highway 26
- 82nd Ave
- Burnside
- Central City
- 122nd Ave
- 162nd Ave
- Albina Vision
- Powell Blvd

The corridors identified will be the first priority for corridor investments. The Metro Council may amend this list or identify other corridors for funding if a corridor becomes cost prohibitive or otherwise infeasible as determined by the Metro Council following a public hearing.

When the outcomes from existing corridors are achieved, the Metro Council may approve additional corridor investments following a public hearing. Before considering additional corridors, no later than 2035, the Metro Council must appoint a task force that includes community organizations, business leaders, and local partner jurisdictions. The task force will work with existing committees and advisory groups, and consider all reports drafted by the same, to develop recommendations for additional corridor or project investments to present to the Metro Council.

IMPLEMENTATION

Section 5. Implementation

Metro will manage all aspects of the implementation of the Get Moving 2020 Transportation Measure. Metro's implementation plan includes, but is not limited to:

- **Accountability and Oversight:** The Metro Council will appoint an independent oversight committee to review progress in the implementation of Metro's ballot measure and to submit to the Council an annual report; the report will include without limitation information on fund expenditure oversight and progress on the measure outcomes.
- **Technical Assistance:** Metro will establish additional committees to provide technical expertise as needed, including without limitation development of project steering committees to provide advice on major projects and support of an anti-displacement regional coalition.
- **Independent Financial Audit:** Metro will retain a public accounting firm to conduct an annual financial audit of the measure expenditures and will publish the results.
- **Transparency:** Metro staff will document the decisions and activities of measure implementation and will provide access to relevant information.
- **Public Engagement:** Metro will engage community members in decision making and will support communities of color and others who experience barriers to participation.
- **Project Agreements:** Metro will enter into agreements with the agencies delivering the corridor projects and will manage and oversee all aspects of those agreements.
- **Urban Design Guidelines:** Metro will require use of Metro's urban design guidelines to projects where appropriate.
- **Contract and Workforce Equity:** Metro will develop a combination of policies, programs and practices to facilitate contract and workforce equity for programs and projects; Metro's work with delivery agencies will include, but is not limited to, facilitating and developing contracting firms owned by women and people of color, creating demand for women and people of color in the workforce, and supporting a regional contract and workforce equity fund.
- **Air Quality Monitoring:** Metro will support the installation of air emissions monitoring equipment and the analysis of air quality data in the project corridors to measure the impacts of the transportation investments.
- **Bonding:** Metro may issue bonds secured by the tax described in Section 1.

IN CONSIDERATION OF ORDINANCE NO. 20-1448, FOR THE PURPOSE OF
IMPOSING A TAX FOR TRANSPORTATION IMPROVEMENTS AND PROGRAMS
FOR VOTER APPROVAL

Date: July 8, 2020
Department: GAPD
Meeting Date: July 9, 2020

Prepared by: Andy Shaw
Presenter: Andy Shaw
Length: 10 minutes

ISSUE STATEMENT

Get Moving 2020 will make regionally-significant safety, transit and mobility investments in regional corridors that are largely overlooked by other funding sources, or that need greater investment than is currently available. Additionally, through the regionwide programs, Get Moving 2020 will make regionally-important investments in safety, transit and community stability beyond these corridor investments.

Currently, transportation resources available to fund transportation improvements and programs do not meet the needs of the growing region. The measure seeks to leverage and coordinate with existing funding resources, as well as future funding from federal, state and local sources. Together, these funding sources and partners will help create a seamless regional transportation system that is more reliable, safer and interconnected than ever before, while advancing our shared goals for racial equity, economic prosperity, healthy ecosystems and climate change.

Metro studied a wide range of potential revenue sources for the Get Moving 2020 measure, considering such factors as Metro's authority to use the source, rate caps or other limitations on their use, revenue generation potential, simplicity of administration, familiarity in the region and potential voter support. Additionally, Metro closely examined the connection between revenue options and direction from the Metro Council to ensure that the burdens of revenue mechanisms are not borne disproportionately by people of color and people with low incomes.

After an initial high-level scan of more than a dozen potential revenue options, Metro contracted with ECONorthwest to conduct more detailed analysis of 10 potential revenue options in fall 2019; ECONorthwest conducted further analysis of two revenue options in spring 2020. Based on further Council direction and community input, Metro staff is recommending for Council and voter approval a tax to require employers to pay a percentage of total wages paid, to fund transportation projects and programs around the greater Portland region.

GET MOVING 2020 BACKGROUND

Metro has been working since early 2018 to lay the foundation of a collaborative, comprehensive investment plan that makes getting around safer, faster and more affordable for everyone. The Metro Council has directed that this plan include investments throughout the region, supporting the many ways people travel. This work must place advancing racial equity and addressing climate change at its core. The council has also directed staff to engage a wide range of community members, partners and leaders to identify smart solutions supported by a broad coalition.

As the region emerges from the current crisis, the greater Portland area will continue to grow. People will still be moving here. Children will still need to get to school safely. Workers and students will still need safe, reliable, and affordable transportation choices. Our communities will look for leadership to create jobs and generate the economic activity that will drive our region's recovery.

That's why Metro has continued to work with partners, stakeholders and the public to complete the Get Moving 2020 Transportation Measure proposal. This effort has always been about working together to create a healthy and prosperous region for everyone who lives here. Now more than ever, building a blueprint forward will help all of us when it's time to regather and rebuild.

PUBLIC INPUT

In December 2018, the Metro Council adopted a Regional Transportation Plan update, following years of engagement that included more than 19,000 engagements with residents, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires for safe, smart, reliable and affordable transportation options for everyone and every type of trip. The 2018 Regional Transportation Plan is built on key values of equity, climate, safety, and congestion relief.

At work sessions in January 2019, the Metro Council provided guidance on key outcomes, principles and the structure of a potential investment measure to help advance these values. The council also approved a charge for a diverse and regionally inclusive Regional Transportation Funding Task Force. The Task Force reviewed Metro Council direction and policy regarding the measure; identified additional desired outcomes; provided input to council on priority corridors, regionwide programs and possible revenue mechanisms; and made recommendations for corridor investments. Co-chaired by Commissioners Jessica Vega Pederson and Pam Treece, the Task Force discussed and provided input on a range of potential revenue options at meetings in December and January. Metro staff, local jurisdictions, and stakeholders used the outcomes identified by Metro Council and the Task Force to select and design transportation improvements and develop transportation-related programs.

At a work session on Jan. 28, the Metro Council directed staff to proceed with developing four revenue options for further consideration. After analyzing the four options and

ongoing stakeholder input, and discussions at Council work sessions in June and July 2020, Metro staff are recommending the council adopt an employer-paid tax based on wages paid.

The ordinance includes a tax not to exceed 0.75% of wages paid. The Metro Council may set a lower initial rate to reflect current economic conditions. If the Metro Council sets the rate lower than 0.75% of wages paid, the Council may increase the rate, depending on economic conditions, not more than once per fiscal year.

KNOWN OPPOSITION

No known formal opposition.

LEGAL ANTECEDENT

Metro Charter Section 10 provides that Metro may impose, levy, and collect taxes and may issue revenue bonds and general and special obligation bonds. Metro Charter Section 11 requires that any ordinance of the Council imposing broadly based taxes of general applicability on payroll (wages paid) be approved by the voters of Metro before taking effect.

Metro Charter Section 36(1) requires the Metro Council to adopt legislation of Metro by ordinance. See also Metro Code Section 2.01.070.

Consideration of the Council Meeting minutes for
June 25, 2020

Minutes

Metro Council Meeting
Thursday, July 9, 2020

Metro

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



Metro

Minutes

Thursday, June 25, 2020

2:00 PM

<https://zoom.us/j/615079992> or 888-475-4499 (toll free)

Council meeting

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public.

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

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at legislativecoordinator@oregonmetro.gov.

1. Call to Order and Roll Call

This item was approved.

Present: 5 - Councilor Sam Chase, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Christine Lewis, and Councilor Juan Carlos Gonzalez

Excused: 2 - Council President Lynn Peterson, and Councilor Bob Stacey

2. Public Communication

There was no public communication.

3. Presentations

3.1 Financial Condition of Metro

Attachments: [Financial Condition of Metro](#)

Metro Auditor Brian Evans gave a presentation on the financial condition of Metro with Powerpoint slides.

Council Discussion

Councilors thanked the Auditor's Office and staff for their hard work. COO Marissa Madrigal and CFO Brian Kennedy engaged the Council in some discussion about their views of the auditors report.

4. Consent Agenda

A motion was made by Councilor Lewis, seconded by

Councilor Dirksen, that this item be approved. The motion passed by the following vote:

- 4.1 **Resolution No. 20-5115** For the Purpose of Accepting the May 19, 2020, Primary Election Abstract of Votes for Metro **(consent)**

Attachments: [Resolution No. 20-5115](#)
[Exhibit A to Resolution No. 20-5115](#)
[Exhibit B to Resolution No. 20-5115](#)

- 4.2 Consideration of the Council Meeting Minutes for June 18, 2020

Attachments: [Council Meeting Minutes for June 18, 2020](#)

5. Resolutions

- 5.1 Resolution No. 20-5430, For the Purpose of Approving 2020 Nature in Neighborhoods Nature Education and Outdoor Experiences Community Grants

Attachments: [Resolution No. 20-5114](#)
[Exhibit A to Resolution No. 20-5114](#)
[Staff Report](#)

Deputy President Gonzalez called on Jon Blasher to to present the resolution. Mr. Blasher introduced Sprinavasa Brown, Dana Schot, and Crista Gardner to present on their projects that will be funded by the grant.

Council Discussion

Council thanked the staff and partners for working so diligently to make this work happen. Council also discussed how much they believed in the work that these grants would fund.

A motion was made by Councilor Chase, seconded by Councilor Craddick , that this item be approved. The motion passed by the following vote:

6. Ordinances (Second Reading)

- 6.1 Ordinance No. 20-1446, For the Purpose of Annexing to the Metro District Boundary Approximately 53.78 Acres Located Generally North of NE Evergreen Road, South of Waible Creek, and West of NE Starr Boulevard in Hillsboro

Attachments: [Ordinance No. 20-1446](#)
[Exhibit A to Ordinance No. 20-1446](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

Deputy President Gonzalez called on Roger Alfred from the Office of the Metro Attorney to be available for Council questions on the ordinance in favor of annexing additional lands into the Metro boundary.

Council Discussion

There was none.

A motion was made by Councilor Dirksen, seconded by Councilor Lewis, that this item be adopted. The motion passed by the following vote:

Aye: 5 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Lewis, and Councilor Gonzalez

Excused: 2 - Council President Peterson, and Councilor Stacey

7. Chief Operating Officer Communication

Marissa Madrigal, Chief Operating Officer, acknowledged furloughed employees working hard to complete their work on less time.

8. Councilor Communication

Deputy President Gonzalez announced that Councilor Lewis was expecting her first child, and that he was looking forward to welcoming the new baby. Councilor Lewis announced that she would be out of the office tomorrow and for a few days, but would still be engaged until the transportation measure was referred. Councilor Craddick gave a report of the monthly meeting of the Urban Flood Safety & Water Quality District.

9. Adjourn

Deputy President Gonzalez adjourned the meeting at

3:41 pm.

Materials following this page were distributed at the meeting.

Hi Metro,

I would like to voice my support for many parts of the transportation measure that is set to be referred in the coming weeks. The state of many roads in our area is quite bad for people who aren't taking their car. The TV Highway corridor is a very good example of this – bus stations are located in very inaccessible spots for example and there are gaps in sidewalks and bike lanes in many areas along the route. Not to mention the bike lanes themselves may seem uncomfortable to ride in for the casual bike rider. 82nd avenue is another big issue – many people get hurt here every year, there's no bike lanes and the road itself in bad need of repair. I also support YouthPass in the measure as 14–18 is the age where the majority don't have driver licenses and don't work either so this would provide us a way to get around without asking someone who has a license or calling an Uber.

One concern I have about the measure is the fact that the bikes lanes on 185th avenue are set to be narrowed in order to accommodate for the bus lanes. I very much support the bus lanes but there must be a way to keep the current bike lane widths? Narrow bike lanes can get very awkward to ride in.

Thanks for considering my words and I appreciate the work you do for our region.

Anthony Le

Concerning the Willamette Cove workshop –

One of the missing items concerning Willamette Cove is the placement of hazardous material upland. This is important because as part of the City of Portland Transportation System Plan, the Willamette Blvd. bridge is scheduled for replacement (currently unfunded). This bridge alignment could impact the hazardous materials. It is a consideration that the University Park Neighborhood Association has brought up before but which should also be considered by Metro. The bridge would be realigned to remove a dangerous curve and is a 2 on a private bridge safety scale (far lower than the Sellwood bridge). Another consideration is the Baxter-McCormick superfund site and its potential use. It is industrially zoned and was included in the University of Portland Master Plan as a potential recreational area but UP has not leased or purchased the property, so it could become an industrial site. It would be adjacent to the Willamette Cove and could significantly impact the Cove especially any recreational uses of the Cove.

Tom Karwaki

Transportation and Land Use Committee Chair

University Park Neighborhood Association

253.318.2075 cell/tex

BEAVERTON AREA
Chamber of Commerce



July 7, 2020

To: METRO Council Members

From: Beaverton Area Chamber of Commerce

RE: Get Moving 2020

Dear Metro Council –

The Beaverton Area Chamber of Commerce has long recognized and championed for transportation solutions to support congestion reduction and freight mobility in the metropolitan area. We have proudly supported MSTIP for years as well as efforts at the State level including the I-5 Columbia River Crossing. We recognize a viable multi-modal transportation system is essential to a vibrant business community and until now, we have been a solid proponent of addressing transportation upgrades that address the commute burdens on Highway 26, 217, 99, etc.

Our world has changed though. The needs of our members and the needs of our community have changed dramatically due to the COVID-19 pandemic.

Despite our past support for a multitude of transportation needs in the past, we find ourselves in a contrary position at this time and find it exceedingly difficult to understand how Metro could contemplate putting a near 100% tax burden through payroll taxes to fund the \$7 billion Get Moving 2020 initiative. During this unprecedented, and frankly economically devastated period of COVID-19 pandemic, it is perilous to even consider placing another tax burden on our businesses and their employees this fall. We are not even able to move to Phase II of re-opening as cases are surging and we remain in the “first wave” of this pandemic. We are being threatened by these rising numbers which may result in another long-term shutdown. We have businesses that have closed forever and employment still woefully below pre-COVID levels. *The COVID pandemic has dramatically changed who works, how they work, how they may work in the future, how people travel or if they travel. It has forever impacted the current and future needs of our community.* As employees, employers and your tax base, we have been forced to pause and we respectfully request that Metro take this opportunity to pause as well.

The investments in the Metro Get Moving 2020 plan appear to still be focused on the pre-COVID plan: More bike lanes, traffic signals, sidewalks, mass transit and “studying future needs.” We believe strongly that the plan needs to be reassessed and reprioritized for our post-pandemic reality, which is yet to be known in full.

Metro so far has elected to not take a pause in proposing new taxes but the sources of those tax dollars have been forced to pause, adapt or quite frankly disappear. It would be a welcome sign of a thoughtful Metro Council to pause long enough to assess the Get Moving 2020 Plan in light of the new realities we all face and consider the urgent needs for true short and long term economic recovery in our community for our community to be able to afford these transportation investments.

Here are a few direct thoughts from local business owners whose employees are just getting back to work to support their families and recover from losses due to COVID-19:

"Surviving 2020 and the foreseeable future will be an incredible challenge for my family business and increasing payroll taxes will only make it harder. I can't think of a worse time to increase payroll taxes because it punishes local employers for keeping people employed during a global pandemic." *Owner, Mark Spiegelberg, THE BARBERS*

“Due to the constraints caused by the COVID-19 Pandemic and additional expenses to reopen, any increase in payroll taxes at this time will cause unbearable additional financial burdens.” *Owner, Keith Wright, Century 21 Wright and Associates*

“Small business is wounded – many on life support and many fatally. Adding additional tax burdens at this time is adding another dagger to body of small business. You will only cause more unemployment. Your actions do not match your words when you say “small business is the life of our community”.” *Owner, Amy Saberiyan, Ava Roasteria*

We urge you to please reconsider the plan, its’ costs, its’ priorities, and the timing of adding yet another tax burden to the diminishing working population of our community.

We wish you all good health and thank you for your thoughtful consideration.

Sincerely,



Lorraine Clarno, President/CEO
BACC



Steve Smelley, Chair BAC
Founder: Goldfinch Consulting



Keith Wright, Board Chair
Owner: Century 21 Wright & Assoc.

Board of Directors:

Keith Wright, Chair – Century 21 Wright & Assoc., Mark Spiegelberg, Chair-Elect - The Barbers, Steve Schmidt, Treasurer -Schmidt & Associates, LLP, Amy Saberiyan, Past Chair – Ava Roasteria, Troy Cunningham – Spectrum Payment Solutions, Dianne Danowski Smith – Publix NW, Troy Gagliano – PGE, David Harrison – Leavitt Group, Travis Jones – Nike, Ali Kavarianian – Churchill Management Group, Toy Kim – Bethany Development Corporation, Christine Moore – Pamplin Media, Tara Pedersen – Columbia Bank, Rhonda Reister – RLC Connections, Martin Rasmussen – Great Bones, Kelsey Scotch – Madden Industrial Craftsmen, Inc., Lisa Wise – Wells Fargo Ex-Officios: Alfredo Moreno – Portland Community College, Don Grotting – Beaverton School District, Denny Doyle – Mayor of Beaverton, Allen Kennedy – Tualatin Valley Fire & Rescue, Ada Boje – Health Touch Massage, Angela Sandino – OSU Extension Service Education Center, Lorraine Clarno - President



July 8, 2020

Metro President Lynn Peterson
Councilor Sam Chase
Councilor Shirley Craddick
Councilor Christine Lewis
Councilor Craig Dirksen
Councilor Juan Carlos Gonzalez
Councilor Bob Stacey

Metro Council
600 NE Grand Ave
Portland, OR 97232

RE: Request to delay new payroll tax & transportation measure

Honorable President Peterson and Councilors:

We are writing on behalf of the thousands of employer members of the Beaverton Area Chamber of Commerce, Building Owners & Managers Association - Oregon (BOMA), Clackamas County Business Alliance, Gresham Area Chamber of Commerce & Visitors Center, Hillsboro Chamber of Commerce, Portland Business Alliance, Smart Growth Coalition, Westside Economic Alliance, Working Waterfront Coalition. Our organizations represent the broad diversity of industries in our city, region, and throughout the state of Oregon.

We write today as a unified employer community to urge the Metro Council to delay referral of the proposed regional transportation measure and new payroll tax, to a future year.

First, we commend you and the staff at Metro for the transparent and detailed stakeholder process earlier this year that produced the proposed package of transportation infrastructure improvements. This process included several business community leaders and stakeholders, and we agree that it produced a draft package of priority projects.

However, the quality process that produced this package was completed before the COVID-19 pandemic hit Oregon. Since then, everything has changed.

Oregon is now in a severe economic downturn with more than 291,933 Oregonians having filed for unemployment or had their hours cut back. More small businesses are permanently closing by the day, and according to state economists, local governments face severe budget reductions at least through 2025.

Additionally, the landscape for how and where people work is completely transformed. Millions of Oregonians are now working at home and may continue doing so for well into the future. Simultaneously, concerns about the coronavirus, and a commitment to physical distancing has led to a plunge in TriMet

ridership. The current rise in COVID-19 cases means that we will not know for quite some time how long it will be before we return to a semblance of normal economic activity. Additionally, Governor Brown just announced that she is considering shutting the economy down again if the current growth in cases and hospitalizations do not flatten soon.

We represent thousands of the region's employers, organizations of all sizes and from every part of the region. We are deeply concerned that Metro has not paused to consider if now is the right time, the right mechanism and the right package given the significant economic downturn and major shifts in commuting behaviors. We urge you to consider whether current changes of the magnitude we are experiencing in our economy require all of us to pause on a new business tax proposal.

The current proposed revenue mechanism is the worst possible new tax to propose at this specific time. There is no question that this measure will make it more expensive to employ people at a moment when we need to be doing all that we can to keep people employed and businesses fully staffed. Simply put, imposing a new payroll tax now will lead to further job losses in the short term, and will slow economic recovery in the long term.

Now, with the impending new personal and business income taxes in 2021, and the severe economic downturn, a new payroll tax no longer makes sense.

This new payroll tax would be in addition to the significant tax Metro area employers already pay to support the public transportation system. Local employers are also absorbing the new state Commercial Activities Tax, increase in the Portland Business License Fee and Multnomah County Business Income Tax, and the new Portland Clean Energy Fund gross receipts tax. All of these taxes have been approved and implemented in just the past three years, and all the related costs are now compounding to create additional and serious impact for businesses during a severe economic downturn.

Finally, it is becoming increasingly possible that significant renewed federal transportation investments are on the way. Congressman Peter DeFazio recently introduced the *Investing in a New Vision for the Environment and Surface Transportation "INVEST" in America Act*, which, if approved by Congress, would make a renewed federal commitment of nearly \$500 billion in surface transportation over the next five years. We strongly believe it would be prudent for Metro to delay this measure with the hope that Congress will step back up as a true partner in transportation infrastructure investment in 2021, potentially reducing the cost of this proposed measure.

For these reasons, we strongly urge you to support the employer community's request to decline to refer the new payroll tax to the ballot in 2020. This good faith decision would send a powerful message that Metro is a committed partner in helping businesses recover from the current economic calamity as fast as possible so that the Oregonians we employ can continue to support themselves, their families and contribute to a healthy and strong regional and statewide economy. Conversely, the employer community pledges to stay at the table and partner on a potential transportation measure in the future.

Thoughtful leadership adapts to unforeseen events. We urge you to continue to be a leader in transportation planning now and in the future by delaying this measure until we are all better positioned to invest in a plan that supports our community's needs now and in the future.

Sincerely,

**Beaverton Area Chamber of Commerce
Building Owners & Managers Association - Oregon
Clackamas County Business Alliance
Gresham Area Chamber of Commerce & Visitors Center
Hillsboro Chamber of Commerce**

**Portland Business Alliance
Smart Growth Coalition
Westside Economic Alliance
Working Waterfront Coalition**

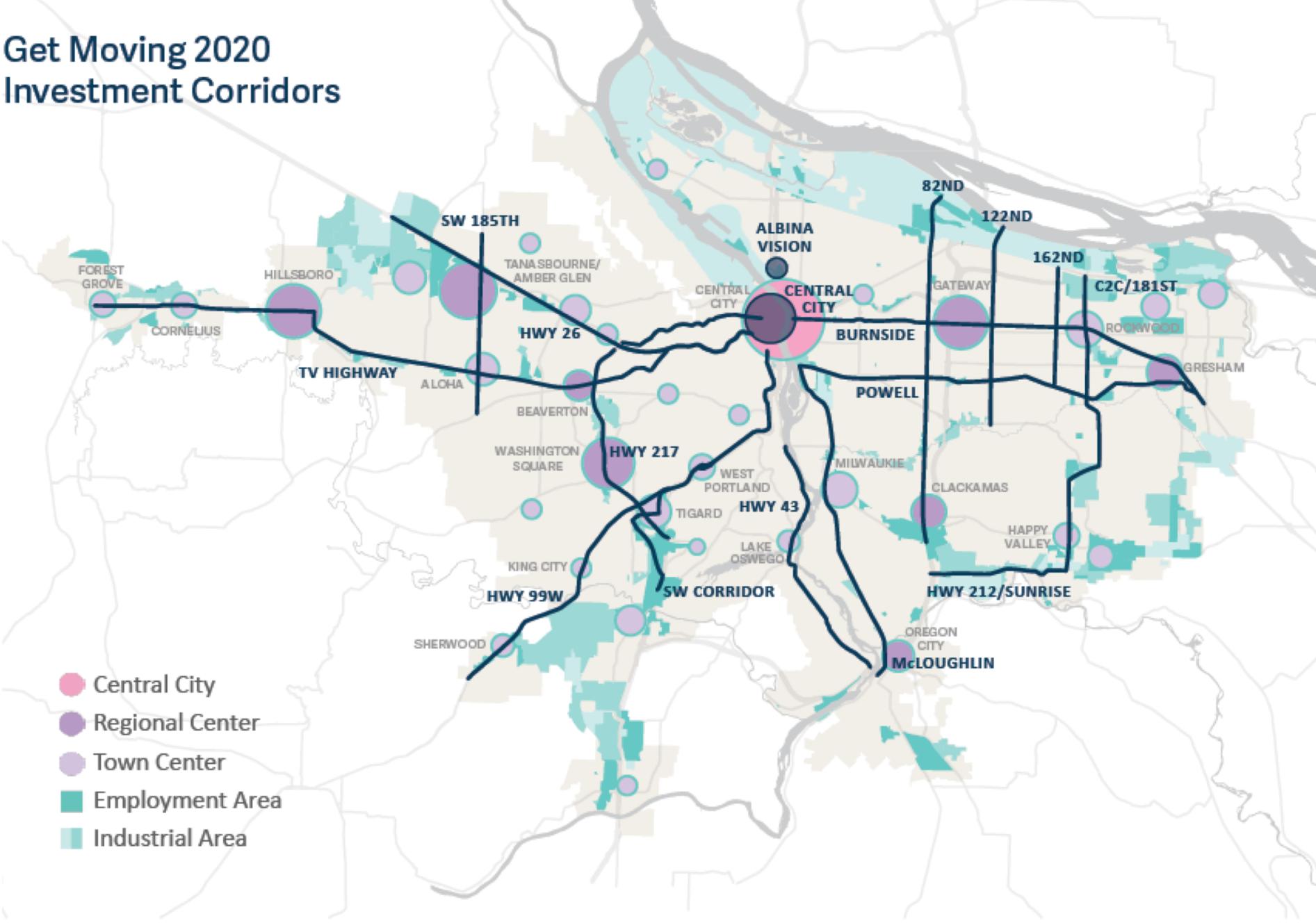
Ordinance No. 20-1448: Overview



Metro Council
Meeting
July 9, 2020



Get Moving 2020 Investment Corridors

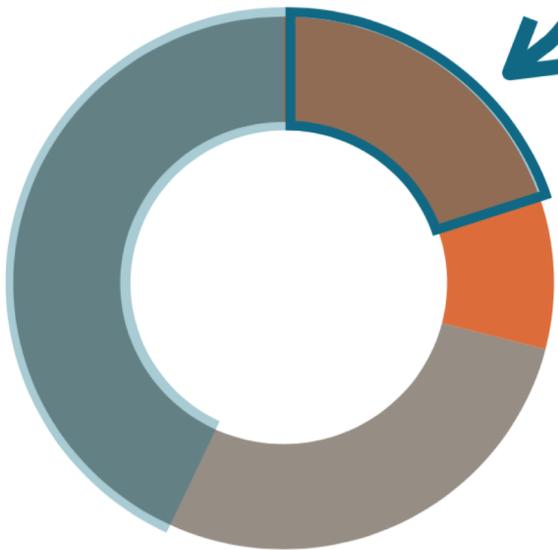


- Central City
- Regional Center
- Town Center
- Employment Area
- Industrial Area

REGIONAL DEMOGRAPHIC PROFILE: CORRIDORS

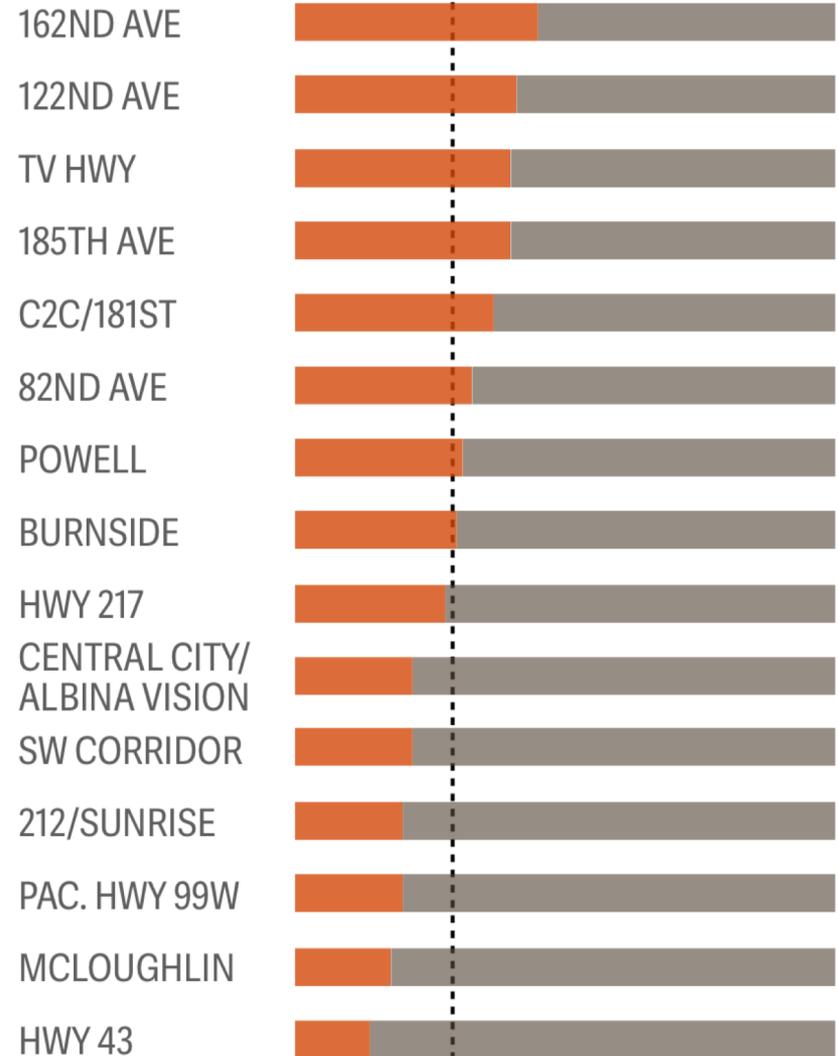
68%

OF THE REGION'S
PEOPLE OF COLOR LIVE
IN THE GET MOVING 2020
INVESTMENT AREA



Percent of corridor population who are people of color:

29% OF REGION



Going further: Regionwide Programs



Anti-Displacement
Strategies



Housing
Opportunity Fund



Safe Routes
to School



Safety
Hot Spots



Better Bus



Bus
Electrification



Youth Transit
Access



Thriving
Main Streets



Regional Walking &
Biking Connections



Future Corridor
Planning

Get Moving Referral Legislation

Ordinance No. 20-1448 For the Purpose of Imposing a Tax for Transportation Improvements and Programs For Voter Approval

First Read: Today

Second Read, Public hearing, Vote: July 16

Resolutions *Public hearing, Vote: July 16*

- **20-5117:** Adopt Expenditure Plan, Workforce & Contracting Equity, Racial Equity Strategies, Air Quality Monitoring
- **20-5118:** Adopt Regionwide Program Descriptions
- **20-5122:** Adopt Corridor Investment Package, Accept letters of commitment & MOUs, Accept racial equity analysis & profiles
- **20-5123:** Formally refer measure to voters

Ordinance 20-1448

- Establishes employer-paid payroll tax for transportation projects & programs, starting 2022
- Maximum rate: 0.75% of wages paid; Council sets rate by future action
- Exempts smaller employers from tax
- Requires referral of measure and approval by voters to take effect

Questions from Council?



#getmoving2020

getmoving2020.org

