

The People of Metro ordain as follows:

GET MOVING 2020 TRANSPORTATION MEASURE

TAX AND RATE

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, and state and local governments, 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 without limitation 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; or 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.

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, traffic and other transportation improvements and programs along roadway and transit corridors throughout the Metro Area. The measure

supplements but does not replace existing federal, state and local funding sources. Measure goals include racial equity, economic prosperity, saving lives, and improved air quality. The measure corridor improvements, programs, and implementation will be funded by a 0.75% business tax on payroll.

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.

CORRIDOR IMPROVEMENTS

Section 3. Corridor Improvements

The Metro Council and Task Force identified approximately 150 transportation projects on 17 regional corridors located in Clackamas, Multnomah, and Washington counties for investment. Metro will prioritize traffic safety, transit efficiency, and reliability for all modes on the network of roads and transit routes that connect the Metro Area. Measure revenue will support, without limitation, a rapid bus network, a light-rail transit line between downtown Portland and Washington County, bridge repair and replacement, sidewalk completion and pedestrian crossings, traffic safety road improvements, traffic operation improvements, off-street facilities for walking and biking, and a network of signal and street light upgrades.

Seventeen Corridors

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

Metro will enter into agreements with state, regional, county, and city governments for funding and delivery of these improvements. The government agencies will be responsible for the design, construction, and overall delivery of the projects, with Metro oversight.

The corridors identified will be the first priority for corridor improvements. Corridors may include the route or area named above as well as nearby travel routes. The Metro Council may amend this list or identify other corridors for funding if corridor improvements become cost prohibitive or otherwise infeasible or if annual tax revenue collected fluctuates, as determined by the Metro Council following a public hearing.

When the outcomes from identified 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.

PROGRAMS

Section 4. 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 safety, 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 roads and streets with high crash rates, accessibility to and support for local main streets, strategies to address potential displacement along transportation corridors, retention of affordable housing along transportation corridors, safe walking and biking connections, transition of transit bus fleets from diesel to electric and low-carbon fuels, youth access to transit passes, reliability and convenience of bus transit, and future planning for corridors.

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 or if annual tax revenue collected fluctuates, 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.

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 to provide advice on projects and programs.
- **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 will document the decisions and activities of measure implementation, will provide access to relevant information, and will make meetings of oversight and advisory bodies accessible to the public.
- **Public Engagement:** Metro will engage community members in decision making and will support communities of color, youth, seniors, people with disabilities, low-income communities, people with limited English proficiency, and others who experience barriers to participation and will support project delivery agencies to do the same.
- **Project Agreements:** Metro will enter into agreements with the agencies delivering the corridor projects and will oversee all aspects of those agreements.
- **Urban Design Guidelines:** Metro will require use of Metro's urban design guidelines, or substantially similar urban design guidelines, to project improvements.
- **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 monitoring and tracking of air quality and greenhouse gases as it relates to transportation emissions in the region.
- **Bonding:** Metro may issue bonds secured by the tax described in Section 1.