

Council meeting agenda

Thursday, December 19, 2024

10:30 AM

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

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting 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 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by 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. Consent Agenda

- 3.1 Resolution No. 24-5446 For the Purpose of Supportive [RES 24-5446](#)
Housing Services Regional Oversight Committee
Re-Appointments
Attachments: [Resolution No. 24-5446](#)
[Staff Report](#)
[Exhibit A](#)

4. Resolutions

- 4.1 Resolution No. 24-5453 For the Purpose of Adopting the [RES 24-5453](#)
2025 State Legislative Agenda
Presenter(s): Anneliese Koehler, Legislative Affairs Manager
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Attachments: [Resolution No. 24-5453](#)
[Staff Report](#)
[Exhibit A](#)
[Exhibit B](#)

5. Ordinances (Second Reading and Vote)

- 5.1 Ordinance No. 24-1523 For the Purpose of Amending Title [ORD 24-1523](#)
6 of the Urban Growth Management Functional Plan to
Require Local Adoption of Boundaries for Centers on the
2040 Growth Concept Map

Presenter(s): Glen Hamburg, Senior Regional Planner, Metro

Attachments: [Ordinance No. 24-1523](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
[Attachment 1](#)

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

**3.1 Resolution No. 24-5446 For the Purpose of Supportive
Housing Services Regional Oversight Committee Re-Appointments**
Consent Agenda

Metro Council Meeting
Thursday, December 19, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REAPPOINTING TWO)	RESOLUTION NO. 24-5446
MEMBERS TO THE METRO SUPPORTIVE HOUSING)	
SERVICES COMMUNITY OVERSIGHT COMMITTEE)	Introduced by Chief Operating
)	Officer Marissa Madrigal with the
)	Concurrence of Metro Council
)	President Lynn Peterson

WHEREAS, Metro's Supportive Housing Services Program has a Regional Oversight Committee to oversee the program, with the following responsibilities: reviewing local implementations plans, accepting and reviewing annual reports from the local implementation partners, monitoring financial aspects of program administration, and providing annual reports to the Metro Council; and

WHEREAS, the Regional Oversight Committee's membership is governed by Metro Code Section 2.19.280; and

WHEREAS, the Regional Oversight Committee is composed of 15 members (five each from the three counties in the region) along with one representative each from the Clackamas, Multnomah and Washington County Boards of Commissioners, Portland City Council and Metro Council; and

WHEREAS, Metro Code Section 2.19.280 authorizes the Metro Council President to reappoint members to the Regional Oversight Committee; and

WHEREAS, the Metro Council President has reappointed two members to the Regional Oversight Committee with terms to begin on January 1, 2025, and to end on December 31, 2026; and

WHEREAS, these reappointed committee members satisfy the membership attributes set forth in Metro Code Section 2.19.280; and

WHEREAS, the Metro Council desires to confirm those reappointments; now therefore

BE IT RESOLVED:

1. That the Metro Council confirms the reappointments of certain members to the Supportive Housing Services Regional Oversight Committee to a two-year term as set forth on Exhibit A attached to this Resolution. The term will begin on January 1, 2025, and end on December 31, 2026.

ADOPTED by the Metro Council this 19 day of December 2024.

Approved as to Form:

Carrie MacLaren Metro Attorney

Lynn Peterson, Council President

IN CONSIDERATION OF RESOLUTION NO. 24-5446 FOR THE PURPOSE OF
REAPPOINTING TWO MEMBERS TO THE METRO SUPPORTIVE HOUSING SERVICES
COMMUNITY OVERSIGHT COMMITTEE

Date: December 02, 2024
Department: Housing
Meeting date: December 19, 2024

Prepared by: Yvette Perez-Chavez

ISSUE STATEMENT

Resolution No. 24-5446 reappoints two members to serve two-year terms on the Supportive Housing Services Regional Oversight Committee.

Metro staff have confirmed interest and availability of the following Oversight Committee members to be reappointed to serve an additional term of two years:

1. Jeremiah Rigsby
2. Mike Savara

Current and past committee members

Below is a summary of current members and their terms. Current members who are to be reappointed through this resolution are in bold.

Committee members	County they represent	Appointment
Cara Hash	Clackamas	Appointed to a two-year term in January 2024 with the current term ending January 2026. Is eligible to serve an additional two-year term.
Dan Fowler	Clackamas	Appointed to a one-year term in 2020; reappointed in 2021 for an additional two-year term; reappointed for a final two-year term through December 2025.
Peter Rosenblatt	Clackamas	Appointed to a two-year term in January 2024 with the current term ending January 2026. Is eligible to serve an additional two-year term.
Mandrill Taylor (co-chair)	Clackamas	Appointed to a one-year term in 2020; reappointed in 2021 for an additional two-year term; reappointed for a final two-year term through December 2025.
Jenny Lee	Multnomah	Appointed to a one-year term in 2020; reappointed in 2021 for an additional two-year term; reappointed for a final two-year term through December 2025.

Kai Liang	Multnomah	Appointed to a two-year term September 2024 with the current term ending September 2026. Is eligible to serve an additional two-year term.
Carter MacNichol	Multnomah	Appointed to a one-year term in 2020; reappointed in 2021 for an additional two-year term; reappointed for a final two-year term through December 2025.
Jeremiah Rigsby	Multnomah	Appointed to a two-year term in 2020; reappointed in 2022 for an additional two-year term; eligible for a final two-year term to start in January 2025.
James Bane	Washington	Appointed to a two-year term in January 2024 with the current term ending January 2026. Is eligible to serve an additional two-year term.
Mitch Chilcott	Washington	Appointed to a two-year term in January 2024 with the current term ending January 2026. Is eligible to serve an additional two-year term.
Felicita Monteblanco	Washington	Appointed to a one-year term in 2020; reappointed in 2021 for an additional two-year term; reappointed for a final two-year term through December 2025.
Mike Savara	Washington	Appointed to a two-year term in January 2023 with the current term ending December 31, 2024. Is eligible to serve an additional two-year term.
Margarita Solis-Ruiz	Washington	Appointed to a two-year term in January 2024 with the current term ending January 2026. Is eligible to serve an additional two-year term.

In the past year, two members resigned from the committee (Susan Emmons and Becky Wilkinson).

The committee therefore has two vacancies: one (1) vacancy in Multnomah County and one (1) in Clackamas County.

ACTION REQUESTED

Adopt Resolution No. 24-5446, reappointing two members to the Supportive Housing Services Oversight Committee for a two-year term. Through adoption of this resolution, the new term for these two members will be January 1, 2025, through December 31, 2026.

IDENTIFIED POLICY OUTCOMES

The Regional Oversight Committee performs the following duties as charged by the Metro Council:

- Evaluate local implementation plans, recommend changes as necessary to achieve program goals and guiding principles, and make recommendations to Metro Council for approval;
- Accept and review annual reports for consistency with approved local implementation plans;
- Monitor financial aspects of program administration, including review of program expenditures; and
- Provide annual reports and presentations to Metro Council and Clackamas, Multnomah, and Washington County Boards of Commissioners assessing performance, challenges, and outcomes.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The proposed Resolution is based on numerous policies previously adopted by the Metro Council, including but not limited to:

- Ordinance No. 20-1453 amending Metro Code Chapter 2.19 to establish the Supportive Housing Services Regional Oversight Committee
- Resolution No. 20-5136 appointing members to the Supportive Housing Services Oversight Committee by the Council President

Exhibit A to the Resolution No. 24-5446

**Supportive Housing Services Regional Oversight Committee
Committee Member Reappointments**

The Supportive Housing Services Regional Oversight Committee is composed of 15 members (five each from the three counties in the region) along with one representative each from the Clackamas, Multnomah and Washington County Boards of Commissioners, Portland City Council and Metro Council. The following members represent Multnomah and Washington counties, and will serve a second term, beginning January 1, 2025, and ending December 31, 2026.

1. Jeremiah Rigsby, Multnomah County
2. Mike Savara, Washington County

**4.1 Resolution No. 24-5453 For the Purpose of Adopting
the 2025 State Legislative Agenda**
Resolutions

Metro Council Meeting
Thursday, December 19, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2025) RESOLUTION NO. 24-5453
STATE LEGISLATIVE AGENDA)
) Introduced by Council President Peterson

WHEREAS, Metro has an interest in the bills, policies, and discussions before the 2025 Oregon Legislature; and

WHEREAS, the Metro Council and Metro staff will represent Metro's interest during the upcoming legislative session; and

WHEREAS, the Metro Council wishes to establish a united position on important legislative proposals and provide direction to its staff in order to represent the will of the agency; and

WHEREAS, the 2025 Metro Council Legislative Priorities attached as Exhibit A to this Resolution lists specific expected and potential issues that are of concern to Metro and the metropolitan region, and gives guidance to staff on the Metro Council's position on these issues; and

WHEREAS, the 2025 Legislative Principles attached as Exhibit B states the Metro Council's principles regarding categories of potential legislation in order to provide guidance to staff in representing Metro; now therefore,

BE IT RESOLVED that the Metro Council directs the Metro Chief Operating Officer, the Metro Attorney, and Metro staff to communicate the agency's position on a variety of legislative proposals to the 2025 Oregon Legislature consistent with Exhibits A and B attached hereto.

ADOPTED by the Metro Council this ay of December 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2025 STATE LEGISLATIVE AGENDA

Date: Nov 24, 2024
Department: GAPD
Meeting Date: December 19, 2024

Prepared by: Anneliese Koehler,
Legislative Affairs Manager
Length: 30 minutes

ISSUE STATEMENT

This Council meeting is for Council to adopt the 2025 State Legislative Priorities and 2025 State Legislative Principles. Proposed legislative priorities and principles will be discussed.

ACTION REQUESTED

The Council may adopt its state legislative agenda for 2025.

IDENTIFIED POLICY OUTCOMES

Support Metro's policy goals through engagement with the Oregon State Legislature in 2025.

POLICY QUESTION(S)

Does Council wish to approve 2025 State Legislative Priorities and Principles, updated in Council discussions in July, October and December?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

See attachments for State Legislative Principles and State Legislative Priorities. These are final drafts and are here for final adoption. Discussions with Council in July, October and December are reflected in the final document.

STAFF RECOMMENDATIONS

Approve Council's 2025 state legislative agenda.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Over the course of the last six months, we met with Metro Departmental leadership, community organizations, jurisdictional partners and legislators to discuss possible state legislative priorities. In addition, Metro Council had work sessions in July, October and December to discuss the initial drafts of the state legislative agenda. We have incorporated all this feedback into our presentation to you today and are here seeking final adoption of the state legislative agenda for 2025.

2025 session

The 2025 session is a regular, long session. The Legislature is charged with passing a biannual budget and any necessary policy changes. Unlike short sessions, the long session often has more significant legislation under discussion and passage. Typically, a few key

large policy and program changes as well as many smaller pieces move successfully through the legislative process into law.

Legislature overview

The Legislature continues to see new leadership emerge on both sides of the aisle. Compared to more recent sessions, the Metro region is well represented in legislative leadership. Senate President Wagner, newly-elected Senate Majority Leader Jama and House Majority Leader Bowman all reside in our region. In addition, both Senate and House Minority Leaders have a portion, albeit small, of Metro in their districts. And both co-chairs of ways and means are also from our region.

The most significant impact of the 2024 elections is that Democrats now have a supermajority in both chambers. A supermajority is required to pass any revenue raising legislation.

The Oregon State Capital building is still under construction and is not slated for finish until 2027. While what portions of the building will be closed down for the 2025 session is still being determined, staff anticipates that it will be similar to prior sessions with cramped corridors, large parts of the building inaccessible and constant construction noise. This continues to make the legislative process challenging.

Legislative session priorities

Legislators start sessions with an agreed upon set of priorities. These pieces often dominate session conversations and indicate leaderships' strong commitment to passage. Similar to past sessions, staff anticipates that housing, homelessness and behavioral health will all be top priorities of the Legislature. In addition, the Governor, Senate President and Speaker have all indicted the need for a transportation package. Increased education funding will likely be a focus as well.

BACKGROUND

Council adopts State Legislative Priorities and State Legislative Principles annually. This meeting follows three Council work sessions to discuss the 2025 legislative principles and priorities.

ATTACHMENTS

Resolution 24-6175

2025 Legislative Principles

2025 Legislative Priorities

[For work session:]

- Is legislation required for Council action? X Yes No
- If yes, is draft legislation attached? X Yes No
- What other materials are you presenting today? [INSERT]

METRO COUNCIL LEGISLATIVE PRIORITIES
2025 Legislative Session



ECONOMIC PROSPERITY

- **Industrial Site Readiness:** Support legislation, including Clean Tech Task Force priorities, that advances solutions to make land inside urban growth boundaries available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means.
- **Brownfield Cleanup and Redevelopment:** Support efforts to recapitalize the state's Brownfields Redevelopment Fund and Brownfields Properties Revitalization Fund to incentivize the cleanup of brownfields.

GUN SAFETY

- **Regulating Firearms on Metro Properties:** Support legislation that increases Metro's authority to regulate the carrying of firearms on Metro properties and public venues.

HOUSING AND HOMELESSNESS

- **Housing and Homelessness Systems Alignment:** Support legislation that increases alignment and coordination between federal, state, regional and local housing and homelessness systems.
- **Equitable Housing and Stability:** Support legislation to increase state housing funding, improve tenant protections, expand affordable home ownership options, increase home ownership for BIPOC households, provide additional tools and authority to local governments to address housing supply and affordability, advance solutions that leverage and integrate local, state and federal investments to implement comprehensive supportive housing and wraparound services, and address climate resilience for home owners and renters.
- **Housing Production and Preservation:** Support legislation that increases housing production and development and preserves existing housing, particularly affordable housing. Support legislation that provides local financing support to increase housing production such as infrastructure, predevelopment, and technical assistance.

LAND USE

- **Urban Growth Management:** Ensure that the Legislature establishes the policy framework and process for local land use decisions and respects the authority of local governments, including Metro, to make specific decisions on local land use matters. Oppose efforts to legislatively determine specific land use designations in the region or to distort the process of assessing land need by mandating inaccurate analysis.
- **Metro Annexation:** Support efforts to streamline Metro's annexation process.

PARKS AND NATURE

Exhibit A to Resolution No. 24-5453

- **Recreational Immunity:** Support legislation that addresses recreational immunity for local governments, including lifting the sunset on recent fixes.

TRANSPORTATION

- **Transportation Package:** Support the passage of a transportation package that advances the JPACT priorities: addressing short-term funding solutions, long-term sustainable funding, finishing what we started, safe urban arterials and streets, transit investments, and resiliency.

WASTE MANAGEMENT AND WASTE REDUCTION

- **Battery Extended Producer Responsibility:** Support legislation that creates a battery extended producer responsibility program in Oregon.
- **Food Waste:** Support legislation that reduces food waste and prioritizes pathways of food disposal for the highest and best use.
- **Recycling Modernization Act:** Support legislation that protects the Recycling Modernization Act's core tenants and its start date of July 1, 2025.

METRO COUNCIL 2025 LEGISLATIVE PRINCIPLES



GENERAL PRINCIPLES:

1. **Successful Communities:** Metro supports policy and funding solutions that facilitate the achievement of the six desired outcomes for successful communities that have been agreed upon by the region: vibrant, walkable communities; economic competitiveness and prosperity; safe and reliable transportation choices; leadership in minimizing contributions to climate change; clean air, clean water and healthy ecosystems; and equitable distribution of the burdens and benefits of growth and change.
2. **Racial Diversity, Equity and Inclusion:** Metro envisions a region and state where a person's race, ethnicity or zip code does not predict their future prospects and where all residents can enjoy economic opportunity and quality of life. Metro therefore supports legislation that acknowledges past discrimination, addresses current disparities and promotes inclusion in public programs, services, facilities and policies.
3. **Tribal Sovereignty:** Metro seeks to support tribal sovereignty through government-to-government relations and coordination with Tribes, exploring opportunities to incorporate tribal interests and priorities into Metro's work and ensuring agency compliance with pertinent cultural, historic and natural resource protection laws. Metro will not supplant any Tribe or tribal organization's efforts on legislative priorities and will strive to coordinate with legislative and policy representatives of Tribes, Tribal organizations and Indigenous legislators to determine if Metro's involvement on any legislative priorities is appropriate.
4. **Climate Justice:** Metro supports efforts to combat and adapt to climate change, to meet the state's goals for reducing greenhouse gas emissions, to avoid and mitigate climate impacts on our most vulnerable community members, and to promote climate resiliency. To this end, Metro supports state policy and funding solutions that can help to reduce emissions in all its main lines of business: land use and transportation planning and investment, housing and homeless services, consumption, waste management and solid waste management, parks and natural areas, and operation of visitor venues.
5. **Vibrant Sustainable Workforce and Economy:** Metro supports a thriving and equitable regional economy that creates job and career opportunities for all people. To this end, Metro supports state policies that invest in our economy and spurs economic development. These policies should center cross jurisdictional collaboration, public-private partnerships, and communities most in need of economic opportunity. In addition, Metro supports policies and investments that create new career opportunities and remove barriers to career opportunities to meet the demand for a skilled and diverse workforce in Metro's lines of business and in the region. This includes initiatives that promote quality training, family sustaining wages, access to career ladders, the provision of workforce wraparound services, and incentives to promote

economic adaptability and mobility.

- 6. Preemption:** With respect to issues related to matters of regional concern, Metro's policy and funding authority should not be preempted or eroded. Accordingly, the Legislature should exercise caution in pre-empting the authority of the region's counties, cities and other service providers in a manner that could negatively impact their ability to carry out their duties.
- 7. Adequate Resources and Funding:** To ensure a prosperous economy, a clean and healthy environment, and a high quality of life for all of their citizens, Metro and the region's counties, cities, and other service providers must have the financial resources to provide sustainable, quality public services. Accordingly, the Legislature should remove relevant existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions, and all state mandates should be accompanied by funding. In addition, the Legislature should contemplate population size and diversity, need, and other appropriate factors in determining funding allocations.

SPECIFIC PRINCIPLES:

HOUSING:

- 8. Housing Choice:** Metro supports efforts to ensure that abundant housing choices are available to people of all incomes in every community in our region with particular emphasis on low-income and workforce housing. To achieve these outcomes, Metro supports legislative actions related to Oregon's land use laws that preserve and increase the supply of both regulated affordable housing and market-rate housing based on need. Metro also supports funding for needed housing development, infrastructure development to serve housing, and pathways to homeownership. Housing supply should be equitably distributed, ensuring that people of all incomes, races, and geographic locations have access to homes.
- 9. Housing Stability:** Metro supports efforts that offer permanent, affordable housing for individuals and families experiencing homelessness and provides supportive services and community-based support people need to keep their housing. Metro supports providing reasonable protections for renters against arbitrary and unfair actions. Additionally, Metro supports ways to stabilize and preserve the affordable housing stock.
- 10. Equitable Housing Access:** Metro aims to advance equity in housing access. For over 300 years, discriminatory housing and land exclusion policies like redlining, segregation, blockbusting, and racial steering practices have kept black, indigenous, and communities of color from opportunities to build generational wealth and access affordable and quality housing near good schools, grocery stores, jobs, transportation, and clean air and water. These harmful policies from the past are still deeply felt in communities today. Metro supports legislation that will affirmatively further fair housing, climate justice strategies, and advance more equitable outcomes for historically marginalized communities.

- 11. Cross System Alignment:** Homelessness is driven by system failures and inequities. Achieving housing stability for our most vulnerable neighbors relies on the collaboration of multiple interconnected sectors and governmental levels that historically operate in silos. Metro supports legislation and policy collaboration to better align housing and homelessness systems at the local, regional, state and federal levels across sectors to ensure better outcomes for the community.

LAND USE AND URBAN GROWTH MANAGEMENT:

- 12. Oregon's Land Use System:** Oregon's land use planning system provides an important foundation for the prosperity, sustainability and livability of our region. The Legislature should exercise restraint and care when considering changes to Oregon's land use system to balance the various needs and goals that create a vibrant community. Accordingly, the urban growth boundary should not be expanded in absence of demonstrated need.
- 13. Local Land Use Decisions:** Management of the urban growth boundary is a complex undertaking that involves extensive analysis, public input, and a balancing of many factors. Urban growth management decisions have profound impacts not just on land at the boundary, but on communities within the boundary, and on farms and other rural lands outside the boundary. For these reasons, the Legislature should establish the process and policy framework for local land use decisions and should affirm the authority of local governments, including Metro, to make specific decisions on local land use matters.
- 14. Efficient Use of Existing Urban Land:** Land within the urban growth boundary should be used efficiently before the boundary is expanded. Metro supports policy and funding strategies to facilitate efficient use of existing urban land, including investments in brownfield cleanup and industrial site readiness, as well as policy and zoning reforms that authorize and/or encourage more efficient development in residential and commercial areas.
- 15. Annexation:** Cities are the preferred governing structure for providing public services to urban areas, and Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.

SOLID WASTE:

- 16. Life Cycle Approach:** Metro supports efforts to minimize the health, safety, environmental, economic and social impacts associated with consumer products and packaging throughout all stages of a product's life cycle, beginning with resource extraction and continuing through design, manufacturing, consumption and disposal.
- 17. Product Stewardship/Producer Responsibility:** Metro supports legislation providing that whoever designs, produces, sells or uses a product bears responsibility for minimizing the product's environmental impact throughout all stages of the product's life cycle. Under this market-based approach, the life-cycle costs of a product are internalized into its price rather than being forced onto the general public. This approach also provides an incentive for manufacturers to design and produce their goods in a way that minimizes waste,

environmental impact and management costs.

- 18. Quality, Responsible, and Responsive Solid Waste System for All:** The Regional Waste Plan aims to eliminate disparities experienced by people of color and historically marginalized communities from the full life cycle of products and packaging used and disposed in the region. Metro supports legislation that achieves this by advancing: community restoration, community partnerships and community investment; access to recycling, waste and reuse services and information; jobs with improved worker health and safety, compensation and career pathways; business opportunities in the local economy; and community health through minimized impacts from system operations - locally and in end markets - and from toxic chemicals in products and packaging. Legislation should require the establishment of targets, standards and compliance processes, as appropriate, to ensure progress toward equity goals.
- 19. Waste Reduction and Reuse:** Hundreds of organizations in the Portland region help residents, businesses, schools and others extend the life of their products by repairing or reusing them instead of throwing them away. For this reason, Metro supports legislation that encourages and incentivizes the innovation, investments and partnerships to support a thriving reuse and repair economy that benefits local communities across the state.

TRANSPORTATION:

- 20. Transportation Funding:** Providing adequate funding for all transportation modes that move people and freight supports economic prosperity, community livability, public health and environmental quality. For these reasons, Metro supports an increase in overall transportation funding, investments in a safe and balanced multimodal transportation system that addresses the needs of all users, and flexibility in the system to provide for local solutions to transportation problems.
- 21. Safe and Equitable Transportation:** Our region has adopted policies and developed programs to make it safer to walk and bike to school and other destinations, reduce serious traffic crashes and deaths, and reduce the disproportionate impact of traffic crashes and traffic enforcement in low income communities and communities of color. Metro supports legislation that advances safe and equitable transportation, including more effective and equitable enforcement of speed limits and other safety regulations, greater investment in infrastructure that improves safety (especially in disadvantaged communities), and greater authority for local governments to safely manage their transportation networks.

PARKS, NATURE AND CONSERVATION:

- 22. Access to Nature:** Our region has invested heavily in protecting water quality and fish and wildlife habitat and providing residents with access to nature and outdoor activity. Parks and natural areas are regional assets that support public health, environmental quality, strong property values and economic prosperity. For these reasons, Metro supports legislation that increases access to nature either by policy or raising revenues to support parks, natural areas, and trails in local governments by acquisition, capital improvements, and park operations.

- 23. Species and Habitat Conservation:** Our landscape creates a stunning place to call home, and a lot of opportunities to explore. By protecting nature, we keep our air and water clean for the public, fish and wildlife now and in the future. Metro supports efforts to increase protection of a diversity of habitat types, plants and animals across the region and the state, acquisition, restoration and management of habitat connectivity for fish and wildlife, long-term protection of the ecological integrity of streams, wetlands, rivers and floodplains.
- 24. Nature Education:** Across greater Portland, Metro supports community nature projects, from park building to stream restoration to pollinator gardens. By connecting residents and community organizations to each other, Metro helps build a greater sense of community as the community helps nature. This cannot be sustained without continued nature and conservation education that is accessible to all. Metro supports efforts to provide stable and reliable funding to nature and conservation education.
- 25. Natural and Cultural Resource Protection:** Metro and the state are co-stewards to thousands of acres of land with precious and finite natural and cultural resources. Metro supports legislation that helps protect natural and cultural resources by safeguarding and using those resources wisely and appropriately to avoid unnecessary waste or harm.

CULTURAL AND ECONOMIC VITALITY:

- 26. Regional Venues:** Because the Oregon Convention Center, Expo Center, Portland's Centers for the Arts and Oregon Zoo contribute millions of dollars to the state and regional economies, Metro supports policy and funding solutions that facilitate the success of these venues in attracting visitors and enhancing the quality of their experiences. In addition, recognizing the crucial role that other regional venues play in the cultural and economic vitality of our region and state, Metro supports policy and funding solutions that facilitate a vibrant regional arts, culture and entertainment ecosystem.
- 27. Disaster Resilience:** Metro supports legislative efforts to improve community disaster preparedness and resilience, with the goal of enabling the Portland region to provide for the immediate needs of its residents and businesses after a catastrophic event and facilitating the region's short- and long-term recovery.

**5.1 Ordinance No. 24-1523 For the Purpose of Amending Title 6 of the
Urban Growth Management Functional Plan to Require Local Adoption
of Boundaries for Centers on the 2040 Growth Concept Map**
Ordinances

Metro Council Meeting
Thursday, December 19, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING TITLE 6)	ORDINANCE NO. 24-1523
OF THE URBAN GROWTH MANAGEMENT)	
FUNCTIONAL PLAN TO COMPLY WITH)	Introduced by Chief Operating Officer
STATE REQUIREMENTS FOR LOCAL)	Marissa Madrigal with the Concurrence of
ADOPTION OF 2040 CENTER BOUNDARIES)	Council President Lynn Peterson

WHEREAS, the 2040 Growth Concept is the long-range vision for development of our region's urban form and the 2040 Growth Concept Map is the geographic expression of that vision; and

WHEREAS, the 2040 Growth Concept and the 2040 Growth Concept Map are incorporated in the Regional Framework Plan (RFP) and are the unifying bases for the RFP's various regional policies, including those concerning land use; and

WHEREAS, RFP policies are implemented by Metro's functional plans, including the Urban Growth Management Functional Plan (UGMFP), which is codified as Metro Code Chapter 3.07 and has certain requirements and recommendations for cities' and counties' comprehensive plans and land use regulations; and

WHEREAS, the 2040 Growth Concept, the 2040 Growth Concept Map, and aspects of the UGMFP foresee numerous walkable, higher-density, mixed-use "centers" of employment, housing, cultural and recreational activities, and transit service across the region, with those centers helping to grow the economy, provide affordable housing, and promote vibrant communities that reduce the need for sprawl and minimize transportation costs and contributors to climate change; and

WHEREAS, there are three types of "centers" envisaged in the 2040 Growth Concept, the 2040 Growth Concept Map, and UGMFP, including the Central City, eight regional centers, and 32 town centers; and

WHEREAS, RFP policies recognize that the success of the 2040 Growth Concept depends in part on the success of these centers serving as hubs of urban life in the region; and

WHEREAS, UGMFP Title 6, *Centers, Corridors, Station Communities, and Main Streets*, includes regional investment incentives for cities and counties that voluntarily take certain actions toward planning for the development of centers consistent with the 2040 Growth Concept and RFP policies; and

WHEREAS, in 2022, Oregon's Land Conservation and Development Commission updated certain Oregon Administrative Rules (OARs) as part of the state's Climate Friendly and Equitable Communities (CFEC) program; and

WHEREAS, CFEC aims to reduce greenhouse gas pollution and improve social equity in transportation services and community health, safety, and livability, in part by facilitating denser, transit-oriented development, active transportation, and the "greening" of Oregon's urban spaces; and

WHEREAS, CFEC includes measures intended to accelerate the development and transformation of Metro's centers in ways that are consistent with the 2040 Growth Concept and RFP policies; and

WHEREAS, one such measure, in OAR 660-012-0012(4)(d), requires Metro to amend UGMFP Title 6 by the end of 2024 to include a mandate that cities and counties adopt boundaries of the regional

and town centers for which they have land use planning authority and for which they have adopted urban land use designations; and

WHEREAS, the amendments to Title 6 of the UGMFP shown in Exhibit A comply with the requirements in OAR 660-012-0012(4)(d), for the reasons detailed in the findings included in Exhibit B; and

WHEREAS, the Metro Technical Advisory Committee voted on June 26, 2024, to recommend to the Metro Policy Advisory Committee (MPAC) that the amendments in Exhibit A be recommended for adoption by the Metro Council; and

WHEREAS, MPAC voted on July 24, 2024, to recommend that the amendments in Exhibit A be adopted by the Metro Council; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Urban Growth Management Functional Plan Title 6, *Centers, Corridors, Station Communities, and Main Streets*, is hereby amended as shown in Exhibit A, attached to and incorporated into this ordinance.
2. The Findings of Fact and Conclusions of Law in Exhibit B, attached to and incorporated into this ordinance, demonstrate how the amendments in Exhibit A comply with applicable state and Metro requirements.

ADOPTED by the Metro Council this ____ day of December 2024.

Lynn Peterson, Council President

Attest:

Approved as to form:

Georgia Langer, Recording Secretary

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 24-1523, FOR THE PURPOSE OF AMENDING TITLE 6 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN TO REQUIRE LOCAL ADOPTION OF BOUNDARIES FOR CENTERS ON THE 2040 GROWTH CONCEPT MAP

Date: November 19, 2024
Department: Planning, Development & Research

Prepared by: Glen Hamburg
Senior Regional Planner

BACKGROUND

Metro’s ‘2040 Growth Concept’, including its 2040 Growth Concept Map (Attachment 1), foresees numerous walkable, higher-density, mixed-use centers of employment, housing, cultural and recreational activities, and transit service across the region. Those centers are intended to grow the economy, provide affordable housing, and promote vibrant and distinctive communities that reduce the need for sprawl and minimize transportation costs and contributions to climate change. 2040 Growth Concept centers include the Central City, eight regional centers, and 32 town centers.

Metro does not currently mandate that cities and counties take specific actions (e.g., local regulatory strategies) to develop their centers in accordance with the vision of the 2040 Growth Concept. Rather, Title 6, *Centers, Corridors, Station Communities, and Main Streets*, of the Urban Growth Management Functional Plan (UGMFP) has employed an incentive approach, tying eligibility for optional regional investments in centers to: local adoption of defined center boundaries; assessment of the center’s physical and market conditions and of barriers to and ways to encourage mixed-use, pedestrian-friendly, and transit-supportive development; and a local plan of actions and investments that will be taken to enhance centers consistent with the 2040 Growth Concept. To be sure, these measures only need to be taken when pursuing a regional investment in the center.

Nonetheless, roughly three-quarters of the centers in the 2040 Growth Concept already have locally adopted geographic boundaries that either originate from a time when the UGMFP did require such boundaries or were otherwise adopted by local choice. Many jurisdictions have also adopted land use policies and implementing regulations applicable to their centers that, while not necessarily required by the UGMFP, encourage development and activation of centers consistent with the 2040 vision. Less than a dozen 2040 centers lack locally adopted boundaries today.

The state’s Climate Friendly and Equitable Communities (CFEC) program aims to reduce greenhouse gas pollution and improve social equity in transportation services and community health, safety, and livability, in part by facilitating denser, transit-oriented development, active transportation, and the “greening” of Oregon’s urban spaces. To those ends, CFEC includes measures intended to accelerate the development and transformation of Metro’s centers in ways that are consistent with the 2040 Growth Concept. Those state measures have obligations for cities and counties generally concerning the following in and near centers for which they have planning jurisdiction:

- Motor vehicle parking management (e.g., minimum off-street parking requirements, parking maximums, etc.);
- Provision of public bicycle parking;

- Design of streets to prioritize pedestrian, bicycle, and transit systems;
- Enhanced pedestrian crossings near transit stops;
- Improvements to tree canopies; and
- Reporting on housing production.

Implementing CFEC measures for centers necessitates defining a geographic area where those measures apply. One provision of CFEC in OAR 660-012-0012(4)(d) therefore requires Metro to amend UGMFP Title 6 by the end of 2024 to include a mandate that cities and counties adopt boundaries of the regional and town centers for which they have land use planning authority and for which they have adopted urban land use designations. Cities and counties in the region then have until the end of 2025 to adopt those center boundaries. The locally adopted boundaries must be in the general location of the center as depicted on the 2040 Growth Concept Map.

PROPOSAL

Ordinance 24-1523 would amend UGMFP Title 6 to implement the CFEC mandate. It would require adoption of boundaries for centers with urban land use designations and would not require adoption of boundaries for any center on the 2040 Growth Concept Map that still has only rural land use plan designations in the comprehensive plan of the responsible jurisdiction. Consistent with CFEC, the amendments do not require multiple jurisdictions to adopt boundaries for portions of the same center; they only require that one jurisdiction adopt boundaries for each center with an urban land use plan designation.

While CFEC specifically mandates that Metro require local adoption of boundaries only for regional and town centers, the proposed amendments would require adoption of a boundary for the Central City as well, so that there is the same expectation for all centers in the 2040 Growth Concept that have been planned for urban uses.

The proposed amendments would require cities and counties to report their adopted boundaries to Metro by February 1, 2026, so that Metro can reflect those boundaries in an updated 2040 Growth Concept Map and other relevant maps. Finally, the amendments would make a number of minor, non-substantive amendments to Title 6 to clarify existing provisions, address formatting discrepancies, update citations, and correct typographic errors.

As advised by the Metro Technical Advisory Committee (MTAC) at its June 26, 2024, meeting, the Metro Policy Advisory Committee (MPAC) voted on July 24, 2024, to recommend the Metro Council adopt the proposed amendments.

ANALYSIS/INFORMATION

Known Opposition: There is no known opposition.

Legal Antecedents:

- The 2040 Growth Concept, adopted by the Metro Council in 1995 by Ordinance No. 95-625A, is the long-range vision for the development of the region's urban form. The 2040 Growth Concept Map (Attachment 1) is the geographic expression of that vision and illustrates the conceptual 2040 centers.
- The 2040 Growth Concept and Map were incorporated into the Regional Framework Plan (RFP) adopted by the Metro Council in 1997 by Ordinance No. 97-715B. They are the unifying bases

for the RFP's various regional policies, including land use policies. RFP policies are implemented by Metro's two functional plans: the UGMFP, which is Metro Code chapter 3.07; and the Regional Transportation Functional Plan (RTFP), which is Metro Code chapter 3.08.

- In 2002, Ordinance No. 02-969B retitled UGMFP Title 6 from "Regional Accessibility" to "Central City, Regional Centers, Town Centers and Neighborhood Centers" and adopted measures intended to implement RFP policies related to the strengthening the roles of centers as the hearts of the region's communities and to improve the efficiency of land use within centers.
- In 2010, Ordinance No. 10-1244B again retitled Title 6, this time to its current title "Centers, Corridors, Station Communities and Main Streets". The ordinance also repealed the text of the title and replaced it with the current text, which includes incentives for cities and counties to voluntarily take actions and investments that would enhance centers as principal locations of urban life in the region. Ordinance No. 10-1244B adopted the Title 6 Corridors, Station Communities and Main Streets Map.
- OAR 660-012-0012(4)(d), adopted by the Land Conservation and Development Commission (LCDC) in November 2023, mandates that Metro amend Title 6 by December 31, 2024, to require local adoption of regional and town center boundaries by December 31, 2025.

Anticipated Effects: This ordinance will amend UGMFP Title 6, consistent with OAR 660-012-0012(4)(d), to require cities and counties to adopt boundaries for the 2040 Growth Concept centers that are in their planning jurisdiction and that have been planned for urban land uses. Those boundaries must be in the general location of the center as depicted on the 2040 Growth Concept Map, be adopted by December 31, 2025, and reported to Metro by February 1, 2026.

Budget Impacts: There will be no significant budget impacts from this measure. Staff will codify adopted amendments and, beginning in 2026, update relevant maps to reflect locally adopted center boundaries.

RECOMMENDED ACTION

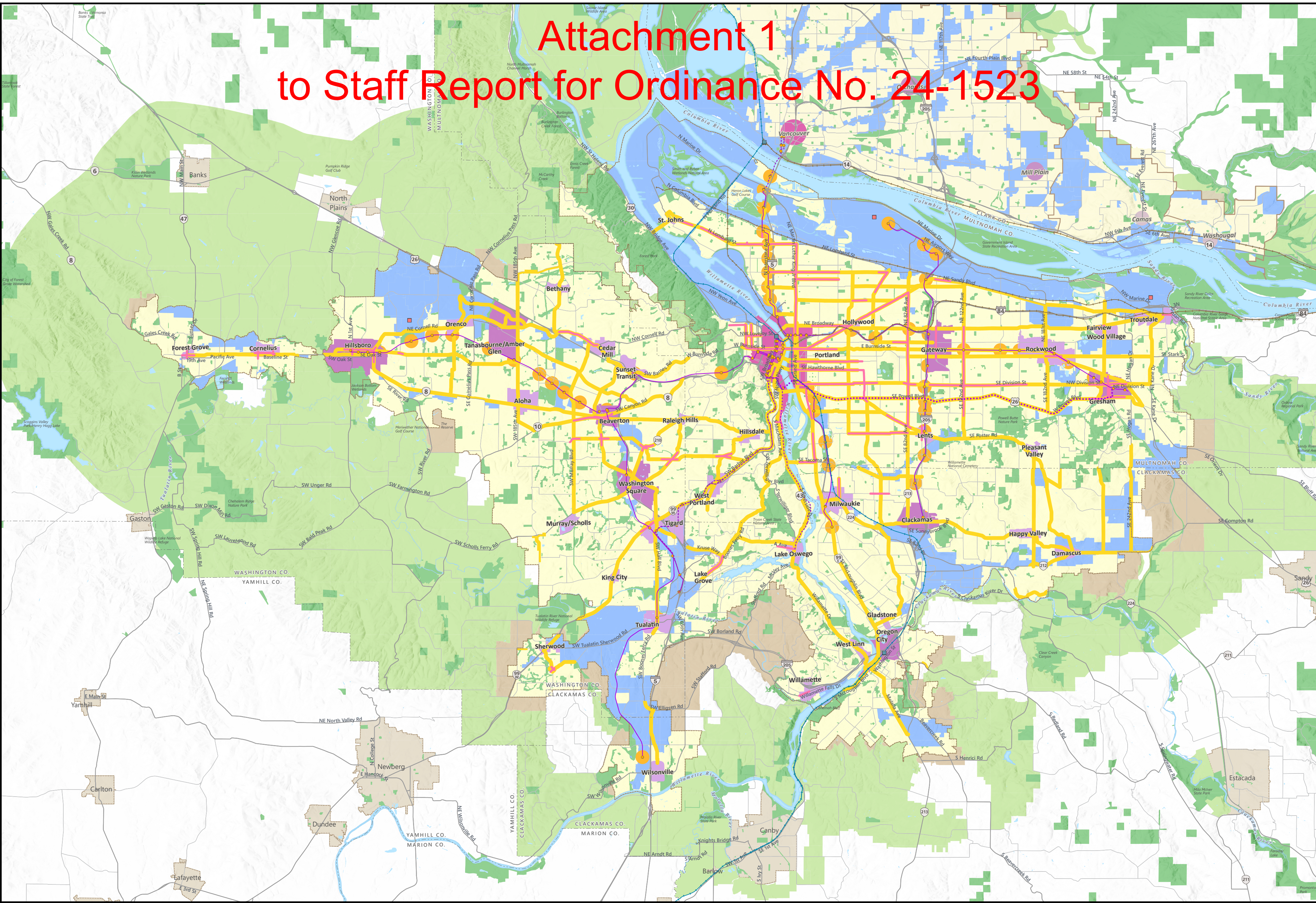
Staff recommends adoption of Ordinance No. 24-1523.

ATTACHMENTS

Attachment 1: 2040 Growth Concept Map

Attachment 1

to Staff Report for Ordinance No. 24-1523



For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>

Title 6 of Chapter 3.07 of the Metro Code (Urban Growth Management Functional Plan) is amended as follows, with underlined text representing inserted text and ~~strikethrough~~ representing deleted text:

CHAPTER 3.07

URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Title 6: Centers, Corridors, Station Communities and Main Streets

3.07.610 Purpose

The Regional Framework Plan (RFP) identifies three types of Centers – the Central City, Regional Centers and Town Centers, ~~–~~ Corridors, Main Streets and Station Communities throughout the region on the 2040 Growth Concept Map and recognizes them as the principal centers of urban life in the region. Pursuant to Oregon Administrative Rules (OAR) 660-012-0012(4)(d), Title 6 requires cities and counties to define the boundaries of Centers for which they have adopted urban land use plan designations in their comprehensive plans. To enhance the intended role of the Centers, Corridors, Main Streets and Station Communities in the region, Title 6 also calls for voluntary actions and investments by cities and counties, complemented by regional investments,~~to enhance this role.~~ A “regional investment” is: an investment in a new high-capacity transit line; or a designated a-regional investment in a grant or funding program that is either administered by Metro or subject to Metro’s approval. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.615 Adoption of Boundaries for Centers

- (a) By December 31, 2025, each city and county must adopt boundaries for all Centers identified on the 2040 Growth Concept Map for which the city or county has adopted urban land use designations in their comprehensive plan, unless portions of the Center have boundaries already adopted by another city or county with planning jurisdiction for the Center.
- (b) Each city and county must adopt boundaries for any other Center identified on Metro’s 2040 Growth Concept Map when the city or county designates the area of that Center for urban land uses in their comprehensive plan, unless portions of the Center have boundaries already adopted by another city or county with planning jurisdiction for the Center.
- (c) Identified boundaries for Centers that are adopted pursuant to Section 3.07.615 must be located in the general area of the Center as identified on the 2040 Growth Concept Map.

- (d) By February 1, 2026, cities and counties must identify to Metro the boundaries of each Center that they have adopted pursuant to Section 3.07.615 as of December 31, 2025. After December 31, 2025, cities and counties must notify Metro of any new or revised Center boundaries within 31 days of adopting those new or revised Center boundaries.
- (e) Cities and counties must comply with the requirements of this section notwithstanding the generally applicable two-year functional plan compliance deadline in Subsection 3.07.810(b).

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

- (a) In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county ~~shall~~ must take the following actions:
 - (1) Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~ Subsection 3.07.620(b);
 - (2) Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~ Subsection 3.07.620(c); and
 - (3) Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~sub~~ Subsection 3.07.620(d).
- (b) The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, ~~shall~~ must:
 - (1) Be consistent with the general location shown in the ~~RFP 2040 Growth Concept Map~~ except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;
 - (2) For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;
 - (3) For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and
 - (4) Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in ~~subsection~~ Subsection 3.07.820(a) of section 3.07.820 of this chapter.
- (c) An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, ~~shall~~ must analyze the following:
 - (1) Physical and market conditions in the area;

- (2) Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;
 - (3) The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;
 - (4) Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and
 - (5) For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.
- (d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street ~~shall~~ must consider the assessment completed under ~~subsection~~ Subsection 3.07.620(c) and include at least the following elements:
- (1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;
 - (2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:
 - (A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in ~~section~~ Section 3.07.640; and
 - (B) In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;
 - (3) Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and
 - (4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to ~~subsections~~ Subsections 3.08.230(a) and (b) of the RTFP, that includes:
 - (A) The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
 - (B) A transportation system or demand management plan consistent with ~~section~~ Section 3.08.160 of the RTFP; and
 - (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with ~~section~~ Section 3.08.410 of the RTFP.
- (e) A city or county that has completed all or some of the requirements of ~~subsections~~ Subsections 3.07.620(b), (c), and (d) may seek recognition of that compliance from Metro by written request to the COO.

- (f) Compliance with the requirements of this section is not a prerequisite to:
 - (1) Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or
 - (2) Investments in areas other than Centers, Corridors, Station Communities and Main Streets. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

- (a) A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:
 - (1) Established a boundary pursuant to ~~subsection (b) of Subsection 3.07.620(b)~~; and
 - (2) Adopted land use regulations to allow the mix and intensity of uses specified in ~~section Section~~ 3.07.640.
- (b) A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:
 - (1) Established a boundary pursuant to ~~subsection (b) of Subsection 3.07.620(b)~~;
 - (2) Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in ~~section Section~~ 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and
 - (3) Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to ~~subsections Subsections~~ 3.08.230 (a) and (b) of the RTFP, that includes:
 - (A) Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
 - (B) A transportation system or demand management plan consistent with ~~section Section~~ 3.08.160 of the RTFP; and
- ~~(c)~~ ~~(C)~~ A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

- (a) A-Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:
 - (1) Central City - 250 persons
 - (2) Regional Centers - 60 persons
 - (3) Station Communities - 45 persons
 - (4) Corridors - 45 persons
 - (5) Town Centers - 40 persons
 - (6) Main Streets - 39 persons
- (b) Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:
 - (1) The amenities identified in the most current version of the *State of the Centers: Investing in Our Communities*, such as grocery stores and restaurants;
 - (2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;
 - (3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.
- (c) Centers, Corridors, Station Communities and Main Streets need a mix of housing types to be vibrant and successful. The following mix of housing types is recommended for each:
 - (1) The types of housing ~~listed in the~~ identified as “needed housing” statute, in ORS 197.303(1)(a)-(e);
 - (2) The types of housing identified in the city’s or county’s housing need analysis ~~done-completed~~ pursuant to ORS 197.296 or statewide Statewide planning Planning Goal 10 (Housing); and
 - (3) Accessory dwellings pursuant to ~~section~~ Section 3.07.120 of this chapter. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5. Ord. 15-1357.]

3.07.650 Centers, Corridors, Station Communities and Main Streets Map

- (a) The 2040 Growth Concept Map’s depiction of Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title as the “Title 6 Centers, Corridors, Station Communities and Main Streets Map” and is Metro’s ~~official depiction~~ representation of their boundaries. The map shows the boundaries established pursuant to this title.

- (b) A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP and the revision is made consistent with all other requirements of this title. The city or county ~~shall~~ must provide notice of its proposed revision as prescribed in ~~subsection~~ Subsection (b) of section 3.07.620(b).
- (c) The COO ~~shall~~ must revise the Title 6 Centers, Corridors, Station Communities and Main Streets Map, as well as the 2040 Growth Concept Map and any other relevant maps, by order to conform ~~the~~ such maps to establishment or revision of a boundary under this title. [Ord. 02-969B, Sec. 7; Ord. 10-1244B, Sec. 5; Ord. 11-1264B, Sec. 1.]

Title 6 Centers, Corridors, Station Communities and Main Streets Map as of April 1, 2021 [COO Order 12-073. Ord. 14-1336. COO Order 21-001.]

Findings of Fact and Conclusions of Law

Ordinance No. 24-1513 amends Title 6, *Centers, Corridors, Station Communities, and Main Streets*, of Metro's Urban Growth Management Functional Plan (UGMFP) to comply with a state mandate in OAR 660-012-0012(4)(d). The following findings of fact and conclusions of law explain how the Metro Council decision to adopt this ordinance complies with that mandate, as well as other state and regional land use goals and provisions.

A. Statewide Planning Goals

Goal 1 – Citizen Involvement:

The amendments to UGMFP Title 6 in Exhibit A do not modify any element of Metro's existing public involvement program or reduce opportunities for public input. Amendments to Title 6 were considered at Metro Technical Advisory Committee (MTAC) on December 20, 2023, and June 26, 2024. They were also considered at a public Metro Policy Advisory Committee (MPAC) meeting on July 24, 2024. Notice of the amendments in Exhibit A were submitted to the Department of Land Conservation and Development (DLCD) Post Acknowledgement Plan Amendment (PAPA) system 35 days prior to the December 12, 2024, public hearing on the amendments with the Metro Council. The adopted amendments will also be provided to all cities and counties in Metro as required by Metro Code.

Goal 2 – Land Use Planning:

As noted above, the amendments fulfill a state requirement for Metro. The amendments do not change the planned land use designation or zoning for any property, nor do they amend an urban growth boundary (UGB). The findings here in Exhibit B provide a factual basis for the amendments and demonstrate that they are consistent with statewide planning goals and relevant state and regional requirements.

Goal 3 – Agricultural Lands:

The amendments do not reduce the supply of Goal 3 agricultural land. The amendments only concern lands that are already inside Metro's UGB and require a local adoption of a boundary for centers that have been planned and zoned by local governments for urban land uses consistent with Goal 3.

Goal 4 – Forest Lands:

The amendments do not reduce the supply of Goal 4 forest land. The amendments only concern lands that are already inside Metro's UGB and require a local adoption of a boundary for centers that have been planned and zoned by local governments for urban land uses consistent with Goal 4.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces:

The amendments do not change any Goal 5 inventory, significance determination, or protection requirement for a natural resource, scenic or historic area, or open space. The amendments do not change the land use plan designation or zoning of any property or amend any UGB.

Goal 6 – Air, Water and Land Resources Quality:

The amendments do not change any air, water, or land resource quality protection plan or requirement.

Goal 7 – Areas Subject to Natural Hazards:

The amendments do not change mapping or risk evaluation of any natural hazard or amend any plan or land use regulation related to protection from a natural hazard.

Goal 8 – Recreational Needs:

The amendments do not change any existing plan for meeting the recreational needs of the region's residents and visitors. The amendments concern areas inside Metro's UGB and not a destination resort on rural lands.

Goal 9 – Economic Development:

The amendments do not reduce the supply of sites that may be used for employment (e.g., commercial or industrial) uses or modify the protections on industrial and other employment areas that Metro requires of cities and counties (e.g., those in UGMFP Title 4, *Industrial and Other Employment Areas*). The amendments do not adopt or amend an economic opportunity analysis.

Goal 10 – Housing:

The amendments do not change any housing related projection, policy, or standard.

Goal 11 – Public Facilities and Services:

The amendments only concern lands that are already inside Metro’s UGB. The do not change any public facilities or services plan or any requirement related to water, sewer, or other utility services.

Goal 12 – Transportation:

The amendments are made pursuant to and consistent with a mandate on Metro in OAR chapter 660, division 12, which implements Goal 12 and other statewide planning goals related to transportation planning. The amendments do not themselves change a transportation system plan (e.g., Metro’s Regional Transportation Plan) or any transportation system requirements. Cities and counties who may amend their local transportation system plans or transportation regulations to satisfy state requirements related to locally adopted center boundaries would independently address compliance with relevant Goal 12 provisions.

Goal 13 – Energy Conservation:

The amendments are made pursuant to and consistent with the state mandate noted above. They do not themselves change any energy utilization plan or regulation, nor do they change the allocation of land or uses permitted on land identified by Metro as having non-renewable energy sources or change a waste management program. Nonetheless, the adoption of boundaries for 2040 Growth Concept centers, as required by the amendments, may, depending on the related policy and regulatory decisions made by cities and counties, help to advance the development of centers as denser, more walkable, more transit-oriented areas consistent with the planning guidelines enumerated in Goal 13.

Goal 14 – Urbanization:

The amendments do not change the location of a UGB, or any policy or regulation related to development of land outside a UGB. The amendments do not concern unincorporated communities or “exception lands”. The amendments only concern 2040 Growth Concept centers that are already in Metro’s UGB and only require adoption of boundaries for such centers that have been planned locally for urban land uses.

Goal 15 – Willamette River Greenway:

The amendments do not change the state’s Greenway Boundary, any Greenway-related inventory, or any land use allowance, development standard, or natural resource protection measure applicable within the Greenway Boundary.

Goal 16 – Estuarine Resources:

The Metro region does not have an estuary subject to Goal 16.

Goal 17 – Coastal Shorelands:

The Metro region does not have coastal shorelands subject to Goal 17.

Goal 18 – Beaches and Dunes:

The Metro region does not have beaches or dunes subject to Goal 18.

Goal 19 – Ocean Resources:

The Metro region does not have ocean resources subject to Goal 19.

B. OAR 660-012-0012(4)(d)

Metro shall amend its Urban Growth Management Functional Plan in conjunction with its next growth management analysis under ORS 197.296 and no later than December 31, 2024, to require each city and county within Metro to:

- (A) By December 31, 2025, adopt boundaries for all regional and town centers identified on Metro’s 2040 Growth Concept map for which the city or county has adopted urban land use designations in their*

comprehensive plan, except for any portions of centers that have boundaries adopted by another city or county;

(B) Adopt boundaries for any other regional and town center identified on Metro's 2040 Growth Concept map when the city or county adopts urban land use designations for the area of that center in their comprehensive plan, unless portions of the center have boundaries already adopted by another city or county; and

(C) Identify boundaries for regional and town centers that are adopted pursuant to this subsection to be located in the general area of the center as identified in the Metro 2040 Growth Concept map.

The amendments in Exhibit A to UGMFP Title 6 were adopted in the same month as the ordinance for Metro's next growth management analysis under ORS 197.296 (the "2024 Growth Management Decision"), and both ordinances were adopted prior to December 31, 2024.

Consistent with 660-012-0012(4)(d)(A), the amendments to UGMFP Title 6 in Exhibit A require that, by December 31, 2025, each city and county within Metro adopt boundaries for all regional and town centers identified on Metro's 2040 Growth Concept Map for which the city or county has adopted urban land use designations in their comprehensive plan, except for any portions of regional and town centers that have boundaries adopted by another city or county. The amendments to Title 6 also require adoption of boundaries for the Central City by December 31, 2025.

Consistent with 660-012-0012(4)(d)(B), the amendments to UGMFP Title 6 in Exhibit A require that each city and county in Metro adopted boundaries for any other regional and town center identified on the 2040 Growth Concept Map when the city or county adopts urban land use designations for the area of that center in the comprehensive plan, unless portions of the center have boundaries already adopted by another city or county;

Consistent with 660-012-0012(4)(d)(C), the amendments to UGMFP Title 6 in Exhibit A require that adopted boundaries for regional and town centers, as well as the adopted boundary for the Central City, be in the general area of the center as identified on the 2040 Growth Concept Map.

C. Metro Code

2.19.080 – Metro Policy Advisory Committee (MPAC)

(a) Purpose. The purpose of MPAC is to advise the Metro Council and perform the duties assigned to it by the Metro Charter and to perform other duties that the Metro Council shall prescribe.

At its July 24, 2024, meeting, MPAC considered and voted to recommend approval by the Metro Council of the amendments to UGMFP Title 6 in Exhibit A.

(c) MPAC may provide in its bylaws for the creation of a Technical Advisory Committee, which may make recommendations to MPAC.

MTAC considered the amendments at public meetings on December 20, 2023, and June 26, 2024, before recommending them to MPAC.

3.07.810 – Compliance with the Functional Plan

(b) Cities and counties shall amend their comprehensive plans and land use regulations to comply with the functional plan, or an amendment to the functional plan, within two years after acknowledgement of the functional plan or amendment, or after any later date specified by the Metro Council in the ordinance adopting or amending the functional plan. The COO shall notify cities and counties of the acknowledgment date and compliance dates described in subsections (c) and (d).

Exhibit B to Ordinance No. 24-1523

The state mandate in OAR 660-012-0012(4)(d) obligates Metro to require cities and counties adopt boundaries for 2040 Growth Concept centers by the end of December 31, 2025, roughly one year from the adoption of these amendments. Subsection 3.07.615(e) of the amendments therefore include a provision requiring local compliance with the 2025 deadline, notwithstanding the generally applicable two-year functional plan compliance deadline in Subsection 3.07.810(b). The COO will notify cities and counties of the date of these amendments' acknowledgement and of the required compliance dates.

Materials following this page were distributed at the meeting.



Metro

Metro Council Legislative Agenda Adoption

Anneliese Koehler, Legislative Affairs Manager

Kyung Park, State Affairs Advisor

December 19, 2024





Legislative Breakfast

Jan 7th 8:30-10am at the
Oregon Zoo

Legislative Priorities

Session specific legislative concepts that legislative affairs staff anticipate coming



Proposed Legislative Priorities

- Industrial Site Readiness
- Brownfield Cleanup and Redevelopment
- Regulating firearms on Metro Properties
- Housing and Homelessness Systems Alignment
- Equitable Housing and Stability
- Housing Production and Preservation
- Urban Growth Management
- Metro Annexation
- Recreational Immunity
- Transportation Package
- Battery Extended Producer Responsibility
- Food Waste
- Recycling Modernization Act

Legislative Principles

- Division into two sections: general or over-arching principles and issue-specific principles
- Meant to be evergreen guiding principles for legislative affairs staff to rely on for bills not specifically identified in priorities



General Principles

- Successful Communities
- Racial Diversity, Equity and Inclusion
- Tribal Sovereignty
- Climate Justice
- Vibrant Sustainable Workforce and Economy
- Preemption
- Adequate Resources and Funding

Specific Principles

- Housing
- Land Use and Growth Management
- Solid Waste
- Transportation
- Parks, Nature and Conservation
- Cultural and Economic Vitality



Questions



oregonmetro.gov



Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Tuesday, December 17, 2024 10:30 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#293]

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

Name * Amanda Terpening

Email * amanda@phcwc.org

Address



363 SE 6th Ave
Hillsboro, OR 97123
United States

Your testimony

Dear Metro President and Councilors,

My name is Amanda Terpening, and I am a staff member at Project Homeless Connect (PHC), A nonprofit organization dedicated to reducing homelessness and saving lives in Washington County. Over the years, I have witnessed firsthand the transformative impact of SHS-funded services, both through our work at PHC and the collective efforts of SHS-approved partner agencies across the region.

I am writing to express my deep concern regarding the proposed initiative that may appear on the upcoming May ballot, which calls for a reduction in the SHS tax rate and a reallocation of funds toward affordable housing. While affordable housing is undoubtedly a critical need, this proposal risks undermining the essential, life-saving services that SHS funding currently provides to our most vulnerable neighbors. It is important to remember the original purpose of SHS funds: to address and reduce homelessness through targeted, strategic investments.

In my nearly five years of direct work with individuals experiencing homelessness, I have seen the profound difference SHS funding makes. When PHC began, we operated out of a borrowed space generously provided by a partner agency that recognized the urgency of our mission. Thanks to the support of SHS funding, we have since expanded our capacity and impact. Since December 2021 alone, PHC has successfully housed 143 individuals in Washington County. This figure does not account for the hundreds of additional individuals housed through the efforts of partner agencies across Clackamas, Multnomah, and Washington Counties.

The SHS investments are not merely numbers on a page—they represent real lives transformed, families stabilized, and hope restored. Reducing these critical funds would jeopardize the progress we have made and significantly weaken our ability to provide the immediate and sustained support needed to address homelessness effectively.

I strongly urge you to protect SHS funding and uphold its original mission. The minimal savings offered to high-earning households cannot compare to the profound and lasting impact these resources have on our community’s most vulnerable members.

Thank you for your time, attention, and continued commitment to addressing homelessness in our region.

Is your ☐ Yes
testimony
related to
an item
on an
upcoming
agenda? *



363 SE 6th Avenue
Hillsboro, OR 97123

info@phcwc.org 
www.phcwc.org 

Metro Council

Metro Council President, Lynn Peterson
Metro Councilor Ashton Simpson, District
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District
cc: Marissa Madrigal, Metro Chief Operating Officer

Supportive Housing Services Measure

12/07/2024

Dear Metro President and Councilors,

My name is Amber Phillips, and I am a staff member at Project Homeless Connect (PHC), a local nonprofit dedicated to reducing homelessness and saving lives in Washington County. Over the years, I have had the privilege of witnessing firsthand the powerful impact of SHS-funded services, not only in the work we do at PHC but also through the collective efforts of the many SHS-approved partner agencies across the region.

I'm writing to you as both a concerned community member and an employee of PHC. It has come to my attention that a new metro-bound initiative may be placed on the upcoming May ballot, which calls for a reduction in the SHS tax rate and a shift in funding towards affordable housing. I want to express my strong concern about these proposals. The savings for high-earning households are minimal when compared to the significant loss of life-saving services that SHS funds provide to our most vulnerable neighbors. I would also hope we would remember the original purpose of SHS funds.

As someone who works directly with those experiencing homelessness, I've seen the difference these funds make. One of many successes made possible through our program involves a man found lifeless under a tarp in the middle of winter. Our team discovered him

just in time and brought him to the hospital. From there, he was connected with a housing case manager who remained in close contact throughout his recovery.

Upon his release, he was placed in a non-congregate shelter while his case manager worked diligently to secure a housing voucher and locate a new apartment for him. Today, he is safely housed and thriving. He is able to continue his medical treatments and is now healthy, happy, and warm.

This life was almost lost. Thanks to SHS funding, we were able to save him.

Because of this, I strongly advocate for postponing this measure until 2026. This additional year would allow for much-needed conversations between government leaders and SHS-approved agencies. It would be extremely beneficial to provide SHS-approved partner agencies an opportunity to not only attend but actively engage in roundtable conversations about the future of SHS funding. The collective expertise and input will surely be crucial to shaping effective, lasting solutions.

PHC was founded on community collaboration, and I've witnessed the power of it. I urge you to take the next year to foster a deeper dialogue with those who are directly involved in providing services. Organizations like PHC are already going to have to adjust to program reductions due to lower-than-expected 2023 revenue. Now is not the time to expedite further cuts.

I share PHC's vision, to ensure all people in Washington County have a stable place to call home by *collaboratively working with partner agencies and government bodies* to provide a high-quality, integrated system of services. I would assume that your vision for the metro area also aligns. This does not need to be a divisive issue. We are all on the same team, even though our roles and strategies may differ. Together, we can identify best practices, strengthen our services, and work toward ending homelessness.

Thank you for your time and thoughtful consideration. I am hopeful that if given more time, we can come together to find a solution that works for all.

Sincerely,



**PROJECT
HOMELESS
CONNECT**
WASHINGTON COUNTY

Amber Phillips

Housing Manager
Project Homeless Connect
Amber@phwc.org
Learn more at phwc.org



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Hillsboro, OR 97123

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Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District
cc: Marissa Madrigal, Metro Chief Operating Officer

Re: Proposed draft of new Supportive Housing Services Measure

December 17th, 2024

Dear Metro President and Councilors,

My name is Candace Dunn and I am a staff member at Project Homeless Connect (PHC), a local nonprofit dedicated to reducing homelessness and saving lives in Washington County. Over the years, I have had the privilege of witnessing firsthand the powerful impact of SHS-funded services, not only in the work we do at PHC but also through the collective efforts of the many SHS-approved partner agencies across the region.

I'm writing to you as both a concerned community member and an employee of PHC. It has come to my attention that a new metro-bound initiative may be placed on the upcoming May ballot, which calls for a reduction in the SHS tax rate and a shift in funding towards affordable housing. I want to express my strong concern about these proposals. The savings for high-earning households are minimal when compared to the significant loss of life-saving services that SHS funds provide to our most vulnerable neighbors. I would also hope we would remember the original purpose of SHS funds.

As someone who works directly with those experiencing homelessness, I've seen the difference these funds make. Over the past six years, I have dedicated my life and career to working with individuals and families experiencing homelessness. In this time, I have seen firsthand the profound impact this funding has on our community.

My journey began as a volunteer at local severe winter shelters, where I sat with people who were tired, hungry, and cold—people who had no access to housing or resources to move toward stability. These were moments of immense helplessness and hopelessness, both for those experiencing homelessness and for me, as I realized how limited our ability to provide lasting solutions was.

When the SHS measure was passed, it was a turning point. For the first time, we had the resources to help people transition from surviving to thriving. In my role as Director of Operations and Programs at Project Homeless Connect (PHC) over the last five years, I have overseen the growth of housing programs funded by SHS and witnessed the transformative power of these resources. I have sat with countless individuals through their journeys, seeing lives forever changed.

One story that stands out is of a young man named Matt (name changed for privacy). Matt was experiencing homelessness for years following a tragic accident that claimed the life of his child. Wracked with guilt, he turned to drugs and alcohol to numb his pain. While he feared death, he also didn't want to live, believing he was undeserving of anything better.

Through SHS-funded programs, Matt connected with mental health and addiction services, received a voucher through RLRA, and worked closely with one of our housing case managers. Despite his initial reluctance and self-doubt, he began to believe in the possibility of a better life. Today, Matt is clean and sober, housed, and thriving.

Matt's story is just one of hundreds. The funding from SHS has given people like Matt not just a roof over their heads, but a renewed sense of hope and a chance to rebuild their lives.

The reduction of this funding jeopardizes all that we have worked so hard to achieve. Housing is a basic human right, and every person, regardless of their past choices or current circumstances, deserves the dignity of a safe place to sleep and call home. Cutting these resources risks reversing the progress we've made and turning hope into despair for so many.

I urge you to consider the real, tangible impacts of SHS funding. It saves lives, transforms communities, and builds a foundation for a better future.

Because of this, I strongly advocate for postponing this measure until 2026. This additional year would allow for much-needed conversations between government leaders and SHS-approved agencies. It would be extremely beneficial to provide SHS-approved partner agencies an opportunity to not only attend but actively engage in roundtable conversations

about the future of SHS funding. The collective expertise and input will surely be crucial to shaping effective, lasting solutions.

PHC was founded on community collaboration, and I've witnessed the power of it. I urge you to take the next year to foster a deeper dialogue with those who are directly involved in providing services. Organizations like PHC are already going to have to adjust to program reductions due to lower-than-expected 2023 revenue. Now is not the time to expedite further cuts.

I share PHC's vision, to ensure all people in Washington County have a stable place to call home by *collaboratively working with partner agencies and government bodies* to provide a high-quality, integrated system of services. I would assume that your vision for the metro area also aligns. This does not need to be a divisive issue. We are all on the same team, even though our roles and strategies may differ. Together, we can identify best practices, strengthen our services, and work toward ending homelessness.

Thank you for your time and thoughtful consideration. I am hopeful that if given more time, we can come together to find a solution that works for all.

Sincerely,

Candace Dunn

Director of Learning & Development

Project Homeless Connect Washington County

Candace@phcwc.org | 503-502-3739

www.phcwc.org

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, December 18, 2024 9:49 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#299]

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

Name * Emily Olson

Email * emily@phcwc.org

Address



363 SE 6th Ave
Hillsboro, OR 97124
United States

Your testimony

Dear Metro President and Councilors,

My name is Emily, and I am a staff member at Project Homeless Connect (PHC), a local nonprofit dedicated to reducing homelessness and saving lives in Washington County. Over the years, I have had the privilege of witnessing firsthand the powerful impact of SHS-funded services, not only in the work we do at PHC but also through the collective efforts of the many SHS-approved partner agencies across the region.

I'm writing to you as both a concerned community member and an employee of PHC. It has come to my attention that a new metro-bound initiative may be placed on the upcoming May ballot, which calls for a reduction in the SHS tax rate and a shift in funding towards affordable housing. I want to express my strong concern about these proposals. The savings for high-earning households are minimal when compared to the significant loss of life-saving services that SHS funds provide to our most vulnerable neighbors. I would also hope we would remember the original purpose of SHS funds.

As someone who works directly with those experiencing homelessness, I've seen the difference these funds make. As we house people directly from the streets, we can see the daily difference that being housed can make on these

individuals and just how important our housing model is.

Because of this, I strongly advocate for postponing this measure until 2026. This additional year would allow for much-needed conversations between government leaders and SHS-approved agencies. It would be extremely beneficial to provide SHS-approved partner agencies an opportunity to not only attend but actively engage in roundtable conversations about the future of SHS funding. The collective expertise and input will surely be crucial to shaping effective, lasting solutions.

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I share PHC's vision, to ensure all people in Washington County have a stable place to call home by collaboratively working with partner agencies and government bodies to provide a high-quality, integrated system of services. I would assume that your vision for the metro area also aligns. This does not need to be a divisive issue. We are all on the same team, even though our roles and strategies may differ. Together, we can identify best practices, strengthen our services, and work toward ending homelessness.

Thank you for your time and thoughtful consideration. I am hopeful that if given more time, we can come together to find a solution that works for all.

Sincerely,

Emily Olson

971-724-1933

emily@phcwc.org

Is your Yes
testimony
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Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District
cc: Marissa Madrigal, Metro Chief Operating Officer

Re: Proposed draft of new Supportive Housing Services Measure

12/18/2024

Dear Metro President and Councilors,

My name is **Jazmin Nicholas**, and I am a staff member at Project Homeless Connect (PHC), a local nonprofit dedicated to reducing homelessness and saving lives in Washington County. Over the years, I have had the privilege of witnessing firsthand the powerful impact of SHS-funded services, not only in the work we do at PHC but also through the collective efforts of the many SHS-approved partner agencies across the region.

I'm writing to you as both a concerned community member and an employee of PHC. It has come to my attention that a new metro-bound initiative may be placed on the upcoming May ballot, which calls for a reduction in the SHS tax rate and a shift in funding towards affordable housing. I want to express my strong concern about these proposals. The savings for high-earning households are minimal when compared to the significant loss of life-saving services that SHS funds provide to our most vulnerable neighbors. I would also hope we would remember the original purpose of SHS funds.

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Thank you for your time and thoughtful consideration. I am hopeful that if given more time, we can come together to find a solution that works for all.

Sincerely,

Jazmin Nicholas

Project Homeless Connect

She/He

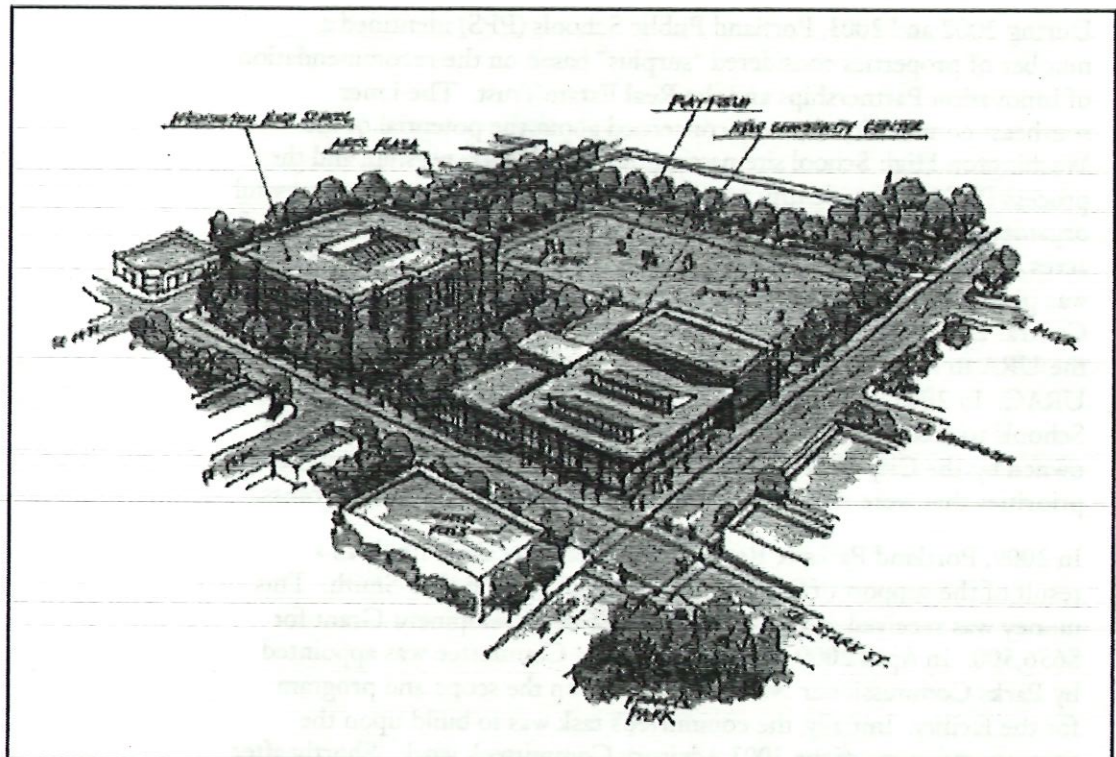
Jazmin@phcwc.org

(971) 482-8349



PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland



Washington High School Community Center

Preliminary Design Process Summary

January 2011

1800 sw 6th Ave.,
Suite 550
Portland, OR 97201

Executive Summary

In 2000, Portland Parks & Recreation developed a vision for the park system in 2020. This vision included the development of a full-service community center with aquatic facilities to meet the needs of an increasingly dense urban environment. A key challenge to the development of this facility was the acquisition of land that was affordable and met the needs for a community center.

During 2002 and 2003, Portland Public Schools (PPS) identified a number of properties considered "surplus" based on the recommendation of Innovation Partnerships and the Real Estate Trust. The inner southeast community was very concerned about the potential of the Washington High School site passing out of public ownership, and the process PPS used to identify properties as "surplus." After very successful organizing, the community convinced the City of Portland to acquire 4.5 acres of the 7-acre site. This acquisition cost the City \$2,000,000 and was paid for with both General Fund and Tax Increment Financing. The Central Eastside Urban Renewal District extended the boundaries of the URA to include this site and make it an eligible expenditure for the URAC. In 2003, an Advisory Committee was formed by Portland Public Schools to create a preliminary design for use of the portion of the site owned by the City of Portland. This design identified key community priorities that were carried forward into the second committee process.

In 2009, Portland Parks & Recreation (PP&R) received funds as a result of the support of Senators Ron Wyden and Gordon Smith. This money was received as a Housing and Urban Development Grant for \$656,500. In April 2009, a second Advisory Committee was appointed by Parks Commissioner Nick Fish to develop the scope and program for the facility. Initially, the committee's task was to build upon the recommendations of the 2003 Advisory Committee's work. Shortly after the committee began meeting, PP&R was approached by Portland Public Schools and invited to consider the existing high school as part of the design process. There was some reluctance to include the facility because the property was not owned by PP&R. After discussion, PP&R and the Advisory Committee determined that it would be incomplete to design the site without consideration of the old building.

Based on community priorities and committee criteria, SERA architects created three design options for the committee to consider. All options included underground parking below the playfield.

- Option A was a stand-alone facility located at the NW corner of the site at SE 12th & Stark. The entire facility and fields would be developed on space currently owned by PP&R.
- Option B was a connected facility with portions of the community center in a new development and portions located within the high school building.

Washington High School Community Center

January 2011

Acknowledgements

Portland Parks & Recreation

Zari Santner, Director

Eileen Argentina, Services Manager

Susan Meamber, Project Manager

Elizabeth Kennedy-Wong, Public Involvement Manager

Bob Downing, Central Support Services Manager

Jeff Milkes, South Service Zone Manager

Project Advisory Committee

Doug Capps, Portland Public Schools

Elizabeth Gatti, Hosford Abernethy Neighborhood Development (HAND)

Tim Holmes, Central Eastside Industrial Council

Susan Lindsay, Advisory Committee chair, Buckman Community Association

Nancy Oberschmidt, area resident

Martha Peck-Andrews, area resident

Norm Rich, Multnomah Athletic Club

MaryAnn Schwab, Sunnyside Neighborhood Association

Tricia Tillman, Portland Parks Board

Ellen Wax, area resident

Mike Whitmore, Kerns Neighborhood Association

Christine Yun, area resident

Consultant Team

SERA Architecture

ABHT Structural Engineering

Architectural Cost Consultants

Bookin Group

Interface Engineering

Kittleson & Associates

KPFF Consulting Engineers

Lango Hansen

Sports Management Group

Water Technology

Peter Meijer Architects

Portland Parks & Recreation
1120 SW Fifth Avenue, Suite 1302
Portland, Oregon 97204
503-823-PLAY
www.PortlandParks.org



Nick Fish, Commissioner
Zari Santner, Director

Washington High School Community Center

January 2011

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www.PortlandParks.org



Nick Fish, Commissioner
Zari Santner, Director

Mary-Ann Schwab City Council Testimony Script

Good evening, Mayor Wheeler and Portland's Commissioners,

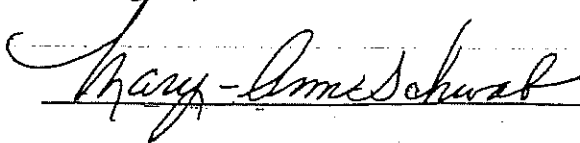
My name is Mary-Ann Schwab. I am a retired school secretary and longtime resident of the Sunnyside neighborhood. I am here tonight to speak about something of great importance to me, and has been for a long time: the long-awaited community center for SE Portland next to the old Washington High School. In fact, the last time I was in your office, Mayor Wheeler, was to speak on this same issue, and nothing much has happened since.

This community center has been long-awaited and badly needed. There is currently no full-service community center easily accessible to most SE Portland residents. In 1991, the Buckman Neighborhood Plan identified a need for such a full-service community, a proposal which received public support and was later included in the Portland Parks & Recreation's Parks 2020 Vision. In 2003, Parks & Rec. decided based on citizen feedback to use some of the property near Washington High School. Another Project Advisory Committee, which I served on, unanimously decided in 2010 to recommend building the center on the field next to the school. And the city even had a land use proposal for the two-story, 60,000 square foot center, complete with outdoor open spaces, parking, an indoor pool, as well as exercise, activity, meeting, and class rooms approved in 2012, with a total projected cost of \$48 million dollars.

However, the field next to the old Washington High School lies as vacant as it did all those years ago. Put simply, there has not been any progress since. Currently, the area set aside for the park lies vacant, and is listed on Google Maps a "Washington High School Dog Park" even though the area is not, in fact, a dog park. Why? The project has been stalled ever since it was decided in 2010 not to seek a bond measure that would be necessary to fund the project, even though that potential bond measure received strong support from the citizens and city government officials on the Project Advisory Committee I served on. As we all know, Portland Park & Rec. has historically struggled with insufficient funding to operate, maintain, and grow its vital parks system, a problem that will only become worse once the Parks Local Option Levy expires without being renewed or the department receives funding to replace it.

This project has been a dream of SE Portland for many years. Southeast Uplift, a non-profit which serves the area's community and neighborhoods, even described it in 2015 as a promise now unmet for over three decades. I am asking you in hopes that the city can finally include funding for this promised community center in the next twenty year funding plan, and that the city take the kind of action necessary to properly fund the parks system, so that children in Southeast Portland don't have to wait another twenty years.

Best Regards,



Mary-Ann Schwab

Sunnyside Neighborhood Association Resident

<https://www.portland.gov/council/agenda/2024/5/22#toc-wednesday-may-22-2024-9-30-am->

1800 sw 6th Ave, Suite 550
Portland, OR 97201

**Guidelines for Neighborhood Associations,
District Coalitions, Neighborhood Business Associations,
Communities Beyond Boundaries,
Alternative Service Delivery Structures
and the Office of Neighborhood Involvement**

**Presented by:
The Office of Neighborhood Involvement**

(Adopted by City Council, January 7, 1998)

*Guidelines for Neighborhood Associations, District Coalitions, Neighborhood
Business Associations, Communities Beyond Neighborhood Boundaries,
Alternative Service Delivery Structures, and the Office of Neighborhood
Involvement*

I. DEFINITIONS

Neighborhood Association (NA)

A "neighborhood association" is a group of people organized for the purpose of considering and acting upon any of a broad range of issues

affecting the livability and quality of their neighborhoods. A neighborhood association normally functions as a non-profit organization or is incorporated as a non-profit.

Recognized Neighborhood Association

A "recognized neighborhood association" is one which: (1.) meets the minimum standards of the City of Portland Code (Chapter 3.96) and applicable guidelines adopted by the Office of Neighborhood Involvement and (2.) is currently recognized by the Office of Neighborhood Involvement. ONI formally recognizes the neighborhood associations with a "Letter of Recognition" which remains in effect unless a neighborhood association fails to meet the minimum standards and guidelines. At that point the association may be "de-recognized" by ONI.

District Coalition /District Coalition Board (DCB)

A "district coalition" is an independent non-profit corporation which contracts with the Office of Neighborhood Involvement to facilitate citizen participation services and related neighborhood crime prevention activities for neighborhood associations and citizens within a geographically defined area. The board of a district coalition (DCB) is primarily comprised of representatives from its member neighborhood associations.

Office of Neighborhood involvement (ONI)

ONI is an agency of the City of Portland, the purpose of which is to facilitate citizen participation and improve communication among citizens, neighborhood associations, district coalitions/neighborhood offices and other entities.

Neighborhood Business Association (NBA)

A "neighborhood business association" is an organization within a specific geographic area, often along a commercial strip or in an industrial area, which promotes the general well-being of the business community and neighborhoods in that area.

Communities Beyond Neighborhood Boundaries (CBNB)

"Communities beyond neighborhood boundaries" are ethnically based community organizations whose members face unique differences, particularly in the areas of language and cultural adjustment.

Alternative Service Delivery Structures

An "alternative service delivery structure" is a mechanism for delivering neighborhood services on a model other than the standard neighborhood district coalition. A "neighborhood office," as is the North Portland Neighborhood Office, is one example of an alternative service delivery structure.

II. REQUIREMENTS FOR BEING RECOGNIZED AS A NEIGHBORHOOD

ASSOCIATION OF THE CITY OF PORTLAND TO BE ELIGIBLE FOR SERVICES FROM ONI

A. Basic Requirements

Neighborhood associations that meet the following requirements will, upon request, be officially recognized by the City of Portland, and be eligible for the range of services provided by the Office of Neighborhood Involvement and/or district coalition/neighborhood offices:

1. Membership

Maintain membership, which is open to any person who lives and/or owns any real property within the recognized boundaries of the neighborhood association. Other individuals or organizations may be members as further set forth in each neighborhood association's bylaws.

2. Boundaries

Have clearly stated boundaries in its bylaws. The boundaries should not overlap those of any other neighborhood association, except to the extent that each neighborhood association affected agrees in writing. (See also Section VI)

3. Non-Discrimination

Not discriminate against individuals or groups on the basis of race, religion, color, sex, sexual orientation, age, disability, national origin, income, or political affiliation in any of its policies, recommendations or actions.

4. Dues

Collect membership contributions on a voluntary basis only.

5. Bylaws

Maintain and file with ONI an up-to-date set of bylaws, which provide for meeting the above criteria and include provisions for adopting and amending bylaws, establishing a quorum, and setting the agenda.

6. Grievances

Bylaws shall include provisions relating to the resolution of grievances concerning the activities, policies, or recommendations of the neighborhood association including: who is eligible to grieve, a process for the receipt of complaints, and a procedure for final resolution. (Also, see Section VII.)

7. Meeting Requirements

Set forth meeting requirements for the membership in the neighborhood association bylaws.

8. Public Meetings/Public Records Law/Minutes/Dissent

Abide by the open meetings/open records policy governing the neighborhood system as set forth in the operating ordinance. Official action(s) taken by a neighborhood association must be on record as a part of the minutes of each meeting. The minutes shall include a record of attendance and the results of any vote(s) taken. A summary of dissenting views should be transmitted along with any recommendation made by the neighborhood association to the City. (For further information, see *Appendix* on Public Records and Public Meetings Law.)

B. Liaison to District Coalition Board

To have a voice in setting goals and priorities for a district coalition and in determining the allocation of the coalition's resources, a neighborhood association must participate as a member of its district coalition board or approved alternative service delivery structure.

1. Each neighborhood association that elects to participate should have a written procedure for selecting a delegate(s) to the district coalition board.
1. To become affiliated with a district coalition, a recognized neighborhood association shall obtain a written agreement with the appropriate district coalition board and inform ONI no later than the end of the current calendar year. Affiliation shall become effective at a time agreed to by the district coalition board and the neighborhood association.

C. Recognition as a Neighborhood Association by the City of Portland

A neighborhood association meeting the requirements in Section II-A will, upon request, be recognized by the City of Portland. The Office of Neighborhood Involvement will send a "Letter of Recognition" to the neighborhood association. Recognized neighborhood associations are entitled to receive services including, but not limited to:

1. Placement on the ONI contact sheet which lists the names, addresses and phone numbers of the neighborhood association, its president and a designated contact person. This contact sheet is widely used throughout the City government for informational mailings relating to a variety of topics;
2. Notification by all appropriate City bureaus as required in the City Code on all matters that fall within its boundaries;
3. Placement on official neighborhood association maps, in brochures and handbooks relating to neighborhood affairs; and,
4. Support services when affiliated with a district coalition or alternative service delivery structure may include assistance with general communications, crime prevention activities, newsletters, grant writing, activity-planning, public relations, and general information and referral.

D. Communication

NAs are encouraged to maintain open communication with neighborhood business associations and communities beyond neighborhood boundaries on pertinent matters and issues of mutual interest and to seek opportunities for discussion prior to taking action on such issues.

E. Mediation

NAs are encouraged to seek mediation with NBAs and/or among themselves or other organizations and entities, including communities beyond neighborhood boundaries, if disagreements arise over issues.

III. ROLE AND RESPONSIBILITY OF DISTRICT COALITION(S)

- A. Except as otherwise stated, the working and procedural relationship(s) among neighborhood associations, district coalitions and district coalition staff shall be determined by the groups involved, and these relationships shall be respected by the Office of Neighborhood Involvement.

B. District Coalition Boards

Each district coalition is represented by a district coalition board (DCB) which is composed of delegates duly selected by member neighborhood associations and any at-large members provided for in the coalition bylaws. District coalitions represented by DCBs are the neighborhood-based contracting agents with the City, which support citizen participation services and provide crime prevention linkages. As the contracting agent for the coalition, each board must ensure that the coalition meets the following requirements:

1. Incorporation

Be a not-for-profit corporation in good standing and registered with the Oregon Corporation Commissioner.

2. Tax-exempt Status

Qualify for exemption from corporate taxation under either 26 USC 501(c)(3) or 26 USC 501 (c)(4).

3. Bylaws

Maintain a current copy of the district coalition's bylaws with the Office of Neighborhood Involvement.

4. Personnel Policies

Develop a set of personnel policies, which include hiring procedures, internal grievance procedures, and procedures for annual performance review of the district coalition's staff.

5. Affirmative Action

Have an Affirmative Action and Equal Opportunity Policy approved by the City.

6. Public Meeting/Public Records Law

Abide by the open meetings/open records policy governing the neighborhood system as set forth in the operating ordinance. (For further information, see *Appendix* on Oregon Public Meetings and Public Records Law.)

7. Non-Discrimination

Not discriminate against individuals or groups on the basis of race, religion, color, sex, sexual orientation, age, disability, national origin, income, or political affiliation in any of its policies, recommendations or actions.

8. Grievances

Bylaws shall include provisions relating to the resolution of grievances concerning the activities, policies, or recommendations of the district coalition including who is eligible to grieve, a process for the receipt of complaints, and a procedure for final resolution. (Also, see Section VII.)

9. Meeting Minutes

Record in the minutes of each meeting all official action(s) taken by the district coalition board. Minutes shall include a record of attendance and the results of any vote(s) taken. A copy of the minutes with dissenting views highlighted should be transmitted along with any recommendation made by the district coalition to the City.

10. City Contract

Administer all City contractual funds, develop district coalition budget, and negotiate contracts in accordance with the procedures established by the Office of Neighborhood Involvement and in line with standard accounting and business practices.

11. Annual Work Program

Develop an annual work program with objectives set by the district coalition and submit same to the Office of Neighborhood Involvement.

12. Reports to ONI

File a written progress report at mid-year and an "annual accomplishments" report at the end of the contract year with the Office of Neighborhood Involvement.

13. Allocations to Neighborhood Associations

Establish written policies and procedures for the allocation of contractual funds for printing and mailing to affiliated neighborhood associations.

14. Newsletter Policies

Agree to uphold ONI newsletter policies. Ensure compliance with federal postal service regulations for bulk mailings and 501(c)(3) or 501(c)(4) regulations for not-for-profit organizations. (See: "Newsletter Policies," Section VIII.)

15. Staff Salaries

Compensate staff paid for by ONI funds based on their own salary policies while keeping equity among similar positions throughout the neighborhood structure in mind.

16. Orientation

Provide for the orientation of neighborhood association members and district coalition board members on the operations and procedures of the DCB and the district office. Orientation topics or materials may include materials related to the activities of the district coalition such as:

- Important dates (e.g. district coalition board meetings, neighborhood associations meetings, upcoming workshops and special events)
- District coalition board policies and procedures
- ONI and district coalition office resources
- Outreach and advocacy techniques.

1. Staff Evaluation

Evaluate the performance of district coalition staff annually.

18. Communication

District coalitions are encouraged to maintain open communication with neighborhood business associations and communities beyond neighborhood boundaries on pertinent matters and issues of mutual interest and to seek opportunities for discussion prior to taking action on such issues.

19. Mediation

DCBs are encouraged to seek mediation with NBAs and/or among themselves or other organizations and entities, including communities beyond neighborhood boundaries, if disagreements arise over issues.

IV. ROLE AND RESPONSIBILITY OF DISTRICT COALITION STAFF

The staff hired by each district coalition board (DCB) is primarily funded with monies from the district coalition contract with the City. The staff serves the district coalition and is accountable to it. The district coalition is the employer--not the City. The staff is subject to the district coalition personnel policies, and staff performance should be measured in light of these policies and in furthering the activities set out in each district coalition annual work plan.

All personnel issues relating to these employees are the responsibility of the district coalition board. It is recommended that each board clearly establish the supervisory relationship between the board and staff and among staff members themselves in order to have positive communication in both directions.

A primary role of a district office is to increase the effective communication and flow of information between citizens and government by providing support to citizens who are involved in neighborhood activities, particularly activities of recognized neighborhood associations.

Staff should provide training, orientation, information and consultation to neighborhood associations and other citizens according to the policies and directives of the district board. It is the role of the staff to be a resource to citizens who in turn advocate a particular position on an issue, rather than for staff to become advocates themselves. In short, the staff role is to work to increase citizen participation and to provide technical support on pertinent issues. Advocacy of neighborhood concerns is and should be left to the citizens, except when staff is specifically directed to do otherwise by the board.

V. ROLE AND RESPONSIBILITIES OF THE CITY OF PORTLAND OFFICE OF NEIGHBORHOOD INVOLVEMENT

A. The Office of Neighborhood Involvement will meet the following requirements:

1. Negotiate contracts and maintain fiscal and program accountability for the funds routed to each district coalition/neighborhood office through its board or as appropriate;
 2. Monitor for compliance and enforce the contracts entered into between the City and the district coalitions through their boards;
 3. Act as an information clearinghouse and resource to neighborhood associations and other citizens or groups;
 4. Provide for orientation on ONI/City structure and procedures to neighborhood association boards, district coalition boards/neighborhood offices, staff, and other interested citizens;
 5. Facilitate open communication among City bureaus, other government agencies, neighborhood associations, district coalition boards/neighborhood offices, NBAs, CBNBs, other entities, and other citizens;
 6. Assist neighborhood associations and district coalition/neighborhood offices in planning, developing and coordinating programs for citywide citizen participation and crime prevention activities;
 7. Process requests from neighborhood associations seeking recognition from the City;
 8. Maintain a current listing of all neighborhood associations and contact persons for each group;
1. Assist district coalitions/neighborhood offices and neighborhood associations in identifying and submitting proposals for alternative funding sources for expanding citizen participation services;
10. Manage the various citizen involvement programs as are assigned by Council to the office, including the Metropolitan Human Rights Center, an Information and Referral phone line to link citizens to City bureaus and neighborhood

associations and coalitions/neighborhood offices and other entities, and fulfill other responsibilities as developed;

11. Publicize the citizen participation activities and meetings of the neighborhood association network in print and electronic media and other forums;
 12. Respond to complaints about neighborhood associations or district coalitions/neighborhood offices pertaining to their activities, policies or actions;
 13. Encourage City bureaus to increase their outreach as well as their timely and appropriate notification of citizens about matters affecting their neighborhoods. Coordinate City bureau outreach activities that specifically involve neighborhoods and citizens. Act (in conjunction with MHRC) as a clearinghouse for facilitation and coordination of efforts to engage diverse individuals and neighborhoods in discussions with and feedback to City bureaus and other agencies. Encourage City bureaus to adhere to the *Principles of Citizen Involvement*, adopted February 7, 1996;
 14. Report to the Commissioner-in-charge on activities and concerns relating to citizen participation, crime prevention, and other programs funded through the office;
 15. Make provisions for assisting newly forming neighborhood associations;
 16. Within budget and program limits, provide minimum services to recognized neighborhood associations not affiliated with a district coalition/neighborhood office, including printing and mailing support, appropriate notification to citizens on matters affecting their neighborhoods, and general assistance;
 17. Develop an annual work plan with the ONI Bureau Advisory Committee and in communication with the district coalitions/neighborhood offices;
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1. Make supplemental training and technical assistance available to neighborhood associations, coalitions/neighborhood offices, citizens, and other citizen participation groups;

19. Promote communication and collaboration among neighborhood associations, neighborhood business associations, ethnic and civic community organizations, and institutions. While neighborhood associations continue to be the primary City-supported structure for neighborhood involvement, ONI shall assist--within budget and program limits--neighborhood business associations, ethnic and other civic and community-based groups in their efforts to communicate effectively with neighbors and with the City and to participate in their appropriate neighborhood association.

VI. NEIGHBORHOOD ASSOCIATION AND DISTRICT COALITION BOUNDARIES

A. Designating Neighborhood Boundaries

1. Recognized neighborhood associations are responsible for establishing their own boundaries and describing them accurately in their bylaws.
2. Recognized neighborhood associations desiring to change their boundaries shall do so in cooperation with adjoining associations.
3. All changes in boundaries must have the written consent of all the recognized neighborhood associations affected.
4. The district coalition board/neighborhood office and the Office of Neighborhood Involvement should be promptly notified in writing of all boundary changes so that notification processes, maps and brochures can be kept current and accurate.

B. Resolution of Boundary Disputes

Boundary disputes should be resolved at the neighborhood association or district coalition board/neighborhood office level. If two or more neighborhood associations are unable to agree to a proposed boundary change the district coalition board shall assist in resolving the dispute through the following process:

1. The district coalition board and the neighborhood associations shall meet together to review the proposed boundary changes and attempt to reach a compromise solution. Mediation services are available as a helpful

resource if requested.

1. If a solution to the boundary dispute cannot be reached by the affected neighborhood associations, they may select an alternate process, such as requesting a decision from the district coalition board, or a survey or vote of the residents in all affected neighborhood associations. Before any such process is undertaken to resolve a boundary dispute, it shall be clearly described and agreed to in writing by all affected neighborhood associations. The results of any such process shall be final.
3. If the conflicting boundary dispute is not resolved within six months of the time it is formally brought to the attention of the appropriate coalition board(s), ONI, in conjunction with the coalition(s), may withhold services and/or funds to the neighborhood associations involved. Where no coalition exists, ONI will facilitate a process to develop and maintain a map, with no overlapping boundaries, of the recognized neighborhood associations. This will be done in conjunction with the boards and/or general membership of the neighborhood associations involved and will be based on the boundaries as stated in the formally adopted bylaws of the respective associations.

C. Neighborhood Boundaries Falling Outside the Portland City Limits

Boundaries of recognized neighborhood associations may extend beyond the Portland City Limits at the discretion of the respective neighborhood association. However, services to non-city residents may be limited by the district coalition or the City.

D. Overlapping Boundaries

Overlapping boundaries confuse identification, create duplication in both service delivery and in the notification process and are discouraged.

E. Size of Recognized Neighborhood Association

A boundary change resulting in a neighborhood association with less than 200 households should be discouraged.

F. Changes in District Coalition Boundaries

District coalitions/neighborhood offices are allocated resources to provide services to a specified geographic area. Proposed changes in district coalition/neighborhood office boundaries will be negotiated during the contracting process between the Office of Neighborhood Involvement and the affected district coalition board(s) or similar group.

VII. GRIEVANCE PROCEDURES

Any major grievance or complaint against a neighborhood association, district coalition, or neighborhood business association must be filed in writing with the appropriate neighborhood association, district coalition, or business association.

Resolving the grievance is the responsibility of the neighborhood association or the district coalition or neighborhood business association involved. Each affected board is responsible for following the grievance procedure set forth in its bylaws.

A. Mediation Services

If necessary or desirable, the parties involved may request the assistance of mediation services. However, it is the responsibility of the parties involved to achieve a fair resolution of the grievance. If not otherwise provided for in the association or coalition bylaws and in cases where the parties cannot reach an agreement, a decision by the majority of the neighborhood association board or district coalition board will be final.

B. Grievances Regarding These Guidelines

In the event that a grievance is made against a neighborhood association, district coalition or neighborhood business association concerning compliance with these *Guidelines*, and after all of the review procedures of the neighborhood association or district coalition have been exhausted, a determination may be sought from the Office of Neighborhood Involvement. The Office of Neighborhood Involvement Director will review the grievance and make a determination after discussing the grievance with the parties involved, and after reviewing any material in support of or in opposition to the grievance. A request for corrective action, if required, will be made to the neighborhood association's board or district coalition or neighborhood business association's board. The

neighborhood association board, district coalition or business association board will be asked to respond in writing with a corrective action plan.

C. Grievances Against the Office of Neighborhood Involvement.

Any major grievance against the Office of Neighborhood Involvement must be filed in writing with ONI. ONI shall respond to the written grievance within ten (10) working days. A subsequent meeting(s) shall be scheduled by request and at the convenience of both parties. If necessary or desirable, the parties involved may request a mediation process acceptable to both parties. Resolution of the grievance should be the sole responsibility of ONI and the other party.

VIII. NEIGHBORHOOD AND DISTRICT COALITION NEWSLETTER POLICIES

The following are newsletter policies for newsletters funded with City dollars:

- A. Neighborhood associations and district coalitions/neighborhood offices are responsible for the content of their newsletter. Neighborhood associations using district coalition/neighborhood office funds for printing and/or distribution of newsletters and the like will be expected to familiarize themselves with and comply with all applicable U.S. Postal Service and Internal Revenue Service regulations that affect a district coalition's not-for-profit status. If, upon review, the content is not in compliance with these regulations, the matter will be resolved cooperatively with the neighborhood association newsletter editor and the district office/neighborhood office.
- B. A copy of each newsletter should be on file at the district coalition or neighborhood office.
- C. Articles presenting personal opinions of a citizen must be identified as such and the name of the author must be included.
- D. Newsletters should not include statements that could be considered libelous or defamatory.
- E. Statements in support of or in opposition to any political candidate or ballot measure cannot be printed.

- A. Other than the above referenced statements, which may not be made by neighborhood associations, positions taken or recommendations voted on are matters of record and may be reported in newsletters. Efforts should be made to report positions taken by neighborhood boards and, if possible, to include principle topics to be discussed at board, committee or general membership meetings.

IX. REQUIREMENTS FOR BEING ACKNOWLEDGED AS A
NEIGHBORHOOD BUSINESS ASSOCIATION BY THE
NEIGHBORHOOD ASSOCIATION SYSTEM

A. Basic Requirements

Neighborhood business associations which have status, in good standing, as non-profit corporations of the State of Oregon and meet the following will, upon request, be officially acknowledged by the City of Portland and be eligible for services and/or support (if available) provided by ONI:

1. Membership

Maintain membership, which is open to any business licensee or owner of property zoned for, or used for, a business purpose within the boundaries of the business association. Other individuals or organizations (such as neighborhood associations) may be members as set forth in each NBA's bylaws.

2. Boundaries

Have clearly stated geographic boundaries in its bylaws, be comprised of a minimum of 40 members, and meet the same standards as required by the *Guidelines* that apply to neighborhood association boundaries.

3. Non-discrimination

Not discriminate against individuals or groups based on race, religion, color, sex, sexual orientation, age, disability, national origin, income, or political affiliation in any of its policies, recommendations or actions.

4. Dues

Membership and participation in a NBA shall not be conditional upon the payment of dues or other mandatory fees. Such dues or fees may be collected on a voluntary basis only.

1. Bylaws

Maintain and file with ONI an up-to-date set of bylaws, which provide for meeting the above criteria and include provisions for adopting and amending bylaws, establishing a quorum, and setting the agenda.

6. Grievances

Bylaws shall include provisions relating to the resolution of grievances concerning the activities, policies, or recommendations of the NBA, including who is eligible to grieve, a process for the receipt of complaints, and a procedure for final resolution. (Also, see Section VII.)

7. Meeting Requirements

Bylaws must provide for regular meetings.

8. Open Meetings/Open Records

Abide by the open meetings/open records policy governing the neighborhood system as set forth in the operating ordinance. Official action(s) taken by a neighborhood business association must be on record as a part of the minutes of each meeting. The minutes shall include a record of attendance and the results of any vote(s) taken. A summary of dissenting views should be transmitted along with any recommendation made by the neighborhood association to the City. (For further information, see *Appendix on Public Records and Public Meetings Law*.)

B. Affiliation with Coordinating Body and Communication with Neighborhood Associations

1. NBAs are encouraged to participate in a citywide or in an

area-wide coalition(s) through which the City coordinates its activities with the associations.

1. In addition to individual members, NBAs are encouraged to attend and participate in appropriate neighborhood associations, and are encouraged to maintain open communication with neighborhood associations, district coalitions, and communities beyond neighborhood boundaries on pertinent matters and issues of mutual interest and to seek opportunities for discussion prior to taking action on such issues.

3. NBAs are encouraged to seek mediation with NAs, DCBs, and/or among themselves or other organizations and entities, including communities beyond neighborhood boundaries, if disagreements arise over issues.

C. Acknowledgment as a Neighborhood Business Association of the City of Portland

Any NBA meeting the requirements in Section IX will, upon request, be acknowledged by the City of Portland. The Office of Neighborhood Involvement will send a "Letter of Acknowledgment" to the NBA. Acknowledged NBAs are entitled to receive services and/or support including but not limited to:

1. Neighborhood business associations shall receive placement on the ONI "contact list/directory" which lists the names, addresses, and phone numbers of the NBA, its president and a designated contact person. This contact list is widely used to send mailings from the bureaus of the City on livability issues, decision-making processes, policy development and public notices. NBAs will also receive newsletters and neighborhood information from ONI, the district coalitions/neighborhood offices, and appropriate neighborhood associations;
 2. To the extent possible neighborhood business associations shall also receive notification by appropriate City bureaus on pertinent matters that fall within its boundaries;
1. Support services from ONI--if resources are available-- may include assistance with general communications, newsletter production and distribution, activity planning, public relations, and general information and referral. Acknowledgment does not automatically entitle a NBA to receive support services.

X. REQUIREMENTS FOR BEING ACKNOWLEDGED AS A "COMMUNITY

BEYOND NEIGHBORHOOD BOUNDARIES" BY THE CITY OF
PORTLAND AND FOR BEING ELIGIBLE FOR SERVICES AND/OR
SUPPORT THROUGH ONI

A. Basic Requirements

In the interests of addressing the need for inclusiveness in neighborhood associations and increasing diversity in citizen involvement, "Communities Beyond Neighborhood Boundaries" which meet the following requirements will, upon request, be officially acknowledged by the City of Portland and be eligible for support services as available from the Office of Neighborhood Involvement:

1. The organization must maintain status in good standing as a non-profit corporation of the State of Oregon;
2. The by-laws of the organization must stipulate that membership shall not be conditioned on mandatory payment of dues or other contributions or fees;
3. The organization must be included on the data/mailling list maintained by the Metropolitan Human Rights Center (MHRC) in coordination with the Office of Neighborhood Involvement Refugee Coordinator. Responsibility for ensuring that the information is accurate and current should be shared by the organization and MHRC.

B. Acknowledgment as a "Community Beyond Neighborhood Boundaries" by the City of Portland

An ethnic organization designated as a community beyond neighborhood boundaries, which meets the above requirements will, upon request, be sent a "Letter of Acknowledgment" by the Office of Neighborhood Involvement.

A. Assistance and Support Services for Communities Beyond Neighborhood Boundaries

ONI will assist in coordinating the increased dissemination of public notices and mailings from the bureaus of the City of Portland on livability issues, decision-making processes, and policy development to CBNBs. Further, CBNBs will receive newsletters and neighborhood information from ONI, the district coalitions/ neighborhood offices, and from neighborhood associations upon request. ONI will make every attempt to ensure that an eligible

organization which specifically requests land use notices in a specific geographic area or areas of the city will receive them.

Delivery of these services and any others that CBNBs may receive are dependent upon the resources available to ONI, the district coalitions, and neighborhood associations.

D. Communication

CBNBs are encouraged to maintain open communication with neighborhood associations, district coalitions, alternative service structures and neighborhood business associations on pertinent matters and issues of mutual interest and to seek opportunities for discussion prior to taking action on such issues.

Organizations acknowledged as CBNBs shall encourage their members to participate directly in appropriate neighborhood business associations and shall work with neighborhood associations to facilitate such participation.

E. Mediation

CBNBs are encouraged to seek mediation with NAs, DCBs, and/or among themselves or other organizations and entities, including neighborhood business associations, if disagreements arise over issues.

XI. POLICY FOR THE DEVELOPMENT OF ALTERNATIVE SERVICE DELIVERY STRUCTURES

A. Alternative structures developed for the delivery of neighborhood association services must meet the following criteria:

1. Shall be proposed in writing to ONI at the request of a minimum of 3/4 of the recognized neighborhood associations within the same coalition area at the time of the request.

To join such a request, any NA shall have previously ratified its approval by a vote at a duly scheduled, publicized, and conducted general membership meeting. Unless the bylaws of a NA state differently, the vote shall require a simple majority;

2. Shall have the concurrence of the ONI Director or her/his designee to ensure compliance with City policies and procedures;
3. Shall be capable of delivering comparable or better services--in kind, quantity, and quality--to those being delivered at the time of the request and/or contracted for at the time of the request;
4. Shall assure the neighborhood associations' continued and on-going compliance with the "*Guidelines*";
5. Shall be cost-neutral, unless additional funds are specifically provided by City Council or other sources;
6. Neighborhood associations participating in an alternative structure must:
 - a. maintain liability insurance comparable to that of those involved in the standard structure;
 - b. acquire a federal tax ID number as necessary for the transfer of funds;
 - c. incorporate under the laws of the State of Oregon if necessary for legal or financial reasons;
- a. develop and sign a letter of agreement for operations with ONI, including an annual work plan; and
 - e. meet all requirements of neighborhood associations participating in the standard service delivery model as set forth in these *Guidelines*, except those specifically referring to service delivery structural issues.
7. Shall be reaffirmed by vote, at a general membership meeting, of each of 3/4 of the individual participating neighborhood associations and be re-approved by the ONI director one year after its original approval.

If reaffirmed following a one-year period, the new alternative structure may not be substantially altered for a minimum of three years unless "unusual circumstances" (as decided by ONI with advice from the Bureau Advisory Committee) arise.

Any such subsequent change(s) must meet the criteria of the original change, with the exception of changes due to reductions in funds or other emergencies.

1. Under extreme and/or unforeseen conditions ONI may, at the request of a substantial number of neighborhood associations or citizens within an area, with advice from the ONI Bureau Advisory Committee, and with the approval of the Commissioner-in-charge make exceptions to this policy.

XII. AMENDMENTS TO OFFICE OF NEIGHBORHOOD INVOLVEMENT GUIDELINES

Any party wishing to propose amendment(s) to the *Guidelines* may do so by submitting the proposed amendment(s) in writing to ONI.

The Office of Neighborhood Involvement, in cooperation with neighborhood groups, will review the *Guidelines* at least every four years. A committee composed of:

- (a.) a representative of each district coalition/neighborhood office,
- (b.) at least one representative of district coalition or neighborhood office staff,
- (c.) at least one of ONI staff, a citizen representing the unaffiliated neighborhoods,
- (d.) at least one member representing neighborhood business associations and (e.) one member representing communities beyond neighborhood boundaries will receive and review proposed changes and revisions to the *Guidelines*.

Proposed amendments will be developed and distributed to each neighborhood association, district coalition, or affected entity for review and comment during a 60-day period. A public hearing will be scheduled to receive oral and written testimony from all interested parties.

The committee will then review the citizen comments and develop and distribute amendments to refer to the Commissioner-in-charge for approval.

ADDENDUM

OREGON PUBLIC RECORDS AND PUBLIC MEETINGS LAW, (ORS 192)

PUBLIC MEETINGS LAW

The State of Oregon requires that decisions and deliberations of 'governing bodies' be open to the public. Further, groups which are deliberative, require a quorum, take votes and advise or make recommendations to a public body are subject to the Public Meetings Law. The Code of the City of Portland requires that District Coalitions and their respective committees (including ad hoc committees) and recognized Neighborhood Associations and their respective committees (including ad hoc committees) shall comply with this State law.

For most Neighborhood Associations and Coalitions and their committees, these requirements enhance, rather than restrict, the decision-making process. Generally Neighborhood Associations and Coalition meetings will be more effective if efforts are made to include all interested parties and to make them feel comfortable about participating.

It is recommended that the Chairs of Boards and committees be familiar with Public Records and Public Meetings Law (ORS 192) and Robert's Rules of Order. These important tools, "will help a Neighborhood Association maintain orderly meetings and processes. The District Coalition office staff can assist with orientation and training in these areas.

Neighborhood Association bylaws should include requirements for voting processes and quorums. Make sure these requirements continue to be met. For more information, see the Sample Bylaws in the ONI Citizen's Handbook.

Following is only a summary of Public Meetings Law. Please keep in mind that

the summary includes only basic requirements to comply with the law.

MEETINGS MUST BE OPEN TO THE PUBLIC

All meetings must be open to the public, except for executive sessions.

DIRECT NOTICE MUST BE GIVEN TO THOSE WHO HAVE REQUESTED IT, IN WRITING, INCLUDING ANY MEDIA

Actual (direct) notice must be provided to specifically interested persons, such as Board and committee members, and others who have requested notification in writing, including any media.

NOTICE MUST ALSO BE GIVEN TO THE PUBLIC AT LARGE

Reasonable notice must also be provided to the public at large, although this does not need to be direct. To meet the requirement regarding notification of the public at large, the posting of a notice, as spelled out immediately below, will generally meet the minimum requirements of this part of the law. (The bulletin board where the notice is posted must be accessible to the public.) District Coalitions and Neighborhood Associations are encouraged, however, to provide public notice as broadly as practical.

NOTIFICATION MUST INCLUDE A DESCRIPTION OF THE AGENDA ISSUES, BUT ADDITIONAL ISSUES MAY BE ADDED AFTER THE NOTICE IS GIVEN

Notification to specifically interested persons and to the public must include date, time, place and a brief description of the nature of the principle subjects to be discussed. Issues which were unknown at the time of notice and therefore not listed may be discussed and voted on.

THE AMOUNT OF NOTICE GIVEN UNDER THE LAW MUST BE REASONABLE, BUT NO SPECIFIC AMOUNT OF TIME IS REQUIRED

For most meetings, adequate notice can be provided to the public at large through press releases to the local media. District Coalition staff and ONI staff can help with notifying the press, but if that help is wanted, an organization must request it ten days before the scheduled meeting date. (The law does not require a certain amount of notice which must be given; the ten days is the lead time which ONI and the Coalitions need to get the information published in The Oregonian. The law also does not require an organization to guarantee publication of a news release; it does encourage sending them out and it does require notification to any news media requesting it.) For more information, see the section on "Getting the Word Out" in the ONI Citizen's Handbook.'

PARTIES WITH SPECIAL INTEREST SHOULD BE NOTIFIED DIRECTLY IF IT CAN BE DONE REASONABLY

Newsletters, flyers, notices and mailings sent to interested parties, including agenda information, also help get the word out. The law also encourages organizations to directly notify those parties which it knows have a special

interest in a meeting. It does not, however, require that this be done in order to minimally comply.

"SPECIAL" MEETINGS MAY BE CALLED WITH A MINIMUM OF 24-HOUR NOTICE

Although Coalitions and Neighborhood Associations are encouraged to set meetings and provide notice as far in advance as possible, this is not always feasible. The law allows meetings to be called with a minimum of 24-hour notice. In these cases, it says press releases or phone calls should be issued to the media (and must be issued to any media requesting notification) and, subject to what is reasonable, interested members of the public should be notified by phone. Coalitions and Neighborhood Associations are encouraged to comply with these suggestions of the law, but are not required to in order to meet minimal compliance.

ORGANIZATIONS MAY HOLD "EMERGENCY" MEETINGS WITH LESS THAN 24-HOUR NOTICE

In the case of an actual emergency an organization may hold a meeting With less than 24-hour notice. It must, however, describe the emergency in the minutes of the meeting and state why the meeting could not be delayed to allow at least 24-hour notice. As in the case of special meetings, a good faith effort should be made to notify the public at large and those members of the public With a special interest in the issue at hand. An attempt must be made to provide such notification. It is good practice to document this attempt.

Only the emergency issue(s) may be dealt with at an emergency meeting.

MEETINGS MUST BE HELD IN THE AREA WHERE THE ORGANIZATION WORKS

Meetings must be held within the geographic boundaries of the area over which that the public body has jurisdiction. Meetings may be held in restaurants, private residences or businesses but adequate notice and arrangements for convenient attendance should be made.

PUBLIC MEETINGS MUST BE ACCESSIBLE

A good faith effort must be made to make meetings accessible to people with hearing impairment or other disabilities. If an activity or meeting is publicized, there should be a statement attached to the effect, 'if an individual is in need of special accommodation, contact _____ one week in advance.' If someone indicates the need for a special accommodation, it should be provided. The Metropolitan Human Relations Center can assist with accessibility information.

PUBLIC PARTICIPATION IN BOARD DELIBERATIONS IS NOT REQUIRED

Meetings must be open to the public, but do not have to be open to public participation. The Chair controls the extent of public participation at a meeting. Organizations may want to adopt guidelines for public participation to aid Chairs in being fair and consistent at meetings.

IN SOME CASES, VOTES MUST BE RECORDED BY THE NAME OF THE VOTER

All official actions (recommendations, decisions and the like) must be taken by open vote. The vote of each member must be recorded by name, except for meetings of general membership or Boards or committees of more than 25 members. If an organization (or meeting) of more than 25 voting members does not normally record votes by name, it must do so if requested by a member. Written ballots are OK if each ballot identifies the member voting and if the final tally is announced. Results of all votes must be made public and kept in the minutes of the meeting.

TELEPHONE CONFERENCE MEETINGS MAY ONLY BE CONDUCTED UNDER CERTAIN CIRCUMSTANCES

Conducting a meeting through electronic conferencing means such as by telephone or computer is allowable under the law if notice is given and the public is provided at least one place to "listen" to the meeting by speakers or other devices.

SMOKING IS BANNED

Smoking is banned at public meetings.

MEMBERS MAY GATHER AFTER A MEETING TO DISCUSS AGENDA ITEMS IF THE INTENT IS NOT TO DELIBERATE A DECISION AND NO DECISIONS ARE MADE

Although informal gatherings following meetings are permissible under the law, the intent of such a gathering may not be to deliberate issues and no decision may be made. Members constituting a quorum must avoid any group discussion of the business of their Board or committee during private social gatherings.

BOARDS, PUBLIC BODIES, OR COMMITTEES MAY MEET PRIVATELY TO DISCUSS CERTAIN ISSUES IN EXECUTIVE SESSIONS

Boards, public bodies, or committees of Boards may meet privately to discuss certain issues without including the general public in "executive sessions." An executive session may be part of a regular meeting or be a separate meeting, but public notice must be given in either case and the statutory authority for calling the session (i.e., Public Meeting Law ORS 192.660) must be identified. Personnel issues such as salary negotiations or disciplinary action, labor negotiations and legal advice regarding litigation are among the items that may

be discussed during an executive session. Representatives of the press must be allowed to attend an executive session but may not publish information from that meeting. Final decisions may not be made at executive session although members may reach a consensus; votes or final actions must take place during a public meeting.

PUBLIC RECORDS LAW

The City's Code requires District Coalitions and recognized Neighborhood Associations to follow Public Records Law. ONI's contracts with the District Coalitions further obligate District Coalitions to comply because most records produced by the District Coalitions are contractually owned by the City.

District Coalitions and recognized Neighborhood Associations are required to keep certain records regarding the public decision-making process and to make those records available to the public.

For District Coalitions and recognized Neighborhood Associations, the Public Records Law means that:

MINUTES MUST BE TAKEN AT ALL MEETINGS AND MUST BE AVAILABLE UPON REQUEST TO THE PUBLIC

Minutes must be taken at all meetings and those minutes must be available to the public, upon request, within a week or so following the meeting. Even though the minutes will not be approved by the Board until the next meeting, they must be available for public review within the week or so time frame.

MINUTES DO NOT HAVE BE A VERBATIM TRANSCRIPT OF THE MEETING

Minutes should be taken by the officer of the Board designated by the bylaws to do so.

Minutes do not have be a verbatim transcript of the meeting, but should at a minimum summarize discussions and actions. Minutes of executive sessions may be taped rather than written.

MINUTES MUST INCLUDE CERTAIN ITEMS

Minutes must include the following:

Members present;

Motions, proposals, and resolutions discussed and their disposition;

Results of all votes taken and -- unless the Board has more than 25 members-- the vote of each member by name (if anyone on the Board

requests that the vote be taken by name, that must be done even if the Board does have more than 25 members);
The substance of any topic and any discussion; and

A reference to any public document which may be discussed.

NONEXEMPT PUBLIC RECORDS MAY BE INSPECTED BY ANY MEMBER OF THE PUBLIC

The State statute requires that public records which are not exempt from the law may be inspected by any member of the public. The law does, however, give the custodian of the records the right to adopt rules to protect the records and to maintain office efficiency and order.

PUBLIC BODIES MAY CHARGE REASONABLE FEES AS REIMBURSEMENT FOR THE COST OF MAKING RECORDS AVAILABLE TO THE PUBLIC

Amendments to the Public Records Law which are not adopted in 1989 specify that public bodies may establish fees "reasonably calculated to reimburse [the public body] for its actual cost in making such records available." District Coalitions and Neighborhood Associations should adopt policies and procedures for dealing with requests for access to public records and for copies of public records, including the establishment of a reasonable fee based on staff time involved and other costs of reproduction. Remember, the fee may not exceed the actual cost.

SOME RECORDS ARE CONFIDENTIAL AND THEREFORE EXEMPT FROM THE PUBLIC RECORDS LAW

Some records are confidential and therefore exempt from public review. For example, personnel information, litigation information, or confidential disclosures from citizens may be exempt from public disclosure unless it is determined that such disclosure is in the public interest. The City Attorney may be contacted through Office of Neighborhood Involvement for assistance in defining which records are considered confidential.

For assistance in maintaining proper files and records, contact the Neighborhood's District Coalition. For more information consult the State Attorney General's Public Records and Meetings Manual. A copy of this is available at your District Coalition Office, or a Neighborhood Association may purchase one from the Department of Justice: Publications Center, 16 Justice Building, Salem, OR 97310, (503) 378-2992. A reference copy of the manual is also available in the Government Documents- Room at the main branch of the Multnomah County Library, 801 SW Tenth in Portland.

Although the current Public Records and Meetings statute (ORS 192) is printed in the back of the Attorney General's manual, subsequent charges may occur. To check on the most recent version of the statute itself, contact the Legislature Counsel, S101 State Capitol, Salem, OR 97310, (503) 378-8148.

NRDC

A FORCE FOR NATURE

Dear NRDC Member,

Alarming news: the Environmental Protection Agency has once again postponed the timetable for its long-overdue review of bee-killing "neonic" pesticides.

As a result, this all-important safety review likely won't be complete until 2026 -- at the earliest. And that means the agency won't do anything to curb the runaway use of these bee-toxic pesticides for at least two more years.

Make no mistake: there is no excuse for the EPA to wait one more day before reining in the most reckless, bee-killing uses of neonics.

The science is in, and it points to neonics as a leading factor in the precipitous decline of bees and other pollinators. Plus, a growing body of evidence links these neurotoxic chemicals to alarming human health risks as well.

Other governments -- like Canada and the European Union -- have already taken strong action to restrict the use of these dangerous chemicals. But here in the United States? Under enormous pressure from the powerful agrochemical industry, the EPA has been kicking the can down the road for nearly a decade.

Bees have waited long enough! They are dying now. They can't afford two more years of government foot-dragging.

That's why NRDC is launching a new public pressure campaign, aimed squarely at getting the EPA to act immediately to stem the tide of bee-killing neonics.

If you want to help give bees a fighting chance of survival, I urge you to join us in demanding a crackdown now on the toxic pesticides that are fueling the pollinator crisis and threatening our own health.

Here are two all-important actions you can take right away:

First, sign the enclosed Petition to EPA Administrator Michael Regan. Call on him to put bee survival before Big Ag's profits by clamping down on neonic-treated seeds, the most wasteful and indefensible use of bee-toxic chemicals.

And please send a special, tax-deductible donation to NRDC so that we can galvanize nationwide pressure on the EPA, counter the outsize influence of the agrochemical giants, and defend our environment on all fronts.

Your support will be put to work immediately as NRDC fights to save imperiled pollinators and protect our own food supply and health.

(over, please)

NATURAL RESOURCES DEFENSE COUNCIL

40 W 20TH STREET | NEW YORK, NY | 10011



NRDC.ORG/GIVE | MEMBERSHIP@NRDC.ORG

We are mobilizing a groundswell of public outcry on behalf of bees . . . responding to the agrochemical industry's slick PR with the damning facts about neonics . . . fighting at the state level to win pollinator-saving restrictions on neonic use . . . and, of course, standing ready to hold the EPA accountable in federal court yet again.

Here's the outrageous truth: most neonic use in the U.S. is utterly wasteful and unjustified -- needlessly destroying pollinators and our environment. The vast majority of toxic neonics are applied as unnecessary coatings to the seeds of cash crops such as corn, soybeans, and wheat.

You better believe the agrochemical industry has made big money off neonic-coated seeds. Yet time and again, the most widespread uses of these treated seeds have been shown to provide little to no economic benefit to farmers.

That hasn't stopped Bayer and other agrochem companies from unleashing a torrent of neonics into our environment. These neurotoxic pesticides are now applied to an estimated 150 million acres of U.S. crops each year -- nearly all through destructive and wasteful seed treatments!

As Big Ag's neonic binge exploded over the past two decades, pollinator populations have plummeted. Honeybee colonies across the U.S. have died off at an average annual rate of 40 percent over the past 12 years, forcing beekeepers to work frantically to replace lost hives.

But it doesn't end there. A forthcoming study finds that neonics are also the number one cause of butterfly declines in the Midwest -- more dangerous than habitat loss, climate change, or other agrochemicals.

That alarming finding adds to the mounting scientific evidence linking out-of-control use of neonics to ecological havoc -- from mass losses of birds to the collapse of aquatic ecosystems.

As if that weren't enough, an analysis released last year by the EPA itself came to the jaw-dropping conclusion that neonics likely jeopardize the continued existence of more than 200 threatened and endangered species -- more than ten percent of the entire Endangered Species List!

Mind you, it was courtroom action by NRDC and our allies that forced the EPA to take a hard look at the impact of neonics on endangered species. So you can see what we're up against: we had to sue the agency to get it to do its job of protecting our environment. By law the EPA should have conducted its analysis *before* it approved the sale of these toxic chemicals.

Instead, it has allowed Big Ag's reckless onslaught of neonics to continue virtually unchecked. And today, after years of delay, the EPA would have bees and other struggling wildlife wait years longer for it to ponder what action to take.

Enough is enough. It's high time the EPA heed the science and bring this destructive bee-killing, neonic binge to heel.

Can I count on you to stand with NRDC at this historic moment as we wage an all-out campaign to make the EPA put pollinator survival and human health ahead of agrochemical profits?

For far too long the EPA has all but stood on the sidelines as the agrochemical industry's love affair with toxic neonics has ballooned into a full-blown crisis.

Nothing less than the future of our food supply is at stake. Most of our healthiest vegetables, fruits, and nuts -- 70 of 100 major crops -- depend on bees and other pollinators.

Yet a recent Harvard study found the decline in pollinators has *already* led to more than a three percent drop in global vegetable production and a nearly five percent drop in fruit and nut production. Simply put: we need more pollinators, not more neonic pesticides.

Some neonics are nearly 5,000 to 10,000 times more toxic to bees than DDT. Even at near infinitesimal doses, chronic exposure is enough to cause debilitating harm, weakening bees and making it harder for them to forage for food, find their way back to their hive, combat parasites and disease, and survive winter.

As bee populations have plummeted, neonic sales have soared. Neonics are now the most heavily used class of insecticides in the United States, and most of that has been driven by the frightening proliferation of neonic-treated seeds. Nearly all the conventional corn grown in the U.S., for example, now begins as seeds treated with toxic neonics.

A single neonic-treated crop seed can contain enough active ingredient to kill a quarter million bees. But the threat doesn't end there.

You see, only a tiny fraction of the neonics used on treated seeds ends up being absorbed into the target plant. The rest -- up to 98 percent -- leaches into the environment. The toxic chemicals can remain active for years, poisoning soil or polluting rivers and streams, even contaminating drinking water supplies.

But neonic-treated seeds must be good for farmers, right? Hardly. A comprehensive review of the scientific evidence by Cornell University found that neonic-coated seeds for major crops provide "no overall net income benefit" to farmers.

And now there's real-world proof from Québec, Canada, where a 2019 crackdown on neonics led farmers to slash their use of neonic-treated corn seed by 99.5 percent. Four years later, crop yields remain consistent. No crop failures at all have been attributed to the lack of neonic-treated seed!

Likewise, when the European Union first proposed a ban in 2013 on three of the most popular neonics on several crops, including neonic-treated corn and soybean seeds, the agrochemical industry unleashed a PR frenzy, warning of huge crop losses. Instead, crop yields have, in general, remained constant or have increased.

Today, people and pollinators in the EU are enjoying a near-total ban on the outdoor use of neonics.

Meanwhile, thanks to on-the-ground advocacy by NRDC -- powered by the support of pollinator defenders like you -- states from New Jersey to Nevada are also taking tough action against neonics. New restrictions in California are expected to slash neonic use in agriculture by nearly half, and even greater reductions may lie ahead.

NRDC was also at the forefront of the historic campaign that led New York to become the first state to restrict the use of neonic-treated seeds for corn, soybeans, and wheat. When fully implemented, the law will likely eliminate up to 80 to 90 percent of neonics entering the state's environment annually by targeting uses that are wholly unneeded or easily replaced with safe alternatives.

With so many states and other countries cracking down on neonics, the EPA's foot-dragging has become unconscionable.

That's doubly true when you consider the alarming risks that neurotoxic neonics pose to our own health. Perhaps most distressing of all, kids exposed to these nerve poisons early in life are at particular risk of harm.

Recent research shows that neonics pass effectively from the mother to fetus through the placenta during pregnancy, and from breast milk to nursing newborns. Exposures to neonics in the womb are linked to increased risk for birth defects like malformations of the developing heart and brain, as well as increased risk of autism-like symptoms.

Simply put: bees aren't the only ones who can't afford to wait for relief from toxic neonics pesticides. We can't either!

But the EPA is under immense pressure from the agrochemical industry to keep slow-walking its safety review of neonics.

That's why it's *imperative* that we raise a massive public outcry that the EPA can't ignore. We must demand the agency rein in the most wasteful, destructive, and indefensible uses of bee-killing neonics.

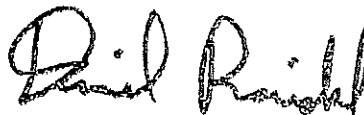
Please sign the enclosed Petition to EPA Administrator Michael Regan. Let him know there are *millions* of Americans ready to hold his agency accountable if it refuses to crack down on neonic seed treatments that are fueling the pollinator crisis and poisoning our environment.

And please send an urgent, tax-deductible donation so that NRDC can wage an all-out fight to end the neonic nightmare, protect pollinators and our health, and defend our environment on all fronts.

I'm confident that if we stand together and make our voices heard, we can win this fight. Remember, it wasn't that long ago that the runaway proliferation of another dangerous pesticide -- DDT -- was wreaking havoc on the environment. But scientists like Rachel Carson sounded the alarm, the public demanded action, and we recently celebrated the 50th anniversary of the federal ban on DDT.

I hope I can count on you to stand with NRDC at this pivotal moment as we fight to make history and turn the tide on bee-killing neonics.

Sincerely,



Dan Raichel
Director
NRDC Pollinators & Pesticides Team

Trimet needs shelter at
Mall 205

Mall 205

Mall 205 was an enclosed shopping mall located at the junction of Interstate 205 and S.E. Washington Street in Portland, Oregon's Hazelwood neighborhood, in the United States. The mall featured over 20 stores and a food court; anchor stores include The Home Depot, Oregon DMV, Target, Arch Fitters and 24 Hour Fitness.^[1] The mall's two-story Target store is the largest Target in the state of Oregon.^[1] Mall 205 was acquired and renovated in 2001 by CenterCal properties.^[1]

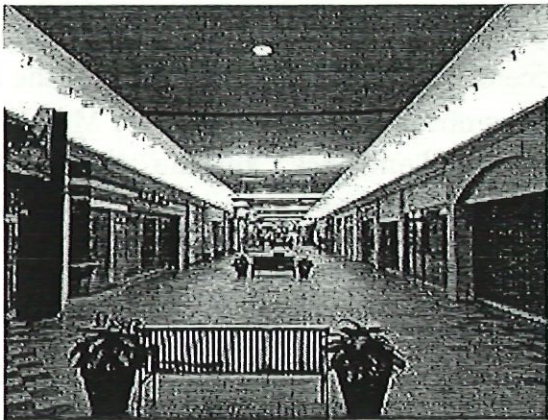
History

The site was formerly the location of Morningside Hospital, which closed in 1968.^[2] New York-based developer Lenrich Associates announced plans for "Mall 205", an enclosed shopping center with 50 stores that would cost \$10 million, in March 1969 and construction began on June 12, 1969.^[3] It opened in September 1970^[4] with Montgomery Ward and White Front as its anchor stores.^{[5][6]} White Front closed in June 1974^[7] and was replaced with mall space,^{[5][6]} but in 1978 Emporium and Pay Less Drug Stores opened new stores in the former White Front space.^[7] Otherwise, the mall remained mostly unchanged throughout the 1990s, despite competition from Clackamas Town Center, a larger mall which opened just a few miles away in 1981.^[6]

A 75,000-square-foot (7,000 m²) multi-screen movie theater and food court were originally planned for inclusion in a 1996 expansion of Mall 205.^[8]

In early 2001, Montgomery Ward and Emporium both closed the last of their stores, leaving both of the anchor spaces vacant at Mall 205. As a result, many inline tenants began to leave the mall. Center Oak Properties

Mall 205



Mall 205 in 2018

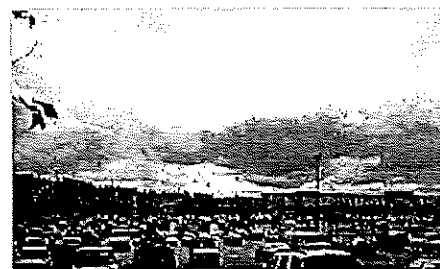


Location	Portland, Oregon, United States
Coordinates	45.517°N 122.561°W﻿ / ﻿45.517°N 122.561°W﻿ / 45.517; -122.561
Opening date	1970
Closing date	2022
Developer	<u>Victor Gruen</u>
Owner	Rhino Investments
No. of stores and services	40+
No. of anchor tenants	4
Total retail floor area	477,000 sq ft (44,300 m²)

of Gresham, Oregon (now known as CenterCal Properties) acquired the mall the same year and began a \$20 million renovation,^[9] adding a two-level Target store on the site of the former Montgomery Ward, and the Home Depot opened on the site of the former Emporium.^[1] Center Oak also added many other tenants to the mall, including Arch Fitters, Bed Bath & Beyond, 24 Hour Fitness, Circuit City, and Famous Footwear. The center was sold again in July 2014 to Gerrity in a \$76.5 million deal that included the neighboring Plaza 205.^[10]

No. of floors

1 (2 in Target)

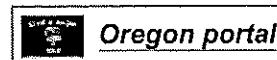


Exterior of the mall

In January 2022, the mall was sold to Rhino Investments Group at a price of \$43.2 million. This includes the adjacent Plaza 205. Target owns their store and parking lot and was not part of the sale.^[11] By March 31, 2022, both Target and Home Depot had walled off their interior mall entrances, and the last two interior mall tenants had closed their stores inside the mall to make way for redevelopment.^[12] Two proposed new stores are Hobby Lobby and Burlington.

See also

- List of shopping malls in Oregon



References

- "CenterCal Properties, LLC" (<http://www.centeroak.com/mall205.html>). Retrieved August 1, 2007.
- Landauer, Robert (March 19, 1969). "Southeast Shopping Center To Open By 1970 With More Than 50 Stores". *The Oregonian*. p. 1.
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- Schneider, Walli (October 2, 1970). "Wards' Opens New Store In Mall 205". *The Oregon Journal*. p. 11.
- "An Old Mall 205 Gets a New Life" (<https://web.archive.org/web/20070930201534/http://www.icsc.org/srch/sct/sct0602/page27b.php>). *ICSC.org*. Archived from the original (<http://www.icsc.org/srch/sct/sct0602/page27b.php>) on September 30, 2007. Retrieved August 1, 2007.
- Senior, Jeanie (May 10, 2001). "After redo, mall may shine" (https://archive.today/20130222061301/http://thetribonline.net/news/story.php?story_id=6901). *Portland Tribune*. Archived from the original (http://thetribonline.net/news/story.php?story_id=6901) on February 22, 2013. Retrieved December 15, 2012.
- Sorenson, Donald J. (February 22, 1978). "Emporium plans mall opening" (at Mall 205). *The Oregonian*, p. F3.
- Goldfield, Robert (June 23, 1996). "Will multiscreen theater be new star at Mall 205?" (<http://www.bizjournals.com/portland/stories/1996/06/24/story3.html?page=1>). *Portland Business Journal*. Retrieved August 28, 2011.
- "Mall 205 breaks ground on \$20 million face lift" (<http://www.bizjournals.com/portland/stories/2001/04/30/daily47.html>). *Portland Business Journal*. May 3, 2001. Retrieved August 28, 2011.
- Pyrah, Alli (August 1, 2014). "Southeast Portland's Mall 205 and the Plaza 205 sold for \$76.5M" (<http://www.bizjournals.com/portland/blog/real-estate-daily/2014/08/who-bought-east-portlands-the-mall-205-and-the.html>). *Portland Business Journal*. Retrieved August 2, 2014.

11. "Mall 205 Sells to Investment Group" (<https://montavilla.net/2022/03/28/mall-205-sells-to-investment-group/>). March 28, 2022.
12. "Portland's Mall 205 is finally giving up the ghost" (<https://www.kgw.com/article/news/local/mall-205-stores-closing-inside-redesign/283-410aef5c-070d-43bb-a181-4b67c09c61bd>). March 31, 2022.

External links

-  Media related to Mall 205 at Wikimedia Commons
-

Retrieved from "https://en.wikipedia.org/w/index.php?title=Mall_205&oldid=1234348122"

In the Hollywood Library meeting room:

Tuesday, SEPTEMBER 10

- 10:00 - 11:30 **Tiny Tots Playtime**
- 12:45 - 2:15 NW Veg - public meeting or event
- 4:00 - 5:00 **Queer Youth Club**

Wednesday, SEPTEMBER 11

- 2:00 - 4:00 **Tech Help**
- 4:00 - 6:00 Library staff

Thursday, SEPTEMBER 12

- 12:00 - 1:00 Library staff
- 1:00 - 3:00 Senior Health Insurance Benefits Assistance
- 4:00 - 5:30 **Teen Council**

Friday, SEPTEMBER 13

- 10:00 - 11:30 **Toddler Playtime**

Saturday, SEPTEMBER 14

- 11:00 - 12:00 **Book Babies Playtime**
- 1:00 - 3:00 Climate Crisis Book Club - public meeting or event

Sunday, SEPTEMBER 15

- 1:00 - 4:00 Sew Welcome in Hollywood - public meeting or event

Monday, SEPTEMBER 16

- 10:30 - 12:30 Northeast Village PDX - public meeting or event

Dear Metro President and Councilors,

Wednesday, December 18, 2024

My name is Melanie Lunceford, and I am a staff member at Project Homeless Connect (PHC), a local nonprofit dedicated to reducing homelessness and saving lives in Washington County. Over the years, I have had the privilege of witnessing firsthand the powerful impact of SHS-funded services, not only in the work we do at PHC but also through the collective efforts of the many SHS-approved partner agencies across the region.

I'm writing to you as both a concerned community member and an employee of PHC. It has come to my attention that a new metro-bound initiative may be placed on the upcoming May ballot, which calls for a reduction in the SHS tax rate and a shift in funding towards affordable housing. I want to express my strong concern about these proposals. The savings for high-earning households are minimal when compared to the significant loss of life-saving services that SHS funds provide to our most vulnerable neighbors. I would also hope we will remember the original purpose of SHS funds.

As someone who works directly with those experiencing homelessness, I've seen the difference these funds make. I have many clients that I can speak to, and I could write many pages and the differences that I can speak to. A client who I have worked with over the last 8 months has been on the streets for over 6 years and I just recently housed them and their face, and their life now is a statement from this program works. They have been clean and working on a recover program for the last year, and now they are working and maintaining their household. They are so grateful for the chance to move forward in life. This just speaks of how the funding helps people who are experiencing houselessness.

Because of this, I strongly advocate for postponing this measure until 2026. This additional year would allow for much-needed conversations between government leaders and SHS-approved agencies. It would be extremely beneficial to provide SHS-approved partner agencies with an opportunity to not only attend but actively engage in roundtable conversations about the future of SHS funding. The collective expertise and input will surely be crucial to shaping effective, lasting solutions.

PHC was founded on community collaboration, and I've witnessed the power of it. I urge you to take the next year to foster a deeper dialogue with those who are directly involved in providing services. Organizations like PHC are already going to have to adjust to program reductions due to lower-than-expected 2023 revenue. Now is not the time to expedite further cuts.

I share PHC's vision, to ensure all people in Washington County have a stable place to call home by *collaboratively working with partner agencies and government bodies* to provide a high-quality, integrated system of services. I would assume that your vision for the metro area also aligns. This does not need to be a divisive issue. We are all on the same team, even though our roles and strategies may differ. Together, we can identify best practices, strengthen our services, and work toward ending homelessness. Thank you for your time and thoughtful consideration. I am hopeful that if given more time, we can come together to find a solution that works for all.

Sincerely,

Melanie Lunceford
971-412-9893-melanie@phcwc.org

December 5, 2024

Matthew Pahs
Planning and Freight Program Manager
Federal Highway Administration – Washington Division
711 Capitol Way S, Suite 501
Olympia, Washington 98501

RE: Transportation Planning Certification Review for Portland, OR MPO

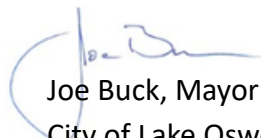
Dear Mr. Pahs,

Thank you for the opportunity to comment on the makeup of Metro's transportation policy committee, the Joint Committee on Transportation (JPACT), which serves as the Portland area MPO. We recognize that Metro has done good work to support transit access and policies focused on the central part of the MPO. Building on this momentum, as JPACT representatives we encourage Metro to consider creating a new seat on JPACT to consolidate and improve the representation of smaller Public Transportation Service Providers (PTSPs) in the region.

Under current [JPACT bylaws](#), transit interests are fragmented across several seats. TriMet and C-TRAN currently have direct representation, whereas the small PTSPs serving Clackamas and Washington counties only receive indirect representation through seats designated for county and city interests. In a region served by multiple transit agencies, transit users expect connectivity and coordination when they need to transfer between service areas, and it follows that smaller transit providers be included in regional planning and policy discussions.

As our region grows, transit is essential to helping the region meet our safety, climate, and congestion goals. We encourage FHWA and Metro to consider opportunities to increase transit representation on JPACT, with a particular emphasis on engaging smaller providers.


Paul Savas, Commissioner
Clackamas County
JPACT Member


Joe Buck, Mayor
City of Lake Oswego
JPACT Member

cc: President Lynn Peterson, Metro
Councilor Juan Carlos González, Metro
Georgia Langer, Metro



363 SE 6th Avenue
Hillsboro, OR 97123

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www.phcwc.org 

Metro Council

Metro Council President, Lynn Peterson
Metro Councilor Ashton Simpson, District
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District
cc: Marissa Madrigal, Metro Chief Operating Officer

Re: Proposed draft of new Supportive Housing Services Measure

12/17/2024

Dear Metro President and Councilors,

My name is Nathan Crawley and I am a staff member at Project Homeless Connect (PHC), a local nonprofit dedicated to reducing homelessness and saving lives in Washington County. Over the years, I have had the privilege of witnessing firsthand the powerful impact of SHS-funded services, not only in the work we do at PHC but also through the collective efforts of the many SHS-approved partner agencies across the region.

I'm writing to you as both a concerned community member and an employee of PHC. It has come to my attention that a new metro-bound initiative may be placed on the upcoming May ballot, which calls for a reduction in the SHS tax rate and a shift in funding towards affordable housing. I want to express my strong concern about these proposals. The savings for high-earning households are minimal when compared to the significant loss of life-saving services that SHS funds provide to our most vulnerable neighbors. I would also hope we would remember the original purpose of SHS funds.

As someone who works directly with those experiencing homelessness, I've seen the difference these funds make. I was the direct reason for an individual who was homeless and on the streets for more than a decade get out of that situation and into his own space for the first time in his adult life. He literally started crying on the phone when I told him the

good news. He in fact has continued to tell me how happy he is that I was so pivotal to his growth and well-being and that a complete stranger like myself showed him the compassion and understanding to help him when no one else did and he isn't even my client anymore.

Because of this, I strongly advocate for postponing this measure until 2026. This additional year would allow for much-needed conversations between government leaders and SHS-approved agencies. It would be extremely beneficial to provide SHS-approved partner agencies an opportunity to not only attend but actively engage in roundtable conversations about the future of SHS funding. The collective expertise and input will surely be crucial to shaping effective, lasting solutions.

PHC was founded on community collaboration, and I've witnessed the power of it. I urge you to take the next year to foster a deeper dialogue with those who are directly involved in providing services. Organizations like PHC are already going to have to adjust to program reductions due to lower-than-expected 2023 revenue. Now is not the time to expedite further cuts.

I share PHC's vision, to ensure all people in Washington County have a stable place to call home by *collaboratively working with partner agencies and government bodies* to provide a high-quality, integrated system of services. I would assume that your vision for the metro area also aligns. This does not need to be a divisive issue. We are all on the same team, even though our roles and strategies may differ. Together, we can identify best practices, strengthen our services, and work toward ending homelessness.

Thank you for your time and thoughtful consideration. I am hopeful that if given more time, we can come together to find a solution that works for all.

Sincerely,



Nathan Crawley

Housing Liaison
(971) 482-8397 (Call or Text)
Nathan@phcwc.org
learn more at phcwc.org



363 SE 6th Avenue
Hillsboro, OR 97123

info@phcwc.org 
www.phcwc.org 

Metro Council

Metro Council President, Lynn Peterson
Metro Councilor Ashton Simpson, District
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District
cc: Marissa Madrigal, Metro Chief Operating Officer

Re: Proposed draft of new Supportive Housing Services Measure

12/18/2025

Dear Metro President and Councilors,

My name is Stephanie, and I am a staff member at Project Homeless Connect (PHC), a nonprofit organization committed to addressing homelessness and improving lives in Washington County. Over the years, I've had the privilege of witnessing the tremendous impact of SHS-funded services, not just in our own work at PHC, but also through the collective efforts of many SHS-approved partner agencies throughout the region.

I'm reaching out as both a concerned community member and an employee of PHC to express my deep concern about a potential initiative that may appear on the May ballot, which proposes reducing the SHS tax rate and redirecting funds toward affordable housing. While I understand the importance of affordable housing, I am worried about the unintended consequences of this proposal. The savings for higher-income households would be modest, but the loss of essential life-saving services funded by SHS would have a profound impact on our most vulnerable community members. I also urge you to keep in mind the original intent of SHS funds.

As someone who works directly with individuals experiencing homelessness, I've seen firsthand the transformative effect that stable housing can have on a person's life. One case that particularly stands out is that of a 90-year-old woman who was evicted after her roommate passed away, leaving her unable to cover the rent. She was placed in a congregate shelter, which,

given her age, must have been an extremely traumatic experience. Later, she was moved to a motel shelter where; despite having more privacy, she struggled with bed bugs. Through PHC, we were able to help her secure her own apartment and retrieve her belongings from storage. The relief and joy she felt moving into a safe, stable home and reclaiming her possessions were truly moving. With her housing now stabilized, we can focus on arranging in-home care and connecting her to medical services, ensuring she remains safe and supported.

This experience highlights the critical need for stable housing and comprehensive support services. For this reason, I strongly advocate for postponing any action on this proposal until 2026. This additional time would allow for crucial conversations between government leaders and SHS-approved agencies. It would also provide an opportunity for SHS partner organizations to actively engage in discussions about the future of SHS funding, ensuring that our collective expertise is part of the decision-making process.

At PHC, we were founded on the belief that community collaboration is essential, and I have seen the power of working together toward common goals. I urge you to take the next year to facilitate deeper discussions with the organizations that are directly involved in service provision. Many of us, including PHC, are already facing necessary program reductions due to lower-than-expected revenue in 2023. Now is not the time to push for additional cuts without a well-informed, thoughtful approach.

I share PHC's vision of ensuring that everyone in Washington County has a stable place to call home, and I believe your vision for the metro area likely aligns with that goal. This does not have to be a divisive issue. We are all working toward the same objective, even if our strategies differ. Together, we can identify best practices, strengthen our services, and ultimately work to end homelessness in our community.

Thank you for your time and thoughtful consideration. I am hopeful that, with more time for discussion, we can come together to find a solution that serves everyone in our community.

Sincerely,
Stephanie
Staff Member, Project Homeless Connect



363 SE 6th Avenue
Hillsboro, OR 97123

info@phcwc.org 
www.phcwc.org 

Metro Council

Metro Council President, Lynn Peterson
Metro Councilor Ashton Simpson, District
Metro Councilor Christine Lewis, District 2
Metro Councilor Gerritt Rosenthal, District 3
Metro Councilor Juan Carlos González, District 4
Metro Councilor Mary Nolan, District 5
Metro Councilor Duncan Hwang, District
cc: Marissa Madrigal, Metro Chief Operating Officer

Re: Proposed draft of new Supportive Housing Services Measure

12/17/2024

Dear Metro President and Councilors,

My name is Theresa Miller, and I am a staff member at Project Homeless Connect (PHC), a local nonprofit dedicated to reducing homelessness and saving lives in Washington County. Over the years, I have had the privilege of witnessing firsthand the powerful impact of SHS-funded services, not only in the work we do at PHC but also through the collective efforts of the many SHS-approved partner agencies across the region.

I'm writing to you as both a concerned community member and an employee of PHC. It has come to my attention that a new metro-bound initiative may be placed on the upcoming May ballot, which calls for a reduction in the SHS tax rate and a shift in funding towards affordable housing. I want to express my strong concern about these proposals. The savings for high-earning households are minimal when compared to the significant loss of life-saving services that SHS funds provide to our most vulnerable neighbors. I would also hope we would remember the original purpose of SHS funds.

As someone who works directly with those experiencing homelessness, I've seen the difference these funds make.

Because of this, I strongly advocate for postponing this measure until 2026. This additional year would allow for much-needed conversations between government leaders and SHS-approved agencies. It would be extremely beneficial to provide SHS-approved partner agencies an opportunity to not only attend but actively engage in roundtable conversations about the future of SHS funding. The collective expertise and input will surely be crucial to shaping effective, lasting solutions.

PHC was founded on community collaboration, and I've witnessed the power of it. I urge you to take the next year to foster a deeper dialogue with those who are directly involved in providing services. Organizations like PHC are already going to have to adjust to program reductions due to lower-than-expected 2023 revenue. Now is not the time to expedite further cuts.

I share PHC's vision, to ensure all people in Washington County have a stable place to call home by *collaboratively working with partner agencies and government bodies* to provide a high-quality, integrated system of services. I would assume that your vision for the metro area also aligns. This does not need to be a divisive issue. We are all on the same team, even though our roles and strategies may differ. Together, we can identify best practices, strengthen our services, and work toward ending homelessness.

Thank you for your time and thoughtful consideration. I am hopeful that if given more time, we can come together to find a solution that works for all.

Sincerely,

Theresa Miller

PHCWC Housing Case Manager

Theresa@phcwc.org

971-281-4470



December 10, 2024

*Submitted via email to:
matthew.pahs@dot.gov*

Matthew Pahs
Planning and Freight Program Manager Federal Highway Administration –
Washington Division
711 Capitol Way S, Suite 501
Olympia, Washington 98501

**RE: Metro/RTC TMA Certification Review: Request for Structural Improvement for
Transit Coordination at the MPO TMA Policy Board**

Dear Mr. Pahs:

The City of Wilsonville, operator of the award-winning South Metro Area Regional Transit (SMART) agency, is providing comment and recommendation regarding the transportation planning certification review for the Portland, OR, Metropolitan Planning Organization (MPO) Metro and Southwest Washington Regional Transportation Council (RTC) that is administered through Metro regional government's Joint Policy Advisory Committee on Transportation (JPACT) policy board that serves the transportation management area (TMA) of Portland, OR, and Vancouver, WA.

The Metro/RTC MPO TMA is composed of three FTA-certified urban-area transit operators:

1. Clark County Public Transit Benefit Area Authority, aka C-TRAN
2. South Metro Area Regional Transit, aka SMART
3. Tri-County Metropolitan Transit District, aka TriMet

Of the three FTA urbanized-area transit providers in the Metro/RTC MPO TMA, SMART is the only FTA urbanized-area transit provider *that does not have direct representation* on JPACT, the MPO TMA's policy board. Two of the three FTA urbanized-area transit providers in the Metro/RTC MPO TMA have direct representation on the JPACT: TriMet and C-TRAN.

SMART works in partnership with TriMet, as well as the adjacent Salem, OR, MPO TMA Salem-Keizer Area Transportation Study (SKATS) transit operator Salem Area Mass Transit District (SAMTD) and rural transit providers located outside of the Portland and Salem MPO

boundaries. SMART plays a strategic role as the sole public transit operator in providing service in the greater South Metro urban region with connections to the Salem MPO and adjacent growing rural Canby area of Clackamas County, and soon with connections to Oregon City and Woodburn.

SMART operates a full range of public transit services, including fixed-route and ADA/paratransit service, that focus on the rapidly growing South Metro region of Portland with connections to the cities of Salem and Canby. SMART provides highly rated transit services within Wilsonville, a community of 27,000 residents that hosts 23,000 jobs where approximately 90% of the workforce commutes to employment in Wilsonville.

SMART provides connecting transit service to TriMet's high-capacity Westside Express Service (WES) at the Wilsonville Transit Center, as well as to the state capital of Salem and to the rural city of Canby. SMART is working with the Oregon Department of Transportation (ODOT) to improve public transit service in the South Metro Portland area through a new pilot program for bus-on-shoulder transit services along the heavily congested I-5 Wilsonville-to-Tualatin corridor and along the I-205 Wilsonville-to-Oregon City corridor.

SMART constantly receives requests from nearby elected officials in the South Metro region of the MPO TMA and adjacent rural areas for public transit service that is not provided for currently at the desired level to their communities by TriMet. Leaders of the South Metro area cities of Oregon City, Tualatin, and West Linn, and adjacent rural areas of Canby and Woodburn have over the past several years inquired about SMART providing transit service in or connections to their communities.

In some instances, SMART has been able to obtain special grant funds from the FTA and ODOT's Statewide Transportation Improvement Fund (STIF) to provide new transit service to the South Metro cities of Tualatin, and is now examining the feasibility for new service to Oregon City, the Clackamas County seat of government, and to the City of Woodburn. In a similar manner, regular transit service connects the rural Canby area with Wilsonville and transit services of the Portland MPO TMA.

In terms of the transportation planning certification review for Portland-Vancouver MPO, the JPACT policy board bylaws do *not* provide public transit with the level of direct representation on the MPO TMA policy board that Congress intended in passing the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law"), and previously in Moving Ahead for Progress in the 21st Century Act (MAP-21), Chapter 53 of title 49, United States Code, as amended by MAP-21 effective October 1, 2012, and as amended through P.L. 117-58, enacted November 15, 2021, and codified at 23 USC 134, which requires representation by providers of public transportation in each metropolitan planning organization (MPO).

As the Portland, Oregon, MPO's only other public transit provider, SMART has no direct representation at JPACT and pursuant to the JPACT bylaws is indirectly represented by the Cities of Clackamas County representative, who may or may not have any awareness and understanding of how public transit works and the role of public transit in MPO transportation planning; see Exhibit A, JPACT Bylaws, Section 2 (b) page 4.

Indeed, the City/SMART understand that transit representation on an MPO TMA policy board is required by regulation (23 CFR 450.310). Federal Register Notice (FRN, 2014) includes policy guidance on MPO transit representation that ensures that Metro and transit providers continue to work collaboratively to establish and maintain transit representation on the policy board.

The City/SMART raised the issue of a lack of sufficient transit representation on JPACT during the 2020 MPO TMA review process. While US DOT acknowledged the issue, no action was taken other than to provide recommendations to Metro.

Metro never directly responded to the City/SMART regarding our petition to US DOT to participate actively and in meaningful way on the MPO TMA policy board, which is JPACT. Yet, Metro did responded to our concerns via a letter to the Clackamas County Coordinating Committee, which had previously sent a letter to Metro raising these same issues; see Exhibit C, Clackamas County Coordinating Committee letter to Metro, "RE: Clackamas County Coordinating Committee (C4) communication regarding transportation planning certification review for Portland, OR, MPO," February 14, 2021.

The Clackamas County Coordinating Committee, aka "C4," is the lead interjurisdictional body for greater Clackamas County focusing on transportation and land-use issues. The Clackamas County Coordinating Committee is composed of the County, all 12 cities of the county, special districts, hamlets and citizen planning organizations, Metro MPAC citizen representative, Urban and Rural Transit representatives that includes SMART, TriMet and other rural transit operators.

The February 14 Clackamas County Coordinating Committee letter explicitly states that:

"On February 4, 2021, the Clackamas County Coordinating Committee (C4) considered and voted unanimously to recommend to the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) that the JPACT Bylaws be amended to provide urban-area transit operator South Metro Area Regional Area Transit (SMART) with direct representation on the Portland, OR, Metropolitan Planning Organization (MPO) Transportation Management Area (TMA) policy board, JPACT."

Exhibit C, Clackamas County Coordinating Committee letter to Metro, page 1.

A June 14, 2021, Metro letter responding to the Feb. 14, 2021, Clackamas County Coordinating Committee letter, indicated that:

“USDOT did not give Metro a corrective action regarding JPACT or the JPACT bylaws; instead, USDOT made what is called a ‘recommendation’. A recommendation, compared to a corrective action, is one that Metro may consider but isn’t compelled to act upon. The relevant USDOT recommendation is below:

“Recommendation 14: Metro should work with the JPACT members and regional transit agencies to define how regional transit interests are represented on the committee. The JPACT By-Laws should explicitly and clearly describe the role of the regional transit representation seat, currently held by TriMet. The representation of transit agencies on JPACT could be further supported by inter-local agreements between the transit agencies. It is also recommended Metro consider direct representation of regional transit agencies on technical advisory boards and committees such as the Transportation Policy Alternative Committee (TPAC).”

Exhibit B, Metro letter to the Clackamas County Coordinating Committee, June 14, 2021page 1 (emphasis in original)

The Metro letter of June 14, 2021, further stated:

“The USDOT recommends that Metro work to **facilitate coordination between the transit agencies as they relate to JPACT and TPAC.**

* * * * *

“Given the USDOT’s recommendations, Metro proposes to convene a meeting with Tri-Met and SMART to discuss next steps with a trained, third-party facilitator. The purpose of the meeting or series of meetings with a facilitator would be to identify the next steps. Because the recommendations from USDOT apply to the entire Transportation Management Area (TMA), there may be an opportunity to also include C-TRAN and the Regional Transportation Council (RTC) of southwest Washington at some point in the conversation. Metro believes these discussions must occur before any revisions to the JPACT bylaws are considered, and may potentially be achieved without amending the current JPACT bylaws.

“Metro will aim to convene this meeting, or a series of meetings, in the summer and/or fall of 2021. We believe that this path forward will create opportunities for a truly regional transit system, enhance collaboration between transit agencies and benefit JPACT discussions moving forward.”

Exhibit B, Metro letter to the Clackamas County Coordinating Committee, June 14, 2021, page 1 (emphasis in original)

The City/SMART is not aware that any of these proposed actions or recommendations were ever implemented. No meetings were ever convened, no facilitation occurred, and no improvements to transit planning at the MPO TMA board level has ever occurred. Only with SMART's direct representation on the MPO TMA policy board can transit coordination occur structurally within the MPO.

Specifically, the City/SMART is unaware of Metro following any of the direction of Recommendation 14 that is contained in Exhibit B, Metro letter to the Clackamas County Coordinating Committee, June 14, 2021, pages 1-2:

- "Metro should work with the JPACT members and regional transit agencies to define how regional transit interests are represented on the committee."

No work has been undertaken by Metro to work with JPACT members and regional transit agencies to define how regional transit interests are represented on the committee, which is the MPO TMA board. The issue has never been presented for JPACT's review or consideration.

C-TRAN joined JPACT as a committee member only after Clark County gave up its seat on the MPO TMA board. So, while the region's second FTA urban-area transit operator now has a seat on JPACT, SMART has no seat or direct representation on JPACT.

- "The JPACT By-Laws should explicitly and clearly describe the role of the regional transit representation seat, currently held by TriMet."

While the JPACT bylaws, Exhibit A, are undated, the file name and meta properties indicate that the file was last modified on June 14, 2021, Metro did not undertake any effort to "explicitly and clearly describe the role of the regional transit representation seat" since 2021. In fact, the word "transit" never appears in the JPACT Bylaws; see Exhibit A.

- "The representation of transit agencies on JPACT could be further supported by inter-local agreements between the transit agencies."

As manager of the MPO TMA board, Metro has never facilitated the recommendation that the "representation of transit agencies on JPACT could be further supported by inter-local agreements between the transit agencies." The only inter-local agreements between the transit agencies that has occurred since 2021 is in regard to a new state of Oregon transit funding source called State Transportation Improvement Fund, aka as STIF. And even with the new STIF program, TriMet as the funding distributor known as the Qualified Entity has placed obstacles in the way of relaying formula

funds to SMART, Clackamas County and other transit agencies that are known as Sub-Recipients.

- “It is also recommended Metro consider direct representation of regional transit agencies on technical advisory boards and committees such as the Transportation Policy Alternative Committee (TPAC).”

Similar to the above citation of Metro in-action on 2021 DOT recommendations to Metro, Metro has taken no action to “consider direct representation of regional transit agencies on technical advisory boards and committees such as the Transportation Policy Alternative Committee (TPAC).” Indeed, the composition of staff-level TPAC members is similar to the JPACT jurisdictional composition, with the exception of only one Metro and six Citizen representatives on TPAC. The Metro Library shows that the TPAC bylaws were last amended on August 19, 2004; see Exhibit D, page 2.

Exhibit B, Metro letter to the Clackamas County Coordinating Committee, June 14, 2021, pages 1-2

The City of Wilsonville, by and through its FTA urbanized-area transit provider SMART, should have direct representation at the JPACT table. 23 USC 134: “Metropolitan transportation planning,” contains several relevant IIJA/MAP-21 provisions pertaining to SMART transit having direct representation at the MPO table.

23 USC 134: “Metropolitan transportation planning” states:

“(a) Policy. --It is in the national interest--

(1) to encourage and promote the safe and efficient management, operation, and development of **surface transportation systems that will serve the mobility needs of people** and freight and foster economic growth and development within and **between States and urbanized areas**, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter;

(2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and **public transit operators** as guided by the planning factors identified in subsection (h) and section 5304(d).”

23 USC 134 (emphasis added)

Thus, BIL demonstrates an intent by Congress for public transit operators to be fully engaged in MPO transportation planning efforts that “serve the mobility needs of people... between States and urbanized areas.” SMART is unique in that it is the only

transit operator that provides public transit service between the urbanized Portland MPO TMA and Salem MPO TMA.

23 USC 134 Metropolitan transportation planning further states that the MPO membership composition should include:

“(B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation;”

23 USC 134 (a)(2)(b) (emphasis added)

Currently, only two voting seats at JPACT represent “providers of public transportation” — TriMet and C-TRAN; the third Portland metro-area FTA urban transit provider is omitted. Congress, however, sought to have greater representation of “providers of public transportation.”

The issue of Wilsonville/SMART representation at the MPO may be accomplished through a simple amendment of the JPACT bylaws without having to go through a redesignation process. 23 USC 134 Metropolitan transportation planning notes that:

“(B) Restructuring. —A metropolitan planning organization may be restructured to meet the requirements of paragraph (2) without undertaking a redesignation.”

23 USC 134 (6)(B)

In 2014 the FTA and FHwA jointly issued this guidance on implementation of provisions of MAP-21 “that require representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area.” FTA/FHwA Policy Guidance on Metropolitan Planning Organization (MPO) Representation, June 2, 2014. This guidance states:

“The clear intent of this legislative provision is to ensure that providers of public transportation are represented on the MPO board and should have equal decision making rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. Contrary to the conclusions of some of the commenters, 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2) expressly provide that MPOs serving TMAs must alter their board compositions, if necessary, in order to attain the statutorily required structure.”

Federal Register, Vol. 79, No. 105, June 2, 2014, Rules and Regulations, page 31214 (emphasis added)

The FTA and FHWA jointly issued guidance on implementation of provisions of MAP-21 further strengthens the position that Wilsonville/SMART should have direct representation at the MPO JPACT “policy board”, and that doing so may be accomplished with a simple amendment of the JPACT bylaws:

“Congress amended 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) to provide that, among other mandatory MPO members, MPOs serving an area designated as a TMA specifically “shall consist of . . . representation by providers of public transportation.” Congress also amended 23 U.S.C. 134(d)(5)(B) and 49 U.S.C. 5303(d)(5)(B) to provide that an MPO **“may be restructured to meet the requirements of paragraph (2) without undertaking a redesignation.”** Additionally, the Conference Report accompanying MAP- 21 states, **“The conference committee requires the structure of all Metropolitan Planning Organizations include officials of public agencies that administer or operate public transportation systems within two years of enactment.”** Congress also made clear that the term metropolitan planning organization refers to **“the policy board” of the organization, not its advisory or non-decision making elements.**

Federal Register, Vol. 79, No. 105, June 2, 2014, Rules and Regulations, page 31216 (emphasis added, footnotes omitted)

Furthermore, it would appear that the current MPO JPACT policy board bylaws contradict FTA and FHWA jointly issued guidance on implementation of provisions of MAP-21. The JPACT bylaws currently require the “Cities of Clackamas County representative” to represent SMART at the MPO policy board; see Exhibit A, JPACT Bylaws, Section 2 (b) page 4. The Cities of Clackamas County representative must be an elected official from a Clackamas County city whose primary responsibility is to serve the interests of cities rather than represent public transit provider:

“The policy guidance states that a public transportation representative on an MPO should not serve as one of the other mandatory MPO members set forth in 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2). For example, a member of an MPO board whose assignment comes by virtue of his or her position as an elected official should not also attempt to serve as a representative of providers of public transportation on the MPO board.”

Federal Register, Vol. 79, No. 105, June 2, 2014, Rules and Regulations, page 31216 (emphasis added)

Note that federal guidance specifically allows a transit representative to serve as a municipal representative on the MPO TMA board; however, federal guidance does not provide for the opposite situation. Federal guidance does not indicate that a municipal representative may serve as a transit representative:

“Subject to the bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality.”

23 USC 134 (3)(B)

Wilsonville/SMART anticipates that MPO representatives may claim that providing Wilsonville/SMART direct representation on the JPACT policy board “could introduce a conflict or upset a carefully constructed balance on the MPO.” However, explicit FTA and FHWA jointly issued guidance rejects this argument:

“23 U.S.C. 134(a)(2) and 49 U.S.C. 5303(a)(2) state that ‘it is in the national interest...to encourage the continued improvement and evolution of the metropolitan and statewide planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators.’ The MAP-21’s establishment of a performance-based approach to transportation decision making evolves and improves the metropolitan and statewide planning processes, increasing the accountability and transparency of the Federal surface transportation program and improving project decision making.

“The inclusion of a representative of providers of public transportation in each MPO that serves a TMA is a critical element of MAP-21’s performance management framework as it will enable the MPO to establish balanced performance targets and improve its ability to develop plans and programs that support an intermodal transportation system for the metropolitan area. As such, it contributes to the continued improvement and evolution of the cooperative and collaborative metropolitan planning process.

“The guidance affirms that a representative of providers of public transportation on an MPO that serves a TMA, once designated, should have equal decision making rights and authorities as the other members that are on the policy board of an MPO that serves a TMA.”

Federal Register, Vol. 79, No. 105, June 2, 2014, Rules and Regulations, page 31216 (emphasis added)

As a direct, urbanized-area FTA recipient, SMART meets the qualifications set out by FTA and FHWA jointly issued guidance for direct representation at the MPO policy board:

“The policy guidance clarifies that the representative of providers of public transportation on an MPO that serves an area designated as a TMA should be a provider of public transportation in the metropolitan planning area and a designated recipient, a direct recipient, or a subrecipient of Urbanized Area Formula funding, or another public transportation entity that is eligible to receive Urbanized Area Formula funding.”

Federal Register, Vol. 79, No. 105, June 2, 2014, Rules and Regulations, page 31217
(emphasis added)

The current MPO policy board structure violates the intent and FTA and FHWA jointly issued guidance for implementing MAP-21 by arbitrarily subordinating SMART's representative to be the Cities of Clackamas County representative to JPACT and by not providing direct representation for SMART; *see* Exhibit A, JPACT Bylaws, page 4. Currently, of two of the three metro-area public transit operators have direct representation to the MPO policy board (C-TRAN and TriMet), which pursuant to the JPACT bylaws, does not consider the needs of SMART, which according to the JPACT bylaws is represented by the Cities of Clackamas County representative.

"An MPO serving a TMA should formally establish through a board resolution the role and responsibilities of a representative of providers of public transportation, including, at a minimum, that **the transit representative should (1) consider the needs of all eligible providers of public transportation in the metropolitan planning area and to address those issues that are relevant to the responsibilities of the MPO, and (2) have equal decision making rights and authorities as the other members that are on the policy board of an MPO that serves a TMA.**"

Federal Register, Vol. 79, No. 105, June 2, 2014, Rules and Regulations, page 31219; emphasis added.

The current JPACT policy board bylaws do not comply with the IIJA/BIL, successor to MAP-21, as codified at 23 USC 134, and FTA and FHWA jointly issued guidance by failing to describe how all (C-TRAN, SMART and TriMet) public transit operators are to be represented at the MPO policy board. To date, Metro, as the administrator of JPACT, has failed to implement the policy guidance to "determine how the MPO will meet the requirement to include representation by providers of public transportation." The failure is demonstrated by the JPACT bylaws that provide direct representation to only two of the three urbanized-area transit operators (to TriMet), while providing indirect representation to SMART under the aegis of the Cities of Clackamas County representative; *see* Exhibit A, JPACT Bylaws, page 4.

Indeed, JPACT Bylaws demonstrate complete disregard for the and FTA and FHWA jointly issued guidance for implementation of BIL/MAP-21 that seeks to elevate the role of transit operators for key decision making authority:

"As the regional transit representative, **TriMet will periodically coordinate** with the South Metro Area Rapid Transit (SMART)."

Exhibit A, JPACT Bylaws, Section 2 (d) page 4; emphasis added.

In passing BIL/MAP-21, Congress demonstrated a keen intent that MPO transit operators should be working in close coordination with each other and with other MPO transit agencies, as opposed to “periodically” when one transit operator decides it may coordinate with another. The FTA and FHWA jointly issued guidance provides the organizational solution to this issue by providing direct representation for Wilsonville/SMART at the MPO JPACT policy board.

The FTA and FHWA jointly issued guidance provides several examples of how the MPO may comply with the provisions of BIL/MAP-21:

“There are multiple providers of public transportation within most TMAs. **An MPO that serves an area designated as a TMA that has multiple providers of public transportation may need to cooperate with the eligible providers to determine how the MPO will meet the requirement to include representation by providers of public transportation.** There are various approaches to meeting this requirement. For example, an MPO may allocate a single board position to eligible providers of public transportation collectively, providing that one representative of providers of public transportation must be agreed upon through a cooperative process. The requirement for representation might also be met by rotating the board position among all eligible providers or by providing all eligible providers with proportional representation. **However the representation is ultimately designated, the MPO should formally adopt the revised structure through a board resolution, bylaws, a metropolitan planning agreement, or other documentation, as appropriate.**”

Emphasis added; Federal Register, Vol. 79, No. 105, June 2, 2014, Rules and Regulations, page 31219.

Thus, cumulatively based on the FTA and FHWA jointly issued guidance for MPO compliance with the provisions of BIL/MAP-21 as codified at 23 USC 134, Wilsonville/SMART must be provided direct representation with a seat on the JPACT MPO policy board. Doing so allows the MPO to come into compliance with the provisions of BIL/MAP-21/23 USC 134 that seek to improve the operations and provisioning of public transit service within the metropolitan area, between MPOs and connections to adjacent rural areas.

The Clackamas County Coordinating Committee (C4) has resolved the issue of multiple transit operators having direct representation on a transportation/land-use policy board by creating two shared “transit seats” for both Urban and Rural transit operators. In this instance, SMART and TriMet take turns every other year being the primary representative of Urban Transit to C4. The other agency during that year acts as the alternate representative to represent Urban Transit when the primary representative is unable to attend a C4 meeting. Thus, a potential solution for improving transit coordination at the

MPO TMA policy board is to create a shared Transit seat at JPACT, where SMART and TriMet take turns being the representative or the alternate, similar to C4.

As the Portland, OR, MPO's only other FTA urbanized-area transit operator that provides strategic public transit service to:

1. The rapidly growing South Metro area with connections to TriMet's high-capacity WES, Westside Express Service commuter train;
2. To the Salem MPO TMA;
3. To rural Canby area of Clackamas County with connections to rural Molalla/South Clackamas Transportation District;
4. And soon to Oregon City in the South Metro region and to Woodburn in the North Willamette Valley area of the Salem MPO TMA

SMART is ideally positioned to be a highly productive partner with other jurisdictions on the JPACT MPO policy board. With a simple amendment of the JPACT bylaws providing Wilsonville/SMART with direct representation at the JPACT policy board, the MPO can come into compliance with the provisions of BIL/MAP-21. Structural change at the MPO TMA policy board level could provide the degree of integrated transit planning and operations that Congress intended and is pronounced at 23 USC 134.

We are ready and pleased to provide any additional information that may be needed in your review of this important issue. Thank you for your time and consideration.

Sincerely,



Julie Fitzgerald, Mayor
City of Wilsonville



Dwight Brashear, Director
South Metro Area Regional Transit (SMART)

Exhibits:

- A. Joint Policy Advisory Committee on Transportation (JPACT) Bylaws (undated on paper; file name and meta date of June 14, 2021)
- B. Metro letter to the Clackamas County Coordinating Committee, June 14, 2021

C. Clackamas County Coordinating Committee letter to Metro, RE: Clackamas County Coordinating Committee (C4) communication regarding transportation planning certification review for Portland, OR, MPO, February 14, 2021.

D. Transportation Policy Alternatives Committee (TPAC) Bylaws, August 19, 2004

cc: Metro Council; Metro JPACT; Metro Planning and Development Department
Southwest Washington Regional Transportation Council (RTC)
Clackamas County Coordinating Committee (C4)
Washington County Coordinating Committee (WCCC)

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
(JPACT)**

BYLAWS

ARTICLE I

This committee shall be known as the JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT).

**ARTICLE II
MISSION**

It is the mission of JPACT to coordinate the development of plans defining required regional transportation improvements, to develop a consensus of governments on the prioritization of required improvements and to promote and facilitate the implementation of identified priorities.

**ARTICLE III
PURPOSE**

Section 1. The purpose of JPACT is as follows:

- a. To provide the forum of general purpose local governments and transportation agencies required for designation of Metro as the metropolitan planning organization for the Oregon portion of the Portland metropolitan area, defined as the Metro jurisdictional boundary or the Metro urban growth boundary whichever is greater, and to provide a mechanism for coordination and consensus on regional transportation priorities and to advocate for their implementation.
- b. To provide recommendations to the Metro Council under state land use requirements for the purpose of adopting and enforcing the Regional Transportation Plan.
- c. To coordinate on transportation issues of bi-state significance with the Clark County, Washington metropolitan planning organization and elected officials.

Section 2. In accordance with these purposes, the principal duties of JPACT are as follows:

- a. To approve and submit to the Metro Council for adoption the Regional Transportation Plan (RTP) and periodic amendments.
- b. To approve and submit to the Metro Council for adoption short and long-range growth forecasts and periodic amendments upon which the RTP will be based.
- c. To approve and submit to the Metro Council for adoption the Unified Planning Work Program (UPWP) and periodic amendments for the Oregon and Washington portions of the metropolitan area. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.
- d. To approve and submit to the Metro Council for adoption the Transportation Improvement Program (TIP) and periodic amendments. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.
- e. To approve and submit to the Metro Council for adoption the transportation portion of the State Implementation Plan for Air Quality Attainment for submission to the Oregon Department of Environmental Quality. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.
- f. To periodically adopt positions that represent the region's consensus on transportation policy matters, including adoption of regional priorities on federal funding, federal transportation reauthorizations and appropriations, the State Transportation Improvement Program priorities and regional priorities for Light Rail Transit (LRT) funding. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.
- g. To review and comment on the RTP and TIP for the Clark County portion of the metropolitan area and include in the RTP and TIP for the Oregon urbanized portion of the metropolitan area a description of issues of bi-state significance and how they are being addressed.
- h. To review and comment, as needed, on the regional components of local comprehensive plans, public facility plans and transportation plans and programs of ODOT, Tri-Met and the local jurisdictions.

ARTICLE IV COMMITTEE MEMBERSHIP

Section 1. Membership

- a. The Committee will be made up of representatives of the following voting jurisdictions and agencies:

	<u>Members</u>	<u>Votes</u>
Multnomah County.....	1	1
Washington County.....	1	1
Clackamas County.....	1	1
City of Portland.....	1	1
Cities of Multnomah County.....	1	1
Cities of Washington County.....	1	1
Cities of Clackamas County.....	1	1
Oregon Department of Transportation...	1	1
TriMet.....	1	1
Port of Portland.....	1	1
Department of Environmental Quality....	1	1
Metro.....	3	3
State of Washington.....	3	3
TOTAL	17	17

- b. Alternates may be appointed to serve in the absence of the regular members.
 c. Members and alternates will be individuals in a position to represent the policy interests of their jurisdiction.

Section 2. Appointment of Members and Alternates

a. Members and alternates from the City of Portland and the Counties of Multnomah, Washington and Clackamas will be elected officials from those jurisdictions and will be appointed by the chief elected official of the jurisdiction. The member and alternate will serve until removed by the appointing jurisdiction. The Clackamas County seat shall represent the regional transit service providers Sandy Area Metro (SAM), South Clackamas Transit District (SCTD) or City of Molalla, and Canby Area Transit (CAT) that provide services within the MPO boundary.

b. Members and alternates from the Cities of Multnomah, Washington and Clackamas Counties will be elected officials from the cities represented by these positions of each county (except Portland) and will be appointed through the use of a mail ballot of all represented cities based upon a consensus field of candidates developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions, one of which will be from the city of largest population if that city's population constitutes the majority of the population of all the cities represented for that county. The member and alternate will

serve for two-year terms. In the event the member's position is vacated, the alternate will automatically become member and complete the original term of office. The member and alternate will periodically consult with the appropriate transportation coordinating committees for their area. The Cities of Clackamas County seat represents the City of Wilsonville, which as the governing body represents South Metro Area Rapid Transit (SMART).

c. Members and alternates from the two statewide agencies (Oregon Department of Environmental Quality and Oregon Department of Transportation) will be a principal staff representative of the agency and will be appointed by the director of the agency. The member and alternate will serve until removed by the appointing agency.

d. Members and alternates from the two tri-county agencies (TriMet and the Port of Portland) will be appointed by the chief board member of the agency. The member and alternate will serve until removed by the appointing agency. As the regional transit representative, TriMet will periodically coordinate with the South Metro Area Rapid Transit (SMART).

e. Members and alternates from the Metro Council will be elected officials and will be appointed by the Metro Council President and confirmed by the Metro Council and will represent a broad cross-section of geographic areas. The members and alternate will serve until removed by the Metro Council President.

f. Members and alternates from the State of Washington will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, the Southwest Washington Regional Transportation Council and C-TRAN. The members will be nominated by Clark County, the City of Vancouver, the Washington Department of Transportation and C-TRAN and will serve until removed by the nominating agency. The three Washington State members will be selected by the Southwest Washington Regional Transportation Council.

h. Terms for all members and alternates listed above commence on January 1 of each year.

ARTICLE V MEETINGS, CONDUCT OF MEETINGS, QUORUM

a. Regular meetings of the Committee will be held monthly at a time and place established by the chairperson. Special or emergency meetings may be called by the chairperson or a majority of the membership. In the absence of a quorum at a regular monthly meeting or a special meeting, the chairperson may call a special or emergency meeting, including membership participation and vote by telephone, for deliberation and action on any matters requiring consideration prior to the next meeting. The minutes shall describe the circumstances justifying membership participation by telephone and the actual emergency for any meeting called on less than 24 hours' notice.

b. A majority of the voting members (or designated alternates) of the full

Committee (9 of 17 members) shall constitute a quorum for the conduct of business. The act of a majority of those present at meetings at which a quorum is present shall be the act of the Committee.

c. Subcommittees to develop recommendations for JPACT can be appointed by the Chair. The Chair will consult on subcommittee membership and charge with the full membership at a regularly scheduled meeting. Subcommittee members can include JPACT members, JPACT alternates and/or outside experts.

d. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

e. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

f. Each member shall be entitled to one (1) vote on all issues presented at regular and special meetings of the Committee. In the absence of the member, the alternate shall be entitled to vote.

g. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the chairperson to notify the appointing agency with a request for remedial action. In the case of the representative for the "cities" of Multnomah, Washington and Clackamas Counties, the chairperson will contact the largest city being represented to convene a forum of represented cities to take remedial action.

h. The Committee shall make its reports and findings public and available to the Metro Council.

i. Metro shall provide staff, as necessary, to record the actions of the Committee and to handle Committee business, correspondence and public information.

ARTICLE VI OFFICERS AND DUTIES

a. The chairperson and vice-chairperson of the Committee shall be appointed by the Metro Council President and confirmed by the Metro Council.

b. The chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

c. The chairperson shall vote only in the case of a tie.

d. In the absence of the chairperson, the vice-chairperson shall assume the duties of the chairperson.

**ARTICLE VII
RECOGNITION OF TPAC**

a. The Committee will take into consideration the alternatives and recommendations of the Transportation Policy Alternatives Committee (TPAC) in the conduct of its business.

**ARTICLE VIII
AMENDMENTS**

a. These bylaws may be amended or repealed only by a two-thirds vote of the full membership of the Committee and a majority vote of the Metro Council.

b. Written notice must be delivered to all members and alternates at least 30 days prior to any proposed action to amend or repeal Bylaws.



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

June 14, 2021

Clackamas County Coordinating Committee
2051 Kaen Rd.
Oregon City, OR 97045

Dear Commissioner Savas, Mayor Hodson and C4 Members,

Thank you for your letter dated February 16, 2021, regarding your interest in adding South Metro Area Regional Transit (SMART) as a member to the Joint Policy Advisory Committee on Transportation (JPACT). We appreciate your raising this issue. During these difficult times of lockdown during COVID-19, it's important for all of us to work together in an inclusive way to address the problems that face our region.

At the time of your letter, Metro was waiting for direction from its federal partners. On March 24, Metro received the federal certification of our Metropolitan Planning Origination (MPO) and Transportation Management Area (TMA) from the U.S. Department of Transportation (USDOT) – in a letter jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Agency (FTA). In the certification, USDOT did not give Metro a corrective action regarding JPACT or the JPACT bylaws; instead, USDOT made what is called a “recommendation”. A recommendation, compared to a corrective action, is one that Metro may consider but isn't compelled to act upon. The relevant USDOT recommendation is below:

“Recommendation 14: Metro should work with the JPACT members and regional transit agencies to define how regional transit interests are represented on the committee. The JPACT By-Laws should explicitly and clearly describe the role of the regional transit representation seat, currently held by TriMet. The representation of transit agencies on JPACT could be further supported by inter-local agreements between the transit agencies. It is also recommended Metro consider direct representation of regional transit agencies on technical advisory boards and committees such as the Transportation Policy Alternative Committee (TPAC).”

In summary, USDOT will not *require* Metro to amend the JPACT bylaws. By not requiring a change in Metro's bylaws, the USDOT implied that the JPACT bylaws are currently in compliance with Moving Ahead for Progress in the 21st Century (MAP-21) guidelines. In fact, in our verbal communications with USDOT, they have indicated that Metro's JPACT bylaws are in compliance with MAP-21.

The USDOT recommends that Metro work to **facilitate coordination between the transit agencies as they relate to JPACT and TPAC**, using tools such as:

- Description of clear roles on JPACT and TPAC
- Regular, on-going communication between transit agencies in the region
- Inter-local agreements between transit agencies

Given the USDOT's recommendations, Metro proposes to convene a meeting with Tri-Met and SMART to discuss next steps with a trained, third-party facilitator. The purpose of the meeting or series of meetings with a facilitator would be to identify next steps. Because the recommendations from USDOT apply to the entire Transportation Management Area (TMA), there may be an opportunity to also include C-TRAN and the Regional Transportation Council (RTC) of southwest Washington at some point in the conversation. Metro believes these discussions must occur before any revisions to the JPACT bylaws are considered, and may potentially be achieved without amending the current JPACT bylaws.

Metro will aim to convene this meeting, or a series of meetings, in the summer and/or fall of 2021. We believe that this path forward will create opportunities for a truly regional transit system, enhance collaboration between transit agencies and benefit JPACT discussions moving forward.

Thank you again for reaching out. The C4 committee plays an important role in informing the priorities and practices of JPACT.

Please reach out to JPACT co-chair Margi Bradway with any questions you may have. Margi can be reached at margi.bradway@oregonmetro.gov.

Sincerely,

A handwritten signature in cursive script that reads "Shirley R. Craddick".

Shirley Craddick
Metro Councilor, District 1
JPACT Chair

cc: Lynn Peterson, Metro Council President
Christine Lewis, Metro Councilor District 2
Juan Carlos Gonzalez, Metro Councilor District 4



Public Services Building
2051 Kaen Road
Oregon City, OR 97045
503-655-8581

February 16, 2021

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

Shirley Craddick, Councilor
Chair, Joint Policy Advisory Committee on Transportation (JPACT)

RE: Clackamas County Coordinating Committee (C4) communication regarding transportation planning certification review for Portland, OR, MPO

Dear President Peterson, Chair Craddick and members of the Metro Council and JPACT:

On February 4, 2021, the Clackamas County Coordinating Committee (C4) considered and voted unanimously to recommend to the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) that the JPACT Bylaws be amended to provide urban-area transit operator South Metro Area Regional Area Transit (SMART) with direct representation on the Portland, OR, Metropolitan Planning Organization (MPO) Transportation Management Area (TMA) policy board, JPACT.

In support of the Congressional intent in passage of Moving Ahead for Progress in the 21st Century, MAP-21, we look forward to working with all members of the Metro Council and JPACT to increase public-transit coordination in MPO TMA transportation planning efforts.

Thank you for your time and consideration.

A blue ink signature of Paul Savas, consisting of several horizontal strokes.

Paul Savas, Commissioner
Clackamas County
Co-Chair, C4

A blue ink signature of Brian Hodson, featuring a stylized 'B' and 'H'.

Brian Hodson, Mayor
City of Canby
Co-Chair C4

cc:

Rachael Tupica, Federal Highway Administration, Oregon Division
Matt Kunic, Federal Highway Administration, Washington Division
Jeremy Borrego, Federal Transit Administration, Region 10
Ned Conroy, Federal Transit Administration, Region 10

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC)

BYLAWS

ARTICLE I

This Committee shall be known as the TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC).

ARTICLE II

The Transportation Policy Alternatives Committee coordinates and guides the regional transportation planning program in accordance with the policy of the Metro Council.

The responsibilities of TPAC with respect to transportation planning are:

- a. Review the Unified Planning Work Program (UPWP) and Prospectus for transportation planning.
- b. Monitor and provide advice concerning the transportation planning process to ensure adequate consideration of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.
- c. Advise on the development of the Regional Transportation Plan (RTP) in accordance with federal planning regulations, the Oregon Transportation Planning Rule, the 1992 Metro Charter and the adopted 2040 Growth Concept.
- d. Advise on the development of the Metropolitan Transportation Improvement Program (MTIP) in accordance with federal planning regulations.
- e. Review projects and plans affecting regional transportation.
- f. Advise on the compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.
- g. Develop alternative transportation policies for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.
- h. Review and comment on Metro Policy Advisory Committee land use matters that have significant transportation implications.
- i. Review local comprehensive plans for their transportation impacts and consistency with the Regional Transportation Plan. Recommend needs and opportunities for involving citizens in transportation matters.

j. The responsibilities of TPAC with respect to environmental planning include, but are not limited to:

1. Review and recommend project funding for controlling mobile sources of particulates, CO, HC and NOx.
2. Review the analysis of travel, social, economic and environmental impacts of proposed transportation control measures.
3. Review and provide advice on the proposed plans for meeting environmental standards as they relate to mobile sources.
4. Review and recommend action on transportation and parking elements necessary to meet federal and state clean air requirements.
5. Consultation role on air quality, pursuant to state and federal planning requirements.

ARTICLE III MEMBERSHIP, VOTING, MEETINGS

Section 1. Membership

a. The Committee will be made up of representatives from local jurisdictions, implementing agencies and citizens as follows:

City of Portland.....	1
Clackamas County	1
Multnomah County	1
Washington County	1
Clackamas County Cities.....	1
Multnomah County Cities (except Portland)	1
Washington County Cities	1
Oregon Department of Transportation.....	1
Washington State Department of Transportation.....	1
Southwest Washington Regional Transportation Council.....	1
Port of Portland.....	1
Tri-Met	1
Oregon Department of Environmental Quality.....	1
Metro (non-voting)	1
Citizens.....	6
	<hr/>
	20

In addition, the City of Vancouver, Clark County, C-TRAN, Federal Highway Administration, Federal Aviation Administration (FAA), Federal Transit Administration (FTA), and Washington Department of Ecology may appoint an associate member without a vote. Additional associate members without vote may serve on the Committee at the pleasure of the Committee.

b. Each member shall serve until removed by the appointing agency. Citizen members shall serve for two years and can be reappointed.

c. Alternates may be appointed to serve in the absence of the regular member.

d. Unexcused absence from regularly schedule meetings for (3) consecutive months shall require the Chairperson to notify the appointing agency with a request for remedial action.

Section 2. Appointment of Members and Alternates

a. Representatives (and alternates if desired) of Cities within a County (except Portland) shall be appointed by means of a consensus of the Mayors of those cities. It shall be the responsibility of the representative to coordinate with the cities within his/her county.

b. Citizen representatives and their alternates will be nominated through a public application process, confirmed by the Metro Council, and appointed by the President of the Metro Council.

c. Except as provided by (a) and (b), representatives (and alternatives if desired) of the Counties and the City of Portland shall be appointed by the chief administrative officer of their jurisdiction/agency.

Section 3. Voting Privileges

a. Each member or alternate of the Committee, except associate members, shall be entitled to one (1) vote on all issues presented at regular and special meetings at which the member or alternate is present.

b. The Chairperson shall have no vote. Section 4. Meetings

Section 4. Meetings

a. Regular meetings of the Committee shall be held each month at a time and place established by the Chairperson.

b. Special meetings may be called by the Chairperson or a majority of the Committee members.

Section 5. Conduct of Meetings

a. A majority of the voting members (or designated alternates) shall constitute a quorum for the conduct of business. The act of the majority of the members (or designated alternates) present at meetings at which a quorum is present shall be the act of the Committee.

b. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

c. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

d. An opportunity will be provided at each meeting for citizen comment on agenda and non-agenda items.

**ARTICLE IV
OFFICERS AND DUTIES**

Section 1. Officers

The permanent Chairperson of the Committee shall be the Metro Planning Director or designee.

Section 2. Duties

The Chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

Section 3. Administrative Support

a. Metro shall supply staff, as necessary, to record actions of the Committee and to handle Committee correspondence and public information concerning meeting times and places.

**ARTICLE V
SUBCOMMITTEES**

Subcommittees of the Committee are established to oversee the major functional area in the transportation planning process where specific products are required. The following are designated as permanent subcommittees:

a. Metropolitan Transportation Improvement Program (MTIP) Subcommittee -- to support the development and update of the five-year TIP, including the Annual Element.

EXHIBIT D - PAGE 5

b. Regional Transportation Options Subcommittee (RTO) --to recommend measures to reduce travel demand for inclusion in the RTP or funding in the MTIP, and to provide oversight on implementation of the Regional Travel Options Strategic Plan.

Other subcommittees may be established by the Chairperson, subject to approval of bylaws by TPAC. Subcommittee bylaws establish the scope of activities for these groups, though TPAC may direct subcommittees to consider issues that fall outside their respective bylaws, when appropriate.

Subcommittee members can include TPAC members, alternates and/or outside experts. All such committees shall report to the Transportation Policy Alternatives Committee. Ad-hoc committees that function for less than six months may be established by the chair, and shall operate under the TPAC procedures for meeting notice requirements.

**ARTICLE VI
REPORTING PROCEDURES**

The Committee shall make its reports and findings and recommendations to JPACT-and the Metro Council. The Committee shall develop and adopt procedures, which adequately notify affected jurisdictions on matters before the Committee.

**ARTICLE VII
AMENDMENTS**

Amendments to the Bylaws require the approval of JPACT and the Metro Council.