



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, May 1, 2025

10:30 AM

Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 253-205-0468 (toll free),
www.youtube.com/live/FjIMWubdONo

This Council meeting will adjourn into a work session.

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). Stream on YouTube:

<https://www.youtube.com/live/FjIMWubdONo>

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. Presentation

- 3.1 Observing Missing and Murdered Indigenous People's Day of Awareness

[25-6246](#)

Presenter(s): Katie McDonald, Tribal Liaison
 Felicia Teba, Community Education and Stewardship Technician
 Stephanie Tabibian, Tribal Government Planner
 Willow Howard, Tribal Liaison

Attachments: [Staff Report](#)

4. Resolutions

- 4.1 Resolution No. 25-5478 For The Purpose of Adopting the Federal Legislative Agenda for the 119th Congress [RES 25-5478](#)
- Presenter(s): Betsy Emery, Federal Affairs Advisor
- Attachments: [Resolution No. 25-5478](#)
[Exhibit A to Resolution No. 25-5478](#)
[Staff Report](#)
- 4.2 Resolution No. 25-5483 For the Purpose of Approving the FY 2025-2026 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission [RES 25-5483](#)
- Presenter(s): Marissa Madrigal, Chief Operating Officer
Brian Kennedy, Chief Financial Officer
- Attachments: [Resolution No. 25-5483](#)
[Exhibit A to Resolution No. 25-5483](#)
[Staff Report](#)
- 4.3 Resolution No. 25-5492 For the Purpose Of Providing Up To \$15,000,000 to Multnomah County to Support Investment in City of Portland Programs to Address Unsheltered Homelessness [RES 25-5492](#)
- Presenter(s): Kristin Dennis, Metro Council Chief of Staff
- Attachments: [Resolution No. 25-5492](#)
[Staff Report](#)

5. Adjourn to work session

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Ogeysiiska takooris la'aanta ee Metro

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntxuj weekdays) 5 hnuv ua hauj lwv ua ntej ntwm lub rooj sib tham.



File #: 25-6246

Agenda Date: 5/1/2025

Observing Missing and Murdered Indigenous People's Day of Awareness

Katie McDonald, Tribal Liaison

Felicia Teba, Community Education and Stewardship Technician

Stephanie Tabibian, Tribal Government Planner

Willow Howard, Tribal Liaison

[STAFF REPORT FOR USE FOR WORK SESSIONS AND COUNCIL MEETINGS]

OBSERVING MISSING AND MURDERED INDIGENOUS PEOPLE'S DAY OF AWARENESS

Date: April 14, 2025
Department: COO/GAPD Tribal Affairs
Meeting Date: May 1, 2025

Presenter(s), (if applicable): Katie McDonald, Tribal Liaison, Felicia Teba, Community Education and Stewardship Technician, Stephanie Tabibian, Tribal Government Planner, and Willow Howard, Tribal Liaison

Prepared by: Katie McDonald, Tribal Liaison, and Ashley Schofield, Program Coordinator

Length: 45 minutes

ISSUE STATEMENT

For decades, American Indian and Alaska Native communities have struggled with high rates of assault, abduction, and murder of tribal members. Tribes and community advocates describe the crisis as a legacy of generations of government policies of forced removal, land seizures and violence inflicted on Native Peoples. This crisis, known as Missing and Murdered Indigenous Peoples or MMIP, is present across the nation, in the Pacific Northwest, and impacts Tribes, urban Indigenous communities and families regionally.

This presentation offered through a collaboration between Metro's Tribal Affairs Program and Native staff affinity group will discuss several historical and contemporary factors, laws and policies that contribute to the MMIP crisis. Staff believe that Metro's continued observation and honoring of MMIP each May will build broader awareness of the issue across the greater Portland area and help identify opportunities for Metro and other parties to help respond to the issue. Metro's continued education and programming on this important issue will also contribute to building lasting and trusting relationships with interested Tribes and urban Indigenous community members and community organizations.

ACTION REQUESTED

No specific action is requested at this time.

IDENTIFIED POLICY OUTCOMES

Metro Council and staff will deepen their understanding of the MMIP crisis, including direct and indirect factors that contribute to the crisis. This increased awareness will help Metro Council and staff identify opportunities where Metro's projects, programs and activities could support addressing the MMIP crisis and how these opportunities can be provided in

culturally informed and responsive ways in partnership with interested Tribes and urban Indigenous community members.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The staff presentation today continues Metro’s commitment to honoring MMIP and educating Metro Council and staff about this important issue. Specifically, it continues Metro’s commitments made in Resolution No. 23-5336 “For the purpose of proclaiming the fifth of every May as the National Day of Awareness for Missing and Murdered Indigenous People in the greater Portland area”.

Today’s presentation advances goals of Metro’s Tribal Affairs Program that include training and educating Metro Council and staff on tribal relations and priorities, regional history and context, federal and state Indian policy, and topical issues within Indian Country. The MMIP epidemic results from the legacy of colonization and genocide against sovereign Tribes in the United States, various state and federal policies that have reduced, eliminated or complicated the jurisdiction of investigating and prosecuting crimes perpetuated against tribal members in Indian Country, and is a priority issue for resolution for many of the Tribes Metro regularly consults with along with Tribes across the United States.

Council’s continued support for honoring MMIP will further Metro’s commitments to the goals stated in the Strategic Plan to Advance Racial Equity, Diversity and Inclusion. Continuing to observe the day of awareness provides a distinct opportunity for Metro Council, staff and the public to learn about disparities Tribes and Indigenous Peoples face when they experience sexual and domestic violence in the United States as well as the systemic and systematic barriers that exist in their efforts to find justice and healing for impacted persons and families. With a deepened understanding of the MMIP epidemic, Metro Council and staff will be better equipped to identify where Metro projects, programs and activities can help address the crisis. Staff and Council will also deepen their understanding of the lived and legacy experiences of Tribes and Indigenous Peoples, aiding them in delivering on the agency’s racial equity goals to meaningfully engage communities of color, allocate resources in a manner that advance racial equity, supporting regional partners to advance racial equity, and create safe and welcoming services, programs and destinations.

The greater Portland region’s desired outcomes include climate leadership; safe, reliable transportation; economic prosperity; clean air, water and healthy ecosystems; racial equity; and vibrant communities. Each of these desired outcomes have direct and indirect links to the MMIP epidemic as a preventative or protective factor when these priorities are advanced. Challenges in several of these areas of work have also been identified as factors contributing to or hampering responsiveness to the MMIP crisis when they are not addressed. For instance, the displacement and dispossession of Tribes and Indigenous Peoples from land was frequently accomplished through government sanctioned approaches involving violence in the Euro-colonial settlement of the United States. Research and best practices in tribal communities identify that access to nature and opportunities for cultural and traditional practices in tribal communities are both a

preventative factor against MMIP violence and can support healing and transformation of impacted persons and families. Staff see a clear linkage between this and having clean air, water and healthy ecosystems in our region that interested Indigenous community members and Tribes have access to.

Many of the Tribes who consult and engage with Metro's Tribal Affairs Program host annual programming to observe MMIP, increase awareness and to provide healing and justice resources to impacted tribal members and families in their respective communities. Many of the Tribes have also established formal year-round programming and support services for their tribal members and communities. Example programs include family domestic and sexual violence services, health services and establishing a family liaison program for MMIP cases on reservation. It is common for the Tribes to collaborate with each other and non-Indigenous and governmental organizations to increase awareness and create lasting policies to address the issue across the states of Oregon and Washington.

The Affiliated Tribes of Northwest Indians (ATNI) has passed numerous resolutions advocating for resources, programming and responses to address the MMIP crisis at the state and national level.

The National Congress of American Indians (NCAI) has passed more than 30 resolutions advocating for improved services and comprehensive responses to sexual assault, domestic violence, dating violence and stalking as part of their policy agenda and advocacy to address the MMIP and violence against women issues in Indian Country. Despite this advocacy and the realization of a number of the NCAI resolution priorities, the organization identifies there is much work to do.

BACKGROUND

MMIP is a movement that advocates for the end of violence against Native People. The movement seeks to draw attention to the disproportionate rates of disappearances and murders of Native People compared to other groups as well as the disproportionately high rates of violence and victimization Native People face in the United States. American Indian/Alaska Native rates of murder, rape and violent crime are all higher than the national averages (Bureau of Indian Affairs, BIA). When looking at missing and murdered cases, data shows that Native American/Alaska Native women make up a significant portion of missing and murdered individuals (BIA). Here are some of the reported data and figures on rates of violence and victimization faced by Native People:

- A 2016 study by the National Institute of Justice found that more than four in five American Indian/Alaska Native women (or 84.3 percent) have experienced violence in their lifetime, including 56.1 percent who have experienced sexual violence. The study also found that overall, more than 1.5 million American Indian/Alaska Native women have experienced violence in their lifetime.

- According to the Centers for Disease Control and Prevention (CDC) National Intimate Partner and Sexual Violence survey, non-Hispanic American Indian/Alaska Native women experienced the second highest rates of homicide in 2020. Additionally, in 2020, homicide was in the top 10 leading causes of death for American Indian/Alaska Native women ages 1-45.
- In the same survey, the CDC found non-Hispanic American Indian/Alaska Native men have the second highest rate of homicide compared with men in all other racial and ethnic groups. Homicide was also in the top 10 leading causes of death for American Indian/Alaska native men ages 1-45 in 2020.
- A 2004 study published in the journal Cultural Diversity and Ethnic Minority Psychology reported that gender-based violence, including sexual assault and physical violence, is committed against 78-85 percent of Indigenous Two Spirit individuals.

Many historical and contemporary factors, laws and policies contribute to the MMIP crises. Here are a few identified by involved organizations and agencies:

- A legacy of generations of government policies of forced removal, land seizures and violence inflicted on Native Peoples (BIA) that is perpetuated by historical trauma, historical grief, and the resulting vulnerability for Native People (Urban Indian Health Institute).
- Limitations placed on tribal government jurisdiction by the United States are a key contributing factor, with non-Native perpetrators repeatedly falling through cracks in the system (Native American Rights Fund).
- Investigations can remain unsolved, often due to a lack of investigative resources available (BIA).
- Lack of quality data including underreporting; racial misclassification; poor relationships between law enforcement and American Indian/Alaska Native communities; poor record-keeping protocols; institutional racism in the media; and a lack of substantive relationships between the media and American Indian/Alaska Native communities (Urban Indian Health Institute).

In response, Tribes, Native Peoples, families and Native- and tribal-serving organizations across the United States are calling for justice and reforms to dismantle the systemic barriers impacting the safety of Native People and to increase support for protections as defined by Indigenous voices, languages and teachings (National Indigenous Womens Resource Center, NIWRC). Through turning grief into action, they are calling upon federal, state, Tribal, local and international policymakers to address foundational reforms required to address MMIP beyond responding to individual cases (NIWRC). They are also advocating for the MMIP crisis to be brought to the general public's awareness to increase accountability of all levels and aspects of government systems and their responses.

Metro has been observing MMIP since 2018 when the agency passed its first resolution to adopt and proclaim May 5 as the National Day of Awareness for Missing and Murdered Native Women and Girls.

In 2023, the Metro Council approved Resolution No. 23-5336 “For the purpose of proclaiming the fifth of every May as the National Day of Awareness for Missing and Murdered Indigenous People in the greater Portland area”. This resolution confirmed Metro’s ongoing annual commitment to honor and acknowledge the National Day of Awareness for Missing and Murdered Indigenous People year with staff and the community and updated terminology used to refer to the Day of Awareness to be inclusive of all Indigenous Relatives who are impacted by this epidemic.

Previous year’s MMIP programming at Metro has included educational presentations to Council and staff on MMIP, a culturally informed educational display in the Metro Regional Center lobby, and a coffee hour with community partners to discuss this important issue and hear priorities directly.

ATTACHMENTS

None



Metro

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

Agenda #: 4.1

File #: RES 25-5478

Agenda Date:4/10/2025

Resolution No. 25-5478 For The Purpose of Adopting the Federal Legislative Agenda for the 119th Congress

Betsy Emery, Federal Affairs Advisor

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 25-5478
FEDERAL LEGISLATIVE AGENDA FOR)
119TH CONGRESS) Introduced by Council President Peterson

WHEREAS, Metro has an interest in the bills, policies, and discussions before the 119th Congress; and

WHEREAS, the Metro Council and Metro staff will represent Metro’s interests through meetings, engagement, and legislative discussions during the current Congress; 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 at the federal level; and

WHEREAS, the attached Exhibit A 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 119th Congress consistent with Exhibit A attached hereto.

ADOPTED by the Metro Council this _____ day of May, 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

EXHIBIT A

**METRO COUNCIL'S
FEDERAL LEGISLATIVE PRIORITIES
FOR THE 119th CONGRESS**

The Metro Council's federal legislative agenda is comprised of two documents. The first document is a list of Metro's overarching federal legislative values and principles. The *legislative values* are broad, overarching positions that guide Metro's engagement on any federal issue, regardless of the topic area. The *legislative principles* are advocacy positions for specific topics. The second document comprising the federal legislative agenda is a narrow set of strategic *legislative priorities* (below) with the greatest opportunity to advance at the time of Council's adoption. The federal affairs program will focus advocacy efforts on the legislative priorities during the two-year Congress. Metro Council's federal legislative priorities are listed below without any particular order.

- **Reform the Low-Income Housing Tax Credit (LIHTC)** to increase Oregon's state-wide allocations of LIHTC and private activity bonds (PABs) and reduce PAB financing requirements to access LIHTC so that more affordable housing can be built.
- **Secure regional priorities in the Surface Transportation Reauthorization package**, in partnership with the Joint Policy Advisory Committee on Transportation (JPACT). While the details associated with specific priorities are still being defined, there is alignment to advocate to defend Bipartisan Infrastructure Law funding levels, reform the Highway Trust Fund revenue streams, and strengthen the Federal Transit Administration's Capital Investment Grant program.
- **Maintain federal funding support for the Oregon Zoo's California condor recovery program**, through Congressionally Directed Spending, programmatic appropriations, and/or competitive grant funding through the Recovery Challenge Grant.
- **Preserve the tax-exempt status of municipal bonds** in any large-scale tax package. This tax exemption is vital for state and local governments to finance capital improvements and ensure that taxpayers do not have to carry the financial burden of paying taxes on interest paid on these qualified bonds.
- **Remediate environmental contaminants at Willamette Cove**, and the broader Portland Harbor Superfund Site, and provide safe public access to the Willamette River in partnership with Tribes.

METRO COUNCIL'S FEDERAL LEGISLATIVE VALUES + PRINCIPLES FOR THE 119th CONGRESS

The Metro Council's federal legislative agenda is comprised of two documents. The first document is a list of Metro's overarching federal legislative values and principles (below). The *legislative values* are broad, overarching positions that guide Metro's engagement on any federal issue, regardless of the topic area. The *legislative principles* are advocacy positions for specific topics. The second document comprising the federal legislative agenda is a narrow set of strategic *legislative priorities* (below) with the greatest opportunity to advance at the time of Council's adoption. The federal affairs program will focus advocacy efforts on the legislative priorities during the two-year Congress.

OVERARCHING LEGISLATIVE VALUES

SECURE FEDERAL FUNDING FOR OUR REGION

To ensure a prosperous economy, a clean and healthy environment, and a high quality of life for all of our residents, Metro and our partners must have sustainable financial resources to provide quality public services and advance regional priorities. This includes protecting Metro's existing sources of federal formula funding, soliciting additional discretionary funding, and supporting partners in applying for federal funding for projects of regional significance.

MAINTAIN ADEQUATE AGENCY STAFFING + FUNDING LEVELS

Many of Metro's plans, programs and projects are built on multi-decade partnerships with federal agencies. Metro believes that all federal agencies, especially the Department of Transportation, Housing and Urban Development, Environmental Protection Agency, Fish and Wildlife Service, Army Corps of Engineers, and Federal Emergency Management Agency, must maintain adequate staffing and funding levels so they can complete their statutorily defined responsibilities and continue advancing regional priority projects. This is especially true for federal agencies whose permitting processes, financing mechanisms, existing projects, and programs intersect with Metro's policies and goals.

FACILITATE REGIONAL COORDINATION, PLANNING + GOVERNANCE

Many of our region's challenges are big and complex. While cities and counties play a key role in enacting policy change and improving the lives of their constituents, many of the region's persistent challenges require coordination among local jurisdictions, Tribes, community partners, and other entities. Metro supports equitable, comprehensive, and coordinated regional planning that encourages connections and alignment among cities and counties, while maintaining flexibility for local solutions.

SUPPORT GOVERNMENT-TO-GOVERNMENT TRIBAL RELATIONS

Tribes are independent sovereigns with inherent powers of self-government and relationships with the U.S. government that derive from treaties, federal law and executive orders. Metro supports policies, laws and legislative efforts that strengthen requirements for government-to-government tribal consultation; promote substantive involvement of Tribes and Indigenous People in federal decision-making processes; and protect sensitive archeological, cultural, historic and natural resources which are critical to Tribes. Metro will work to support shared priorities advanced by Tribes, tribal organizations and Indigenous legislators, including those that address legacy impacts of non-Indian settlement and colonization across the U.S. Further, Metro encourages federal agencies to honor and uphold their trust and treaty obligations to Tribes.

DEFEND RACIAL EQUITY, LGBTQ RIGHTS, + IMMIGRANT COMMUNITIES

Metro envisions a region and state where a person's race, place of birth, ethnicity, gender identity, sexual orientation, or immigration status does not predict their economic and social opportunities; access to services, housing, and healthcare; or quality of life. Metro supports policies that address past discrimination and persecution, eliminate disparities and barriers, and promote inclusion and accessibility in public programs, services, and facilities. Metro supports efforts to address the needs of, and enshrine civil rights protections for, Black, Indigenous, People of Color (BIPOC); Lesbian, Gay, Bisexual, Transgender, Queer, Two Spirit, Intersex, and Asexual; and immigrant communities.

TACKLE CLIMATE CHANGE + RESTORE CLIMATE STABILITY

Metro supports policies and programs that help communities combat and adapt to climate change and reduce greenhouse gas (GHG) emissions and reliance on fossil fuels at the local, regional, state, national, and international levels. This includes making infrastructure resilient to climate and extreme weather (e.g., seismic safe bridges), reducing and mitigating environmental impacts, especially from the transportation sector (e.g., fish passage, habitat connectivity), and reducing vulnerability to natural hazards, especially floods, earthquakes, and catastrophic wildfire.

TOPIC-SPECIFIC LEGISLATIVE PRINCIPLES

AFFORDABLE HOUSING + HOMELESSNESS

- *Increase Affordable Housing Production and Preservation*: Metro supports policies and investments that increase affordable housing production and development, preserve and maintain existing affordable housing, and provide pathways to homeownership. This includes affordable housing development financing mechanisms like Low Income Housing Tax Credits, Community Development Block Grants, Community Development Financial Institutions, and the HOME Investment Partnerships Program.

- Promote Equitable Access to Housing: Metro supports bold, innovating policies and investments to ensure the most marginalized people have access to safe, stable, affordable housing, including policies that prevent discrimination, eliminate barriers and disparities, tackle predatory actions in the housing sector, and further fair housing policies.
- Increase Federal Resources for Wrap Around Services: Metro supports resources and policies that embed high-quality wrap around services (e.g., behavioral and mental healthcare, nutrition services, case support) into supportive housing as a means of increasing access to direct service providers; addressing health-related social needs; and promote housing stability among some of the hardest-to-house and most vulnerable populations.
- Expand Rental Subsidies: Metro supports expanding rental subsidies (e.g., rental assistance, voucher programs, and other eviction prevention measures) that make housing more affordable and opposes efforts to establish eligibility restrictions that prevent equitable access to safe, stable, affordable housing (e.g., sobriety, documentation status requirements).
- Improve Alignment Between Federal Agencies and Housing Services: Metro supports an all-of-government approach that increases alignment and coordination across federal, state, regional, and local housing and homelessness systems to effectively implement lasting, interagency solutions (e.g., Oregon’s Medicaid 1115 Demonstration Waiver), while recognizing that any federal housing policy must maintain flexibility for local innovation and streamlined deployment of funds.
- Promote Housing First Policies: Metro supports enacting housing policies that prioritize providing permanent housing to people experiencing homelessness without prerequisites for enrolling in other services (e.g., job searching, sobriety requirements).

TRANSPORTATION

- Establish Sustainable Transportation Funding Mechanisms: Metro supports establishing innovative, long-term, stable transportation funding mechanisms to support capital construction, operations, and maintenance and provide long-term solvency of the Highway Trust Fund (e.g., electric vehicles paying into the Highway Trust Fund, a national VMT pilot).
- Expand Transportation Equity: Metro supports funding and policies that support everyone’s ability to move around the region safely, affordably, and easily by eliminating transportation-related disparities that are often experienced by Black, Indigenous, and People of Color as well as people with low incomes, limited English proficiency, and mobility challenges.
- Improve Transportation Safety: Metro supports the Safe Systems Approach and policies that reduce fatal and severe-injury crashes and increase the safety and

security of the transportation system, especially for pedestrians and bicyclists, in marginalized communities, and along high-injury corridors.

- *Invest in Coordinated Multimodal Transportation Infrastructure:* Metro supports investments and policies that support the construction, operations, and maintenance of connected and coordinated system of multimodal infrastructure, including public transportation (e.g., bus rapid transit and light rail) and bike / pedestrian infrastructure (e.g., bike lanes, shared-use paths and trails) that support everyone’s ability to move around the region safely, affordably, and easily.

WASTE PREVENTION

- *Modernize the Waste System:* Metro supports modernizing the recycling system to be more convenient, accessible, safe, and equitable through expanded recycling and solid waste facilities such as drop off sites and recycling depots, especially for food waste, yard debris, household hazardous waste, bulky items, and hard-to-recycle items.
- *Promote Equitable and Socially Responsible End Markets:* Metro supports creating a standard definition and accountability measures for “responsible end markets” that recycle, recover, or dispose of materials in ways that minimize environmental, public health, and worker safety risks.
- *Preserve Flexibility for Local Waste Prevention Measures:* Metro supports aligning federal policy with best practices in waste prevention, recycling, and composting, but any efforts to create standard guidance, whether administrative or legislative, must support the role of states and localities to innovate and go beyond what is federally required.
- *Incentivize Public-Private Partnerships:* Metro supports efforts to promote public-private partnerships to expand local markets for priority recyclable materials, promote circularity, and conduct research and development of innovative technologies.
- *Prevent Waste and Promote Recycling, Reuse, Repair, and Composting:* Metro supports policies and programs that prevent and reduce the waste stream and promotes opportunities for composting, recycling, reuse, and repair, either via infrastructure, education, or other strategies.

HEALTHY ECOSYSTEMS

- *Protect and Restore Natural Areas and Degraded Ecosystems:* Metro supports policies and funding for local conservation efforts, including purchasing and restoring natural areas, wetlands, vulnerable ecosystems, and significant landscapes.
- *Conserve and Recover At-Risk Species:* Metro supports policies and funding for local, national, and international species conservation and recovery efforts, especially for threatened, endangered, and at-risk species.

- Remediate Environmental Contamination at Brownfields and Superfund Sites: Metro supports policies and funding for environmental contamination assessments and remediation efforts, particularly in areas where pollution disproportionately impacts communities of color and Tribes.
- Defend Foundational Environmental Laws and Regulations: Metro opposes efforts to weaken federal environmental laws, regulations, or permitting requirements, including the National Environmental Policy Act, Clean Air Act, Clean Water Act, and Endangered Species Act.

TRIBAL RELATIONS

- Investigate and Address Impacts and Effects of Indian Boarding School Policies: Metro supports efforts to establish a federal Commission modeled after Canada's Truth and Healing Commission to investigate the impacts and ongoing effects of Indian Board School Policies and identify recommendations on how to address those impacts.
- Strengthen Compliance and Enforcement of Cultural Resource Protections: Metro supports efforts to strengthen protections for tribal resources, traditional cultural properties, cultural resource sites, and sacred sites. This includes strengthening compliance and resources to administer the Native American Grave Protection and Repatriation Act. Metro opposes efforts to weaken laws, regulations, or permitting requirements defined in the National Historic Preservation Act, Archeological Resources Protection Act, American Indian Religious Freedom Act, and Indian Sacred Sites Act.
- Reduce Violence Against Indigenous People: Metro supports efforts to improve public safety on tribal lands and Indian reservations, strengthen tribal law enforcement, improve coordination between federal agencies working for and within Indian Country, create mandatory missing persons data and reporting standards, address jurisdictional issues so crimes can be prosecuted, and provide culturally appropriate services to victims so that impacted Tribes and families have greater access to justice.

ECONOMIC PROSPERITY

- Enhance Metro's Public Arts, Education, Cultural and Tourism Venues: Metro supports policies and investments that support capital upgrades, maintenance, operations, ticketing fairness and transparency, and programming at the Oregon Convention Center, Expo Center, Portland's 5 Centers for the Arts, and Oregon Zoo.
- Expand Career Pathway and Workforce Development Programs: Metro supports investments in career pathways, workforce development, and economic mobility programs, especially among BIPOC communities.
- Defend Collective Bargaining Rights: Metro supports policies that support the right for employees to organize into unions and collectively bargain to establish fair terms and conditions of employment, including wages, benefits, working hours, and other workplace rules.

FEDERAL LEGISLATIVE AFFAIRS AGENDA

Date: April 17, 2025

Department: GAPD

Meeting Date: May 1, 2025

Prepared by: Betsy Emery, Federal Affairs
Advisor

Presenter(s) (if applicable): Betsy Emery,
Federal Affairs Advisor

Length: 30 minutes

ISSUE STATEMENT

During this meeting, Council will consider adoption of their federal legislative agenda for the 119th Congress (January 2025 - December 2026). The federal legislative agenda is comprised of two components: the first section defines a narrow set of legislative priorities that the federal affairs program will focus on, and the second section describes Council's overarching federal legislative values and principles.

ACTION REQUESTED

The Council may wish to (1) adopt the federal legislative agenda via resolution; and/or (2) discuss legislative values, principles, or priorities in more detail; and/or (3) direct staff to develop or investigate additional legislative concepts to bring back to Council for consideration.

IDENTIFIED POLICY OUTCOMES

Support Metro's policy goals through engagement with Members of Congress and federal agencies.

POLICY QUESTION(S)

- Does the Council wish to confirm or change any policy direction under which staff is currently operating with respect to issues that are likely to surface in the 119th Congress?
- Are there additional topics for which the Council would like to establish federal legislative priorities for in the agenda?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

See attached Federal Legislative Agenda for 119th Congress.

STAFF RECOMMENDATIONS

Staff recommends that Council adopt the Federal Legislative Agenda for the 119th Congress.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Federal Election Outcomes

The 119th Congress (January 2025 – December 2026) is led by Republicans. Donald Trump was elected President and J.D. Vance is Vice President. Republicans won narrow

majorities in both the House of Representatives and Senate during the November 2024 election. This is a large shift in leadership from the prior Congress in which Democrats controlled the Senate, Republicans controlled the House of Representatives, and a Democrat served in the White House.

In addition to the political shift in D.C. leadership, there have been large changes to the Congressional delegation representing the Portland metro region. After representing Oregon's third Congressional district for 29 years, Earl Blumenauer retired from the House of Representatives. Former State Representative Maxine Dexter was elected to fill his seat and represent the Portland and Mount Hood area. Additionally, former State Representative Janelle Bynum replaced Lori Chavez Deremer to represent Oregon's 5th Congressional District in D.C.

After losing her re-election bid, Lori Chavez Deremer has been confirmed by the Senate to serve on President Trump's cabinet as the Labor Secretary. She is the first Oregonian to hold a cabinet position since 1979 when former Portland Mayor Neil Goldschmidt served as President Carter's secretary of transportation.

White House and Republican Priorities

With their leadership trifecta, President Trump and the Republican Party are prioritizing a wide swath of policy efforts related to:

- Immigration: securing U.S. borders, deporting undocumented people, and suspending refugee resettlement
- Taxes: extending the 2017 tax package permanently and repealing clean energy tax credits
- Trade: imposing tariffs on imports from China, Mexico, Canada and other countries
- Energy / Climate: expanding oil and gas drilling, ending renewable energy leasing, eliminating energy efficiency requirements, and weakening environmental protections and permitting requirements
- Spending: establishing a new government office (the Department of Government Efficiency) to target "waste, fraud, and abuse" in federal funding, eliminating federal agencies

Republicans will have to navigate very narrow margins to advance their legislative priorities. There are a few must-pass bills given upcoming expirations, including the 2017 tax bill provisions and the Farm Bill, both of which expire in September 2025. They will also need to reauthorize a surface transportation bill before the Bipartisan Infrastructure Law expires in September 2026.

NEXT STEPS

After adoption, staff may return to Council to provide updates or make amendments to the legislative agenda. This agenda will go through another cycle of full review and update when the next Congress is seated in January 2027.

BACKGROUND

Metro’s legislative agenda setting process is iterative. Staff has met with Metro Councilors, departmental leadership, and jurisdictional partners to share respective initial priorities and learn what partners are pursuing. Staff also met with Metro’s contract lobbyist, Summit Strategies, to discuss what is on the horizon in D.C. Council had a work session on the draft federal legislative agenda on April 17th, 2025. Staff has incorporated that feedback into the final version that is being considered for adoption during the May 1st Council meeting.

ATTACHMENTS

None



Metro

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

Agenda #: 4.2

File #: RES 25-5483

Agenda Date: 5/1/2025

Resolution No. 25-5483 For the Purpose of Approving the FY 2025-2026 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission

Marissa Madrigal, Chief Operating Officer
Brian Kennedy, Chief Financial Officer

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 2025-26 BUDGET, SETTING PROPERTY TAX LEVIES AND TRANSMITTING THE APPROVED BUDGET TO THE MULTNOMAH COUNTY TAX SUPERVISING AND CONSERVATION COMMISSION)

RESOLUTION NO 25-5483

Introduced by Lynn Peterson, Council President

WHEREAS, the Metro Council, convened as the Budget Committee, has reviewed the FY 2025-26 Proposed Budget; and

WHEREAS, the Council, convened as the Budget Committee, has conducted a public hearing on the FY 2025-26 Proposed Budget; and

WHEREAS, pursuant to Oregon Budget Law, the Council, convened as the Budget Committee, must approve the FY 2025-26 Budget, and said approved budget must be transmitted to the Multnomah County Tax Supervising and Conservation Commission for public hearing and review; now, therefore,

BE IT RESOLVED,

- 1. That the Proposed FY 2025-26 Budget as amended by the Metro Council, convened as the Budget Committee, which is on file at the Metro offices, is hereby approved.
2. That property tax levies for FY 2025-26 are approved as follows:

SUMMARY OF AD VALOREM TAX LEVY

Table with 3 columns: Tax Category, Subject to the General Government Limitation, Excluded from the Limitation. Rows include Permanent Tax Rate, Local Option Tax Rate, and General Obligation Bond Levy.

- 3. That the Chief Operating Officer is hereby directed to submit the Approved FY 2025-26 Budget and Appropriations Schedule to the Multnomah County Tax Supervising and Conservation Commission for public hearing and review.

ADOPTED by the Metro Council this 1st day of May, 2025.

Lynn Peterson, Council President

APPROVED AS TO FORM:

Carrie MacLaren, Metro Attorney

Exhibit A Schedule of Appropriations

	Proposed Budget	Adjustments	Approved Budget
GENERAL FUND			
Council	14,286,113	-	14,286,113
Office of the Auditor	1,366,156	-	1,366,156
Diversity, Equity and Inclusion	2,878,220	-	2,878,220
Office of Metro Attorney	4,628,266	-	4,628,266
Information Technology and Records Management	11,477,744	-	11,477,744
Communications	2,635,760	-	2,635,760
Finance and Regulatory Services	14,985,316	-	14,985,316
Human Resources	7,377,341	-	7,377,341
Capital Asset Management	7,493,594	-	7,493,594
Planning, Development and Research Department	51,795,477	-	51,795,477
Housing	120,000	-	120,000
Special Appropriations	1,986,000	-	1,986,000
Non-Departmental			
Debt Service	2,755,010	-	2,755,010
Interfund Transfers	37,519,631	-	37,519,631
Contingency	34,549,517	-	34,549,517
<i>Total Appropriations</i>	195,854,145	-	195,854,145
Unappropriated Balance	23,258,314	-	23,258,314
Total Fund Requirements	219,112,459	-	219,112,459
AFFORDABLE HOUSING FUND			
Housing	157,076,674	-	157,076,674
Non-Departmental			
Interfund Transfers	1,400,206	-	1,400,206
Contingency	43,394,702	-	43,394,702
<i>Total Appropriations</i>	201,871,582	-	201,871,582
Unappropriated Balance	-	-	-
Total Fund Requirements	201,871,582	-	201,871,582
CEMETERY PERPETUAL CARE FUND			
Non-Departmental			
Interfund Transfers	40,000	-	40,000
<i>Total Appropriations</i>	40,000	-	40,000
Unappropriated Balance	750,000	-	750,000
Total Fund Requirements	790,000	-	790,000
COMMUNITY ENHANCEMENT FUND			
Waste Prevention and Environmental Services	1,256,305	-	1,256,305
Non-Departmental			
Interfund Transfers	50,000	-	50,000
Contingency	714,057	-	714,057
<i>Total Appropriations</i>	2,020,362	-	2,020,362
Total Fund Requirements	2,020,362	-	2,020,362

	Proposed Budget	Adjustments	Approved Budget
GENERAL ASSET MANAGEMENT FUND			
Special Appropriations	15,332,089	15,965,000	31,297,089
Non-Departmental			
Interfund Transfers	102,500	-	102,500
Contingency	24,413,613	(15,965,000)	8,448,613
	<i>Total Appropriations</i>	-	39,848,202
Unappropriated Balance	442,500	-	442,500
Total Fund Requirements	40,290,702	-	40,290,702

GENERAL OBLIGATION DEBT SERVICE FUND			
Non-Departmental			
Debt Service	95,971,317	4,681	95,975,998
	<i>Total Appropriations</i>	4,681	95,975,998
Total Fund Requirements	95,971,317	4,681	95,975,998

GENERAL REVENUE BOND FUND			
Bond Account			
Debt Service	5,043,450	-	5,043,450
	<i>Total Appropriations</i>	-	5,043,450
Unappropriated Balance	4,186,022	-	4,186,022
Total Fund Requirements	9,229,472	-	9,229,472

MERC FUND			
MERC	76,748,932	-	76,748,932
Non-Departmental			
Interfund Transfers	13,802,572	-	13,802,572
Contingency	15,271,703	-	15,271,703
	<i>Total Appropriations</i>	-	105,823,207
Total Fund Requirements	105,823,207	-	105,823,207

OREGON ZOO ASSET MANAGEMENT FUND			
Visitor Venues - Oregon Zoo	15,130,000	-	15,130,000
	<i>Total Appropriations</i>	-	15,130,000
Total Fund Requirements	15,130,000	-	15,130,000

OREGON ZOO OPERATING FUND			
Visitor Venues - Oregon Zoo	48,064,567	-	48,064,567
Non-Departmental			
Interfund Transfers	12,675,696	-	12,675,696
Contingency	14,827,646	-	14,827,646
	<i>Total Appropriations</i>	-	75,567,909
Total Fund Requirements	75,567,909	-	75,567,909

	Proposed Budget	Adjustments	Approved Budget
PARKS AND NATURE BOND FUND			
Parks and Nature	72,956,867	-	72,956,867
Non-Departmental			
Interfund Transfers	4,621,518	-	4,621,518
Contingency	15,000,000	-	15,000,000
<i>Total Appropriations</i>	92,578,385	-	92,578,385
Unappropriated Balance	110,401,615	-	110,401,615
Total Fund Requirements	202,980,000	-	202,980,000
PARKS AND NATURE OPERATING FUND			
Parks and Nature	28,566,161	-	28,566,161
Non-Departmental			
Interfund Transfers	6,703,782	-	6,703,782
Contingency	5,259,946	-	5,259,946
<i>Total Appropriations</i>	40,529,889	-	40,529,889
Unappropriated Balance	357,000	-	357,000
Total Fund Requirements	40,886,889	-	40,886,889
RISK MANAGEMENT			
Finance and Regulatory Services	6,598,801	-	6,598,801
Non-Departmental			
Contingency	822,039	-	822,039
<i>Total Appropriations</i>	7,420,840	-	7,420,840
Unappropriated Balance	150,000	-	150,000
Total Fund Requirements	7,570,840	-	7,570,840
SMITH AND BYBEE WETLANDS FUND			
Parks and Nature	500,000	-	500,000
Non-Departmental			
Contingency	100,000	-	100,000
<i>Total Appropriations</i>	600,000	-	600,000
Unappropriated Balance	185,000	-	185,000
Total Fund Requirements	785,000	-	785,000
SOLID WASTE FUND			
Waste Prevention and Environmental Services	125,891,741	-	125,891,741
Non-Departmental			
Interfund Transfers	22,046,792	-	22,046,792
Contingency	18,150,100	-	18,150,100
<i>Total Appropriations</i>	166,088,633	-	166,088,633
Unappropriated Balance	11,301,076	-	11,301,076
Total Fund Requirements	177,389,709	-	177,389,709

	Proposed Budget	Adjustments	Approved Budget
SUPPORTIVE HOUSING SERVICES			
Housing	506,449,717	-	506,449,717
Non-Departmental			
Interfund Transfers	4,951,245	-	4,951,245
Contingency	78,760,197	-	78,760,197
<i>Total Appropriations</i>	590,161,159	-	590,161,159
Total Fund Requirements	590,161,159	-	590,161,159
ZOO BOND 24			
Visitor Venues - Oregon Zoo	25,119,501	-	25,119,501
Non-Departmental			
Interfund Transfers	2,034,175	-	2,034,175
Contingency	3,637,979	-	3,637,979
<i>Total Appropriations</i>	30,791,655	-	30,791,655
Unappropriated Balance	38,817,488	-	38,817,488
Total Fund Requirements	69,609,143	-	69,609,143
Total Appropriations	1,665,340,735	4,681	1,665,345,416
Total Unappropriated Balance	189,849,015	-	189,849,015
TOTAL BUDGET	1,855,189,750	4,681	1,855,194,431

STAFF REPORT

IN CONSIDERATION OF RESOLUTION 25-5483 FOR THE PURPOSE OF APPROVING THE FY 2025-26 BUDGET, SETTING PROPERTY TAX LEVIES AND TRANSMITTING THE APPROVED BUDGET TO THE MULTNOMAH COUNTY TAX SUPERVISING AND CONSERVATION COMMISSION

Date: April 22, 2025

Prepared by:
Cinnamon Williams, Financial Planning Director
Amanda Akers, Budget Manager

Department: Office of the Chief Operating Officer

Presented by:
Marissa Madrigal, Chief Operating Officer
Brian Kennedy, Chief Financial Officer

Meeting date: May 1, 2025

Length: 30 minutes

ISSUE STATEMENT

The Chief Operating Officer, acting in their capacity as Budget Officer, presented the FY 2025-26 Proposed Budget to the Metro Council, convened as Budget Committee, at the April 10, 2025, Council meeting. This was a Public Hearing where the Council provided an opportunity to receive testimony from interested members of the public and agency stakeholders.

Additional meetings were held for department presentations and budget deliberations throughout the month of April 2025.

On May 1, 2025, Council, convened as Budget Committee, will vote to approve the full budget by way of Resolution 25-5483. Per Oregon Budget Law, changes to the budget from the Proposed to Approved stage require the affirmative vote of the majority of the Budget Committee membership.

Approval of the FY 2025-26 budget will be the final budget adoption action for Council, convened as Budget Committee, but Council will have additional opportunities to amend the budget, as the Governing Body, prior the vote to adopt the budget on June 12, 2025.

ACTION REQUESTED

- Consideration and vote on Resolution 25-5483 approving the FY 2025-26 budget, setting property tax levies, and transmitting the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

IDENTIFIED POLICY OUTCOMES

Compliance with Oregon Budget Law.

POLICY QUESTION

Does the budget reflect Council priorities, policies, and goals?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Approval of the budget, by Council convened as Budget Committee, will meet one of the legal mandates established by Oregon Budget Law.

STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend that Council, convened as Budget Committee, adopt Resolution 25-5483, approving the FY 2025-26 budget as adjusted, setting property tax levies, and authorizing the Chief Operating Officer to submit the FY 2025-26 Approved Budget to the Multnomah County Tax Supervising and Conservation Commission.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The FY 2025-26 Proposed Budget was released electronically to Council and posted to Metro's budget webpage for the public, on April 4, 2025, and presented by the Chief Operating Officer, in their capacity as the Budget Officer, to the Council, sitting as Budget Committee, on April 10, 2025.

Relationship to Metro's Strategic Plan, racial equity, and climate action goals

By approving the FY 2025-26 Budget, Metro is one step closer to adopting a budget that will focus on programming related to Metro's guiding principles of racial justice, climate justice and resiliency, and shared prosperity.

Known Opposition: None known.

Legal Antecedents: The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. Oregon Revised Statutes 294.635 requires that Metro prepare and submit its Approved Budget to the Multnomah County Tax Supervising and Conservation Commission. The Commission will conduct a hearing on May 29, 2025, for the purpose of receiving information from the public regarding the Approved Budget. Following the hearing, the Commission will certify the budget to the Council for adoption and may provide recommendations to the Council regarding any aspect of the budget.

Anticipated Effects: Adoption of Resolution 25-5483 will set the maximum tax levies for FY 2025-26 and authorize the Chief Operating Officer to transmit of the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission.

Budget Impacts: The total amount of the FY 2025-26 Proposed Budget with adjustments is \$1,855,194,431 with 1,128.15 FTE.

BACKGROUND

The actions taken by this resolution are the interim steps between initial proposal of the budget and final adoption of the budget in June. Oregon Budget Law requires that Metro approve and transmit its budget to the Multnomah County Tax Supervising and Conservation Commission (TSCC). Members of the TSCC are appointed by the Governor to supervise local government budgeting and taxing activities in Multnomah County. The TSCC will hold a Public Hearing on Metro's budget on May 29, 2025, in the Metro Council Chambers at 11:00 a.m. Following the meeting, the TSCC will provide a letter of certification for Metro's budget. The Council's adoption of the final FY 2025-26 budget is currently scheduled for June 12, 2025.

Oregon Budget Law requires the Budget Committee of each local jurisdiction to set the property tax levies for the ensuing year at the time the budget is approved. Under Oregon Budget Law the Metro Council sits as the Budget Committee for this action. The tax levies must be summarized in the resolution that approves the budget and cannot be increased beyond this amount following approval without resubmitting the budget to the TSCC and holding an additional TSCC Public Hearing. Metro's levy for general obligation debt reflects actual debt service levies for all outstanding general obligation bonds. The levy authorization for FY 2025-26 budget also includes

the 5-year local option levy for Parks and Natural Areas support, which was renewed by the voters in November 2022, as well as the levy for Metro's permanent tax rate for general operations.

ATTACHMENTS

None



Metro

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

Agenda #: 4.3

File #: RES 25-5492

Agenda Date: 5/1/2025

Resolution No. 25-5492 For the Purpose Of Providing Up To \$15,000,000 to Multnomah County to Support Investment in City of Portland Programs to Address Unsheltered Homelessness

Kristin Dennis, Metro Council Chief of Staff

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROVIDING UP TO) RESOLUTION NO. 25-5492
\$15,000,000 TO MULTNOMAH COUNTY TO)
SUPPORT INVESTMENT IN CITY OF) Introduced by Metro Council President Lynn
PORTLAND PROGRAMS TO ADDRESS) Peterson
UNSHeltered HOMELESSNESS)

WHEREAS, on February 25, 2020, the Metro Council referred to the Metro area voters a personal and business income tax for the purposes of funding Supportive Housing Services in the Metro region (Measure 26-210, the “Supportive Housing Services Measure”), which Metro Area voters approved on May 19, 2020; and

WHEREAS, the Metro Council subsequently codified Measure 26-210 in Metro Code Chapters 11.01, 7.05, 7.06, and 7.07; and

WHEREAS, through the hard work of Metro’s County implementation partners and service providers around the region, the regional Supportive Housing Services (“SHS”) program has in its first three years of implementation helped thousands of households avoid or escape homelessness, including funding more than 6,200 housing placements, more than 15,000 eviction preventions through regional rent assistance, and the creation or sustaining of more than 1,800 temporary shelter units; and

WHEREAS, Metro Code 11.01.130 authorizes Metro to distribute SHS administration funds to a Local Implementation Partner to support specific needs identified by Metro Council; and

WHEREAS, Metro Council finds an acute need for additional shelter services exists in the City of Portland, making immediate investments imperative; and

WHEREAS, Multnomah County is a Local Implementation Partner under Metro’s Supportive Housing Services Program; and

WHEREAS, the City of Portland has developed a City Shelter Services Program to add additional shelter capacity, and

WHEREAS, Metro Council finds that a strategic one-time investment to jumpstart the Mayor’s plan is in the interest of the Region, and

WHEREAS, Metro is unlikely to have a similar level of carryover funds in the future available for this level of investment, and Metro staff has communicated to Multnomah County and the City of Portland that these are one-time funds, and

WHEREAS, Multnomah County has an established partnership with the City of Portland to provide shelter services within the City of Portland, creating an opportunity for Metro to work collaboratively with Multnomah County and the City of Portland in support of their efforts and for the benefit of the region, now therefore,

BE IT RESOLVED that:

1. The Metro Council authorizes the Chief Operating Officer to enter into an intergovernmental agreement with Multnomah County to provide up to \$15,000,000 of Supportive Housing Services administrative funds to support the City of Portland’s programs to address unsheltered homelessness, provided:
 - a. The intergovernmental agreement must require that data from any programs that use these funds are reported in Multnomah County’s Homeless Management Information System (HMIS) and to Metro consistent with the Metro SHS Data Sharing Agreement; and
 - b. The intergovernmental agreement provides that the funding is one-time.
2. The Metro Council authorizes the Chief Operating Officer to identify any additional requirements and restrictions to be included in the intergovernmental agreement; and
3. The intergovernmental agreement must be in a form approved by the Office of the Metro Attorney.

ADOPTED by the Metro Council this 1st day of May 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 25-5492 FOR THE PURPOSE OF PROVIDING UP TO \$15,000,000 TO MULTNOMAH COUNTY TO SUPPORT INVESTMENT IN CITY OF PORTLAND PROGRAMS TO ADDRESS UNSHELTERED HOMELESSNESS

Date:	April 29, 2025	Prepared by: Kristin Dennis, Metro Council Chief of Staff
Department:	Council Office	
Meeting Date:	May 1, 2025	Presenter: Kristin Dennis, Metro Council Chief of Staff

ISSUE STATEMENT

Metro Council seeks to ensure that Supportive Housing Services (SHS) funding provides tangible benefits where needed most across the region. In a time of continuing crisis in our communities and broader financial uncertainty, responsive action is of critical importance.

BACKGROUND

In May 2020, voters in greater Portland approved Measure 26-210 to fund services for people experiencing or at risk of homelessness. The measure created personal and business income taxes that fund Supportive Housing Services (SHS) across the region. Pursuant to the SHS measure and Metro Code, Metro retains 5 percent of SHS tax collections to administer a regional program.

As Metro and the Counties built up their programs, revenue outpaced annual administrative spending. Metro currently has approximately \$30 million in reserves, which can be used for current and future administration of the SHS program. During and after the Stakeholder Advisory Table process and other SHS reform discussions, Metro discussed setting a portion of these funds aside to seed a regional fund for affordable housing development. However, due to urgent needs for funding within current allowable uses, Metro Council sought to provide flexibility to make strategic investments of Metro’s administrative funds to support efforts of regional significance.

On April 17, 2025, Metro Council adopted Ordinance No. 25-1530 to enable disbursement of its administrative funds to Local Implementation Partners for one-time investments in support of programs that otherwise meet SHS use of funds requirements, as directed by future Metro Council resolution.

On February 4, 2025, Mayor Keith Wilson came to a Metro Council work session where he outlined his plan to end unsheltered homelessness and requested SHS funds to support this effort. On March 13, the Multnomah County Commission unanimously approved a resolution directing the transfer of \$15 million of Metro SHS funds to the City of Portland if Metro transfers those funds to Multnomah County.

A unique set of circumstances led to Metro having these available resources that are not otherwise critical for immediate administrative needs. It is unlikely that Metro will have these resources available for flexible programming in the future given current revenue and budget forecasts. Therefore, local implementation partners that receive additional funds from Metro administrative funds should understand that those investments are one-time.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Staff recommends passing the resolution as submitted. Council may further direct staff to require additional specific features in a subsequent IGA with Multnomah County. Given the one-time nature of these funds, Council may consider adjusting the amount of funds made available to Multnomah County.

ACTION REQUESTED

Approve Resolution No. 25-5492.

Materials following this page were distributed at the meeting.



Metro

Federal Legislative Agenda for 119th Congress

Betsy Emery | Federal Affairs Advisor

Metro Council Meeting

May 1, 2025



Agenda

- Recap on updated legislative values + principles
- Specific legislative priorities for 119th Congress



Federal Legislative Agenda

- Identifies policy, funding, and regulatory priorities
- Two sections
 - Overarching values and topic-specific principles
 - Legislative priorities



Overarching Federal Legislative Values

- Secure federal funding for our region
- **Maintain adequate agency staffing and funding levels**
- Facilitate regional coordination, planning and governance
- Support government-to-government tribal relations
- Defend racial equity, LGBTQ+ rights and **immigrant communities**
- Tackle climate change and restore climate stability

Topic Specific Federal Legislative Principles

- **Housing**
 - Affordable housing production
 - Rental subsidies + access
- **Transportation**
 - Funding mechanisms
 - Safety
- **Waste**
 - Modernize facilities
 - Responsible end markets
- **Ecosystems**
 - Restore natural areas
 - Defend environmental laws
- **Tribal Relations**
 - Indian Boarding Schools
 - Cultural resource protections
- **Economic Prosperity**
 - Venues
 - Workforce development

Proposed Federal Legislative Priorities

- Secure priorities in the tax package
 - Reform the **Low-Income Housing Tax Credit**
 - Preserve tax-exempt status of **municipal bonds**
- Secure regional priorities in the **surface transportation reauthorization** package
- Maintain federal funding and support for the Zoo's California **condor recovery program**
- Remediate environmental contaminants at **Willamette Cove**



Questions for Council

- Does Council want to confirm or change any of the proposed legislative principles or priorities?
- Does Council want to adopt the legislative principles or priorities as presented?



oregonmetro.gov



Georgia Langer

From: Tiffany Graven <tjgraven7773@gmail.com>
Sent: Tuesday, April 22, 2025 1:05 PM
To: Legislative Coordinator
Subject: [External sender]RLRA public comment

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

I would like to know when is a good time to discuss RLRA policies, service providers etc. ? I would like to speak on RLRA representing those in Multnomah County who either have applied or are wanting to apply and qualify.

Good morning/afternoon, members of the Metro Committee. My name is Tiffany, and I am here "again" not to be the annoying pain in your back but because it is causing cognitive dissonance. Today I reiterate the seriousness of inconsistencies with Regional Long-Term Rent Assistance (RLRA) program in Multnomah County.

Unjust denials by Multnomah County for eligible prioritized population A individuals, confusion and frustration among applicants, a lack of "equitable" access to crucial housing support. It states under JOHS RLRA and Home Forward that they prioritize population A, but if an applicant does fit yet denied we want to know why. Applicant requested a copy of assessment, and explanation of decision from assessor, this request was not addressed. The applicant also requested the contact information of the county division who is responsible for choosing applicants, this was not addressed either.

The fact that a formal grievance has been submitted to this local service provider affiliated with assessing adults yet this grievance has not yielded a response after 2 weeks. This raises serious questions about accountability and the commitment to upholding the policies surrounding Regional Long-Term Rent Assistance service delivery. We need to understand why these inconsistencies persist and why the grievances filed have not been adequately attended to or resolved.

Therefore, I implore the committee to:

* Demand an immediate and transparent investigation into the reported inconsistencies and contradictions in RLRA program in Multnomah County. Is the county prioritizing population A? Why are additional assessments not being carried out as stated is required by assessor if not prioritized? The program states they are to address the applicants housing crisis either internally or through direct referral, 211 is not a direct referral as 211 does not have Rent and housing support beside Medicaid waiver 1115 HRSN and HRSF.

* Ensure that the outstanding grievances are promptly and thoroughly addressed, with clear communication and appropriate action taken to rectify any identified issues.

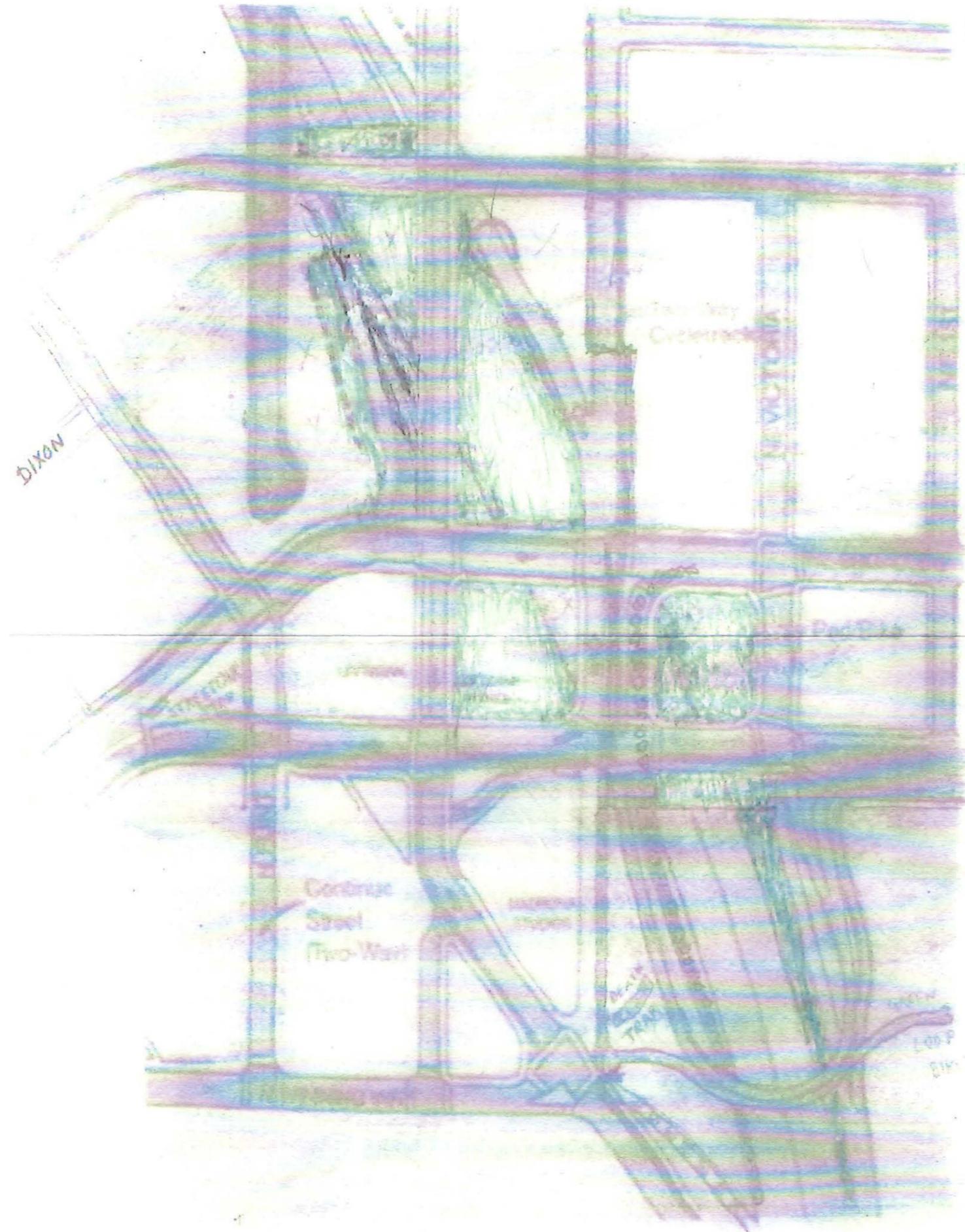
* Establish clear mechanisms for accountability to prevent future inconsistencies and ensure that grievances are handled in a timely and effective manner.

Please fill me in on next steps.

Tiffany Graven

Ventureincare@gmail.com

971-307-7829



The Walking Communities of 2040" (edited March 2024)

The original essay with this title was penned in 1997 to grace the back cover of a transit proposal submitted to Portland City Council where it received a formal review and was awarded merit. Twenty years later with significant progress achieved in light rail projects nationally, mass transit still fails to address ever growing traffic woes nor soothe environmental nightmares predicted with global warming. As today's divestment in fossil fuel movement builds momentum, I remain certain that mass transit must receive redirected investment dollars. I am just as certain that self-driving car technology is a fraudulent ruse meant to distract public attention from actual solutions that include truly modern mass transit as a fundamental travel mode with the most potential to direct development beyond car dependency and traffic havoc.

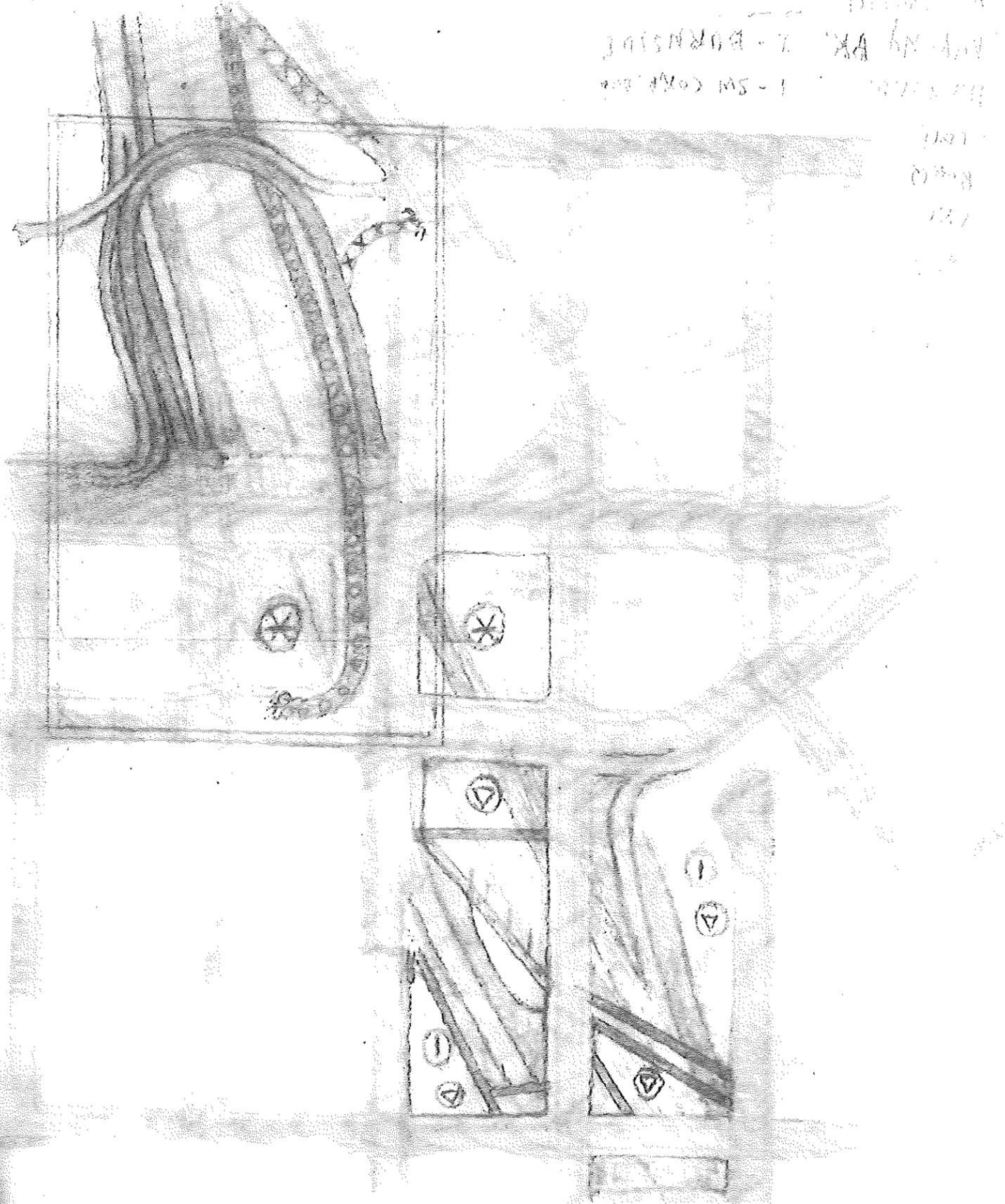
The transit proposal is based on a design concept dubbed LOTi (Loop Oriented Transit Intermodal). Sometimes I refer to it as sort of missing link. Its closest model is Denver's 16th Street Shuttle. The design application writ broadly is meant to reduce the cost and impact of light rail and transit centers; streamline both light rail and peripheral bus lines by avoiding circuitous routing; provide convenient transfers rail to bus and between bus lines with the least number of any suitable transit vehicle; and to offer much more potential for transit-oriented infill mixed-use development.

The basic flaws of self-driving cars are simple enough. Their technological hurdles are plainly unsurmountable. They will never be completely safe. They won't decrease traffic congestion, fuel/energy consumption nor emissions sufficient to prevent worst harm from catastrophic climate change. They are most unlikely to reduce travel-related cost of living. They won't take full advantage of the benefits EVs offer, and the technology is supported for all the wrong reasons; to bust transit operator and teamster unions; to give freeway planners an excuse to predict worsening traffic can be managed with reckless tailgating; to maintain most profitable but least resilient regional utility grids despite decentralized EV+PV household power systems a proven ideal.

The most telling aspect of self-driving car folly is eliminating ownership whereupon all cars are kept in central garage locations and dispatched on demand. Never mind that in a grid failure, every household with an EV in the garage gains a backup power supply. Never mind any emergency where a car is needed immediately, not one that may arrive too late. Self-driving car tech completely denies those safety features and pretends 'mass tailgating' won't produce horrific multi-car pileups. Self-driving tech in many ways puts safety dead last.

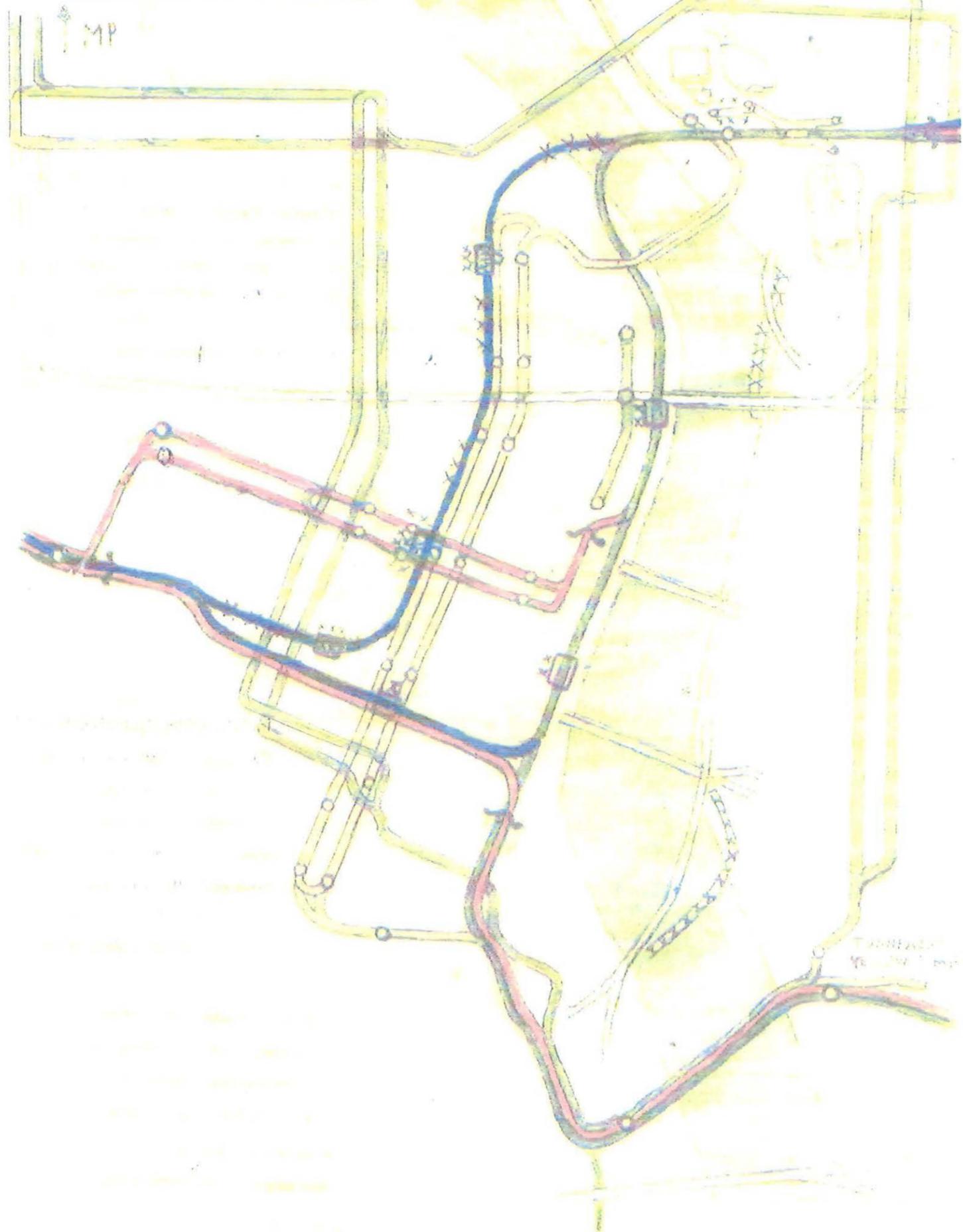
A household EV offers the means to more closely monitor and reduce energy consumption overall, both for driving and household use. Rooftop PV solar arrays are the perfect match to EV battery packs. Perhaps most important, a household EV is an incentive to drive less, whereby more trips become possible without having to drive, whereby local economies grow and alternate modes of travel - mass transit, walking and bicycling - all more energy efficient than EVs alone - may serve more travel needs in this vision of walking communities in 2040. It's last line, "Look, there's a gas station. You don't see too many them no more."

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PLANO CITY CENTER



The Walking Communities of 2040 Part II
(BEV vs PHEV vs HFCEV tech)

Indifferent reviews of the Walking Communities essay I'll accept but question whether disinterest is due solely to its flat rejection of autonomous vehicle tech. If a compromise position on AV tech were fairly heard, might the essay get a more favorable review? Here then is a compromise position: Most safety features AV tech offers (sans tailgating) are possible at Level 3 "driver assist" which could more sensibly prevent tailgating. AV tech at Level 5 "driverless" loses safety features of the driver's constant attention to roadway conditions and ability to maneuver to avoid accidents. A critically important Level 3 safety feature could prevent speeding; motorists may drive slower, but not faster than posted speed limits, nor too fast through busy intersections speeding to beat the light. A good rule of thumb for safer speeds through intersections is "Reduce speed through intersections FIVE mph less than posted speed limit."

Dismissal of the essay wasn't unexpected. My intention from the start was to write a series of follow up articles to deal with related issues separately in more detail to clarify the case for each. Part II about EV potential. Part III about public transit. Part IV about land-use development concerns plus the essay summary. Part V would open a venue for futurists to present their dazzling or dizzying visions of future beyond 2040. Fortunately for critics, Parts II, III and IV will be as unavoidably provocative as the initial Walking Communities essay.

I propose a provocative public debate to discuss this question: Which of the 3 basic EV drivetrains (BEV vs PHEV vs HFCEV) offers most benefits, applications and potential to reduce fuel/energy consumption, emissions AND insane traffic? All professed EV experts are invited to dispute my adamant contention that the correct answer is PHEV plug-in hybrid to serve 65% EV needs while BEV serves the remaining 35% in mostly lightweight vehicles and short distance trips, hydrogen fuel cell HFCEV tech less than 1% if that. The under-appreciated advantages PHEV tech offers include more ideal applications for "combustible" hydrogen which stores at lower pressures in smaller-safer tanks, meters more reliably into PHEV+H drivetrains and deliver at least twice the equivalent MPG possible with fuel cell HFCEV tech.

It's important to note how PHEV tech enables the broadest distribution of limited resources in more manageable quantities. PHEV tech would serve more household solar rooftop arrays & neighborhood mini-grids. Once depleted, PHEV packs can extend use several years as low-power household supply. Not near as simple with larger worn out BEV packs that are also more expensive to replace.

Here's a basic battery resource distribution chart:

'1' BEV freight truck pack of 500kwh (5 packs in 10 years),
'20' BEV delivery van packs of 150kwh (2 packs in 10 years),
'30' BEV Tesla 'S' sedan packs of 85kwh,
'140" PHEV Chevy Volt class packs of 18kwh,
'500" PHEV Prius class packs of 5kwh
(all sedan packs last 10 years)

PHEV tech is especially applicable to long haul freight trucks. Due to quick charge and discharge, huge 500kwh BEV freight truck packs offer around 150k-200k miles of goods transport before depletion and replacement. Divide the large (500kwh) BEV pack into 5 smaller (100kwh) PHEV packs as "light duty" deliver closer to 200k miles each before replacement. Thus, '5' PHEV truck packs could deliver 1 Million miles of goods transport vs a mere 150k miles with '1' BEV long haul semi truck pack, inexcusable waste.

The Walking Communities essay Part II questions which tech is the more productive investment: Big Battery BEV tech (alone or with) Small battery PHEV+H tech? Part II highlights benefits PHEVs offer yet to be thoroughly considered. Perhaps most important, advantages PHEV tech offers address the larger problem of impossibly excessive vehicle use. We drive too much for too many purposes. We truck and ship goods through neighborhoods across metropolis, states and between nations much too far.

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At the turn of the century, leaders finally realized it was necessary to reduce the need for automobile use. In the year 2040 we have learned to adapt to restrictions placed upon driving them. Communities allow redevelopments that create the essential mixed-uses into their neighborhoods. If, within a district, no opportunities for retail or employment are within walking distances, new zoning codes allow their creation. From the most appropriate building, whatever that might be, needed uses redeveloped; a house becomes a school, or a store, or a diner; an office becomes a clinic or a bunkhouse. Some houses are actually moved for pedestrian connections, or for open space or for farming. A cinder-block building has broken the rule of unsightliness. A demolish & salvage festival is held. We all must be there for the fun.

The most dramatic redevelopments are the asphalt districts. So few automobiles are actually driven, they are the most in need of rehabilitation and people eagerly support their reconstruction. They are used for purposes other than driving on.

Central gathering places in these walking communities of 2040 are served with electric mass transit. Rail systems are commonplace and are often built upon unused freeway segments. Neighborly transit vehicles which connect to the rail system are smaller, slower and fareless.

Some old roads still exist. Some are removed. Communities are still accessible by tired vehicles, but most people prefer to walk.

Long distance travel by air is very expensive. Regional travel by train is more common. Hospitality towards train-traveling vacationers is not to be missed.

The economic structure of life in 2040 is very local. Supporting mass transit supports a local economy. Big Box retailers have become distributors to neighborhood merchants. Neighborhood merchants have greater control over suppliers and opt to sell locally produced goods. The global economy went local, globally.

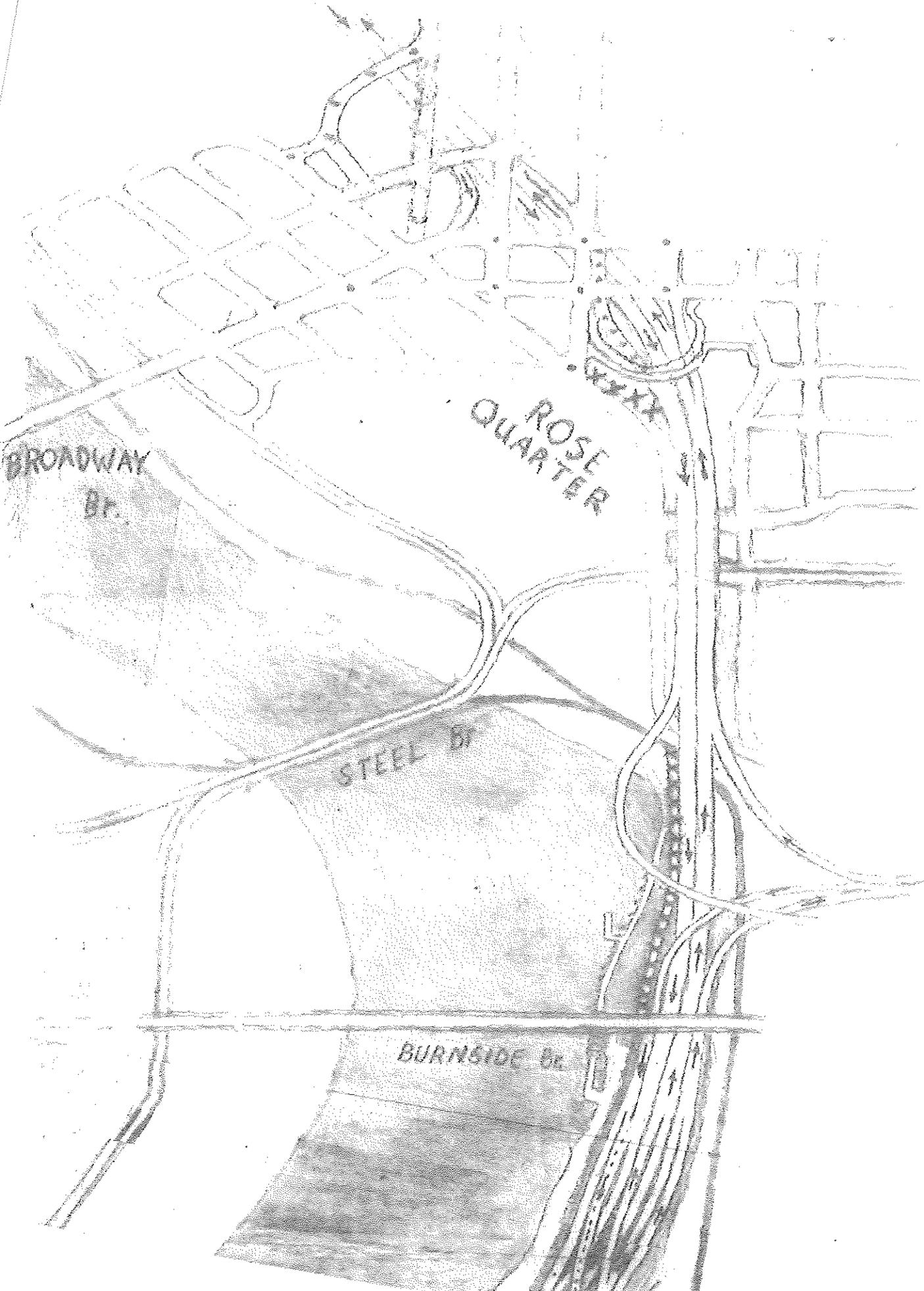
While traveling on the transit system, old folk enjoy repeating a colloquial saying, "Look, there's a gas station. You don't see too many of them anymore."

BROADWAY
Br.

ROSE
QUARTER

STEEL Br.

BURNSIDE Br.



MORRISON BR

HAWTHORN BR

WILLAMETTE

OMSI

