

Notice of Measure Election**SEL 803**rev 03/18 ORS 250.035,
250.041, 255.145, 255.345**District**

26-218

Notice

Date of Notice	Name of District	Name of County or Counties	Date of Election
September 2, 2020	Metro	Multnomah, Clackamas, Washington	November 3, 2020

Final Ballot Title The following is the final ballot title of the measure to be submitted to the district's voters. The ballot title notice has been published and the ballot title challenge process has been completed.

Caption 10 words which reasonably identifies the subject of the measure.

(See attached)

Question 20 words which plainly phrases the chief purpose of the measure.

(See attached)

Summary 175 words which concisely and impartially summarizes the measure and its major effect.

(See attached)

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DIRECTOR OFFICE

Explanatory Statement 500 words that impartially explains the measure and its effect.

If the county is producing a voters' pamphlet an explanatory statement must be drafted and attached to this form for:

- any measure referred by the district elections authority; or
- any initiative or referendum, if required by local ordinance.

Explanatory Statement Attached? Yes No

Authorized District Official Not required to be notarized.

Name	Title
Carrie MacLaren	Metro Attorney

Mailing Address	Contact Phone
600 NE Grand Avenue, Portland OR 97232	971-533-6198

By signing this document:

- I hereby state that I am authorized by the district elections authority to submit this Notice of Measure Election; and
- I certify that notice of receipt of ballot title has been published and the ballot title challenge process for this measure completed.

September 2, 2020

Signature

Date Signed

BALLOT TITLE

Caption: Funds traffic, safety, transit improvements, programs through tax on employers.
(10 words or less)

Question: Should Metro fund roads, transit, safety improvements, bridge repair, transportation programs by establishing tax on certain employers (0.75% of payroll)?
(20 words or less)

Summary: Funds traffic, safety, and transit improvements and transportation programs along roadway and transit corridors in Clackamas, Multnomah, Washington counties within district boundary. Revenue to supplement other transportation funding.
(175 words or less)

Improvements and programs funded by tax on certain employers; tax rate not to exceed 0.75% of payroll. Tax exempts employers with 25 or fewer employees, state and local governments. Metro may set tax rate lower than 0.75% of wages and increase not more than once per fiscal year up to 0.75%. Tax effective beginning 2022.

Identifies 17 corridors for transportation improvements with approximately 150 projects that prioritize traffic safety, transit efficiency, mobility, and reliability for all modes on roads and transit corridors. Metro to develop agreements with partner agencies responsible for delivery of projects. Improvements include:

- rapid bus network
- light-rail transit line
- bridge repair, replacement
- sidewalks, pedestrian crossings
- signal upgrades

Identifies 10 programs that prioritize safety, access to transit, racial equity, and community stability. Requirements for public engagement, accountability, and fiscal transparency in implementation.

Establishes independent oversight committee to evaluate progress and implementation. Requires independent financial audits.

Explanatory Statement

Since January 2019, Metro has worked with local leaders and community members throughout the Metro Area on a plan to make the region's transportation system safer, more reliable, more accessible and more affordable for everyone. The Get Moving 2020 measure includes comprehensive investments to make travel safer and more reliable for everyone in 17 of the region's busiest travel corridors, as well as additional investment programs to improve transit, safety and transportation options and deepen community stability throughout the region. Measure goals include racial equity, economic prosperity, saving lives, and improved air quality.

This measure authorizes Metro, beginning 2022, to impose a business tax of up to 0.75% of payroll on employers who employ individuals who perform services in the Metro Area. Employers with 25 or fewer total employees, and state and local governments, are exempt from paying the tax. Metro may set the initial tax rate lower than 0.75% of payroll and may increase the rate up to 0.75% of payroll not more than once per fiscal year.

The Metro Council and the Transportation Funding Task Force, composed of more than 30 community, business, and elected leaders, identified approximately 150 transportation projects on 17 regional corridors located in Clackamas, Multnomah, and Washington counties within district boundary for investment. Metro will prioritize traffic safety, transit efficiency, and reliability for all modes on the network of roads and transit routes that connect greater Portland. Measure revenue will fund a rapid bus network, a light-rail transit line between downtown Portland and Washington County, bridge repair and replacement, sidewalk completion and pedestrian crossings, traffic safety road improvements, traffic operation improvements, off-street facilities for walking and biking, and a network of signal and street light upgrades.

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

The Council and Task Force identified 10 programs for investment. The Metro Council will determine the amount of investment in each program once the programs are developed and the amount of revenue is known. Metro will prioritize safety, access to transit, racial equity, and community stability when developing the programs. Measure revenue will fund programs that support safety of children walking and biking to school, safety on roads and streets with high crash rates, accessibility to and support for local main streets, strategies to address potential displacement along transportation corridors, retention of affordable housing along transportation corridors, safe walking and biking connections, transition of transit bus fleets from diesel to electric and low-carbon fuels, youth access to transit passes, reliability and convenience of bus transit, and future planning for corridors.

Metro will appoint an independent oversight committee to review implementation of the measure and to submit an annual report with information on fund expenditure and measure outcomes. Metro will establish additional committees as needed and will retain an independent accounting firm to conduct an annual financial audit.

On Behalf of:

Metro Council President Lynn Peterson

Councilor Shirley Craddick

Councilor Christine Lewis

Councilor Craig Dirksen

Councilor Juan Carlos Gonzales

Councilor Sam Chase

Councilor Bob Stacey

Submitted by:

Carrie MacLaren, Metro Attorney