Tigard Business Meeting
AGENDA

TIGARD CITY COUNCIL

MEETING DATE AND TIME:	FEBRUARY 11, 2025 - 5:00 p.m. Goal Setting, 6:45 p.m. Business Meeting **Revised 2/6/25 Added Item 8 - Discussion Regarding Proposed Legislation**
MEETING LOCATION:	Hybrid - City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223 - See PUBLIC NOTICE below

PUBLIC NOTICE: In accordance with Oregon House Bill 2560, this will be a hybrid meeting where some Council, staff or public will participate in person and some will participate remotely.

How to comment:

- Written public comment may be submitted electronically at www.tigard-or.gov/Comments by noon the day before the meeting date.
- If attending the meeting in person, please fill out the public comment sign-in sheet at the front of the room and come to the microphone when your name is called.
- If you prefer to call in, please call 503-966-4101 when instructed to be placed in the queue. We ask that you plan on limiting your testimony to two minutes.
- You may comment by video through the Teams app. Go to this link to learn how to participate by video: February 11, 2025 Council Meeting (https://www.tigard-or.gov/Home/Components/Calendar/Event/8077/372).

Upon request, the City will endeavor to arrange for the following services:
- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by contacting: City Recorder Carol Krager at 503-718-2419 (voice) / carolk@tigard-or.gov, or Deputy City Recorder Jesse Raymundo at 503-718-2417 (voice) / jesse.raymundo@tigard-or.gov, or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

VIEW LIVESTREAM ONLINE: https://www.tigard-or.gov/boxcast

CABLE VIEWERS: The City Council meeting will be shown live on Channel 21 (1st Tuesdays) and Channel 28 (2nd & 4th Tuesdays) at 6:30 p.m. The meeting will be rebroadcast at the following times on Channel 28:

Thursday 6:00 p.m. Friday 10:00 p.m. Saturday 7:30 p.m. Sunday 11:30 a.m. Monday 6:00 a.m.

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MEETING DATE AND TIME: FEBRUARY 11, 2025 - 5:00 p.m. Goal Setting, 6:45 p.m. Business Meeting
Revised 2/6/25 Added Item 8 - Discussion Regarding Proposed Legislation

MEETING LOCATION: Hybrid - City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

1. GOAL SETTING **5:00 to 6:45 p.m. estimated time**

   A. Call to Order

   B. Roll Call

2. BUSINESS MEETING **6:45 p.m.** estimated time

   A. Pledge of Allegiance

   B. Call to Council and Staff for Non-Agenda Items

3. PUBLIC COMMENT

   A. Public Comment – Written

   B. Public Comment – In Person

   C. Public Comment – Phone-In

   D. Public Comment – Video

4. PROCLAMATIONS AND RECOGNITION **6:55 p.m. estimated time**

A. BLACK HISTORY MONTH - FEBRUARY 2025

B. POLICE DEPARTMENT UNIT AND LIFESAVING AWARDS

5. BOARD, COMMITTEE, AND COMMISSION APPOINTMENTS **7:15 p.m. estimated time**

6. BRIEFING ON SAFE STREETS FOR ALL(SS4A) ACTION PLAN **7:30 p.m. estimated time**

7. CITY MANAGER REPORT **8:00 p.m. estimated time**

8. DISCUSSION REGARDING PROPOSED LEGISLATION **8;05 p.m. estimated time**

9. NON-AGENDA ITEMS

10. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

11. ADJOURNMENT **8:25 p.m. estimated time**

AIS-5746 **4. A.**

Business Meeting

Meeting Date: 02/11/2025

Length (in minutes): 10 Minutes

Agenda Title: Black History Month Proclamation

Authored By: Alexandra Richardson

Presented By: Senior Court Clerk Nguyen on behalf of the Equity Advisory Committee

Item Type: Proclamation

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

Black History Month is celebrated in February and the city's Equity Advisory Committee requested that Mayor Lueb proclaim February 2025 as Black History Month in Tigard.

ACTION REQUESTED

The Equity Advisory Committee (EAC) recommends the proclamation.

BACKGROUND INFORMATION

Black History Month in Tigard was last proclaimed on February 6, 2024. The 2025 theme is "African Americans and Labor" which recognizes the many ways Black people's labor has been central to their experience.

The City of Tigard, in partnership with Black-owned business The Practice Facility and the Equity Advisory Committee, invite the community to celebrate Black History Month at an event dedicated to honoring the local Black community. The event is called Building the Future Together: a Black History Month Celebration Market and Party. It will be held from 3-6 p.m. on February 23rd at The Practice Facility, 14655 SW 72nd Avenue in Tigard. Live music and performances, food, activities for all ages and shopping opportunities will be provided.

ALTERNATIVES & RECOMMENDATION

Mayor Lueb could choose not to move forward with the proclamation.

ADDITIONAL RESOURCES

N/A

Attachments

Proclamation

Proclamation

City *of* Tigard

BLACK HISTORY MONTH 2025

WHEREAS, the City of Tigard City Council takes pride in recognizing February 2025 as Black History Month, honoring the many notable contributions that people of African descent have made to our country; and

WHEREAS, we celebrate the diversity of Black people in Tigard, the State of Oregon, our nation and the Black diaspora, whether they self-identify as African, African American, Afro-Latino, Afro-Caribbean, Black, or in another way; and

WHEREAS, we recognize this year's Black History Month theme of "African Americans and Labor" which recognizes the many ways Black people's labor has been central to their experience, including:

- **Agricultural labor**: The labor of enslaved Africans was a foundation of the country's economy
- **Black Wall Street**: A demonstration of Black people's business and collaboration skills
- **Self-help strategies**: Entrepreneurship and self-help strategies have helped Black communities achieve economic autonomy
- **Organized labor**: Collective action by Black workers has helped advance social and political rights

WHEREAS, we uplift and appreciate these achievements and countless other ways Black Americans contribute to their communities and families, all industries and sectors, and numerous forms of labor both paid and unpaid despite the anti-Black racism, discrimination, and colorism that still proliferates our country; and

WHEREAS, today, we celebrate and affirm those who have sacrificed, yet also accomplished much, in the struggle for justice and equality; and

WHEREAS, the City of Tigard will celebrate the labor, craftsmanship, and artistry of local Black residents at a community celebration and market called entitled "Building the Future Together: A Black History Month Celebration Market & Party" on Sunday, February 23 from 3-6pm at The Practice Facility.

NOW, THEREFORE, BE IT RESOLVED, I Mayor Heidi Lueb of the City of Tigard, Oregon, do hereby proclaim February 1st – February 28th, 2025, as Black History Month and call upon the people of Tigard to observe this month with activities and reflections, including by learning about the role of Black people's work in shaping American history, and to continue our efforts to create a world that is more just, equitable and prosperous for all.

Dated this 11th day of February 2025

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Tigard to be affixed.

_____

Heidi Lueb, Mayor
City of Tigard

Attest:

_____

Carol A. Krager, City Recorder

AIS-5744 **5.**

Business Meeting

Meeting Date: 02/11/2025

Length (in minutes): 10 Minutes

Agenda Title: Board, Committee, and Commission Appointments

Authored By: Nicole Hendrix

Presented By: Nicole Hendrix, Assistant to the City Manager

Item Type: Resolution

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

The City of Tigard's Budget Committee, Committee for Community Engagement, Library Board, Town Center Advisory Commission, and Tigard Youth Advisory Council have open member positions. Board members are key to informing the development of Tigard's programs and policies. These volunteers dedicate time and expertise to serve as an important link to community needs and represent community values.

ACTION REQUESTED

City Council is asked to consider passing resolutions to appoint voting members to City of Tigard Budget Committee, Committee for Community Engagement, Library Board, Town Center Advisory Commission, and Tigard Youth Advisory Council; these appointments are recommended by the Mayor.

BACKGROUND INFORMATION

Applications to serve on a City board are open year-round for anyone to apply. A large recruitment effort was completed in the summer and subsequent, smaller rounds of recruitment work to fill the remaining openings. The deadline for application submittal for this recruitment was January 5 and interviews were held on January 25.

ALTERNATIVES & RECOMMENDATION

The Mayor recommends approving the attached resolutions to appoint board and committee members. The Council may decide not to approve some or all of the recommendations.

ADDITIONAL RESOURCES

N/A

Attachments

Presentation Board and Committee Appointments

Resolution Budget Committee

Resolution Committee for Community Engagement

Resolution Library Board
Resolution Town Center Advisory Commission
Resolution Youth Advisory Council



City of Tigard
Board, Committee, & Commission Appointments

February 11, 2025

CITY OF Tigard

The 5 E's – Tigard's Community Promise: Equity • Environment • Economy • Engagement • Excellence

Budget Committee

Name	Position	Term
William Lewis	Voting	2 year

Committee for Community Engagement

Name	Term
Marinda Bottesi	2 year
Christina Putterman	4 year
Stephanie Godfrey	4 year

Library Board

Name	Position	Term
Jessica Lin	Alternate	4 year

Town Center Advisory Commission

Name	Position	Term
Michelle Powers	Voting	2 year
Dan Hayes	Alternate	2 year

Youth Advisory Council

Name	Term
Chelsy Vicente Xiloj	1 year



Congratulations
Board & Committee Members!
Thank you for serving our community

CITY OF Tigard

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 25-

A RESOLUTION APPOINTING WILLIAM LEWIS AS A VOTING MEMBER TO THE BUDGET COMMITTEE.

WHEREAS, Tigard City Council established the Budget Committee to deliberate on the proposed budget submitted by the City Manager and send an approved budget to City Council for adoption; and

WHEREAS, ORS 294.412(2) states that the Budget Committee should consist of the members of the governing body and a number, equal to the number of members of the governing body, of electors of the municipal corporation appointed by the governing body, and;

WHEREAS, Mayor Lueb recommends appointing William Lewis to the city's Budget Committee.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: William Lewis is appointed to Budget Committee as a voting member for a 2-year voting term, effective immediately through December 31, 2026.

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This 11th day of February 2025.

_____
Mayor - City of Tigard

ATTEST:

_____
City Recorder - City of Tigard

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 25-

A RESOLUTION APPOINTING MARINDA BOTTESI, CHRISTINA PUTTERMAN, AND STEPHANIE GODFREY AS MEMBERS OF THE COMMITTEE FOR COMMUNITY ENGAGEMENT.

WHEREAS, Tigard City Council established the Committee for Community Engagement to inspire active two-way community engagement, broad participation of diverse community members and encourage shared responsibility and ownership to use knowledge, skills and experience to improve the community and advance the city's strategic vision; and

WHEREAS, Mayor Lueb recommends appointing Marinda Bottesi, Christina Putterman, and Stephanie Godfrey to the Committee for Community Engagement.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: Marinda Bottesi is appointed to Committee for Community Engagement as a member for a 2-year term, effective immediately through December 31, 2026.

SECTION 2: Christina Putterman is appointed to Committee for Community Engagement as a member for a 4-year term, effective immediately through December 31, 2028.

SECTION 3: Stephanie Godfrey is appointed to Committee for Community Engagement as a member for a 4-year term, effective immediately through December 31, 2028.

SECTION 4: This resolution is effective immediately upon passage.

PASSED: This 11th day of February 2025.

_____
Mayor - City of Tigard

ATTEST:

_____
City Recorder - City of Tigard

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 25-

A RESOLUTION APPOINTING JESSICA LIN AS AN ALTERNATE MEMBER OF THE LIBRARY BOARD.

WHEREAS, Tigard City Council established the Library Board to communicate with the City Manager and Council about Tigard Public Library's policies, budget, facilities, and other needs of the community to provide quality library service; and

WHEREAS, Mayor Lueb recommends appointing Jessica Lin to the city's Library Board.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: Jessica Lin is appointed to Library Board as an alternate member for a 4-year term, effective immediately through December 31, 2028.

SECTION 3: This resolution is effective immediately upon passage.

PASSED: This 11th day of February 2025.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 25-

A RESOLUTION APPOINTING MICHELLE POWERS AS A VOTING MEMBER AND DAN HAYES AS AN ALTERNATE MEMBER TO THE TOWN CENTER ADVISORY COMMISSION.

WHEREAS, Tigard City Council established the Town Center Advisory Commission to make recommendations to the Town Center Development Agency and the City Council on Tax Increment Financing (TIF) policy, budget, and implementation to improve Tigard's TIF districts; and

WHEREAS, the Mayor recommends that Council appoint Michelle Powers as voting and Dan Hayes as an alternate member to Town Center Advisory Commission.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: Michelle Powers is appointed to Town Center Advisory Commission as a voting member for a 2-year term, effective immediately through December 31, 2026.

SECTION 2: Dan Hayes is appointed to Town Center Advisory Commission as an alternate member for a 2-year term, effective immediately through December 31, 2026.

SECTION 4: This resolution is effective immediately upon passage.

PASSED: This 11th day of February 2025.

_____
Mayor - City of Tigard

ATTEST:

_____
City Recorder - City of Tigard

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 25-

A RESOLUTION RE-APPOINTING CHELSY VICENTE XILOJ TO THE TIGARD YOUTH ADVISORY COUNCIL.

WHEREAS, Tigard City Council established the Tigard Youth Advisory Council in 2003 as a, "student volunteer group whose mission is to empower, improve, and connect the lives of Tigard youth"; and

WHEREAS, the Tigard Youth Advisory Council acts as an advisory board to the Tigard City Council to create civic engagement opportunities for local youth; and

WHEREAS, Mayor Lueb recommends the following individuals to city's Youth Advisory Council.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: Chelsy Vicente Xiloj is re-appointed to Tigard Youth Advisory Council as a member for a 1-year term, effective immediately through December 31, 2025.

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This 11th day of February 2025.

_____
Mayor - City of Tigard

ATTEST:

_____
City Recorder - City of Tigard

AIS-5693 **6.**

Business Meeting

Meeting Date: 02/11/2025

Length (in minutes): 30 Minutes

Agenda Title: Briefing on Safe Streets for All (SS4A) Action Plan

Authored By: Courtney Furman

Presented By: Principal Engineer Courtney Furman & Principal Transportation Planner Tiffany Gehrke

Item Type: Update, Discussion, Direct Staff

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

In 2022, the City received a Safe Streets for All (SS4A) planning grant from the USDOT. This briefing provides an update on the related Action Plan, a requirement of this grant, which is now underway. This corresponds to CIP 95079.

ACTION REQUESTED

This is an update of the Safe Streets for All (SS4A) Action Plan project. The project is split into 4 phases: (1) Envision, (2) Understand, (3) Resolve, and (4) Commit. The previous update to Council for the Envision Phase was in September 2024. This update is for the Understand Phase. No action is needed by Council.

BACKGROUND INFORMATION

Dates of Previous and Potential Future Considerations

In 2022, in coordination with Metro, Washington County, and the cities within East Multnomah County, the City of Tigard was successfully awarded $240,000 in federal Safe Streets and Roads for All (SS4A) funding as a sub-recipient to Metro to develop a local comprehensive transportation safety action plan. A leadership commitment to eliminate traffic deaths and serious injuries is a required component of the grant to support development of a new comprehensive transportation safety action plan for the City of Tigard. In August 2023, Tigard City Council made a commitment by resolution to eliminate traffic deaths and serious injuries on Tigard's streets and roads using a Safe Systems approach to prioritize transportation safety.

The Safe Streets for All (SS4A) Action Plan project (CIP 95079) commenced work with consultant support in May 2024. City Council approved the consultant contract in February 2024.

Public Involvement

The project will include a robust public engagement process with the following goals in mind:

- Educate the community about the Safe Systems Approach and what the city is trying to accomplish.
- Support personal connection and buy-in for Tigard’s vision of equitable, safe transportation.

- Honor lived experience alongside data in understanding safety concerns and priorities.
- Help the community understand that different agencies own different streets, and so solutions may move forward in different ways on different parts of the network.
- Build understanding of how the city works and interest in being involved in other civic efforts.
- Provide avenues for addressing concerns on partner-owned streets.

Impacts (Community, Budget, Policies and Plans/Strategic Connection)
Tigard's SS4A Action Plan will support the city's adopted Strategic Plan priorities related to walkability and equity, the city's Complete Streets policy, and the recently adopted 2040 Transportation System Plan (2040 TSP). Further, this project will support two of the adopted 2023 – 2025 Tigard City Council Goals. A formalized commitment developed through the SS4A planning process will directly support the Council's goal to "Enhance Community Safety & Accessibility." The project will also indirectly support the Council's goal to "Address Climate Change" by creating safer conditions for carbon-responsible mobility options.

ALTERNATIVES & RECOMMENDATION

N/A

ADDITIONAL RESOURCES

N/A

Attachments

Presentation

Action Plan Components

FHWA Brochure

How Healthy is your Road System?

Tigard Safe Streets Action Plan

City Council Meeting
February 11, 2025

Agenda

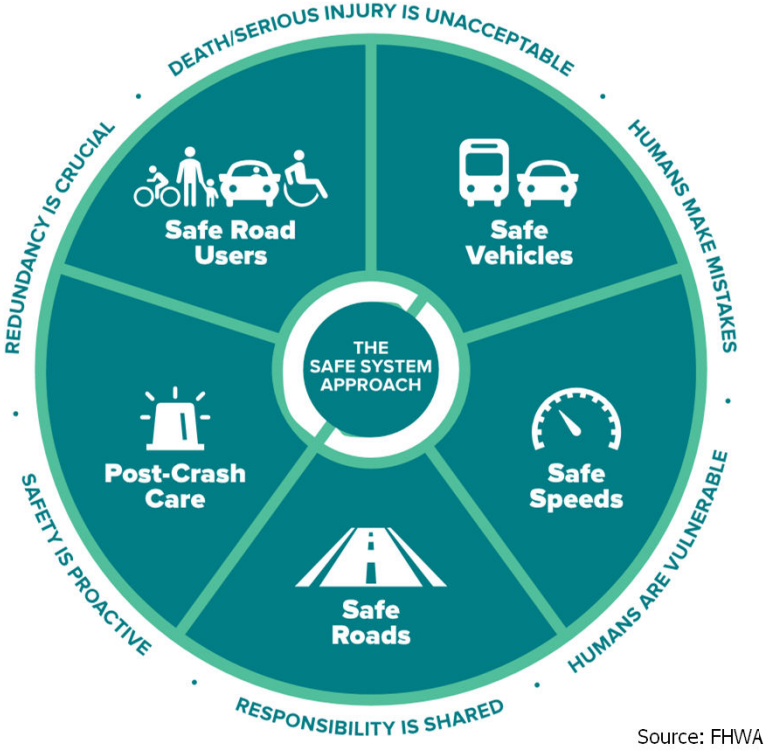
1. Safe Streets Action Plan Overview
2. Safety Findings:
   - High Injury Network
   - High Risk Network
   - Speeding Concern Corridors
   - Equity Assessment
3. Prioritizing Sites for Safety Projects
4. Public Engagement Update

Project Overview

- Safe Streets and Roads for All (SS4A) funds competitive funding for planning and capital infrastructure grants
- Tigard was awarded $240,000 to develop a SS4A-eligible comprehensive transportation safety action plan, in partnership with other jurisdictions
- This plan builds on existing Tigard plans and polices:
  - Strategic Priority
  - Council goals
  - 2040 Transportation System Plan
  - Implementation activities from the Complete Streets policy

What is the Safe Systems Approach?

- The Safe System approach aims to eliminate fatal and serious injuries for all road users.
- Refocus transportation system design and operations to anticipate human mistakes and lessen impact forces to reduce crash severity and save lives.



Source: FHWA

Project Phases

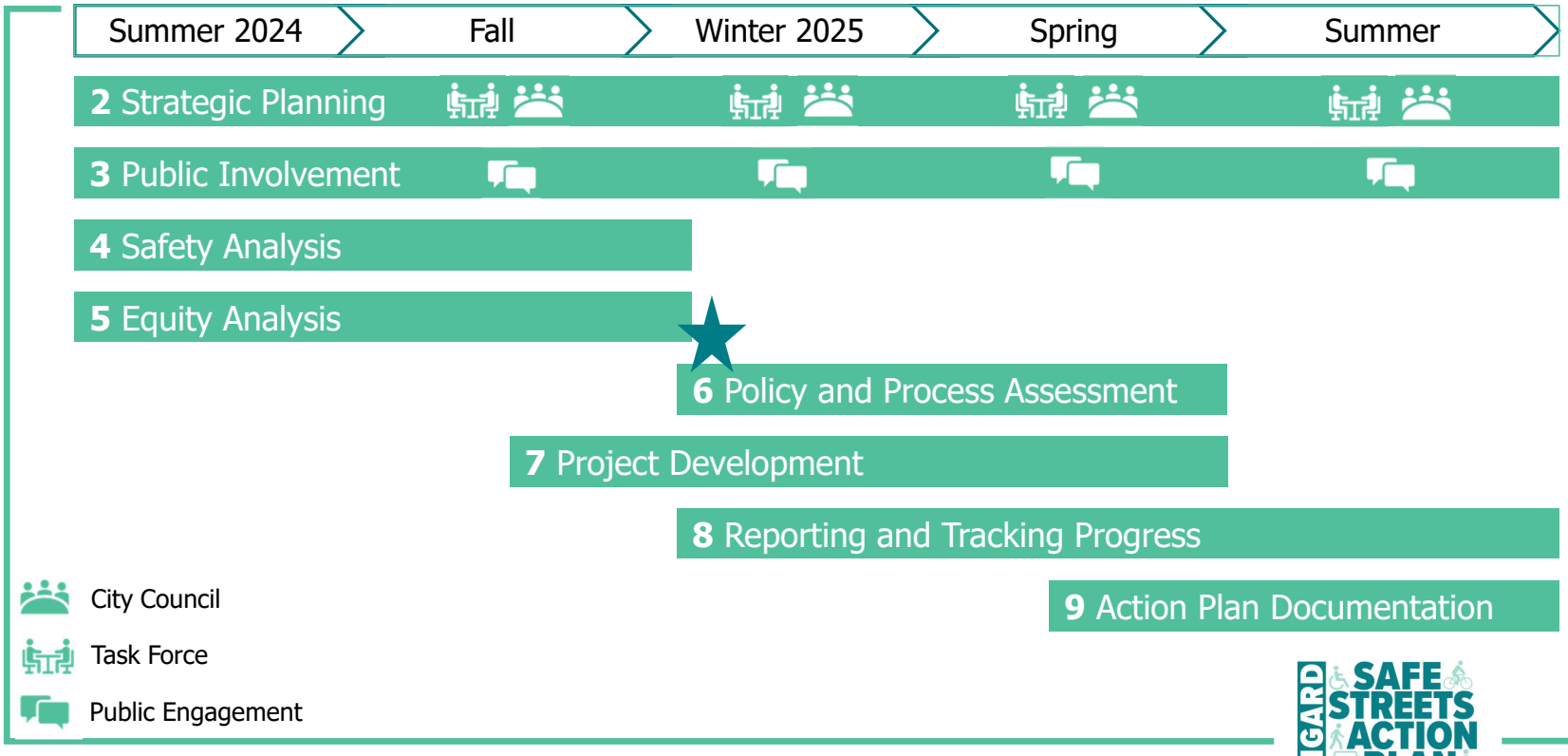
1: ENVISION

3: RESOLVE

2: UNDERSTAND

4: COMMIT

Project Overview Scope & Schedule

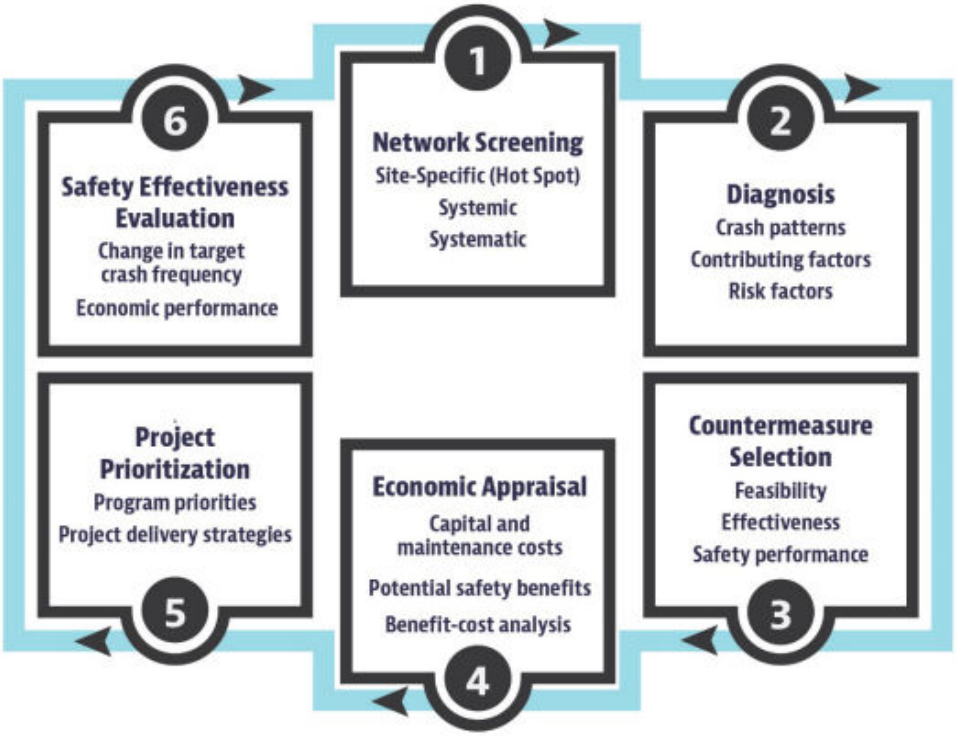


Project Scope & Schedule: Understand



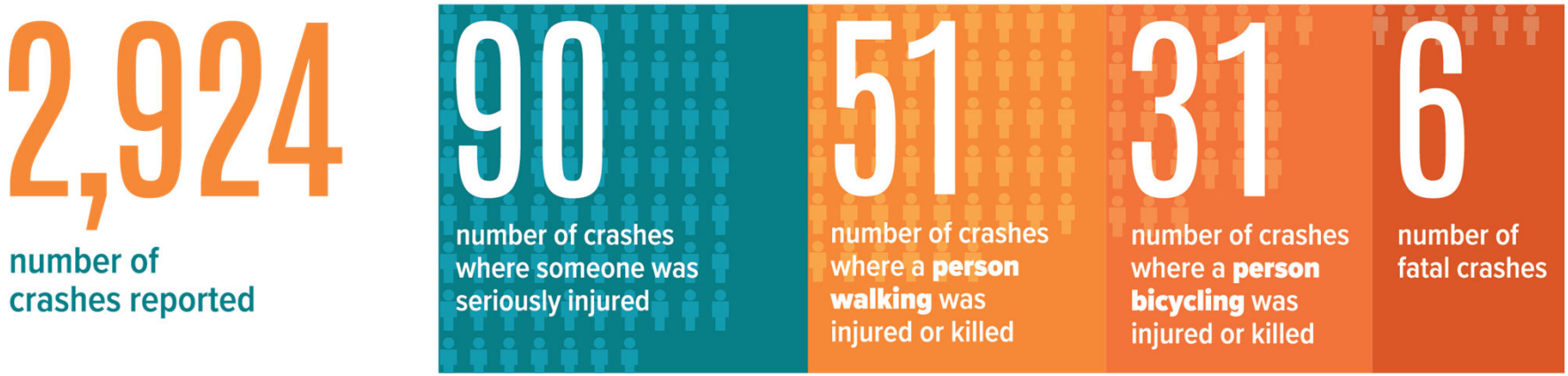
Safety Management Cycle

- An effective safety management program includes a combination of both reactive and proactive safety projects



Source: FHWA Systemic Safety User Guide, 2024

Tigard Traffic Crashes
2018 - 2022



Note: Based on reported crash data available through the state. In Oregon, crashes are required to be reported if the damage to a motor vehicle is at least $2,500 or if there are injuries. The data is not available until 12-18 months after the end of the year reported. For example, 2022 crash data was made available in spring of 2024.

Most common behaviors that led to serious or fatal crashes in Tigard



33%

Not allowing other street users to go when it's their turn



14%

Reckless driving



11%

Not obeying stop signs or traffic signals



7%

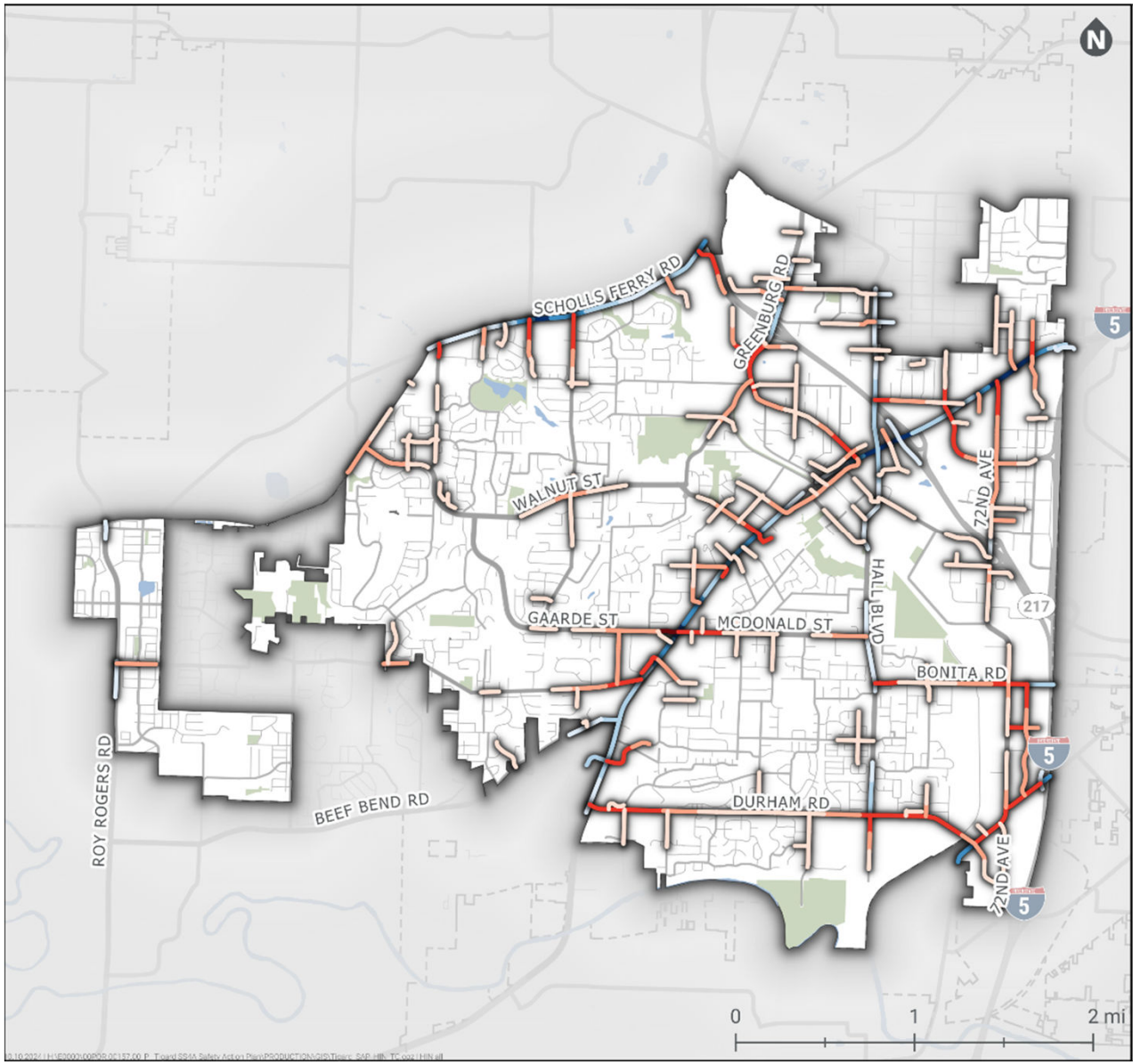
Driving while under the influence, too tired, or unwell

High Injury Network

- Analyzes crash data from 2018-2022
- Higher scores indicate more severe crashes as well as more frequent ones

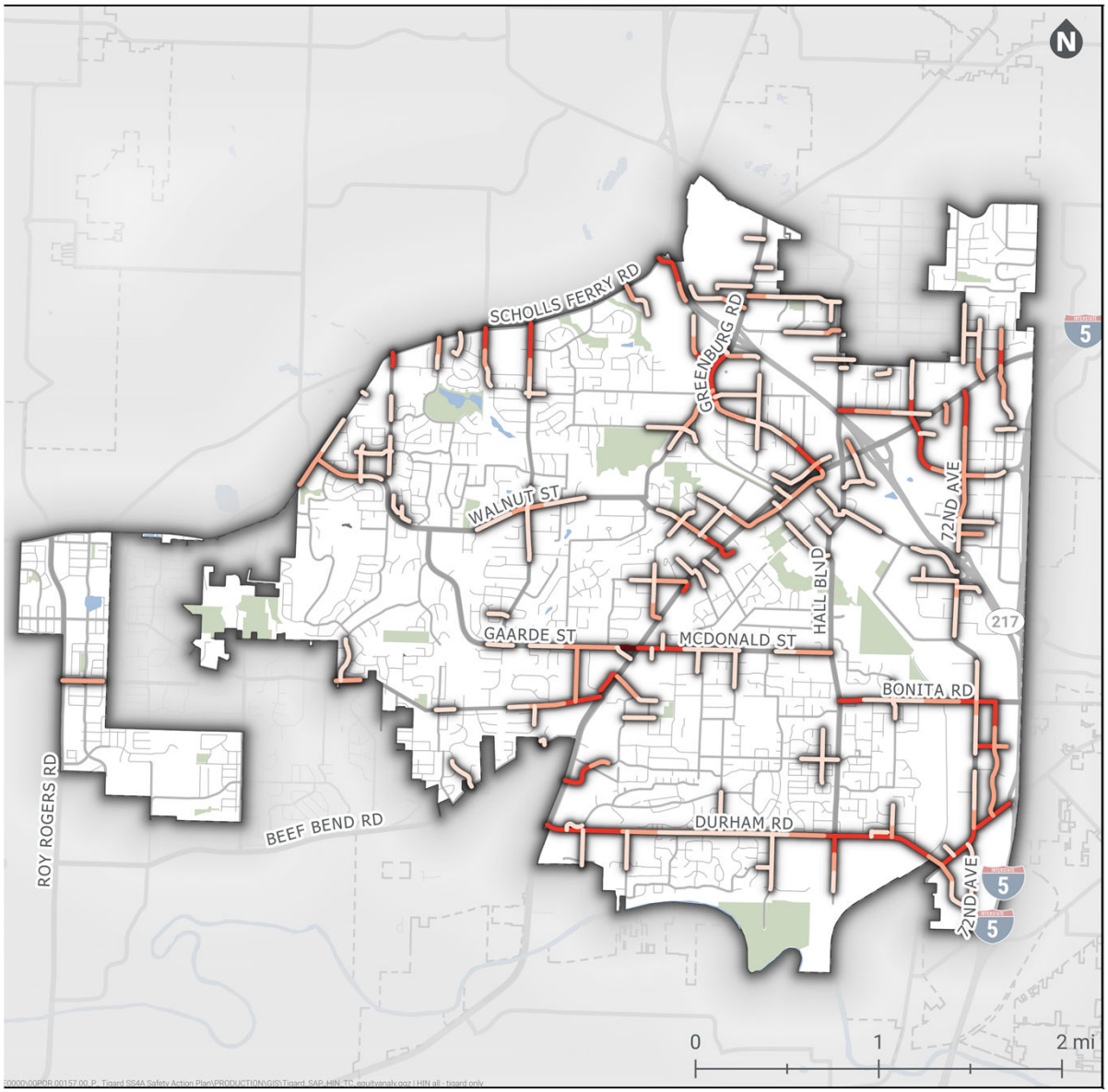
Tigard-owned streets

Partner-owned streets



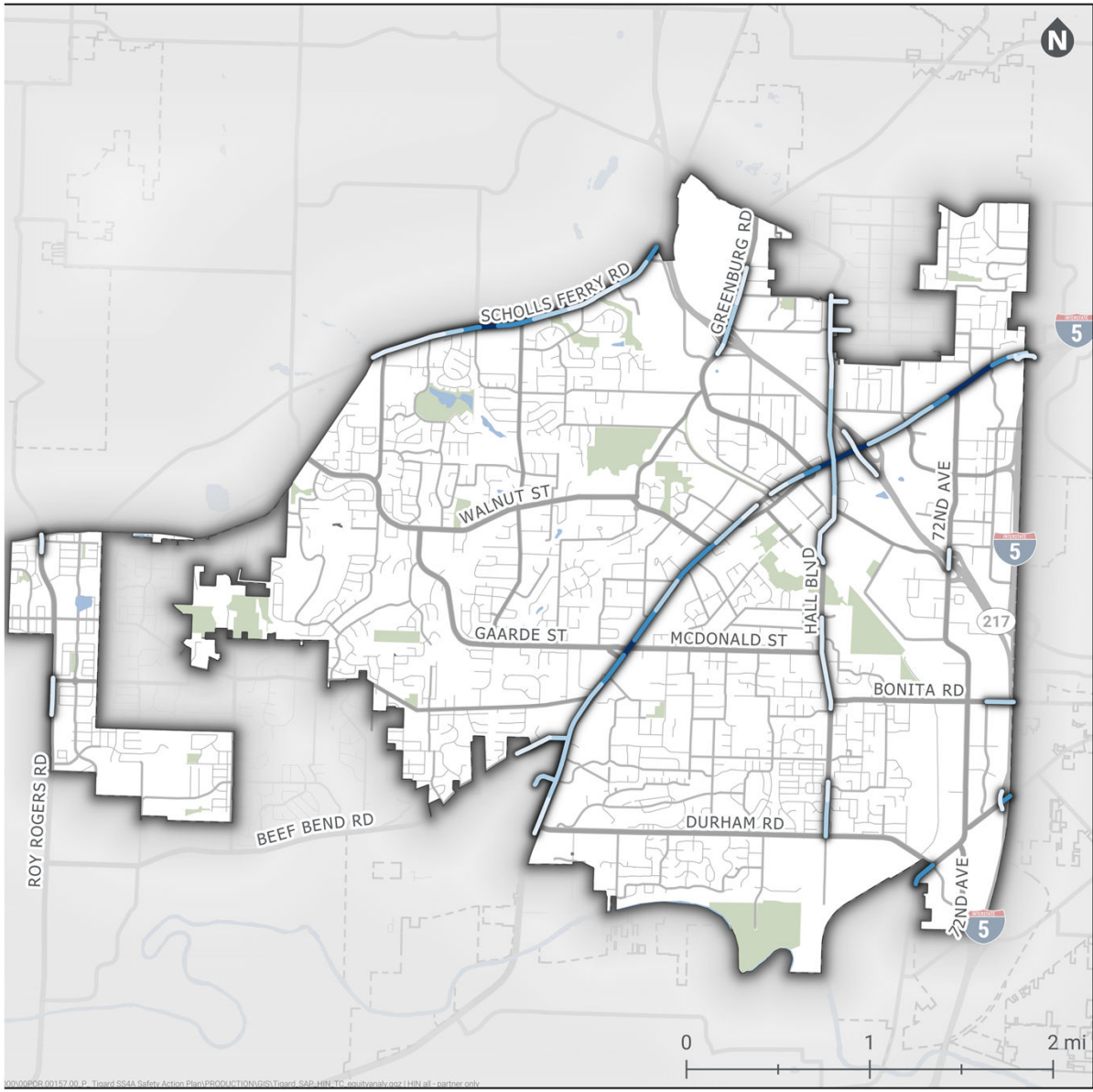
High Injury Network

Tigard-owned streets



High Injury Network

Partner-owned streets



What is the high risk network?

- Identifies roadway characteristics that correlate with crash frequency and severity
  - These characteristics weigh the potential risk of a crash
- Assists in prioritizing locations for proactive safety improvements

High Injury Network = History of crashes

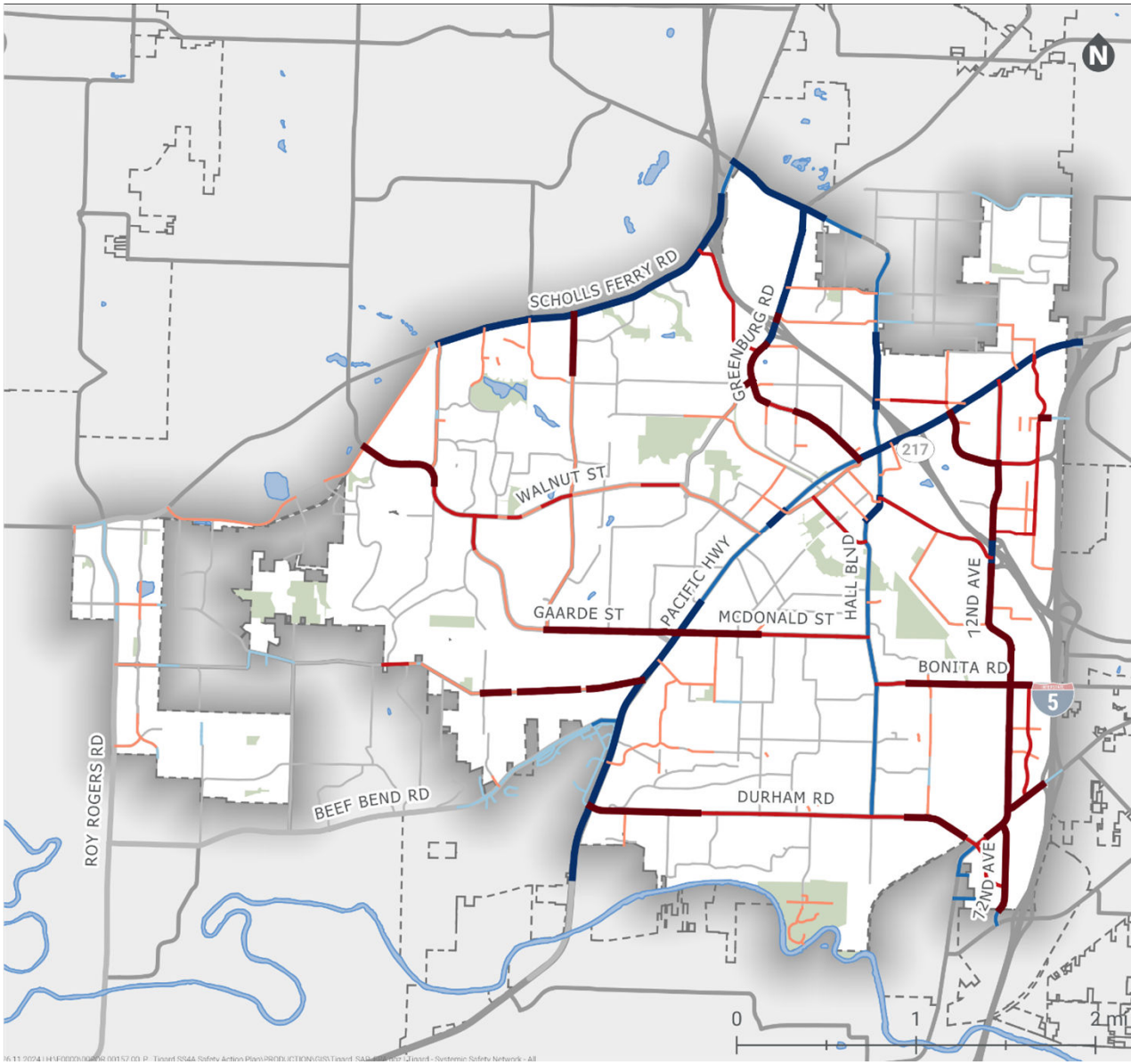
High Risk Network = Potential crashes


SYSTEMIC
APPROACH
PREVENTATIVE MEDICINE
FOR ROADS

High Risk Network

Tigard-owned streets

Partner-owned streets



Factors linked to crash frequency and severity in Tigard

These common factors aren't necessarily causing crashes, but they can help us predict where crashes may be more likely or more serious.



Wider streets designed with more lanes of traffic



Posted speeds over 25 miles per hour



More cars per day using the street



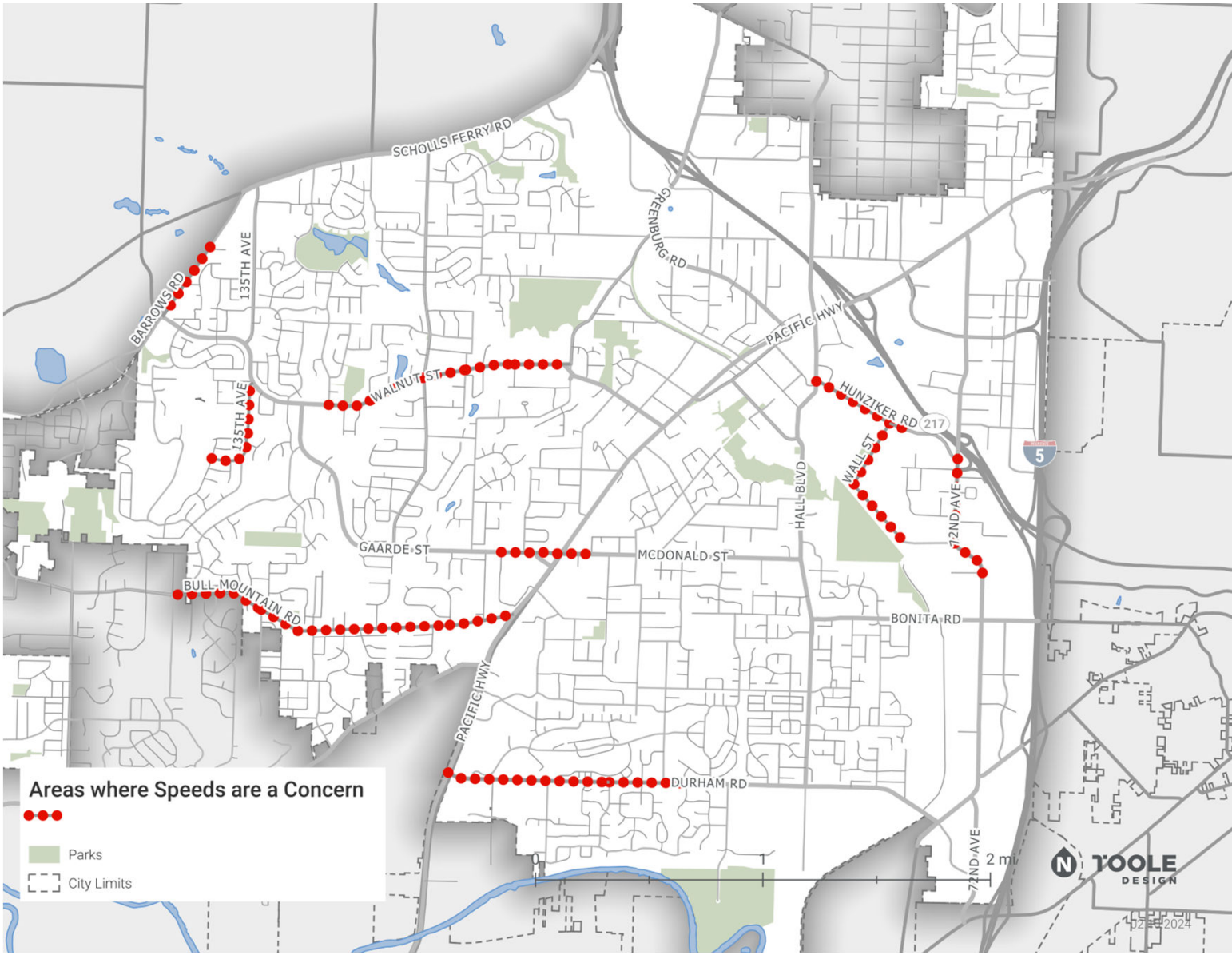
Neighborhoods where a greater percentage of people are socially vulnerable or lack access to a personal vehicle

The Effect of Speed on Traffic Fatalities

SPEED	20 MPH	30 MPH	40 MPH
CONE OF VISION			
STOPPING DISTANCE	115 FT	200 FT	305 FT
PEDESTRIAN FATALITY RATE	10%	40%	80%

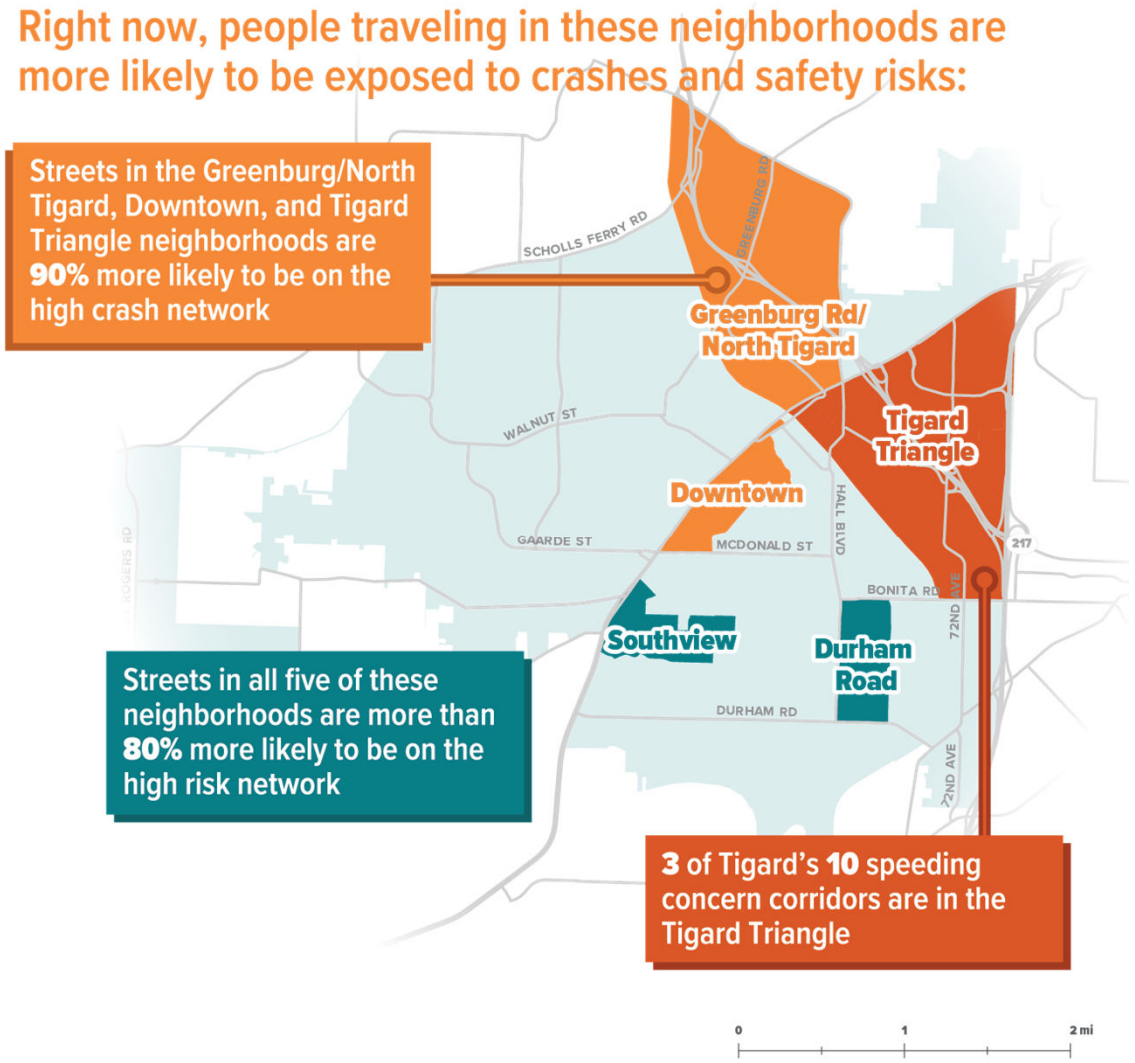
Speeding Concern Corridors

- Analysis based on speed studies for city streets (not partner owned)
- Speeding concern corridors are places where people are driving well over the posted speed limit or where observed speeds are higher than desired regardless of the posted speed limit.



Safe Streets and Equity

- Plan has strong focus on making streets safe for people who aren't traveling in the protection of a vehicle.
- Five of Tigard's neighborhoods have a greater share of *socially vulnerable* residents than the rest of the city.
- These include people who are more likely to need to walk, bike, and take transit to meet their daily needs.



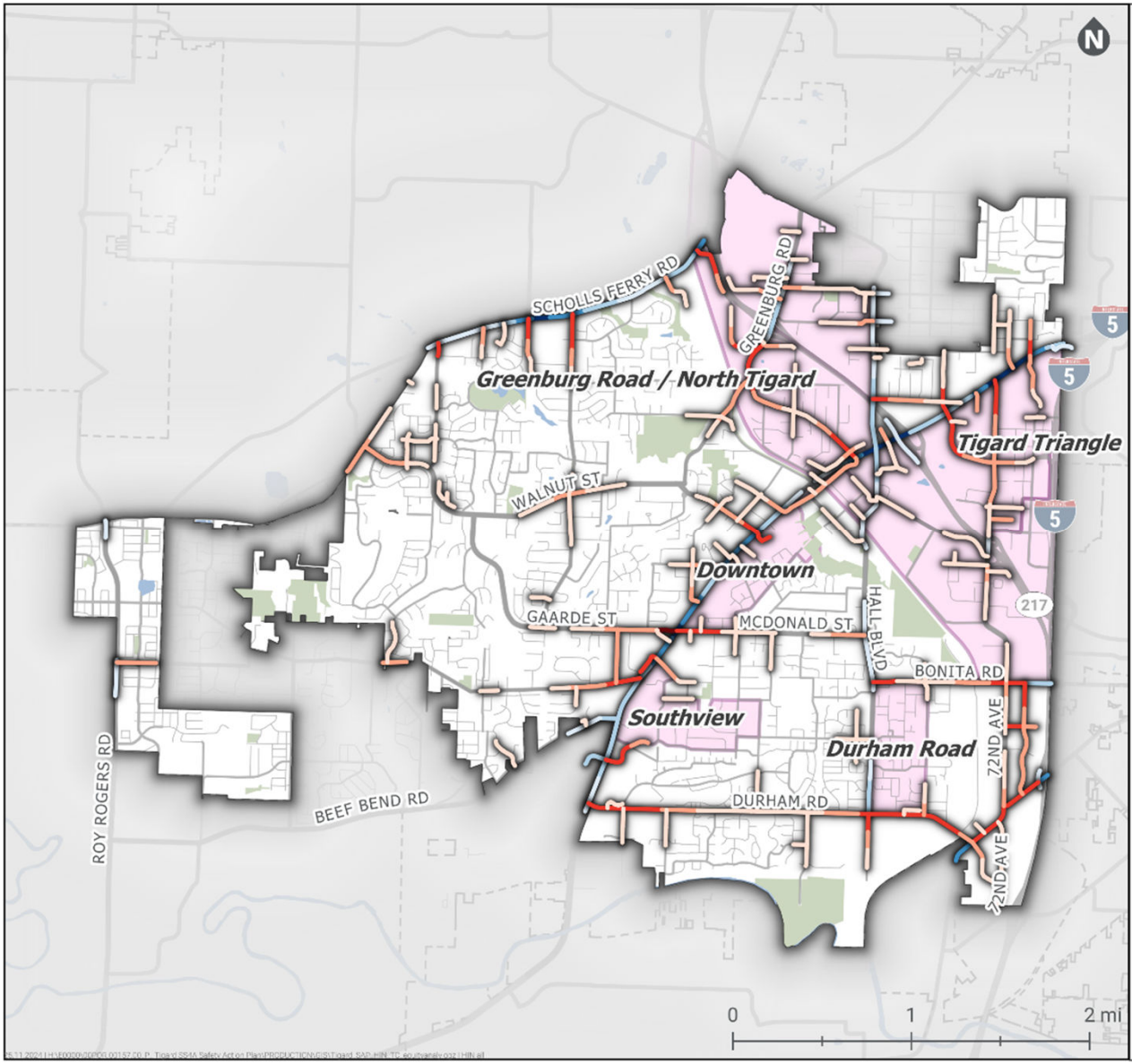
High Injury Network Disparities

Citywide:
HIN is **13%** of overall street network.

Equity areas:
HIN is **19%** of streets in socially vulnerable neighborhoods.

Residents of these neighborhoods have been *overexposed* to frequent and serious crashes.

Note: socially vulnerable neighborhoods are places with a higher concentration of certain demographic measures, such as people of color, households living at or below the poverty line, or limited english proficiency.

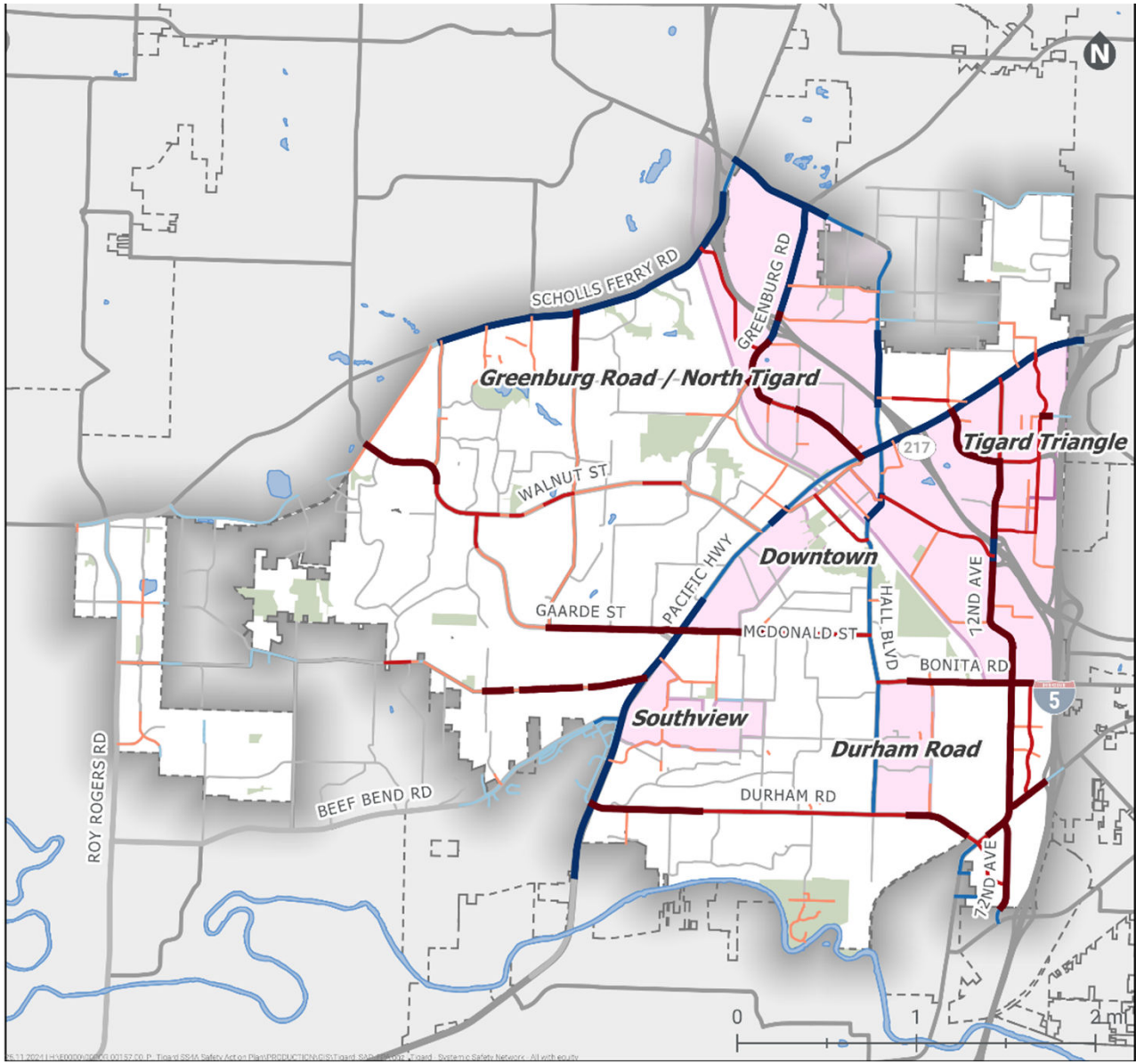


High Risk Network Disparities

Citywide:
HRN is **23%** of overall city streets.

Equity areas:
HRN is **34%** of streets in socially vulnerable neighborhoods.

Residents of these neighborhoods are *at greater risk of future exposure* to frequent and serious crashes.

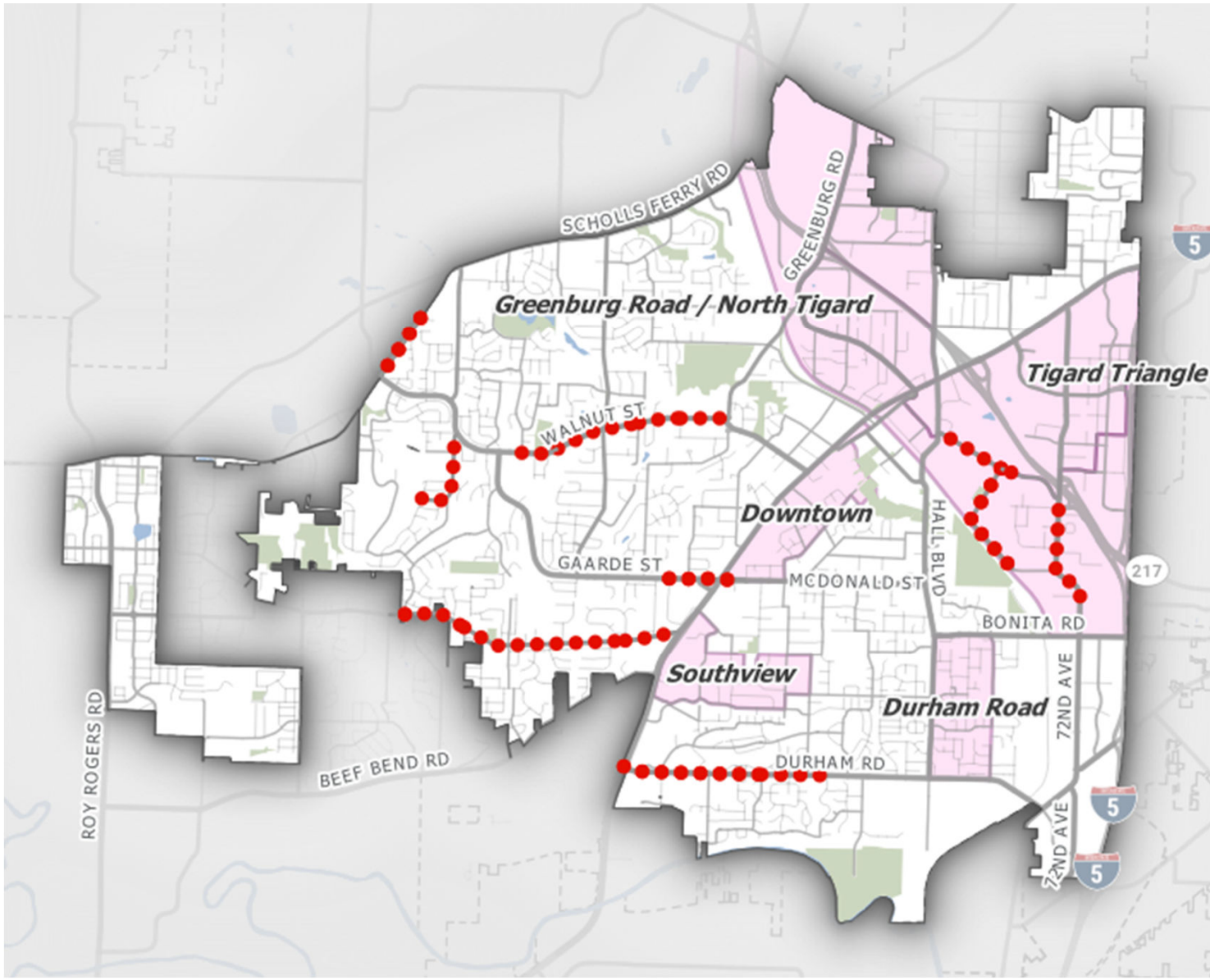


Speeding Concern Corridors

Socially vulnerable neighborhoods *differ* in their exposure to speeding concerns.

Tigard Triangle is *overexposed* – it contains **three out of ten** of the city's speeding concern corridors.

Downtown and **Southview** both have speeding concern corridors as adjacent access routes.



Takeaways from Equity Assessment



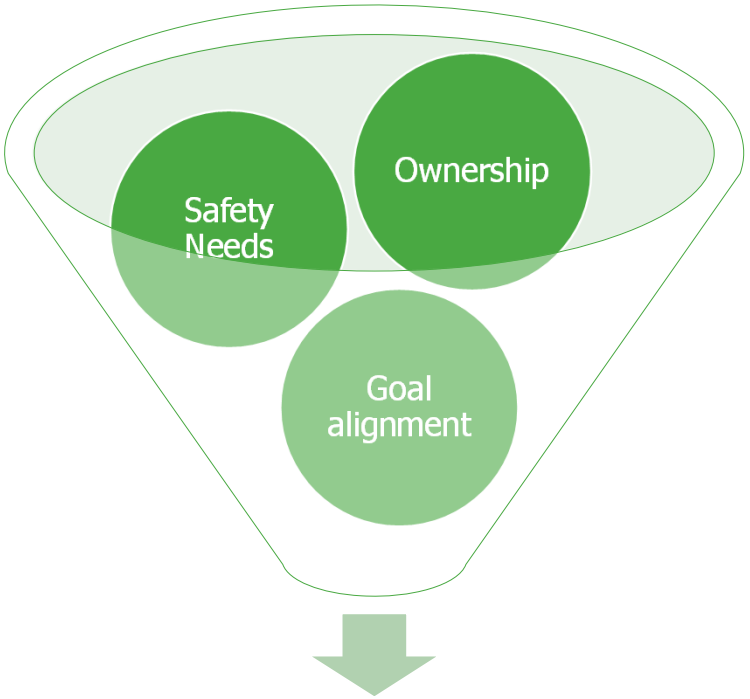
- Tigard neighborhoods with higher proportions of socially vulnerable people **face disproportionate exposure** to:
  - **More frequent, more severe crashes** over the last 5 years
  - Streets with factors linked to **crash severity and frequency** (aka **risk**)



- Exposure to speeding concerns varies by neighborhood
- These findings underline the need for the project's Equity goal, and attention to equity when prioritizing project sites and selecting actions and strategies.

Prioritizing Safety Locations

The Action Plan will develop project concepts for high priority intersections and corridors.

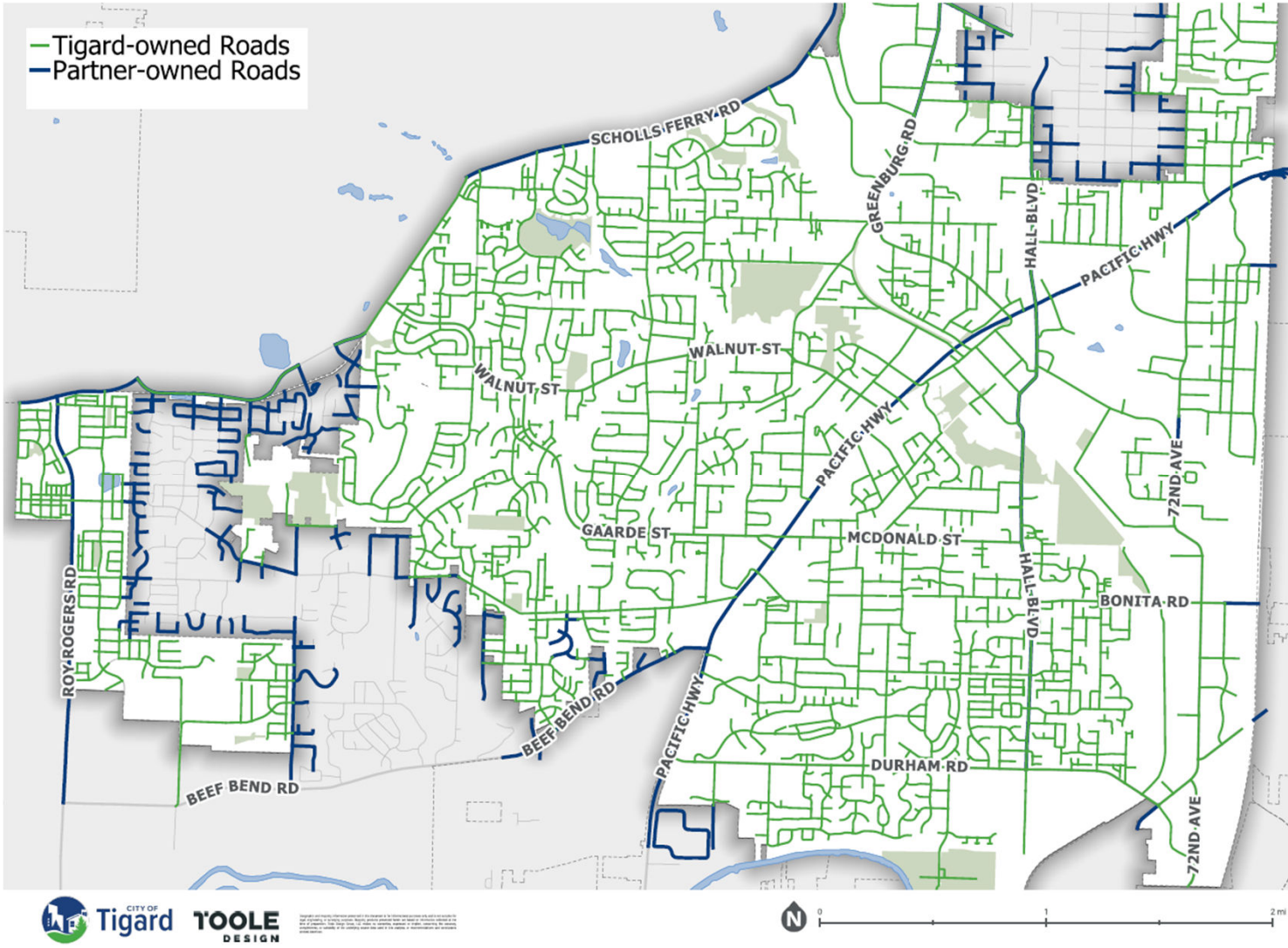


Street Ownership

Plan will *advance projects* on streets owned by the City <u>OR</u> ones with potential to transfer to City ownership (such as Hall Boulevard).

Plan will identify priority-locations on-partner owned streets. These will require collaboration with ODOT and Washington County to address.

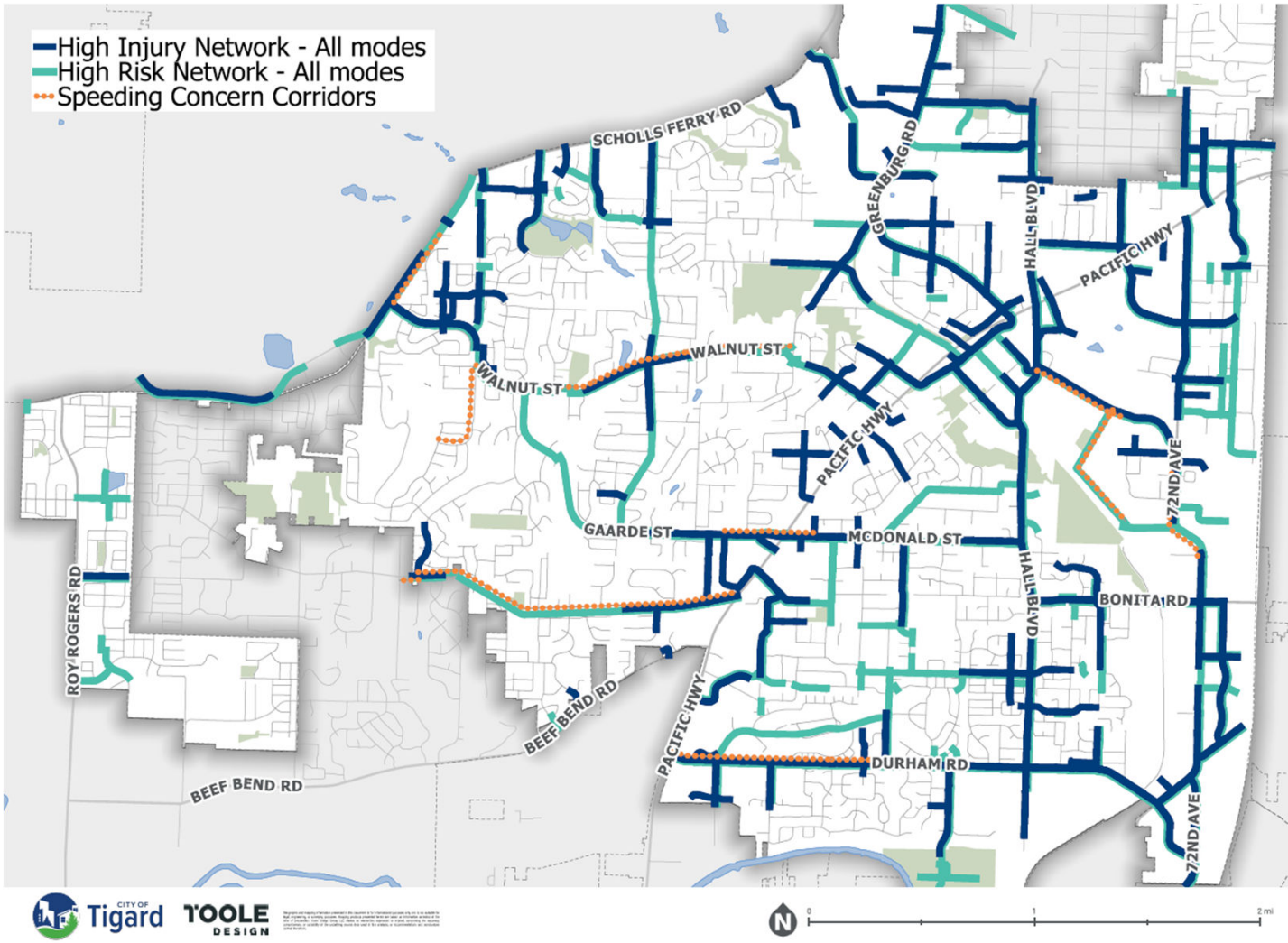
<u>Note:</u> Hall Boulevard is shown in this map as Tigard-owned due to the jurisdictional transfer process.



Safety Needs

Eligible City streets are those with documented safety needs:

- High Injury Network
- High Risk Network
- Speeding Concern Corridors



Eligible locations scored on alignment with Safe Streets Action Plan Goals



EQUITY

Locations where a greater percentage of residents are socially vulnerable or less likely to have transportation options they can afford.



VULNERABLE ROAD USERS

High crash and high risk streets for people walking and bicycling, and locations where a greater percentage of households do not have vehicles.



LIVABLE COMMUNITIES

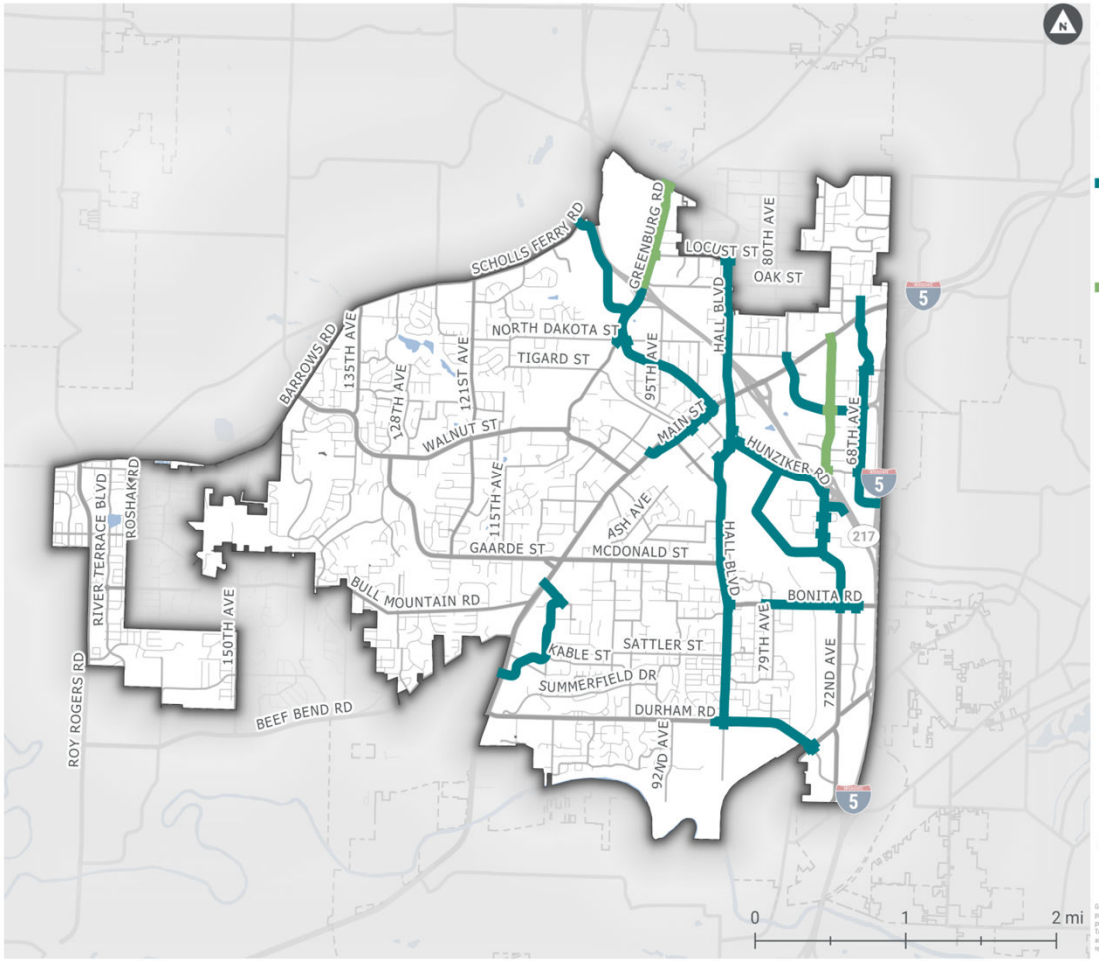
Locations where making it safe and comfortable to walk, bike, and take transit will help us meet Tigard's climate goals.

Safety Priority Locations

Scoring and staff review identified **12 corridors** for potential safety projects

Currently collecting public input on which to prioritize





Tigard Site Selection Map

- Potential Safety Project Locations
- High Priority Locations with Funded Projects

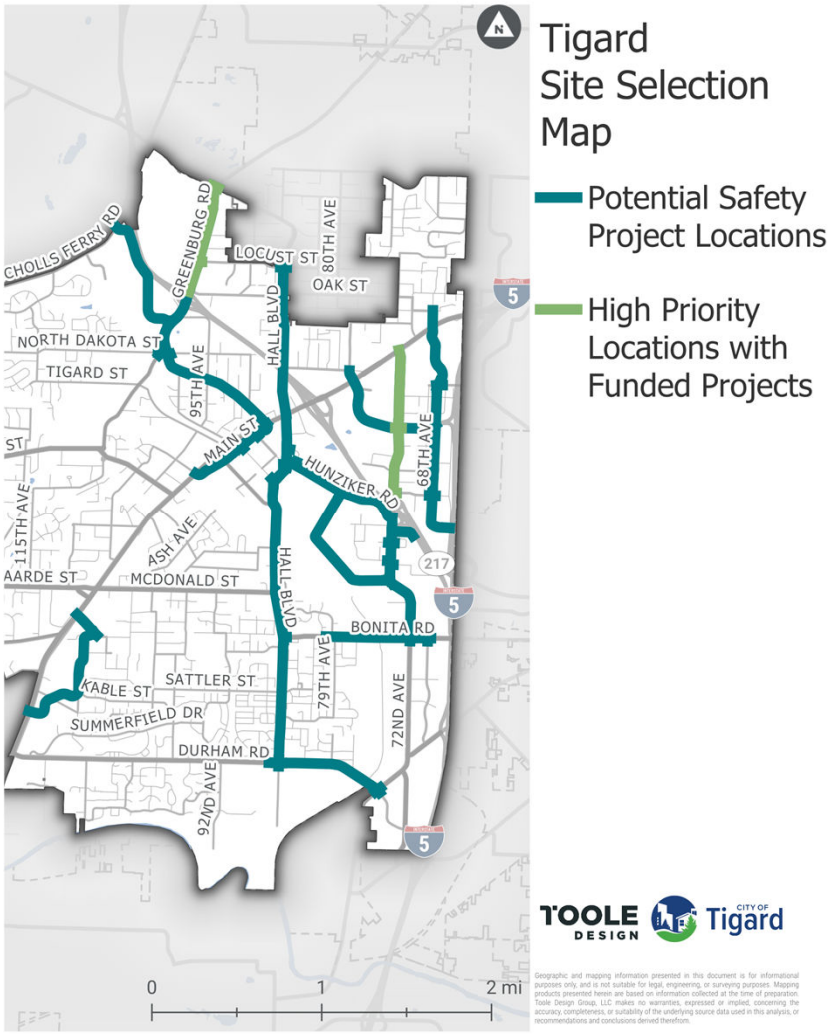
TOOLE DESIGN

CITY OF Tigard

Geographic and mapping information presented in this document is for informational purposes only, and is not suitable for legal, engineering, or surveying purposes. Mapping products presented herein are based on information collected at the time of preparation. Toole Design Group, LLC makes no warranties, expressed or implied, concerning the accuracy, completeness, or suitability of the underlying source data used in this analysis, or recommendations and conclusions derived therefrom.

Safety Priority Locations

1. **68th to 69th** from Pine to 66th
2. **72nd** from 217 to Bonita
3. **Bonita** from Fanno Creek/79th to Sequoia
4. **Cascade** from Scholls Ferry to Greenberg
5. **Dartmouth** from Pfaffle to I-5
6. **Durham** from Hall to Upper Boones Ferry
7. **Greenburg** from 217 to 99W
8. **Hall** from Locust to Durham
9. **Hunziker** from Hall to 72nd
10. **Main** between 99W intersections
11. **Royalty Parkway to 109th to Canterbury Lane** between Pacific Highway 99W intersections
12. **Wall to Tech Center** from Hunziker to 72nd



Overview of Fall 2024 Engagement

1. Oct 2nd Tigard Transportation Advisory Committee meeting
2. Dec 9th project Technical Advisory Committee meeting
3. Tabling at the Dec 6th Tree Lighting ceremony



Next Steps

TIGARD SAFE STREETS ACTION PLAN

Winter/Spring 2025: RESOLVE Phase

- Assess policies and processes, develop
- Begin developing Safe Streets dashboard
- Prepare summary sheets for project sites
- Prepare project scopes, cost estimates, and benefit/cost ratios Task Force #3
- Next public engagement (Mar-April)

Project Scope & Schedule: Resolve

February 2025 | March 2025 | April 2025 | May 2025

- 6.1 Policy & Process Recommendations
- 7.2 Summary Sheets
- 7.3 Project Scoping & Cost Estimating
- 7.4 Benefit/Cost Ratios
- 7.5 Funding Strategy
- 8.1 Progress & Measures

Engagement Milestone #3

Task Force #3

City Council #3

TIGARD SAFE STREETS ACTION PLAN

Safe Streets and Roads for All

Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: https://www.transportation.gov/SS4A



Leadership Commitment and Goal Setting

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

(1) the target date for achieving zero roadway fatalities and serious injuries, OR

(2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

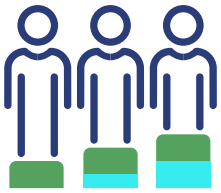


Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.

Safe Streets and Roads for All

Action Plan Components



Equity Considerations

Plan development using inclusive and representative processes. Underserved communities* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



Policy and Process Changes

Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

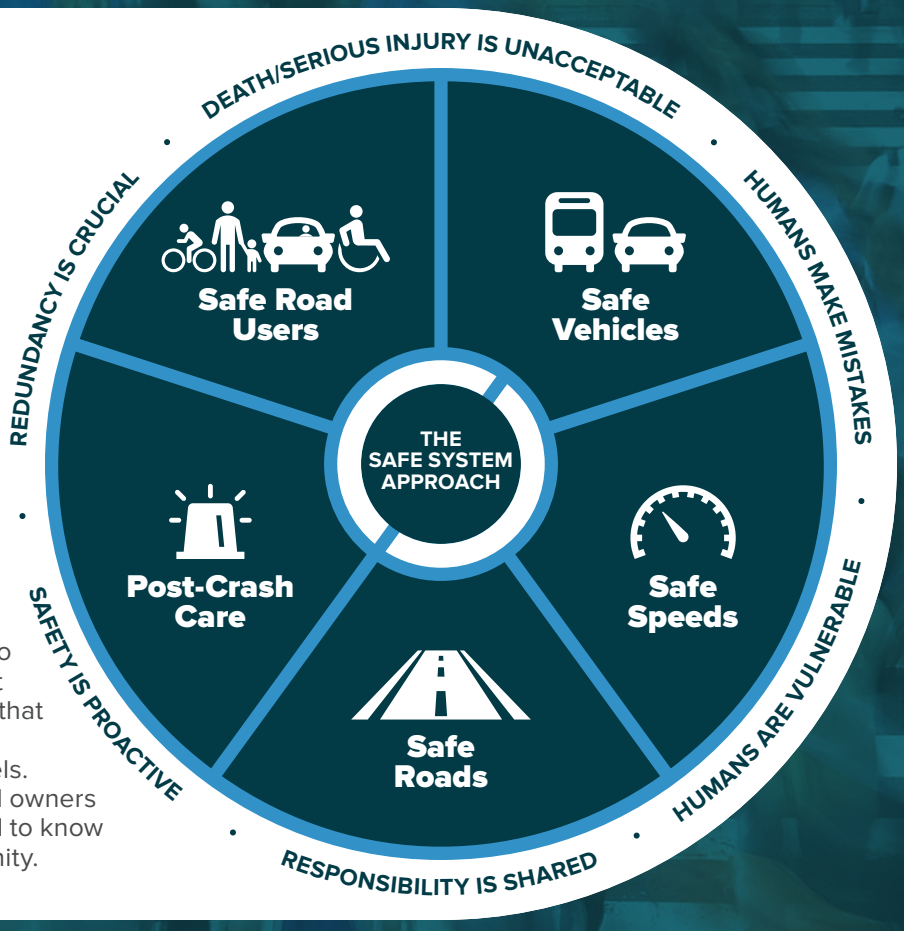
* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table https://datahub.transportation.gov/stories/s/tsyd-k6ij; any Tribal land; or any territory or possession of the United States.

THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



SAFE SYSTEM PRINCIPLES

Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.

Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

U.S.Department of Transportation
Federal Highway Administration
FHWA-SA-20-015

Safe Roads for a Safer Future
Investment in roadway safety saves lives

SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.

Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.

Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional		Safe System
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

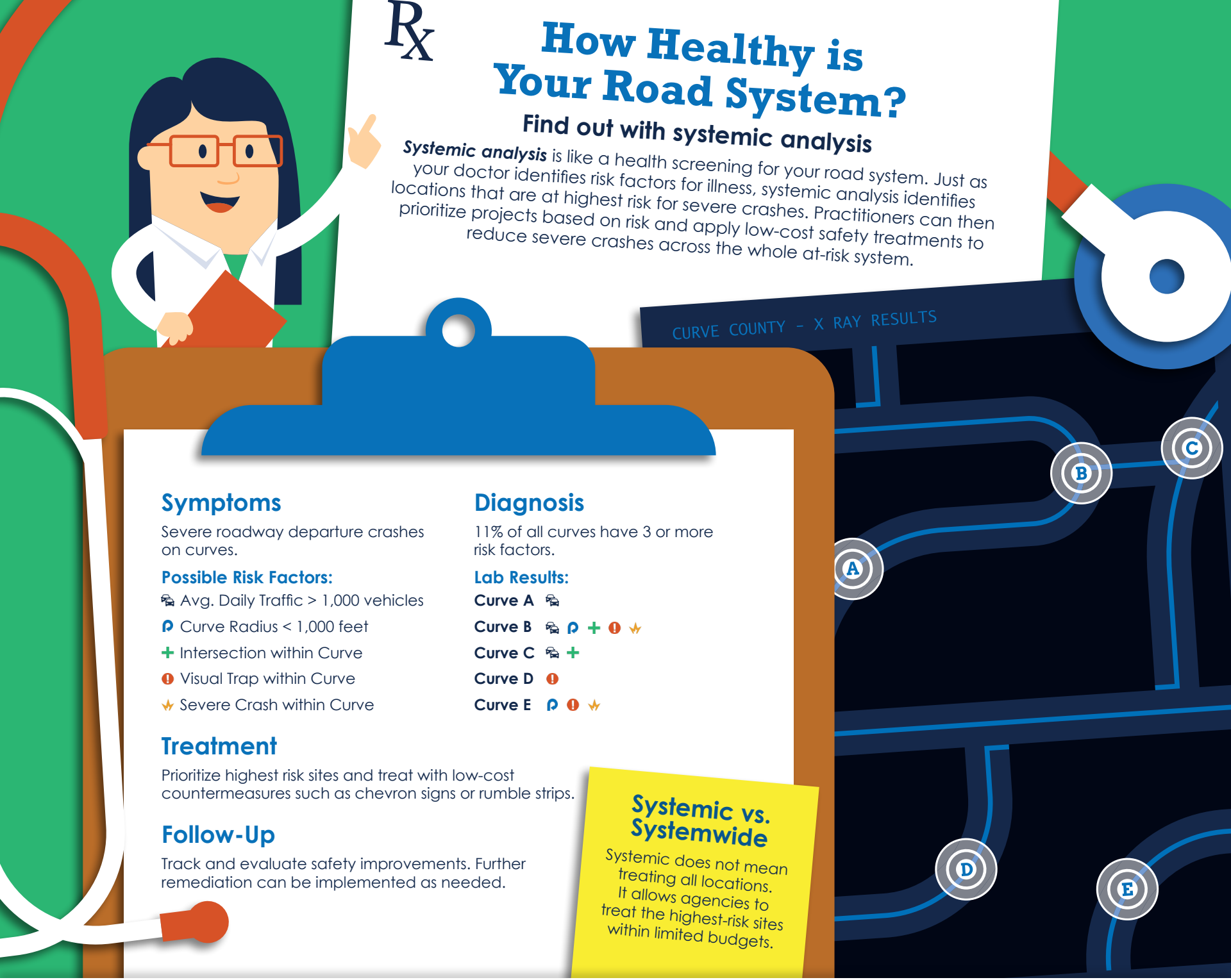
WHERE ARE YOU ON THE SAFE SYSTEM JOURNEY?

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit **safety.fhwa.dot.gov/zerodeaths** to learn more.

How Healthy is Your Road System?

Find out with systemic analysis

Systemic analysis is like a health screening for your road system. Just as your doctor identifies risk factors for illness, systemic analysis identifies locations that are at highest risk for severe crashes. Practitioners can then prioritize projects based on risk and apply low-cost safety treatments to reduce severe crashes across the whole at-risk system.



Symptoms

Severe roadway departure crashes on curves.

Possible Risk Factors:

- Avg. Daily Traffic > 1,000 vehicles
- Curve Radius < 1,000 feet
- Intersection within Curve
- Visual Trap within Curve
- Severe Crash within Curve

Diagnosis

11% of all curves have 3 or more risk factors.

Lab Results:

- **Curve A**
- **Curve B**
- **Curve C**
- **Curve D**
- **Curve E**

Treatment

Prioritize highest risk sites and treat with low-cost countermeasures such as chevron signs or rumble strips.

Follow-Up

Track and evaluate safety improvements. Further remediation can be implemented as needed.

Systemic vs. Systemwide

Systemic does not mean treating all locations. It allows agencies to treat the highest-risk sites within limited budgets.

U.S. Department of Transportation
Federal Highway Administration

For more information visit
www.safety.fhwa.dot.gov/systemic/

More Informed Decision Making | Better Targeted Investments | Fewer Fatalities & Serious Injuries

FHWA-SA-21-118

AIS-5752 **8.**

Business Meeting

Meeting Date: 02/11/2025

Length (in minutes): 20 Minutes

Agenda Title: DISCUSSION REGARDING PROPOSED LEGISLATION

Authored By: Emily Tritsch

Presented By: Assistant City Manager Tritsch

Item Type: Update, Discussion, Direct Staff

Public Hearing Legal Ad Required?: No

Publication Date:

Information

EXPLANATION OF ISSUE

The Oregon Legislative Session is underway and over 2,500 bills have been introduced so far. When the Council adopted their State Legislative Agenda in November 2024, the list of bills to be submitted this session was not known. City teammates and consultants seek Council guidance on the City's position related to three bills introduced this session that were not included in the adopted agenda. These bills are summarized below with the bill language attached:

- **SJR 3.** Summary: Proposes amendments to the Oregon Constitution providing that, for purposes of ad valorem property taxation, maximum assessed value shall be reassessed upon the sale of property, the ratio of maximum assessed value to real market value of property may not be less than 0.75, and the maximum number of years for which a local option tax may be passed are extended and the tax is not subject to compression under Ballot Measure 5 (1990).
- **HB2931.** Summary: The Act makes changes to laws about the I-5 bridge project and tolling.
- **SB925.** Prohibits the Oregon Transportation Commission from establishing a toll on Interstate 205.

ACTION REQUESTED

Council is asked to indicate the position of the City on each bill listed above: SUPPORT, NEUTRAL, or OPPOSE.

The information provided in this discussion allows our team to best advocate for the interests of the city.

BACKGROUND INFORMATION

Dates of Previous and Potential Future Considerations

June 18, 2024 - 2025 Legislative Road Map Workshop (Part 1)
September 17, 2024 - Legislative Workshop (Part 2)
November 19, 2024 - Council Discussion: Present and Consider Adoption of Legislative Agendas

ALTERNATIVES & RECOMMENDATION

Council could indicate Support, Opposition, or a Neutral position on each bill. They could also take no position on the bills, which would have our team take no action on these bills as they are discussed and heard in Salem.

ADDITIONAL RESOURCES

Attachments

SB 925

HB 2931

SJR 3

Adopted State Agenda (2025)

Senate Bill 925

Sponsored by Senator BONHAM

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced.** The statement includes a measure digest written in compliance with applicable readability standards.

Digest: The Act says that the OTC may not toll I-205. (Flesch Readability Score: 100).
Prohibits the Oregon Transportation Commission from establishing a toll on Interstate 205.

A BILL FOR AN ACT

Relating to tolling on Interstate 205; creating new provisions; and amending ORS 383.150.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Section 2 of this 2025 Act is added to and made a part of ORS 383.001 to 383.245.

SECTION 2. Notwithstanding any other provision of law, the Oregon Transportation Commission is prohibited from establishing any toll on Interstate 205.

SECTION 3. ORS 383.150 is amended to read:

383.150. (1) The Oregon Transportation Commission shall establish a toll program.

(2) As part of the toll program, after seeking and receiving approval from the Federal Highway Administration, the commission may assess variable rate tolls. Tolling may include, but is not limited to assessing variable rate tolls for the purpose of:

(a) Managing congestion; and

(b) Partially or wholly funding the construction, operation or maintenance of a highway.

(3) The commission shall assess tolls [*in the following locations:*]

[*(a) On Interstate 205, beginning at the Washington state line and ending where it intersects with Interstate 5 in this state.*]

[*(b)*] on Interstate 5, beginning at the Washington state line and ending where it intersects with Interstate 205.

(4) To the extent necessary and permitted by state and federal law and Article IX, section 3a, of the Oregon Constitution, the commission shall ensure tolls assessed pursuant to subsection (3) of this section or tolls assessed as part of the Interstate 5 Boone Bridge and Seismic Improvement Project:

(a) Reduce traffic congestion by managing demand on the tollway and by improving operations on the tollway;

(b) Reduce traffic congestion as a result of the tollway, not only on the tollway but also on adjacent, connected or parallel highways to the tollways, regardless of ownership;

(c) Improve safety not only on the tollway but also on adjacent, connected or parallel highways to the tollways, regardless of ownership; and

(d) Minimize and mitigate impacts to historically and currently underrepresented and disadvantaged communities.

NOTE: Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in **boldfaced** type.

(5) Any unit of government assessing tolls on highways for which the unit of government is the road authority, pursuant to ORS 810.010, shall collaborate with other units of government to:

(a) Determine whether assessing tolls may result in traffic, equity, safety or climate impacts as a result of assessing tolls;

(b) Determine appropriate investments or efforts that may minimize or reduce any potential impacts; and

(c) Periodically review any investments or efforts identified and implemented under this subsection.

(6) Before assessing tolls in the locations described under subsection (3) of this section, the commission shall report to the Joint Committee on Transportation established under ORS 171.858.

(7) The commission may enter into agreements with the State of Washington, or the State of Washington's tollway operator or other designee, relating to establishing, reviewing, adjusting and collecting tolls for the program described in this section.

(8) As used in this section, "highway" has the meaning given that term in ORS 366.005.

House Bill 2931

Introduced and printed pursuant to House Rule 12.00. Presession filed (at the request of Governor Tina Kotek for Department of Transportation)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced.** The statement includes a measure digest written in compliance with applicable readability standards.

Digest: The Act makes changes to laws about the I-5 bridge project and tolling. (Flesch Readability Score: 83.0).

Modifies, adds and repeals laws related to the Interstate 5 bridge replacement project.

A BILL FOR AN ACT

Relating to the interstate bridge replacement program; creating new provisions; amending ORS 291.055, 381.312, 383.003, 383.004, 383.005, 383.009, 383.035, 383.075 and 383.200 and section 2, chapter 4, Oregon Laws 2013; and repealing section 8, chapter 4, Oregon Laws 2013.

Be It Enacted by the People of the State of Oregon:

INTERSTATE 5 BRIDGE REPLACEMENT PROJECT

SECTION 1. Section 2, chapter 4, Oregon Laws 2013, is added to and made a part of ORS 383.001 to 383.245.

SECTION 2. Section 2, chapter 4, Oregon Laws 2013, is amended to read:

Sec. 2. (1) The Legislative Assembly finds that it is in the interests of this state to undertake the Interstate 5 bridge replacement project[*,*]**.**

(2) The Interstate 5 bridge replacement project is a bistate, multimodal corridor improvement project between the Washington State Route 500 interchange with Interstate 5 in Vancouver, Washington, and the **Columbia Slough, south of the** Victory Boulevard interchange with Interstate 5 in Portland, Oregon. The project includes:

[*(1)*] **(a)** New multimodal river crossings;

[*(2)*] **(b)** Replacement, modification and removal of the existing Interstate 5 bridges;

[*(3)*] **(c)** Improvements to existing interchanges; and

[*(4)*] **(d)** Multimodal improvements to facilitate travel in the bistate corridor.

(3) The Oregon Transportation Commission may enter into agreements with the State of Washington, or the State of Washington's designee, relating to the Interstate 5 bridge replacement project.

(4) The portion of toll revenues accruing to the State of Oregon from the Interstate 5 bridge replacement project may be used only for the purposes described in Article IX, section 3a, of the Oregon Constitution.

(5) The portion of toll revenues accruing to the State of Oregon from the Interstate 5 bridge replacement project is not subject to ORS 295.001 to 295.108 while fully collateralized pursuant to an agreement with the State of Washington regarding collection, retention and

NOTE: Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in **boldfaced** type.

disbursement of toll revenues on behalf of the State of Oregon.

SECTION 3. ORS 383.003 is amended to read:

383.003. As used in ORS 383.001 to 383.245:

(1) "Department" means the Department of Transportation.

(2) "Electronic toll collection system" means a system for collecting tolls that:

(a) Does not require a vehicle to stop at a toll booth to pay the toll; and

(b) Uses transponder readers and license plate capture cameras to aid in collecting tolls.

(3) "Interstate 5 bridge replacement project" means the project described in section 2, chapter 4, Oregon Laws 2013.

[*(3)*] **(4)** "Private entity" means any nongovernmental entity, including a corporation, partnership, company or other legal entity, or any natural person.

[*(4)*] **(5)** "Related facility" means any real or personal property that:

(a) Will be used to operate, maintain, renovate or facilitate the use of the tollway;

(b) Will provide goods or services to the users of the tollway; or

(c) Will generate revenue that may be used to reduce tolls or will be deposited in the Toll Program Fund.

[*(5)*] **(6)** "Toll" means any fee or charge for the use of a tollway.

[*(6)*] **(7)** "Tollway" means any roadway, path, highway, bridge, tunnel, railroad track, bicycle path or other paved surface or structure specifically designed as a land vehicle transportation route for the use of which tolls are assessed.

[*(7)*] **(8)** "Tollway operator" means the unit of government or the private entity that is responsible for all or any portion of the construction, reconstruction, improvement, financing, maintenance, repair and operation of a tollway or a related facility.

[*(8)*] **(9)** "Tollway project" means any capital project involving the development, operation or equipping of a tollway, related facilities or any portion thereof.

[*(9)*] **(10)** "Tollway project revenue bonds" means revenue bonds designated as tollway project revenue bonds under ORS 383.200.

[*(10)*] **(11)** "Unit of government" means any department or agency of the federal government, any state, any department or agency of a state, any bistate entity created by agreement under ORS 190.420 or other law for the purposes of the Interstate 5 bridge replacement project, and any city, county, district, port or other public corporation organized and existing under statutory law or under a voter-approved charter.

SECTION 4. ORS 383.004 is amended to read:

383.004. (1) Except as provided in subsection [*(2)*] **(3)** of this section, a toll may not be established unless the Oregon Transportation Commission has reviewed and approved the toll. The commission shall adopt rules specifying the process under which proposals to establish tolls will be reviewed. When reviewing a proposal to establish tolls, the commission shall take into consideration:

(a) The amount and classification of the traffic using, or anticipated to use, the tollway;

(b) The amount of the toll proposed to be established for each class or category of tollway user and, if applicable, the different amounts of the toll depending on time and day of use;

(c) The extent of the tollway, including improvements necessary for tollway operation and improvements necessary to support the flow of traffic onto or off of the tollway;

(d) The location of toll booths or electronic toll collection systems to collect the toll for the tollway;

(e) The cost of constructing, reconstructing, improving, installing, maintaining, repairing and

operating the tollway;

(f) The amount of indebtedness incurred for the construction of the tollway and all expenses and obligations related to the indebtedness including, without limitation, financial covenants, debt service requirements, reserve requirements and any other funding requirements established under the terms of any indenture prepared under ORS 383.225 and any other contracts establishing the terms of the indebtedness, if any;

(g) The value of assets, equipment and services required for the operation of the tollway;

(h) The period of time during which the toll will be in effect;

(i) The process for altering the amount of the toll during the period of operation of the tollway;

(j) The method of collecting the toll; [*and*]

(k) The rate of return that would be fair and reasonable **based on equivalent market standards** for a private equity holder, if any, in the tollway**; and**

(L) Traffic demand management.

(2) The Oregon Transportation Commission shall maintain tolls at rates sufficient to meet:

(a) Obligations to the holders of tollway project revenue bonds issued under ORS 383.200;

(b) Obligations and covenants under any revenue declaration or indenture entered into under ORS 383.225 for outstanding tollway project revenue bonds issued by the State Treasurer; and

(c) The requirements of any related credit enhancement devices, as defined in ORS 286A.001, or instruments defining the rights of holders of such instruments entered in connection with tollway project revenue bonds.

[*(2)(a)*] **(3)(a)** Nothing in ORS 383.001 to 383.245 prohibits a city or county from establishing a toll on any highway, as defined in ORS 801.305, that the city or county has jurisdiction over as a road authority pursuant to ORS 810.010.

(b) Nothing in ORS 383.001 to 383.245 prohibits Multnomah County from establishing a toll on the bridges across the Willamette River that are within the boundaries of the City of Portland and that are operated and maintained by Multnomah County as required under ORS 382.305 and 382.310.

(c) Nothing in ORS 383.001 to 383.245 prohibits the Port of Hood River from establishing a toll on the bridges across the Columbia River that are operated and maintained by the port.

(d) Nothing in ORS 383.001 to 383.245 prohibits the Port of Cascade Locks from establishing a toll on the bridges across the Columbia River that are operated and maintained by the port.

(e) Nothing in ORS 383.001 to 383.245 prohibits a commission formed under ORS 381.705 from establishing a toll on a bridge across the Columbia River that is operated and maintained by the commission or the commission's designee.

SECTION 5. Section 6 of this 2025 Act is added to and made a part of ORS 383.001 to 383.245.

SECTION 6. Interstate 5 Bridge Toll Account. (1) The Interstate 5 Bridge Toll Account is established in the State Treasury, separate and distinct from the General Fund and the State Highway Fund. Interest earned by the Interstate 5 Bridge Toll Account shall be credited to the account. Moneys in the account are continuously appropriated to the Department of Transportation for the Interstate 5 bridge replacement project.

(2) The department may transfer moneys from the account to the Toll Program Fund for the purposes described in ORS 383.009 (2)(k).

SECTION 7. ORS 383.005 is amended to read:

383.005. (1) For purposes of the acquisition, design, construction, reconstruction, operation or maintenance and repair of **tollways or** tollway projects, the Department of Transportation may enter into any combination of contracts, agreements and other arrangements with any one or more private entities or units of government, or any combination thereof, including but not limited to the following:

(a) Design-build contracts with private entities pursuant to which a portion or all aspects of the design, construction and installation of all or any portion of a **tollway or a** tollway project are accomplished by the private entity;

(b) Lease agreements, lease-purchase agreements and installment sale arrangements for the lease, sale or purchase of real and personal property for **tollways or** tollway projects by the state from private entities or units of government or by private entities or units of government from the state;

(c) Licenses, franchises or other agreements for the periodic or long-term operation or maintenance of **a tollway or** a tollway project;

(d) Financing agreements for **a tollway or** a tollway project pursuant to which the department borrows from, or makes any loan, grant, guaranty or other financing arrangement to or with, a private entity or unit of government; and

(e) Agreements for purchase or acquisition of fee ownership, easements, rights of way or any other interests in land upon which **a tollway or** a tollway project is to be built.

(2) The department may operate **tollways or** tollway projects and impose**,** [*and*] collect **and disburse** tolls on any **tollway or** tollway project the department operates **or that is operated on behalf of the department**. **The department may, under any combination of reciprocal agreements with a unit of government or private entity, operate or cause to be operated on its behalf, tollways or tollway projects, and set, impose, retain, collect and disburse tolls on any tollway or tollway project.** [*Any private entity or unit of government that operates a tollway project pursuant to an agreement with the department may impose and collect tolls on the tollway project.*]

SECTION 8. ORS 383.009 is amended to read:

383.009. (1) [*There is hereby established*] The Toll Program Fund [*as a*] **is established,** separate and distinct [*fund*] from the **General Fund and the** State Highway Fund. The Toll Program Fund shall consist of:

(a) All moneys and revenues received by the Department of Transportation from**,** or made available **to the department** by**,** the federal government [*to the department*] for any tollway project or for the operation or maintenance of any tollway;

(b) Any moneys received by the department from any other unit of government or any private entity for a tollway project or from the operation or maintenance of any tollway;

(c) All moneys and revenues received by the department from any agreement entered into or loan made by the department for a tollway project pursuant to ORS 383.005, and from any lease, agreement, franchise or license for the right to the possession and use, operation or management of a tollway project;

(d) All tolls and other revenues received by the department or tollway operator from the users of any tollway project;

(e) The proceeds of any bonds authorized to be issued for tollway projects;

(f) Any moneys that the department has legally transferred from the State Highway Fund to the Toll Program Fund for tollway projects;

(g) All moneys and revenues received by the department from all other sources that by gift,

bequest, donation, grant, contract or law from any public or private source are for deposit in the Toll Program Fund;

(h) All interest earnings on investments made from any of the moneys held in the Toll Program Fund;

(i) All civil penalties and administrative fees paid to the department from the enforcement of tolls;

(j) Fees paid to the department for information provided under ORS 383.075;

(k) Moneys appropriated for deposit in or otherwise transferred to the Toll Program Fund by the Legislative Assembly; [*and*]

(L) Moneys received from federal sources or other state or local sources, excluding proceeds of Highway User Tax Bonds issued under ORS 367.615 that finance projects other than toll projects**; and**

(m) Any moneys transferred from the Interstate 5 Bridge Toll Account to the Toll Program Fund.

(2) Moneys in the Toll Program Fund may be used by the department for the following purposes:

(a) To finance preliminary studies and reports for any tollway project;

(b) To acquire land to be owned by the state for tollways and any related facilities therefor;

(c) To finance the construction, renovation, operation, improvement, maintenance or repair of any tollway project;

(d) To make grants or loans to a unit of government for tollway projects;

(e) To make loans to private entities for tollway projects;

(f) To pay the principal, interest and premium due with respect to, and to pay the costs connected with the issuance or ongoing administration of, any bonds or other financial obligations authorized to be issued by, or the proceeds of which are received by, the department for any tollway project, including capitalized interest and any rebates or penalties due to the United States in connection with the bonds;

(g) To provide a guaranty or other security for any bonds or other financial obligations, including but not limited to financial obligations with respect to any bond insurance, surety or credit enhancement device issued or incurred by the department, a unit of government or a private entity, for the purpose of financing a single tollway project or any related group or system of tollway projects or related facilities;

(h) To pay the costs incurred by the department in connection with its oversight, operation and administration of the Toll Program Fund, the proposals and projects submitted under ORS 383.015 and the tollway projects financed under ORS 383.005;

(i) To develop, implement and administer the toll program established under ORS 383.150, including the cost of consultants, advisors, attorneys or other professional service providers appointed, retained or approved by the department; [*and*]

(j) To make improvements or fund efforts on the tollway and on adjacent, connected or parallel highways to the tollway to reduce traffic congestion as a result of a tollway project, improve safety as a result of a tollway project and reduce impacts of diversion as a result of a tollway project[.]**; and**

(k) For moneys transferred to the Toll Program Fund from the Interstate 5 Bridge Toll Account under section 6 of this 2025 Act, to pay costs or provide funds for any purpose authorized in this subsection for the Interstate 5 bridge replacement project and any related facility.

(3) For purposes of paying or securing bonds or providing a guaranty, surety or other security authorized by this section, the department may:

(a) Irrevocably pledge all or any portion of the amounts that are credited to, or are required to be credited to, the Toll Program Fund;

(b) Establish subaccounts in the Toll Program Fund, and make covenants regarding the credit to and use of amounts in those subaccounts; and

(c) Establish separate trust funds or accounts and make covenants to transfer to those separate trust funds or accounts all or any portion of the amounts that are required to be deposited in the Toll Program Fund.

(4) Notwithstanding any other provision of ORS 383.001 to 383.245, the department shall not pledge any funds or amounts at any time held in the Toll Program Fund as security for the obligations of a unit of government or a private entity unless the department has entered into a binding and enforceable agreement that provides the department reasonable assurance that the department will be repaid, with appropriate interest, any amounts that the department is required to advance pursuant to that pledge.

(5) Moneys in the Toll Program Fund are continuously appropriated to the department for purposes authorized by this section.

(6) Notwithstanding subsection (1) of this section, a city, county, district, port or other public corporation organized and existing under statutory law or under a voter-approved charter is not required to deposit into the Toll Program Fund tolls, or other revenues are received from the users of any tollway, that are assessed by a city, county, district, port or other public corporation organized and existing under statutory law or under a voter-approved charter.

(7) Moneys in the Toll Program Fund that are transferred from the State Highway Fund or are derived from any revenues under Article IX, section 3a, of the Oregon Constitution, may be used only for purposes permitted by Article IX, section 3a, of the Oregon Constitution.

SECTION 9. ORS 383.200 is amended to read:

383.200. (1) In accordance with the applicable provisions of ORS chapter 286A, the State Treasurer, at the request of the Department of Transportation, may issue and sell revenue bonds known as tollway project revenue bonds for the purpose of financing tollway projects **authorized by the Oregon Transportation Commission or the Department of Transportation**, provided that such bonds do not constitute a debt or general obligation of the department or of this state or any of its political subdivisions, but shall be payable solely from the revenues, amounts, funds and accounts described in ORS 383.009, 383.205 and 383.235.

(2) The proceeds of bonds issued under this section may be used by the department or loaned or granted to a private entity or a local government, as defined in ORS 174.116, for the purposes of:

(a) Financing any portion of the costs related to the purposes described in ORS 383.009 (2);

(b) Funding any required reserves; [*and*]

(c) Paying costs of issuing the bonds**; and**

(d) Reimbursing the department for any eligible costs associated with the establishment, oversight, operation and maintenance of a tollway or a tollway project.

(3) The bonds authorized by this section may be issued as taxable bonds or as tax-exempt bonds under the income tax laws of the United States.

(4) Notwithstanding the status of the bonds for federal income tax purposes, interest paid to the owners of the bonds shall be exempt from personal income taxes imposed by this state.

(5) Subject to the limitations under ORS 383.004 and 383.009, when issuing bonds under this section, the department and the State Treasurer may make covenants with bondholders regarding the imposition and regulation of tolls to meet the department's obligations under the terms of any indenture prepared under ORS 383.225, any loan agreement and any grant agreement, including without limitation:

(a) Financial covenants, debt service requirements, reserve requirements and any other funding requirements;

(b) The use of the amounts required to be deposited in the Toll Program Fund; and

(c) The issuance of additional bonds.

(6) The state may not in any way impair obligations of any agreement between the state and holders of tollway project revenue bonds issued under this section.

(7) The department, with the approval of the State Treasurer, may designate the extent to which a series of tollway project revenue bonds authorized under this section is secured and payable:

(a) On a parity of lien or on a subordinate basis to existing or future Highway User Tax Bonds issued under ORS 367.615, but only if sufficient moneys described under ORS 367.605 may be pledged to:

(A) First, pay the annual bond debt service of all Highway User Tax Bonds issued pursuant to ORS 367.615 and 367.620; and

(B) Second, pay the annual bond debt service for all tollway project revenue bonds issued under this subsection; or

(b) From additional revenue sources as permitted under ORS 383.205.

(8) A holder of tollway project revenue bonds issued under this section may not compel the payment of federal transportation funds to the department.

(9) This section is supplemental and in addition to any other authority in ORS chapters 286A, 366 and 367 for the issuance of bonds by the State Treasurer at the request of the department.

SECTION 10. ORS 383.035 is amended to read:

383.035. (1) A [*person*] **registered owner of a motor vehicle** shall pay a toll established under ORS 383.004 **in accordance with rules adopted by the Department of Transportation**.

(2) A person who fails to pay a toll established under ORS 383.004 **when due** shall pay to the Department of Transportation the amount of the toll[*, a civil penalty*] and an administrative fee established by the tollway operator not to exceed the actual cost of collecting the unpaid toll.

(3) The department **may impose a civil penalty on a registered owner who fails to pay any toll established under ORS 383.004 when due. The department** shall adopt by rule the amount of civil penalty that may be imposed for [*each*] violation of subsection (1) of this section.

[*(3)*] **(4)** A civil penalty imposed under this section may be remitted or reduced upon such terms and conditions as the department considers proper and consistent.

(5) A toll, administrative fee or civil penalty imposed is a personal liability of the registered owner of the motor vehicle at the time the toll is imposed. More than one registered owner of a motor vehicle may be held jointly and severally liable for payment of the toll, administrative fee or civil penalty.

[*(4)*] **(6)** In addition to any other penalty, the department [*shall*] **may** refuse to **issue or** renew the motor vehicle registration **for any person who was or is the registered owner** of a motor vehicle when the registered owner of the motor vehicle has not paid [*the*] **a** toll, [*the*] **a** civil penalty [*and*] **or** any administrative fee [*charged*] **imposed** under this section.

[*(5)*] **(7)** This section does not apply to:

(a) A person who is a member of a category of persons exempted by the Oregon Transportation Commission from paying a toll; or

(b) A person who is a member of a category of persons made eligible by the commission for paying a reduced toll, to the extent of the reduction.

[*(6)*] **(8)** Civil penalties imposed under this section shall be imposed in the manner provided by ORS 183.745.

[*(7)*] **(9)** The department may enter into an agreement with a commission or a commission's designee under ORS 381.725 (3) to enforce the payment of tolls and other charges for use of an interstate toll bridge.

(10) To enforce the payment of tolls, the department may enter into agreements with units of government, private entities or tribal governments. An agreement may provide that:

(a) The department and a unit of government, private entity or tribal government may exchange information to identify registered owners of vehicles who fail to pay a toll, administrative fee or civil penalty related to the use of the tollway.

(b) If the unit of government, private entity or tribal government gives notice to the department that the registered owner has not paid a toll, administrative fee or civil penalty for use of a tollway operated by the unit of government, private entity or tribal government, the department may refuse to issue or renew the motor vehicle registration of a motor vehicle operated by the registered owner at the time of the violation.

(c) The department may issue or renew a motor vehicle registration for a registered owner upon receipt of a notice from the unit of government, private entity or tribal government indicating that all tolls, administrative fees or civil penalties and other charges described in this section owed by the registered owner have been paid.

SECTION 11. ORS 383.075 is amended to read:

383.075. (1) Except as provided in subsections (2) and (3) of this section, records and information used to collect and enforce tolls are exempt from disclosure under public records law and are to be used solely for toll collection.

(2) Information collected or maintained by an electronic toll collection system may not be disclosed to anyone except:

(a) The owner of an account that is charged for the use of a tollway;

(b) A collection agency, as defined in ORS 697.005, a payment processor as defined by the Department of Transportation by rule, an agency, as defined in ORS 183.310, or a financial institution, as necessary to collect tolls**, civil penalties and administrative fees** owed;

(c) Employees of the department;

(d) The tollway operator and authorized employees of the operator;

(e) A law enforcement officer who is acting in the officer's official capacity in connection with toll enforcement;

(f) An administrative law judge or court in an action or proceeding in relation to unpaid tolls or administrative fees or civil penalties related to unpaid tolls; [*and*]

(g) As requested for use in any civil, criminal or other legal proceeding or investigation that relates to the use of a tollway[.]**; and**

(h) A unit of government responsible for the issuance of vehicle registration, under an agreement with the department, to impose a motor vehicle registration penalty related to unpaid tolls, civil penalties and administrative fees.

(3) Information collected or maintained by a photo enforcement system may not be disclosed to

anyone except:

(a) The registered owner of the vehicle;

(b) Employees of the department;

(c) The tollway operator and authorized employees of the operator;

(d) A law enforcement officer who is acting in the officer's official capacity in connection with toll enforcement; and

(e) An administrative law judge or court in an action or proceeding in relation to unpaid tolls or administrative fees or civil penalties related to unpaid tolls.

(4) The department may charge a reasonable fee under ORS 192.324 for providing information under this section.

(5) The department may adopt rules specifying conditions that must be met by a person or unit of government requesting information under this section. Conditions may include but are not limited to:

(a) Providing reasonable assurance of the identity of the requester;

(b) Providing reasonable assurance of the uses to which the information will be put, if applicable;

(c) Showing that the person whose information is to be disclosed has given permission for the disclosure, if permission is required; and

(d) Submitting a written request for the information in a form prescribed by the department.

SECTION 12. ORS 291.055 is amended to read:

291.055. (1) Notwithstanding any other law that grants to a state agency the authority to establish fees, all new state agency fees or fee increases adopted during the period beginning on the date of adjournment sine die of a regular session of the Legislative Assembly and ending on the date of adjournment sine die of the next regular session of the Legislative Assembly:

(a) Are not effective for agencies in the executive department of government unless approved in writing by the Director of the Oregon Department of Administrative Services;

(b) Are not effective for agencies in the judicial department of government unless approved in writing by the Chief Justice of the Supreme Court;

(c) Are not effective for agencies in the legislative department of government unless approved in writing by the President of the Senate and the Speaker of the House of Representatives;

(d) Shall be reported by the state agency to the Oregon Department of Administrative Services within 10 days of their adoption; and

(e) Are rescinded on adjournment sine die of the next regular session of the Legislative Assembly as described in this subsection, unless otherwise authorized by enabling legislation setting forth the approved fees.

(2) This section does not apply to:

(a) Any tuition or fees charged by a public university listed in ORS 352.002.

(b) Taxes or other payments made or collected from employers for unemployment insurance required by ORS chapter 657 or premium assessments required by ORS 656.612 and 656.614 or contributions and assessments calculated by cents per hour for workers' compensation coverage required by ORS 656.506.

(c) Fees or payments required for:

(A) Health care services provided by the Oregon Health and Science University, by the Oregon Veterans' Homes pursuant to ORS 408.362 and 408.365 to 408.385 and by other state agencies and institutions pursuant to ORS 179.610 to 179.770.

(B) Copayments and premiums paid to the Oregon medical assistance program.

(C) Assessments paid to the Department of Consumer and Business Services under sections 3 and 5, chapter 538, Oregon Laws 2017.

(d) Fees created or authorized by statute that have no established rate or amount but are calculated for each separate instance for each fee payer and are based on actual cost of services provided.

(e) State agency charges on employees for benefits and services.

(f) Any intergovernmental charges.

(g) Forest protection district assessment rates established by ORS 477.210 to 477.265 and the Oregon Forest Land Protection Fund fees established by ORS 477.760.

(h) State Department of Energy assessments required by ORS 456.595 and 469.421 (8).

(i) Assessments on premiums charged by the Director of the Department of Consumer and Business Services pursuant to ORS 731.804 or fees charged by the director to banks, trusts and credit unions pursuant to ORS 706.530 and 723.114.

(j) Public Utility Commission operating assessments required by ORS 756.310 or charges paid to the Residential Service Protection Fund required by chapter 290, Oregon Laws 1987.

(k) Fees charged by the Housing and Community Services Department for intellectual property pursuant to ORS 456.562.

(L) New or increased fees that are anticipated in the legislative budgeting process for an agency, revenues from which are included, explicitly or implicitly, in the legislatively adopted budget or the legislatively approved budget for the agency.

(m) Tolls approved by the Oregon Transportation Commission pursuant to ORS 383.004 **and administrative fees imposed for failure to pay tolls when due as required under ORS 383.035**.

(n) Portal provider fees as defined in ORS 276A.270 and established by the State Chief Information Officer under ORS 276A.276 (3) and recommended by the Electronic Government Portal Advisory Board.

(o) Fees set by the State Parks and Recreation Director and approved by the State Parks and Recreation Commission under ORS 390.124 (2)(b).

(3)(a) Fees temporarily decreased for competitive or promotional reasons or because of unexpected and temporary revenue surpluses may be increased to not more than their prior level without compliance with subsection (1) of this section if, at the time the fee is decreased, the state agency specifies the following:

(A) The reason for the fee decrease; and

(B) The conditions under which the fee will be increased to not more than its prior level.

(b) Fees that are decreased for reasons other than those described in paragraph (a) of this subsection may not be subsequently increased except as allowed by ORS 291.050 to 291.060 and 294.160.

SECTION 13. ORS 381.312 is amended to read:

381.312. (1) The Port of Hood River, or any private entity or unit of government that the port designates to operate a bridge in an agreement the port enters into under ORS 381.205 to 381.314, may establish, collect or alter a reasonable toll, administrative fee or civil penalty in connection with the bridge.

(2) The port or the private entity or unit of government that the port designates shall deposit any proceeds from a toll, administrative fee or civil penalty into an account established under an agreement described in ORS 381.310. The port or unit of government shall deposit the share of proceeds that the port or unit of government receives with a depository that meets the requirements

set forth in ORS chapter 295. A private entity shall deposit the share of proceeds that the private entity receives with an insured institution, as defined in ORS 706.008.

(3)(a) The Department of Transportation, on behalf of the port, shall:

(A) Assess and collect the amount of a toll that a person fails to pay, plus a civil penalty and administrative fee; and

(B) Refuse to renew the motor vehicle registration of the motor vehicle of a person that failed to pay a toll, a civil penalty or an administrative fee assessed under this subsection.

(b) For the purpose of conducting the activities described in paragraph (a) of this subsection, the department shall:

(A) Treat a toll established in connection with the bridge as a toll that was established under ORS 383.004;

(B) Apply the exemptions set forth in ORS 383.035 [*(5)*] **(7)**; and

(C) Adopt rules to establish a process by means of which the port, a private entity or a unit of government may request action from the department under this subsection.

REPEALS

SECTION 14. Section 8, chapter 4, Oregon Laws 2013, is repealed.

CAPTIONS

SECTION 15. The unit and section captions used in this 2025 Act are provided only for the convenience of the reader and do not become part of the statutory law of this state or express any legislative intent in the enactment of this 2025 Act.

Senate Joint Resolution 3

Printed pursuant to Senate Interim Rule 213.28 by order of the President of the Senate in conformance with pre-session filing rules, indicating neither advocacy nor opposition on the part of the President (at the request of Senate Interim Committee on Finance and Revenue)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced.** The statement includes a measure digest written in compliance with applicable readability standards.

Digest: The Act would change the constitutional property tax laws that deal with maximum assessed value and local option taxes. It takes effect only if the people vote for it. (Flesch Readability Score: 60.8).

Proposes amendments to the Oregon Constitution providing that, for purposes of ad valorem property taxation, maximum assessed value shall be reassessed upon the sale of property, the ratio of maximum assessed value to real market value of property may not be less than 0.75, and the maximum number of years for which a local option tax may be passed are extended and the tax is not subject to compression under Ballot Measure 5 (1990).

Refers the proposed amendments to the people for their approval or rejection at the next regular general election.

JOINT RESOLUTION

Be It Resolved by the Legislative Assembly of the State of Oregon:

PARAGRAPH 1. The Constitution of the State of Oregon is amended by creating new sections 11m, 11n and 11o to be added to and made a part of Article XI, and by amending sections 11 and 11e, Article XI, such sections to read:

Sec. 11. (1)(a) For the tax year beginning July 1, 1997, each unit of property in this state shall have a maximum assessed value for ad valorem property tax purposes that does not exceed the property's real market value for the tax year beginning July 1, 1995, reduced by 10 percent.

(b) For tax years beginning after July 1, 1997, the property's maximum assessed value shall not increase by more than three percent from the previous tax year.

(c) Notwithstanding paragraph (a) or (b) of this subsection, property shall be valued at the ratio of average maximum assessed value to average real market value of property located in the area in which the property is located that is within the same property class, if on or after July 1, 1995:

(A) The property is new property or new improvements to property;

(B) The property is partitioned or subdivided;

(C) The property is rezoned and used consistently with the rezoning;

(D) The property is first taken into account as omitted property;

(E) The property becomes disqualified from exemption, partial exemption or special assessment; [*or*]

(F) A lot line adjustment is made with respect to the property, except that the total assessed value of all property affected by a lot line adjustment shall not exceed the total maximum assessed value of the affected property under paragraph (a) or (b) of this subsection[*.*]**; or**

(G) The property is the subject of a sale or other transfer transaction, as defined by law.

(d) Property shall be valued under paragraph (c) of this subsection only for the first tax year in which the changes described in paragraph (c) of this subsection are taken into account following the

NOTE: Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in **boldfaced** type.

effective date of this section. For each tax year thereafter, the limits described in paragraph (b) of this subsection apply.

(e) The Legislative Assembly shall enact laws that establish property classes and areas sufficient to make a determination under paragraph (c) of this subsection.

(f) Each property's assessed value shall not exceed the property's real market value.

(g) There shall not be a reappraisal of the real market value used in the tax year beginning July 1, 1995, for purposes of determining the property's maximum assessed value under paragraph (a) of this subsection.

(h)(A) Notwithstanding paragraphs (b) to (d) of this subsection and subsection (2) of this section, for property tax years beginning on or after July 1, 2027, the ratio of the maximum assessed value of property to the real market value of the property, determined as of the assessment date provided by law for the property tax year, may not be less than 0.75. If such ratio is less than 0.75, the maximum assessed value of the property shall be increased so that the ratio is equal to 0.75.

(B) Legislation enacted to implement the provisions of this paragraph is not subject to the prohibition under section 1a, Article IX of this Constitution, against declaring an emergency.

(2) The maximum assessed value of property that is assessed under a partial exemption or special assessment law shall be determined by applying the percentage reduction of paragraph (a) and the limit of paragraph (b) of subsection (1) of this section, or if newly eligible for partial exemption or special assessment, using a ratio developed in a manner consistent with paragraph (c) of subsection (1) of this section to the property's partially exempt or specially assessed value in the manner provided by law. After disqualification from partial exemption or special assessment, any additional taxes authorized by law may be imposed, but in the aggregate may not exceed the amount that would have been imposed under this section had the property not been partially exempt or specially assessed for the years for which the additional taxes are being collected.

(3)(a)(A) The Legislative Assembly shall enact laws to reduce the amount of ad valorem property taxes imposed by local taxing districts in this state so that the total of all ad valorem property taxes imposed in this state for the tax year beginning July 1, 1997, is reduced by 17 percent from the total of all ad valorem property taxes that would have been imposed under repealed sections 11 and 11a of this Article (1995 Edition) and section 11b of this Article but not taking into account Ballot Measure 47 (1996), for the tax year beginning July 1, 1997.

(B) The ad valorem property taxes to be reduced under subparagraph (A) of this paragraph are those taxes that would have been imposed under repealed sections 11 or 11a of this Article (1995 Edition) or section 11b of this Article, as modified by subsection (11) of this section, other than taxes described in subsection (4), (5), (6) or (7) of this section, taxes imposed to pay bonded indebtedness described in section 11b of this Article, as modified by paragraph (d) of subsection (11) of this section, or taxes described in section 1c, Article IX of this Constitution.

(C) It shall be the policy of this state to distribute the reductions caused by this paragraph so as to reflect:

(i) The lesser of ad valorem property taxes imposed for the tax year beginning July 1, 1995, reduced by 10 percent, or ad valorem property taxes imposed for the tax year beginning July 1, 1994;

(ii) Growth in new value under subparagraph (A), (B), (C), (D) or (E) of paragraph (c) of subsection (1) of this section, as added to the assessment and tax rolls for the tax year beginning July 1, 1996, or July 1, 1997 (or, if applicable, for the tax year beginning July 1, 1995); and

(iii) Ad valorem property taxes authorized by voters to be imposed in tax years beginning on or after July 1, 1996, and imposed according to that authority for the tax year beginning July 1, 1997.

(D) It shall be the policy of this state and the local taxing districts of this state to prioritize public safety and public education in responding to the reductions caused by this paragraph while minimizing the loss of decision-making control of local taxing districts.

(E) If the total value for the tax year beginning July 1, 1997, of additions of value described in subparagraph (A), (B), (C), (D) or (E) of paragraph (c) of subsection (1) of this section that are added to the assessment and tax rolls for the tax year beginning July 1, 1996, or July 1, 1997, exceeds four percent of the total assessed value of property statewide for the tax year beginning July 1, 1997 (before taking into account the additions of value described in subparagraph (A), (B), (C), (D) or (E) of paragraph (c) of subsection (1) of this section), then any ad valorem property taxes attributable to the excess above four percent shall reduce the dollar amount of the reduction described in subparagraph (A) of this paragraph.

(b) For the tax year beginning July 1, 1997, the ad valorem property taxes that were reduced under paragraph (a) of this subsection shall be imposed on the assessed value of property in a local taxing district as provided by law, and the rate of the ad valorem property taxes imposed under this paragraph shall be the local taxing district's permanent limit on the rate of ad valorem property taxes imposed by the district for tax years beginning after July 1, 1997, except as provided in subsection (5) of this section.

(c)(A) A local taxing district that has not previously imposed ad valorem property taxes and that seeks to impose ad valorem property taxes shall establish a limit on the rate of ad valorem property tax to be imposed by the district. The rate limit established under this subparagraph shall be approved by a majority of voters voting on the question. The rate limit approved under this subparagraph shall serve as the district's permanent rate limit under paragraph (b) of this subsection.

(B) The voter participation requirements described in subsection (8) of this section apply to an election under this paragraph.

(d) If two or more local taxing districts seek to consolidate or merge, the limit on the rate of ad valorem property tax to be imposed by the consolidated or merged district shall be the rate that would produce the same tax revenue as the local taxing districts would have cumulatively produced in the year of consolidation or merger, if the consolidation or merger had not occurred.

(e)(A) If a local taxing district divides, the limit on the rate of ad valorem property tax to be imposed by each local taxing district after division shall be the same as the local taxing district's rate limit under paragraph (b) of this subsection prior to division.

(B) Notwithstanding subparagraph (A) of this paragraph, the limit determined under this paragraph shall not be greater than the rate that would have produced the same amount of ad valorem property tax revenue in the year of division, had the division not occurred.

(f) Rates of ad valorem property tax established under this subsection may be carried to a number of decimal places provided by law and rounded as provided by law.

(g) Urban renewal levies described in this subsection shall be imposed as provided in subsections (15) and (16) of this section and may not be imposed under this subsection.

(h) Ad valorem property taxes described in this subsection shall be subject to the limitations described in section 11b of this Article, as modified by subsection (11) of this section.

(4)(a)(A) A local taxing district other than a school district may impose a local option ad valorem property tax that exceeds the limitations imposed under this section by submitting the

question of the levy to voters in the local taxing district and obtaining the approval of a majority of the voters voting on the question.

(B) The Legislative Assembly may enact laws permitting a school district to impose a local option ad valorem property tax as otherwise provided under this subsection.

(b) A levy imposed pursuant to legislation enacted under this subsection may be imposed for no more than five years, except that a levy for a capital project may be imposed for no more than the lesser of the expected useful life of the capital project or 10 years.

(c) The voter participation requirements described in subsection (8) of this section apply to an election held under this subsection.

(5)(a) Any portion of a local taxing district levy shall not be subject to reduction and limitation under paragraphs (a) and (b) of subsection (3) of this section if that portion of the levy is used to repay:

(A) Principal and interest for any bond issued before December 5, 1996, and secured by a pledge or explicit commitment of ad valorem property taxes or a covenant to levy or collect ad valorem property taxes;

(B) Principal and interest for any other formal, written borrowing of moneys executed before December 5, 1996, for which ad valorem property tax revenues have been pledged or explicitly committed, or that are secured by a covenant to levy or collect ad valorem property taxes;

(C) Principal and interest for any bond issued to refund an obligation described in subparagraph (A) or (B) of this paragraph; or

(D) Local government pension and disability plan obligations that commit ad valorem property taxes and to ad valorem property taxes imposed to fulfill those obligations.

(b)(A) A levy described in this subsection shall be imposed on assessed value as otherwise provided by law in an amount sufficient to repay the debt described in this subsection. Ad valorem property taxes may not be imposed under this subsection that repay the debt at an earlier date or on a different schedule than established in the agreement creating the debt.

(B) A levy described in this subsection shall be subject to the limitations imposed under section 11b of this Article, as modified by subsection (11) of this section.

(c)(A) As used in this subsection, "local government pension and disability plan obligations that commit ad valorem property taxes" is limited to contractual obligations for which the levy of ad valorem property taxes has been committed by a local government charter provision that was in effect on December 5, 1996, and, if in effect on December 5, 1996, as amended thereafter.

(B) The rates of ad valorem property taxes described in this paragraph may be adjusted so that the maximum allowable rate is capable of raising the revenue that the levy would have been authorized to raise if applied to property valued at real market value.

(C) Notwithstanding subparagraph (B) of this paragraph, ad valorem property taxes described in this paragraph shall be taken into account for purposes of the limitations in section 11b of this Article, as modified by subsection (11) of this section.

(D) If any proposed amendment to a charter described in subparagraph (A) of this paragraph permits the ad valorem property tax levy for local government pension and disability plan obligations to be increased, the amendment must be approved by voters in an election. The voter participation requirements described in subsection (8) of this section apply to an election under this subparagraph. No amendment to any charter described in this paragraph may cause ad valorem property taxes to exceed the limitations of section 11b of this Article, as amended by subsection (11) of this section.

(d) If the levy described in this subsection was a tax base or other permanent continuing levy, other than a levy imposed for the purpose described in subparagraph (D) of paragraph (a) of this subsection, prior to the effective date of this section, for the tax year following the repayment of debt described in this subsection the local taxing district's rate of ad valorem property tax established under paragraph (b) of subsection (3) of this section shall be increased to the rate that would have been in effect had the levy not been excepted from the reduction described in subsection (3) of this section. No adjustment shall be made to the rate of ad valorem property tax of local taxing districts other than the district imposing a levy under this subsection.

(e) If this subsection would apply to a levy described in paragraph (d) of this subsection, the local taxing district imposing the levy may elect out of the provisions of this subsection. The levy of a local taxing district making the election shall be included in the reduction and ad valorem property tax rate determination described in subsection (3) of this section.

(6)(a) The ad valorem property tax of a local taxing district, other than a city, county or school district, that is used to support a hospital facility shall not be subject to the reduction described in paragraph (a) of subsection (3) of this section. The entire ad valorem property tax imposed under this subsection for the tax year beginning July 1, 1997, shall be the local taxing district's permanent limit on the rate of ad valorem property taxes imposed by the district under paragraph (b) of subsection (3) of this section.

(b) Ad valorem property taxes described in this subsection shall be subject to the limitations imposed under section 11b of this Article, as modified by subsection (11) of this section.

(7) Notwithstanding any other existing or former provision of this Constitution, the following are validated, ratified, approved and confirmed:

(a) Any levy of ad valorem property taxes approved by a majority of voters voting on the question in an election held before December 5, 1996, if the election met the voter participation requirements described in subsection (8) of this section and the ad valorem property taxes were first imposed for the tax year beginning July 1, 1996, or July 1, 1997. A levy described in this paragraph shall not be subject to reduction under paragraph (a) of subsection (3) of this section but shall be taken into account in determining the local taxing district's permanent rate of ad valorem property tax under paragraph (b) of subsection (3) **of** this section. This paragraph does not apply to levies described in subsection (5) of this section or to levies to pay bonded indebtedness described in section 11b of this Article, as modified by subsection (11) of this section.

(b) Any serial or one-year levy to replace an existing serial or one-year levy approved by a majority of the voters voting on the question at an election held after December 4, 1996, and to be first imposed for the tax year beginning July 1, 1997, if the rate or the amount of the levy approved is not greater than the rate or the amount of the levy replaced.

(c) Any levy of ad valorem property taxes approved by a majority of voters voting on the question in an election held on or after December 5, 1996, and before the effective date of this section if the election met the voter participation requirements described in subsection (8) of this section and the ad valorem property taxes were first imposed for the tax year beginning July 1, 1997. A levy described in this paragraph shall be treated as a local option ad valorem property tax under subsection (4) of this section. This paragraph does not apply to levies described in subsection (5) of this section or to levies to pay bonded indebtedness described in section 11b of this Article, as modified by subsection (11) of this section.

(8) An election described in subsection (3), (4), (5)(c)(D), (7)(a) or (c) or (11) of this section shall authorize the matter upon which the election is being held only if:

(a) At least 50 percent of registered voters eligible to vote in the election cast a ballot; or

(b) The election is a general election in an even-numbered year.

(9) The Legislative Assembly shall replace, from the state's General Fund, revenue lost by the public school system because of the limitations of this section. The amount of the replacement revenue shall not be less than the total replaced in fiscal year 1997-1998.

(10)(a) As used in this section:

(A) "Improvements" includes new construction, reconstruction, major additions, remodeling, renovation and rehabilitation, including installation, but does not include minor construction or ongoing maintenance and repair.

(B) "Ad valorem property tax" does not include taxes imposed to pay principal and interest on bonded indebtedness described in paragraph (d) of subsection (11) of this section.

(b) In calculating the addition to value for new property and improvements, the amount added shall be net of the value of retired property.

(11) For purposes of this section and for purposes of implementing the limits in section 11b of this Article in tax years beginning on or after July 1, 1997:

(a)(A) The real market value of property shall be the amount in cash that could reasonably be expected to be paid by an informed buyer to an informed seller, each acting without compulsion in an arm's length transaction occurring as of the assessment date for the tax year, as established by law.

(B) The Legislative Assembly shall enact laws to adjust the real market value of property to reflect a substantial casualty loss of value after the assessment date.

(b) The $5 (public school system) and $10 (other government) limits on property taxes per $1,000 of real market value described in subsection (1) of section 11b of this Article shall be determined on the basis of property taxes imposed in each geographic area taxed by the same local taxing districts.

(c)(A) All property taxes described in this section are subject to the limits described in paragraph (b) of this subsection, except for taxes described in paragraph (d) of this subsection.

(B) If property taxes exceed the limitations imposed under either category of local taxing district under paragraph (b) of this subsection:

(i) Any local option ad valorem property taxes imposed under this subsection shall be proportionally reduced by those local taxing districts within the category that is imposing local option ad valorem property taxes; and

(ii) After local option ad valorem property taxes have been eliminated, all other ad valorem property taxes shall be proportionally reduced by those taxing districts within the category, until the limits are no longer exceeded.

(C) The percentages used to make the proportional reductions under subparagraph (B) of this paragraph shall be calculated separately for each category.

(d) Bonded indebtedness, the taxes of which are not subject to limitation under this section or section 11b of this Article, consists of:

(A) Bonded indebtedness authorized by a provision of this Constitution;

(B) Bonded indebtedness issued on or before November 6, 1990; or

(C) Bonded indebtedness:

(i) Incurred for capital construction or capital improvements; and

(ii)(I) If issued after November 6, 1990, and approved prior to December 5, 1996, the issuance of which has been approved by a majority of voters voting on the question; or

(II) If approved by voters after December 5, 1996, the issuance of which has been approved by a majority of voters voting on the question in an election that is in compliance with the voter participation requirements in subsection (8) of this section.

(12) Bonded indebtedness described in subsection (11) of this section includes bonded indebtedness issued to refund bonded indebtedness described in subsection (11) of this section.

(13) As used in subsection (11) of this section, with respect to bonded indebtedness issued on or after December 5, 1996, "capital construction" and "capital improvements":

(a) Include public safety and law enforcement vehicles with a projected useful life of five years or more; and

(b) Do not include:

(A) Maintenance and repairs, the need for which could reasonably be anticipated.

(B) Supplies and equipment that are not intrinsic to the structure.

(14) Ad valorem property taxes imposed to pay principal and interest on bonded indebtedness described in section 11b of this Article, as modified by subsection (11) of this section, shall be imposed on the assessed value of the property determined under this section or, in the case of specially assessed property, as otherwise provided by law or as limited by this section, whichever is applicable.

(15) If ad valorem property taxes are divided as provided in section 1c, Article IX of this Constitution, in order to fund a redevelopment or urban renewal project, then notwithstanding subsection (1) of this section, the ad valorem property taxes levied against the increase shall be used exclusively to pay any indebtedness incurred for the redevelopment or urban renewal project.

(16) The Legislative Assembly shall enact laws that allow collection of ad valorem property taxes sufficient to pay, when due, indebtedness incurred to carry out urban renewal plans existing on December 5, 1996. These collections shall cease when the indebtedness is paid. Unless excepted from limitation under section 11b of this Article, as modified by subsection (11) of this section, nothing in this subsection shall be construed to remove ad valorem property taxes levied against the increase from the dollar limits in paragraph (b) of subsection (11) of this section.

(17)(a) If, in an election on November 5, 1996, voters approved a new tax base for a local taxing district under repealed section 11 of this Article (1995 Edition) that was not to go into effect until the tax year beginning July 1, 1998, the local taxing district's permanent rate limit under subsection (3) of this section shall be recalculated for the tax year beginning on July 1, 1998, to reflect:

(A) Ad valorem property taxes that would have been imposed had repealed section 11 of this Article (1995 Edition) remained in effect; and

(B) Any other permanent continuing levies that would have been imposed under repealed section 11 of this Article (1995 Edition), as reduced by subsection (3) of this section.

(b) The rate limit determined under this subsection shall be the local taxing district's permanent rate limit for tax years beginning on or after July 1, 1999.

(18) Section 32, Article I, and section 1, Article IX of this Constitution, shall not apply to this section.

(19)(a) The Legislative Assembly shall by statute limit the ability of local taxing districts to impose new or additional fees, taxes, assessments or other charges for the purpose of using the proceeds as alternative sources of funding to make up for ad valorem property tax revenue reductions caused by the initial implementation of this section, unless the new or additional fee, tax, assessment or other charge is approved by voters.

(b) This subsection shall not apply to new or additional fees, taxes, assessments or other charges

for a government product or service that a person:

(A) May legally obtain from a source other than government; and

(B) Is reasonably able to obtain from a source other than government.

(c) As used in this subsection, "new or additional fees, taxes, assessments or other charges" does not include moneys received by a local taxing district as:

(A) Rent or lease payments;

(B) Interest, dividends, royalties or other investment earnings;

(C) Fines, penalties and unitary assessments;

(D) Amounts charged to and paid by another unit of government for products, services or property; or

(E) Payments derived from a contract entered into by the local taxing district as a proprietary function of the local taxing district.

(d) This subsection does not apply to a local taxing district that derived less than 10 percent of the local taxing district's operating revenues from ad valorem property taxes, other than ad valorem property taxes imposed to pay bonded indebtedness, during the fiscal year ending June 30, 1996.

(e) An election under this subsection need not comply with the voter participation requirements described in subsection (8) of this section.

(20) If any provision of this section is determined to be unconstitutional or otherwise invalid, the remaining provisions shall continue in full force and effect.

SECTION 11m. (1) The limitations of sections 11 and 11b of this Article do not apply to a local option ad valorem property tax imposed under this section.

(2)(a) A local taxing district may impose a local option ad valorem property tax under this section by submitting the question of the levy to the voters in the local taxing district at an election held pursuant to the laws of this state and obtaining the approval of a majority of the voters voting on the question.

(b)(A) A local taxing district may impose a levy pursuant to this section for no more than 10 years.

(B) A local taxing district may submit the question of renewal of a levy imposed under this section to the voters in the local taxing district at an election held pursuant to the laws of this state within two years of the expiration of the levy that the local taxing district seeks to renew.

(C) For any question of a levy submitted to the voters of a local taxing district, including renewal of a levy, the local taxing district must include in the question a statement setting forth the length of time for which the levy will be imposed and a statement that taxes paid under the levy will not be reduced by operation of the limits in section 11b of this Article.

(3) Notwithstanding subsection (1) of this section, the maximum assessed value of property in this state for a local option ad valorem property tax imposed under this section is determined under subsection (1) of section 11 of this Article.

(4) Section 32, Article I, and section 1, Article IX of this Constitution, do not apply to this section.

SECTION 11n. (1) Notwithstanding paragraph (h) of subsection (1) of section 11 of this Article:

(a) For the property tax year beginning on July 1, 2027, if the ratio of the maximum assessed value of property to the real market value of the property is less than 0.75, the

maximum assessed value of the property shall be increased so that the difference between the ratio as determined for the property and 0.75 is reduced by 20 percent.

(b) For the property tax year beginning on July 1, 2028, if the ratio of the maximum assessed value of property to the real market value of the property is less than 0.75, the maximum assessed value of the property shall be increased so that the difference between the ratio as determined for the property and 0.75 is reduced by 40 percent.

(c) For the property tax year beginning on July 1, 2029, if the ratio of the maximum assessed value of property to the real market value of the property is less than 0.75, the maximum assessed value of the property shall be increased so that the difference between the ratio as determined for the property and 0.75 is reduced by 60 percent.

(d) For the property tax year beginning on July 1, 2030, if the ratio of the maximum assessed value of property to the real market value of the property is less than 0.75, the maximum assessed value of the property shall be increased so that the difference between the ratio as determined for the property and 0.75 is reduced by 80 percent.

(e) For property tax years beginning on or after July 1, 2031, property shall be assessed as provided under paragraph (h) of subsection (1) of section 11 of this Article.

(2) This section is repealed on January 2, 2033.

SECTION 11o. (1) Section 11n of this Article applies to property tax years beginning on or after July 1, 2027.

(2) This section is repealed on January 2, 2029.

Sec. 11e. If any portion, clause or phrase of sections 11b to 11e **or section 11m** of this Article is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, the remaining portions, clauses and phrases [*shall not be*] **are not** affected [*but*] **and** shall remain in full force and effect.

PARAGRAPH 2. The amendment proposed by this resolution shall be submitted to the people for their approval or rejection at the next regular general election held throughout this state.

2025 Tigard, Oregon State Legislative Agenda

Top Priorities

Fully Funded Jurisdictional Transfer of Hall Boulevard.

The City of Tigard advocates for full funding of the State of Good Repair and identified Betterments for Hall Boulevard, where it runs through Tigard; total funding requested for the transfer and improvements to Hall Boulevard in Tigard is $50 million. The state's Jurisdictional Transfer Advisory Committee supports this application. Together with the Oregon Department of Transportation (ODOT), the City of Tigard looks forward to delivering on the community's vision for this important corridor, demonstrating success in agency collaboration, community engagement, fiscal stewardship, and infrastructure management.

Protect Affordable Housing.

Recognizing the increasing number of affordability covenants set to expire over the next several years and the impact that the loss of these affordable units will have on our state's most vulnerable renters, the City of Tigard requests stronger regulations and robust financial incentives to encourage protection of affordable properties.

Transportation

The City of Tigard is led by its strategic vision: *to create an equitable community that is walkable, healthy, and accessible for everyone*. With this vision in mind, the City of Tigard supports transportation policy and investments that improve the safety, accessibility, and reliability of transportation systems, reduce greenhouse gas emissions, and improve social equity. Specific transportation priorities are:

- **Expand Transit Service.**
  In support of statewide goals related to climate, equity, and accessibility, the City of Tigard advocates for investment in transit services and the expansion of service areas to better serve community, particularly the most vulnerable.
- **Greenhouse Gas Emission State Reduction Targets.**
  Advance efforts to reduce and regulate emissions to meet the state's carbon reduction goals, including support for Equitable Oregon Electric Vehicle Rebate incentives and the related Charge Ahead incentives and Climate Protection Program.
- **ODOT Project Delivery.**
  Increase funding for ODOT project delivery capacity and prioritization of active transportation infrastructure to avoid costly delays to local agencies.
- **Transportation Funding.**
  The City supports maintaining the current transportation funding split between state, county, and cities. Additionally, the City is supportive of diversifying revenues to sustain transportation projects as the gas tax revenue continues to decline.

Our Community Promise -- the "5 E's" of Equity, Environment, Economy, Engagement, and Excellence -- is the lens through which we approach all initiatives and guide the work we do.

2025 Tigard, Oregon State Legislative Agenda Items

Housing Services

Tigard supports increased funding and legislation for stable, climate-friendly housing, land use, and support services. The City also advocates for state requirements to include funding for cities to implement those requirements.

- **Houselessness Services.**
  Tigard supports funding efforts to respond to immediate health and wellness services for houseless community members. The City supports clarity on the definition of how "reasonableness" will support consistency in how Time, Place, Manner is implemented between cities.

- **Tenant Assistance.**
  Rent assistance programs should be expanded to ensure that Oregonians remain housed and the state's housing crisis does not grow worse. The state should establish a legal aid fund to ensure landlord adherence to tenant protection laws.

- **Affordable Housing Reform.**
  Tigard supports the provision of state funds to backfill local system development charge exemptions for the development of affordable housing.

Public Safety

- **Behavioral Health Deflection Programs.**
  Tigard supports HB 4002 and adequately funding implementation of community-based pathway to treatment, housing, and other services for individuals possessing or using controlled substances.

This agenda highlights key city priorities and is one tool to support and advocate for important initiatives. In coordination with our partners, Tigard will pursue additional opportunities that align with our values as they arise.

Representing Tigard - City Council



Heidi Lueb
Mayor



Maureen Wolf
Council President



Faraz Ghoddusi
Councilor



Yi-Kang Hu
Councilor



Heather Robbins
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