

Intergovernmental Committee Meeting
Wednesday, September 22, 2021 1:00 PM

Dr. Matthew Prophet Education Center -
Windows Cafeteria / Conference Room (Floor
2)
501 N. Dixon St.
Portland, OR 97227

Agenda

1. Introductions
2. Update: State Redistricting
3. Update: I5 Rose Quarter Project
4. Houselessness Impacts on Schools
5. Outdoor Tent Permit Process
6. Advocacy for Asymptomatic Screening with OHA/OHSU
7. Public Comment *To sign-up for public comment
email PublicComment@pps.net
or call Kara Bradshaw at 503-916-3906.
8. 2:30 pm - Adjourn



MEMORANDUM

Date: September 17, 2021
To: PPS Board Intergovernmental Committee
From: Courtney Westling, Director of Government Relations
Subject: Update on State Redistricting Process

The Legislature is convening on Monday, September 20 for a special session solely dedicated to redistricting. While this process typically would have taken place during session, delays with census data necessitated pushing it to the interim.

On September 3 the redistricting committees met to release several proposed drafts of Oregon's congressional and legislative maps. You can view a recording of the public hearing [here](#), as well as the PDF versions of the official drafts.

The redistricting committees then met jointly over the course of the last two weeks for multiple public hearings focused on soliciting feedback from the public in each congressional district around the state. There has been robust public input, however, there is not clear consensus among those that testified about which map proposal should be adopted.

The expectation is that the draft maps will inform the final product, rather than the legislature rubber stamping any of the existing maps in their current form. Some have predicted the maps may look most like Map A (the only proposal purported to have bipartisan input), rather than Map B (House Republicans' map) or Map C (House Democrats' map). However, if legislators fail to agree on a map, the duty of dividing the state will fall to Secretary of State Shemia Fagan.

While some special sessions become a target for those seeking to pass interim legislation, legislators are committed to making next week a single-topic special session.

RESOLUTION No. 6354

Protecting PPS Students, Staff, and Communities in Oregon Department of Transportation's I-5 Rose Quarter Project

RECITALS

- A. In 2012, the Oregon Department of Transportation (ODOT) and the City of Portland Bureau of Planning and Sustainability and the Bureau of Transportation developed the I-5 Broadway-Weidler Facility Plan in conjunction with the City's N/NE Quadrant Plan. The N/NE Quadrant Plan set goals and actions for the land use and development in north and northeast Portland, while the Broadway-Weidler Facility Plan was intended to improve safety and operations on I-5 in the vicinity of the Broadway/Weidler interchange. Key elements of the facility plan include:
 - a. Adding auxiliary lanes and full-width shoulders (within existing right-of-way).
 - b. Rebuilding structures at Broadway, Weidler, Vancouver and Williams and adding a lid over the freeway.
 - c. Moving the I-5 southbound on-ramp to Weidler.
 - d. Adding new connections over the freeway for pedestrian and bicycle travel in the interchange area.
- B. In 2012, the Portland City Council and the Oregon Transportation Commission approved the Broadway-Weidler Facility Plan. The proposed plan includes substantial widening of I-5 immediately adjacent to Harriet Tubman Middle School, including extending travel lanes closer to the school and constructing new retaining walls.
- C. In 2016, ODOT concluded the Broadway-Weidler Facility Plan improvements were technically feasible and proceeded with development of an Environmental Assessment (EA). The EA is intended to evaluate the benefits and impacts within the project area of two alternatives: one in which the project would move forward as planned (Build Alternative), and one in which the project would not be built (No-Build Alternative).
- D. The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. Based on the EA, the following actions can occur:
 - a. If the agency determines that the action will not have significant environmental impacts, the agency will issue a Finding of No Significant Impact (FONSI). A FONSI is a document that presents the reasons why the agency has concluded that there are no significant environmental impacts projected to occur upon implementation of the action.
 - b. If the EA determines that the environmental impacts of a proposed action will be significant, an Environmental Impact Statement is prepared.
- E. ODOT's EA was published on February 15, 2019. The public comment period closed April 1, 2019. ODOT is required to take into consideration public health impacts in its analysis and to use an equity lens in its planning processes. The historical legacy from ODOT ignoring health and equity concerns voiced decades ago about building a freeway too close to a school has had health and environment consequences for our students and the surrounding community and required PPS to spend millions in limited capital funds to make the air inside Tubman safe for students.
- F. Although the proposed project is immediately adjacent to PPS properties, in particular Harriet Tubman Middle School, neither ODOT nor the City meaningfully engaged with PPS or our families during the planning process to assess the potential impacts, either short- or long-term, on the health of students and staff from environmental hazards of the freeway and the expansion or

on the structural integrity of PPS facilities from incursions on PPS property during construction.

- G. I-5 is already built hazardously close to Harriet Tubman Middle School (HTMS) and has negative impacts on the air quality for students and staff. PPS spent more than \$10M to install air filtration systems when the school reopened in 2018 to mitigate the impacts of traffic on I-5.
- H. An initial review of the EA by PPS staff raised substantial questions about potential impacts on PPS properties, including risks to soil stability under the Harriet Tubman Middle School site during the construction process, increased air pollution, increased noise pollution, lack of school bus egress from Harriet Tubman Middle School with the removal of the Flint Street overpass, and shifts to traffic patterns in the vicinity of both Tubman and District headquarters.
- I. In March 2019 and again in December 2019, the PPS Board of Education passed resolutions 5856 and 6008 urging ODOT to move forward with a full Environmental Impact Statement (EIS) to fully resolve questions around the potential impacts of the I-5 freeway and the proposed expansion on our students.
- J. Representatives of Portland Public Schools and the Board of Education have continued raising concerns about potential air-quality impacts to Harriet Tubman Middle School students and the surrounding neighborhood and to support economic empowerment in the Albina neighborhood by investing in highway covers to enable redevelopment and reinvestment and improve neighborhood connectivity.
- K. To date, none of the concerns raised by Portland Public Schools has been addressed by ODOT; and in fact, at an Executive Steering Committee meeting in fall 2020, ODOT representatives opposed language that would require the project to result in air quality at Harriet Tubman Middle School that is safe for youth.
- L. In late spring 2021, Portland Public Schools conducted community outreach to Harriet Tubman Middle School families, as well as its feeder schools: Boise-Eliot, Irvington, Sabin and Dr. Martin Luther King Jr.
- M. An online survey was open from June 3-June 21, 2021, and the District also conducted a focus group. In general, the feedback from the community can be summarized under three themes: air quality for students, broader engagement, and relocation of HTMS. Given COVID-19 gathering restrictions and summer schedules, community engagement will be ongoing.
- N. The feedback regarding air quality included requests for improved indoor ventilation systems, identification of long-term impacts on students, and installation of highway covers.
- O. State and regional leaders have shared their concern for the negative impact the original freeway placement has had and that the freeway expansion will have on HTMS students and the community.
- P. On June 11, 2020, the PPS Board of Education unanimously approved Resolution 6130. In this resolution, the Board declared that the lives of Black students and our Black community matter and committed to working with the Superintendent and the Portland community to create the conditions for every student, especially our Black and Native students who experience the greatest challenges, to realize the vision of the Graduate Portrait.
- Q. The work of the Albina Vision Trust and the Black community in Portland to reclaim the Albina community is similar to the push for equitable access to public education, especially for our Black students and their families. This push has long been a key component of the civil rights movement and fight for racial justice and builds on the legacy of advocacy for Black children in Portland, and catalyzed by the social movements for Black Lives. Government Institutions like ODOT and PPS, have a moment, an opportunity to lead, not with race-neutral plans, but with an

anti-racist agenda that amplifies an intergenerational healing process among students, their families, and our community.

- R. Portland Public Schools appreciates that the State and other partners are working with PPS to find a solution to address the ongoing concerns about the air quality and construction disruption at Harriet Tubman Middle School.

RESOLUTION

- A. The Board of Education for Portland Public Schools will work in partnership with Albina Vision Trust, state and community leaders to understand the environmental and health impacts of the freeway for students in the Albina neighborhood and advocate for initiatives that mitigate the freeway's impact on students and their families in this neighborhood.
- B. The Board of Education for Portland Public Schools supports and urges federal investments to reconnect, revitalize and transform the Albina community to address the many harms caused by the original construction of the Interstate freeway and ensure a seamless, aligned project that addresses displacement, economic, and environmental racism, while supporting educational innovation and new economic opportunities for the community.
- C. If ODOT and the State proceed with the project that will compound the original negative health and environmental impacts on the students and neighboring community, the Board of Education and Superintendent for Portland Public Schools calls on state leaders and the project team to accept the responsibility for the harm they have caused and to mitigate the past and potential future harm to the health of students and staff at Harriet Tubman Middle School.
- D. Further, Portland Public Schools leadership demands that if the State moves ahead with the project that it commits to create a transformative infrastructure project for Historic Albina and to secure the funds to rebuild Harriet Tubman Middle School in a safe, healthy location in Historic Albina.



Addressing homelessness in greater Portland

Regional Supportive Housing Services program

In recent years, homelessness and housing prices have both increased dramatically in the Portland area. Metro's supportive housing services program is designed to help people find and stay in housing.

The region's voters approved a regional affordable housing bond in November 2018, funding the creation of thousands of permanently affordable homes throughout the region.

In May 2020, voters in greater Portland approved a measure that would raise money for supportive housing services for people experiencing homelessness or at risk of experiencing homelessness. Community members and leaders from around the region developed the measure, recognizing that individuals and families need support to find and stay in their homes.

Supportive Housing Services Program

Metro's supportive housing services program will provide the much-needed wraparound services to help reduce homelessness across greater Portland.

The program provides services for as many as 5,000 people experiencing prolonged homelessness with complex disabilities, and as many as 10,000 households experiencing short-term homelessness or at risk of homelessness.

Multiple studies have shown that supportive housing services increases housing stability among many other benefits. Metro's supportive housing services program will pay for services that effectively and permanently elevate people out of homelessness, such as:



- case management
- mental health care
- addiction and recovery treatment
- job training
- housing assistance and
- culturally-specific services

How is the program funded?

The program collects a 1 percent tax on all taxable income of more than \$125,000 for individuals and \$200,000 for joint filers. It also collects a 1 percent tax on profits from businesses with gross receipts of more than \$5 million. A tax on business profits does not tax business income that pays for such expenses as payroll, rent, equipment and inventory purchases.

How many people need assistance?

Estimates of homelessness in the region range between 6,000 and 12,000 people.

In January 2019, officials counted 5,711 people experiencing homelessness in Clackamas, Multnomah and Washington counties. Additionally, the Oregon Department of Education counted more than 7,000 students who experienced homelessness in the 2018 school year in Metro-area school districts. These reports undercount people experiencing

homelessness while staying with a friend or family, or living in vehicles.

In recent years, more people are experiencing 'chronic' or prolonged homelessness. Approximately 3,123 to 4,935 people in the region experience homelessness related to complex and disabling conditions.



Who becomes homeless in the Portland region?

The January 2019 count found that the majority of those surveyed in Multnomah County are longtime Oregonians who lost access to housing because of rent increases. A quarter of people experiencing homelessness in greater Portland were born in the region; more than half had lived in the region for more than two years. Thirty-six percent were people of color, including 14 percent of indigenous ancestry. More than three-quarters had a disability. Nearly half had experienced domestic violence.

Local communities use funds

Revenue is distributed within the portions of Clackamas, Multnomah and Washington counties that are inside Metro's district. Revenue is distributed proportionate to the tax revenue estimated to be collected from individuals in those counties.

Agencies addressing homelessness in Multnomah County receive 45.3 percent of the revenue, Washington County agencies receive 33.3 percent, and Clackamas County agencies receive 21.3 percent of the collected revenue.

Each county develops a Local Implementation Plan based on local need. Funds are distributed as rent assistance through local housing authorities, and service contracts with local social service and health care providers who serve people experiencing homelessness and housing insecurity.

Accountability and oversight

Oversight is provided by a 20-member committee that broadly represents the diversity of the region and lends expertise to the program. Members provide policy and programmatic guidance, monitor programmatic expenditures and evaluate outcomes. All meetings and materials of the community oversight body will be available and accessible to the public.

Metro is required to have an annual independent financial audit and for the results to be made publicly available.

The program restricts administrative expenses incurred by Metro to no more than 5 percent after collection expenses.

Administrative funds pay for oversight and accountability, data collection, coordination, and other costs associated with management of the regional program.

Learn more

oregonmetro.gov/housingservices

For more information email
housingservices@oregonmetro.gov