

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FY 2009-) RESOLUTION NO. 10- 4151
2010 FUNDING FOR COMMUNITY PLANNING)
AND DEVELOPMENT GRANTS FUNDED) Introduced by: Councilor Robert Liberty
WITH CONSTRUCTION EXCISE TAX)

WHEREAS, in 2006, Metro adopted Ordinance No. 06-1115, establishing a construction excise tax (CET) to provide funding to local governments for regional and local planning that is required to make land ready for development after its inclusion in the Urban Growth Boundary; and

WHEREAS, since 2006 Metro has provided \$6.3 million CET revenue as grants to local governments, who used the grants to fund their concept and comprehensive planning requirements for land added to the Urban Growth Boundary in 2002 and 2004; and

WHEREAS, in June of 2009, in accordance with the recommendations of a CET Advisory Committee and Metro Policy Advisory Committee, Metro adopted Ordinance No. 09-1220 extending the Metro CET to September 2014 and maintaining the existing CET tax rate, to provide funding for regional and local planning that is required to make land ready for development after its inclusion in the Urban Growth Boundary; and

WHEREAS, in accordance with Metro Code Chapter 7.04 and the Construction Excise Tax Administrative Rules, the COO established a CET grant applications screening committee (“CET Grant Screening Committee”) consisting of stakeholders with broad expertise to provide the COO an assessment of the strength of each grant request in accordance with the criteria for the grants program as set forth in Metro Code Chapter 7.04 and the Construction Excise Tax Administrative Rules; and

WHEREAS, Metro received twenty three (23) CET Grant Request Applications from twelve (12) local governments and their partners; and

WHEREAS, local governments proposed planning projects that will result in on-the-ground development in centers and employment areas, reuse existing infrastructure, promote private and public partnerships, develop innovative practices that could be transferable to other locations, and realize local aspirations; and

WHEREAS, in April 2010 the CET Grant Screening Committee submitted its recommendations to the COO of the projects they recommended grant funding; and

WHEREAS, in August 2009 a lawsuit was filed challenging Metro Ordinance 09-1220 (“Lawsuit”), which lawsuit is currently ongoing; and

WHEREAS, in accordance with Metro Code Chapter 7.04 and the Construction Excise Tax Administrative Rules, the COO reviewed the recommendations of the CET Grant Screening Committee, and in June 2010 the COO presented to the Metro Council the COO’s CET Grant Recommendations, and the COO’s analysis of the CET Grant Screening Committee’s recommendations; and

WHEREAS, the Metro Council has reviewed the recommendations of the COO, the work done by the CET Grant Screening Committee, the CET Grant applications, the CET Grant Evaluation Criteria, and the public testimony of some CET Grant applicants and other interested members of the public;

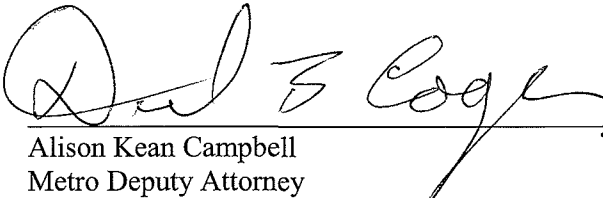
NOW THEREFORE, BE IT RESOLVED as follows:

- (1) The Metro Council makes the CET Grant Awards for the FY 2009-2010 CET Grant Cycle totaling approximately \$3.7 million, as set forth in Exhibit A, attached hereto and incorporated herein, to those CET Grant Recipients and for those projects and in the amounts listed in Exhibit A, contingent upon receipt of adequate CET funds and on the final positive resolution of the Lawsuit; and
- (2) The Metro Council hereby authorizes and directs the Metro COO and staff, and the Office of Metro Attorney and legal staff, to negotiate Intergovernmental Agreements ("IGAs") with the CET Grant Recipients in substantially the IGA format executed for the 2006 CET grant cycle or in a format approved by the Office of Metro Attorney, which IGAs shall set forth milestones and funding allocation dates that comply with the Metro Code Construction Excise Tax Chapter 7.04, the CET Administrative Rules, this Resolution No. 10-4151 and Exhibit A attached hereto; and which shall also contain provisions making the CET Grants contingent on receiving adequate CET funds from the collecting jurisdictions and on the final positive resolution of the Lawsuit; and
- (3) The Metro Council hereby directs the Metro COO and his staff to develop a program for monitoring success of the investments over time.

ADOPTED by the Metro Council this 10 day of JUNE, 2010.


David Bragdon, Council President

Approved as to Form:


Alison Kean Campbell
Metro Deputy Attorney

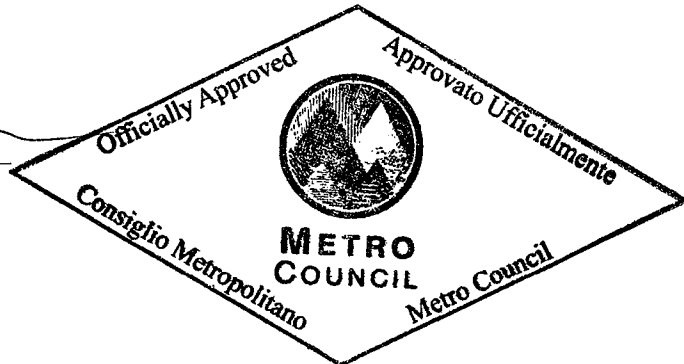


EXHIBIT A
RESOLUTION NO. 10-4151
COMMUNITY PLANNING AND DEVELOPMENT GRANTS RECEIPIENTS AND AMOUNTS
FOR FY 2009-10 CYCLE

*Funding conditions to be addressed in the Intergovernmental Agreement (IGA)

Jurisdiction	Project	Award
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Cornelius	Holladay Industrial Park Planning	\$79,000
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This is a three-part preparation of a 50-acre State Certified 'Shovel Ready' Industrial Site north of Holladay Drive in Cornelius. It consists of 1) Site Survey, 2) Wetland Study and Vegetated Corridor Functional Assessment, and 3) Traffic Study to be completed within six months of grant approval.

**Funding Conditions:*

- 1) Provide information about how and when property owners of the parcels in the project area will be brought on board as partners of the planning effort
- 2) Indicate when and how annexation of the portion of the land outside the City boundary will happen
- 3) Incorporate sustainability¹ best practices in the scope of work

Forest Grove	Redevelopment Planning	\$85,000
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Prepare an urban renewal feasibility study and urban renewal report to support implementation of a tax increment financing district in the City of Forest Grove. Desired outcomes include assessment of blight; identification of infrastructure investment necessary to spur private development within blighted areas of the community; subsidies required for mixed-use development consistent with local and regional objectives; assessment of potential tax increment revenue collections and potential impact to affected taxing districts.

**Funding Condition:*

Incorporate sustainability best practices in the scope of work

Gresham	TriMet Site Redevelopment Plan	\$70,000
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This project would work with TriMet to transform a park-and-ride lot into an intense signature development in the middle of Gresham's Regional Center. The project would study market, land use, and urban design potential of the site, explore financial feasibility of development and ensure adequate park-and-ride spaces.

**Funding Conditions:*

- 1) Address how the City intends to meet federal rules applicable to a change in use of the park-and-ride land on the proposed project site purchased and built with federal transit administration funds, as federal rules on full replacement of parking spaces for park-and-ride use could be a barrier to redevelopment of the site.

¹ See last page of this exhibit for an definition of sustainability best practices.

- 2) Incorporate sustainability best practices in the scope of work

Happy Valley Industrial Pre-Certification Study \$32,600

Utilize CET Grant funds to augment local in-kind work in facilitating work products/processes associated with an “Industrial Pre-Certification Study” for multiple 20+ acre properties located in Industrial Campus (RSIA-compliant) and Employment Center & Rock Creek Mixed Employment (Employment Area compliant) zoned areas within the roughly 400 gross-acre Rock Creek employment area.

**Funding Condition:*

Incorporate sustainability best practices in the scope of work

Hillsboro Tanasbourne/AmberGlen Regional Center Implementation \$275,000

The City of Hillsboro is seeking \$275,000 to fund the Tanasbourne/AmberGlen Regional Center project. The project will combine the Tanasbourne Town Center and AmberGlen Community plan areas and establish development implementation tools that will allow the areas to be successfully combined into a Regional Center that is consistent with the Metro 2040 Growth Concept and the Regional Framework Plan.

**Funding Conditions for the City:*

Incorporate sustainability best practices in the scope of work

Hillsboro Old Town Hillsboro Refinement Plan \$90,000

The City of Hillsboro seeks to fund redevelopment planning in the vintage industrial neighborhood located southwest of its Downtown Regional Center. The neighborhood visioning completed as part of the recently adopted Downtown Framework Plan (DFP), envisions “Old Town Hillsboro” redeveloping as an “eclectic mix of residences, shopping and employment opportunities.”

**Funding Condition:*

Incorporate sustainability best practices in the scope of work

Lake Oswego Foothills District Framework Plan \$295,000

The Foothills District Framework Plan will produce a comprehensive redevelopment plan consistent with Metro 2040 goals. When complete, the plan will establish a new regulatory framework and comprehensive infrastructure strategy, accelerating redevelopment activity. This effort complements the current Portland/Lake Oswego Streetcar project, which will terminate in the 120-acre Foothills District.

**Funding Conditions:*

- 1) Coordinate products and milestones with the regional process underway to develop the Lake Oswego-Portland Streetcar project
- 2) Incorporate sustainability best practices in the scope of work

Lake Oswego Funding Strategy to Implement the LGVC Plan \$50,000

The Village Center plan addresses the current and near term requirements of land use and transportation within the existing commercial area. The Funding Strategy Plan would identify and prioritize specific tasks, provide financial options and make recommendations on these options.

**Funding Condition:*

- 1) Incorporate sustainability best practices in the scope of work

Milwaukie Town Center Urban Renewal Plan \$224,000

The purpose of this project is to establish funding mechanisms, appropriate land use plans, and development strategies to stimulate private investment in the Milwaukie Town Center. This will be achieved through: Preparation of an Urban Renewal Plan for adoption by the Milwaukie City Council; and targeted site-specific development planning.

**Funding Conditions:*

- 1) Coordinate products and milestones with the regional process underway to develop the Portland-Milwaukie Light Rail Line
- 2) Incorporate sustainability best practices in the scope of work

Portland Portland-Milwaukie LRT Project: E-TOD Plan \$485,000

Development of an innovative employment based transit-oriented development (E-TOD) typology that encourages high job density and transit ridership around four LRT stations located in predominantly industrial neighborhoods. The project will first develop overall land use, economic development and transportation frameworks then specific implementation strategies for a successful E-TOD plan.

**Funding Conditions:*

- 1) Coordinate products and milestones with the regional process underway to develop the Portland-Milwaukie Light Rail Line
- 2) Incorporate sustainability best practices in the scope of work

Portland Barbur Corridor Concept Plan \$700,000

Engage the community to create a Concept Plan for the corridor that: 1) Identifies potential transit station areas with the greatest development and placemaking opportunities; 2) Develops a vision for Barbur Boulevard, a highway “orphaned” when I-5 was built; and 3) Evaluates alternative transit station areas against watershed health goals and existing investment strategies.

** Funding Conditions:*

- 1) Coordinate products and milestones with the regional process underway to develop the southwest corridor of the region’s transportation network as the region’s next priority for High Capacity Transportation (HCT)
- 2) Incorporate sustainability best practices in the scope of work

Portland Foster Lents Integration Partnership \$250,000

Develop a strategic framework for green infrastructure investments in the Foster Corridor to realize thriving, transit-oriented, sustainable, 20 minute neighborhoods. The strategy will address green infrastructure, economic development, environmental stewardship, transit services, transportation infrastructure, and strategic redevelopment to catalyze private investments in the target areas. This strategy will identify constraints, opportunity sites, and realistic financial partners for redevelopment.

**Funding Condition:*

Incorporate sustainability best practices in the scope of work

Portland Portland Brownfield Redevelopment \$150,000

This study will assess market feasibility needs and actions to approach full redevelopment of Portland's brownfields in 25 years. It will include a brownfield inventory and conditions analysis, evaluation of financial feasibility gaps and other redevelopment barriers, estimate of public payback for expanding brownfield reinvestment, and recommendations for incremental implementation actions.

**Funding Condition:*

Incorporate sustainability best practices in the scope of work

Portland South Waterfront: South Portland Partnership Plan \$250,000

This project will provide a comprehensive stakeholder process to refine the preferred design alternative for the South Portal Project, which will improve multi-modal access to the South Waterfront District. Refinement is necessary to reduce risks for area developers and allow progress on the Lake Oswego to Portland transit project.

**Funding Condition:*

Incorporate sustainability best practices in the scope of work

Tualatin Southwest Urban Renewal Plan \$70,000

Tualatin is proposing to create an Urban Renewal Plan for the project area to develop a tax increment financing district. CET funding will be used to hire a consultant to conduct a feasibility study, create an urban renewal plan and consult with legal counsel who specialized in urban renewal law.

**Funding Conditions:*

- 1) Coordinate products and milestones with the regional process underway to develop the southwest corridor of the region's transportation network as the region's next priority for High Capacity Transportation (HCT)
- 2) Incorporate sustainability best practices in the scope of work

Tualatin Highway 99W Corridor Plan \$181,000

Prepare a land use plan for the Corridor that facilitates redevelopment of industrial, commercial and residential uses to achieve a vibrant corridor community, while balancing the conflicting demands of vehicular mobility and continuous-flow operation with pedestrian and bicycle safety and transit access in this future high capacity transit corridor.

**Funding Conditions:*

- 1) Coordinate products and milestones with the regional process underway to to develop the southwest corridor of the region’s transportation network as the region’s next priority for High Capacity Transportation (HCT)
- 2) Incorporate sustainability best practices in the scope of work

Washington County Aloha-Reedville Study \$442,000

The Aloha-Reedville Study intends to examine the extent to which current circumstances, community aspirations and emerging urban service and planning opportunities provide options to fulfill Region 2040 objectives, while addressing local community issues. The project seeks to optimize the current development capacity of the study area by increasing capacity in corridors and centers by examining opportunities for public and private investment.

**Funding Conditions:*

- 1. Refine the project scope of work for proposed first phase with tasks, deliverables, milestones that will result in actionable outcomes that lead to:
 - a) Specific development plans in centers and corridors
 - b) Increasing capacity generally through upzone
 - c) Defining urban service provision roles for various interested entities
 - d) Analysis that may include infrastructure analysis, building quality, market analysis, or other analysis if existing conditions that support actionable items
 - e) Potential amendment of comprehensive plan and zoning code
 - f) On-the-ground development.
- 2. Demonstrate coordination with potential public and private sectors partners
- 3. Incorporate sustainability best practices in the scope of work

TOTAL GRANT AWARDS = \$3,728,600

Explanation of sustainability best practices:

The intent of this condition is to encourage efforts that go beyond green building and take into account how to plan and develop land while preserving its value for future generations. Grant recipients will be expected to indicate their consideration of sustainable practice approaches, including: using centers and corridors to refocus urban land uses; promoting redevelopment that uses existing infrastructure; recycling of existing buildings, mixed use residential-business districts; promoting transit oriented development, evaluating the impact of housing and transportation costs in development decisions, investing in natural areas, open spaces and green infrastructure; and other approaches that reduce automobile dependence and the corresponding green house gases and sustain clean air and water. Successful best practices emphasize amendment of comprehensive plan, zoning codes, subdivision regulations, and design codes with policies and standards that promote sustainable development.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4151, FOR THE PURPOSE OF APPROVING FY 2009-2010 FUNDING FOR COMMUNITY PLANNING AND DEVELOPMENT GRANTS FUNDED WITH CONSTRUCTION EXCISE TAX

Date: June 3, 2010

Prepared by: Gerry Uba, 503-797-1737

BACKGROUND

The 2040 Growth Concept has been guiding how Metro and local governments manage growth in this region since 1997. Over these years, progress has been made in investing in 2040 design type areas and creating vibrant and livable communities. Despite this success, our region still faces challenges in improving aging infrastructure, providing transportation and housing choices, providing jobs, supporting sustainable development, and carrying out planning work that would prepare land in the communities for the growth expected. Since 2006, a regional construction excise tax (CET) has provided funding to local jurisdictions to support the planning to prepare land for development inside the urban growth boundary.

In 2009, The Metro Chief Operating Officer (COO) appointed a construction excise tax (CET) Advisory Committee to provide advice regarding the extension of the CET for the purpose of funding regional and local planning efforts. The committee concluded that it was in the best interest of the region to extend the CET.

In June 2009, Metro Council adopted Ordinance No. 09-1220 which extended the Metro CET to September 2014, and maintained the existing CET tax rate to provide funding for regional and local planning that is required to make land ready for development after its inclusion in the Urban Growth Boundary. Per council direction, the Chief Operating Officer promulgated administrative rules for the CET that specify a competitive grant application process, eligibility requirements, evaluation criteria, call for review of the grant applications by an outside grant screening committee, and the FY 2009-2010 CET allocation target at \$3.5 million.

On October 21, 2009, Metro initiated solicitation of CET grant applications from all twenty-five (25) cities and three (3) counties within the Metro jurisdictional boundary, and any other local governments as defined in ORS 174.116 in partnership with such city or county. Staff held a pre-application meeting that was attended by local government staff and other interested stakeholders to explain the grant process and answer questions.

Evaluation Criteria

The administrative rules established criteria for use in evaluating the applications, summarized as:

- **Expected Development Outcomes:** ability to achieve on-the-ground development/redevelopment outcomes including the ability to lead to development permits in two or five years, community readiness and local commitment.
- **Regionally Significant:** benefit the region in achieving established regional development goals and outcomes as expressed in the 2040 Growth Concept and in the six desired outcomes for vibrant communities, economic prosperity, safe and reliable transportation, minimized contributions to global warming, clean air, water and healthy ecosystems and the equitable distribution of benefits and burdens of growth.
- **Location:** facilitate development and/or redevelopment in or near centers, corridors, main streets, station centers, employment areas, or industrial areas that enhance the 2040 Growth Concept.

- Equity: lead to equitable distribution of funds based on collections of revenues and past funding and on planning resource needs.
- Best Practice Model: ability to replicate practices in other locations and demonstrate best practices.
- Leverage/Matching Potential: Describe any financial or in-kind match associated with the project or create opportunities for additional private/public investment.

Consideration of the “equity” criteria included past (2006) CET collections and funding by each applicant.

Letters of Intent and Applications

The administrative rules required applicants to submit letters of intent (LOI) and for staff to review them for completeness and to suggest how the proposals could be strengthened for full applications. By the December 9, 2009 deadline, Metro received 26 LOIs from 13 local governments. By the January 29, 2010 deadline for submission of full applications, Metro received 23 CET grant applications from 12 local governments. In total, the applications requested approximately \$6.4 million for the FY 0910 grant cycle and identified a leverage of matching funds of approximately \$6.9 million.

The proposed projects fell into three broad categories; a) implementation strategies for attracting private investment in targeted industrial and mixed used sites; b) development of area plans that promotes use of the infrastructure that is in place to revitalize the areas for sustainable new sectors, including financing strategies to get the land ready for development; and c) longer term planning studies to identify locations to optimize urban land use patterns and develop the infrastructure needed to meet local aspirations.

Screening Committee and the Review Process

In December, 2009, the Chief Operating Officer appointed the nine member screening committee to review the applications and present their recommendations to him. The screening committee, reflecting varied expertise in the public and private sector in finance, planning, design and development fields, met and evaluated the applications in March and April 2010. The screening committee concluded that most of the proposed projects in the applications reflected a strong commitment in the region to implement the 2040 Growth Concept, and recommended full funding for 15 projects, partial funding for two projects and no funding for six projects, with a total grant amount of slightly over \$3.5 million. They presented their recommendations to the COO in April. Members of the screening committee helped the COO present their recommendations to the Metro Council at a work session on May 18, 2010.

Recommendations

After considering the screening committee recommendations, the COO prepared his recommendations, as presented in this resolution. The recommendations call for full funding for 16 projects and partial funding for one project for a total of \$3.7 million. The recommended applications will support projects that have the potential to create visible impact in the communities, attract a variety of partners, and produce innovative best practices that can be transferred to other communities. In total, the recommended projects have the ability to leverage an additional \$3.4 million in public and private match contributions. Table 1 lists the applications recommended for funding, the funding amounts, and the local match commitments as presented in the applications.

The recommendations do not include funding for six applications. The COO encourages these jurisdictions to refine their project proposals and resubmit new applications for consideration in the FY 2011-2012 of the community planning and development grants cycle. In addition, the COO encourages local government staff to seek the input and assistance from Metro staff in refining these applications.

The recommendations reflect the screening committee recommendations with a few exceptions.

Rather than reduce the funding for one application, the COO recommends increasing the grant award in this cycle to \$3.7 million from the initial target identified in the administrative rules as \$3.5 million. Meeting the full funding request in the application will make it possible for the applicants to meet deadlines in a regionally significant project and implement the tasks that will ready land for development. After Metro Council considers Resolution No. 10-4151 and awards the grants, the COO will amend the administrative rule to reflect the change in the amount of grants awarded in the FY 2009-2010 cycle.

The COO recommendations include some funding conditions to be fulfilled by grant recipients. These conditions are intended to ensure that the projects are coordinated with other ongoing regional high capacity transit and light rail planning projects. The conditions are also intended to promote the incorporation of sustainable practices in the project planning and development. The intent of this condition is to encourage efforts that go beyond green building and take into account how to plan and develop land while preserving its value for future generations. The applicants will be expected to indicate their consideration of sustainable practice approaches, including: using centers and corridors to refocus urban land uses; promoting redevelopment that uses existing infrastructure; recycling of existing buildings, mixed use residential-business districts; promoting transit oriented development, evaluating the impact of housing and transportation costs in development decisions, investing in natural areas, open spaces and green infrastructure; and other approaches that reduce automobile dependence and the corresponding green house gases and sustain clean air and water. Successful best practices emphasize amendment of comprehensive plan, zoning codes, subdivision regulations, and design codes with policies and standards that promote sustainable development.

Upon award of the grants by the Metro Council, staff will negotiate intergovernmental agreements (IGA) with local governments. Additional conditions will be included in the IGA, such as metrics for successful planning to be used to inform the citizens of the region about the results of individual projects, payment procedures, eligible expenses, documentation related to implementation of tasks involved in the projects, maintenance of project records, and audits, inspections and retention of records, and encouraged to seek out local minority-owned, women-owned and emerging small businesses for professional services.

ANALYSIS/INFORMATION

1. Known Opposition

There is no known opposition to the proposed CET Grant allocation amounts, except potentially from several of the grant applicants who will not be receiving CET funding. The 2009 extension of the CET, however, is the subject of a legal challenge. In August 2009, a lawsuit was filed in Multnomah County Circuit Court challenging Metro's extension of the Metro Construction Excise Tax and challenging Metro Ordinance 09-1220 ("Lawsuit"), which lawsuit is currently ongoing.

2. Legal Antecedents

Ordinance 06-1115, "Creating a New Metro Code Chapter 7.04 Establishing a Construction Excise Tax" was adopted on March 23, 2006; Ordinance 09-1220, "Extending the Metro Construction Excise Tax and Amending Metro Code Chapter 7.04" was adopted on June 11, 2009.

3. Anticipated Effects

This Resolution designates CET Grant Awards subject to receipt of CET funds and positive resolution of the Lawsuit and authorizes the individual Intergovernmental Agreement negotiation process for the selected grant applicants. The planning projects will be implemented over a period of six months to two years.

4. **Budget Impacts**

The \$3.7 million grants money in the FY 2009-2010 funding cycle will be funded solely from CET revenues collected by local collecting jurisdictions and remitted to Metro net of the local governments' and Metro's administrative costs, contingent upon satisfactory conclusion of the Lawsuit.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of Resolution No. 10-4151.

TABLE 1

**COO RECOMMENDATIONS ON COMMUNITY PLANNING & DEVELOPMENT GRANTS
AWARD TO METRO COUNCIL**

Note: Refer to Exhibit A of Resolution No. 10-4151 for Funding Conditions

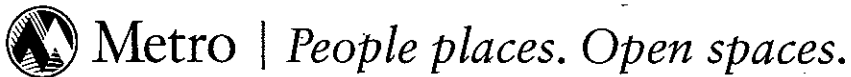
PLANNING PROJECTS (17) RECOMMENDED FOR FUNDING

City/County	Project Name	Requested Grant	Amount Funded	Match Fund	Total Project Cost
Cornelius	Holladay Industrial Park Planning	\$79,000	\$79,000	\$0 (0%)	\$79,000
Forest Grove	Redevelopment Planning	\$85,000	\$85,000	\$20,000 (19%)	\$105,000
Gresham	TriMet Site Redevelopment Plan	\$70,000	\$70,000	\$18,211 (20%)	\$88,211
Happy Valley	Industrial Pre-Certification Study	\$32,600	\$32,600	\$21,400 (40%)	\$54,000
Hillsboro	Tanasbourne/AmberGlen Regional Center	\$275,000	\$275,000	\$341,000 (55%)	\$616,000
Hillsboro	Old Town Hillsboro Refinement Plan	\$90,000	\$90,000	\$68,000 (43%)	\$158,000
Lake Oswego	Foothills District Framework Plan	\$295,000	\$295,000	\$1.3 m (82%)	\$1,622,800
Lake Oswego	Funding Strategy to Implement the LGVC Plan	\$50,000	\$50,000	\$20,000 (29%)	\$70,000
Milwaukie	Town Center Urban Renewal Plan	\$224,000	\$224,000	\$83,521 (27%)	\$307,521
Portland	Portland-Milwaukie LRT Project: E-TOD Plan	\$485,000	\$485,000	\$175,000 (27%)	\$660,000
Portland	Barbur Corridor Concept Plan	\$700,000	\$700,000	\$330,516 (32%)	\$1,030,516
Portland	Foster Lents Integration Partnership	\$250,000	\$250,000	\$135,792 (35%)	\$385,792
Portland	Portland Brownfield Redevelopment Assessment	\$150,000	\$150,000	\$49,998 (25%)	\$199,998
Portland	South Waterfront: South Portal Partnership Plan	\$250,000	\$250,000	\$150,000 (38%)	\$400,000
Tualatin	Southwest Urban Renewal Plan	\$70,000	\$70,000	\$43,000 (38%)	\$113,000
Tualatin	Highway 99W Corridor Plan	\$181,000	\$181,000	\$33,200 (15%)	\$214,200
*Washington County	Aloha-Reedville Study	\$2,341,500	\$442,000	\$663,600 (60%)	\$1,105,600
TOTAL		\$5,628,100	\$3,728,600	\$3,481,038	\$7,209,638

*Partial funding; actual match fund to be determined during the IGA negotiation.

PLANNING PROJECTS RECOMMENDED FOR NO FUNDING

City/County	Project Name	Requested Grant
Beaverton	Beaverton Civic Plan	\$350,000
Gresham	Regional Center/Jobs Urban Renewal Feasibility Study	\$80,000
Happy Valley/Clackamas County/Veritas LLC	Eagle Landing Mixed Use Development	\$105,000
Portland	Portland Campus Institutional Growth Capacity Plan	\$120,000
Portland	Hollywood Plaza Development Study	\$130,000
Troutdale	Troutdale Riverfront Redevelopment Site	\$50,000



June 3, 2010

Council President David Bragdon
Metro Council
Metro Council Office
600 NE Grand Avenue
Portland, OR 97232

Dear Council President David Bragdon and Metro Councilors:

I am pleased to present my recommendations for the community planning and development grants for your consideration in Resolution No. 10-4151. These grants, funded with a regional construction excise tax, will lead to projects on the ground in centers and employment areas, promote public/private partnerships, develop innovative new practices and provide much-needed investment in our existing communities.

To assist in developing my recommendations, I appointed an independent nine-member screening committee and was fortunate to have had the benefit of their varied expertise in the private and public sector. I endorse their recommendations, which committee members shared with you at the May 18 Council work session, with a few minor changes. I am recommending full funding for 16 projects and partial funding for one project for a total of \$3.7 million. These projects will be completed over a six month to two year time period. For the six projects not recommended for funding, I am encouraging the applicants to refine their proposals and resubmit them in the FY 2011-2012 grant cycle and offering Metro staff assistance as needed.

These recommendations reflect the efforts of many other contributions over the last year. In 2009, I established a Construction Excise Tax (CET) advisory committee to recommend whether or not to extend the CET for the purpose of supporting planning within the urban growth boundary. The advisory committee recommended continuation of the CET for another five years and emphasized solicitation and approval of planning applications that would lead to development on the ground. They also suggested key principles to guide the evaluation of proposed projects including geographic balance and equitable distribution of funds based on revenue collections. Ordinance No. 09-1220 adopted in June 2009 extended the CET and authorized me to develop administrative rules necessary for the administration and enforcement of the CET consistent with the ordinance.

After review by MPAC, I approved the administrative rules in 2009 which specify the tax structure and administration, revenue distribution, grant cycles, evaluation criteria and process for the applications. The administrative rules served as the basis for a CET grant application handbook which detailed instructions on how to apply for the grant, the evaluation criteria and application process.

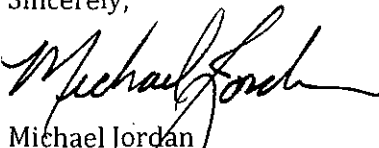
2010 COMMUNITY PLANNING & DEVELOPMENT GRANTS

June 3, 2010

Page 2

After reading the applications, I believe you will share with me an appreciation for the high quality of planning and development in our region and pride for the contribution that Metro can make to these efforts through these grants. Please let me or the project manager, Gerry Uba, know if you have any questions.

Sincerely,



Michael Jordan
Chief Operating Officer