

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FISCAL )  
YEAR 2018-19 FUNDING FOR 2040 PLANNING )  
AND DEVELOPMENT GRANTS FUNDED ) WITH  
CONSTRUCTION EXCISE TAX )  
)

RESOLUTION NO. 18-4902

Introduced by Chief Operating Officer Martha  
Bennett in concurrence with Council  
President Tom Hughes

WHEREAS, in 2006, Metro adopted Ordinance No. 06-1115, establishing a construction excise tax (CET) to generate revenue for providing provide grants to local governments for regional and local planning (“2006 CET Ordinance”); and

WHEREAS, the 2006 CET Ordinance contained a sunset provision based on a maximum amount collected of \$6.3 million, which amount was reached in 2009; and

WHEREAS, on recommendation of an advisory group and the Metro Chief Operating Officer (“COO”) regarding the continuing need for funding regional and local planning, on June 11, 2009 the Metro Council adopted Ordinance No. 09-1220, extending the CET for an additional five-year period, with a sunset date of September 2014; and

WHEREAS, on recommendation of an advisory group and the Metro COO, on June 19, 2014 the Metro Council adopted Ordinance No. 14-1328, extending the CET for an additional five-year period (“2014 CET Ordinance”), with a new sunset date of December 31, 2020; and

WHEREAS, the CET has successfully raised approximately \$20 million in revenue that has been distributed by Metro to local governments through the Community Planning and Development Grant (“CPDG”) and the Equitable Housing Planning and Development Grants program for planning work across the region that otherwise could not have been funded; and

WHEREAS, on March 19, 2015 the Metro Council adopted Resolution No. 15-4595, which approved the Metro COO’s proposed amendments to the Administrative Rules governing the CET program; and

WHEREAS, on April 13, 2017 the Metro Council adopted Resolution No. 17-4782, which approved additional refinements to the Administrative Rules, changed the name of the grant program to 2040 Planning and Development Grant Program, and changed the program to annual grant cycles; and

WHEREAS, on January 25, 2018 the Metro Council adopted Resolution No. 18-4863 approved \$2 million of funding for the 2018 grant cycle, with 50% of the allocated funds targeted for qualified projects that have a primary emphasis on equitable development projects, 25% of the allocated funds targeted for qualified projects that facilitate infill development inside the Urban Growth Boundary, and the remaining 25% of allocated funds targeted for qualified concept planning or comprehensive planning projects for urban reserves or new urban areas; and

WHEREAS, Resolution No. 18-4863 also approved adjustments to the Grant Evaluation Criteria to better align the grant program requirements with Metro’s goal to advance racial equity throughout the region; and

WHEREAS, on April 12, 2018 the Metro Council adopted Resolution No. 18-4882, which

approved additional refinements to the Administrative Rules, providing for the creation of a technical assistance component of the program to facilitate successful implementation of 2040 Planning and Development Grants by providing additional professional expertise as needed to successfully accomplish grant objectives; and

WHEREAS, Metro received 11 applications from nine local governments, requesting a combined total of nearly \$2.3 million in grant funds in the 2018 grant cycle; and

WHEREAS, the Metro COO established a 2040 Planning and Development Grant Screening Committee ("Grant Screening Committee") consisting of nine members with broad expertise in planning and development to provide the COO an assessment of the strength of each grant application in accordance with the criteria set forth in Metro Code Chapter 7.04 and the Administrative Rules, and the funding targets set forth in Resolution 17-4782; and

WHEREAS, on June 28, 2018 the Grant Screening Committee submitted its recommendations to the COO identifying the projects they believe best meet the stated program goals and evaluation criteria and therefore merit grant funding; and

WHEREAS, in accordance with Metro Code Chapter 7.04 and the Administrative Rules, the COO reviewed the recommendations of the Grant Screening Committee, and presented to the Metro Council the COO's recommendations for grant funding, attached to this Resolution as Exhibit A; and

WHEREAS, the Metro Council has reviewed the recommendations of the COO, the work done by the Grant Screening Committee, the grant applications, the grant evaluation criteria, and the public testimony of grant applicants and other interested members of the public; and

WHEREAS, the Metro Council accepts the COO's recommendation to award funds as outlined in Exhibit A and as recommended by the 2040 Planning and Development Grant Screening Committee: now therefore,


BE IT RESOLVED that the Metro Council hereby:

1. Makes the grant awards for the fiscal year 2018-2019 grant cycle totaling approximately \$1.99 million, as set forth in Exhibit A, attached hereto and incorporated herein, to those grant recipients and for those projects and in the amounts listed in Exhibit A; and
2. Authorizes and directs the Metro COO and staff to utilize their discretion to allocate the remaining balance of \$5,000 in CET funds to provide additional technical assistance as needed to successfully implement 2040 grant projects; and
3. Authorizes and directs the Metro COO and staff, and the Office of Metro Attorney, to negotiate Intergovernmental Agreements with the grant recipients, which shall set forth milestones and funding disbursement dates that comply with the Metro Code Construction Excise Tax Chapter 7.04, the CET Administrative Rules, this Resolution No. 18-4902 and Exhibit A attached hereto.

ADOPTED by the Metro Council this 26 day of July, 2018

  
Tom Hughes, Council President

Approved as to Form:

  
Nathan Sykes, Deputy Metro Attorney


**Metro**

 600 NE Grand Ave.  
 Portland, OR 97232-2736

# Memo

Date: July 10, 2018  
 To: President Tom Hughes, Metro Council  
 From: Martha Bennett, Chief Operating Officer  
 Subject: 2040 Planning and Development Grant Awards (2018/Cycle 6)

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I am pleased to present my recommendations for grant awards for the 2040 Planning and Development Grant program for 2018 (Cycle 6). Since the Metro Council established this grant program funded by the construction excise tax, it has helped many communities turn potential into vision and vision into action for local and regional plans and policies. In 2018, local governments are facing new challenges and are looking for additional resources to help them plan for the future and facilitate desired development that can provide new jobs and housing options for residents in their communities.

Earlier this year, I appointed a diverse, nine member Grant Screening Committee with varied backgrounds and planning and development expertise in the private, nonprofit and public sectors. The Committee submitted its recommendations to me on June 29, recommending that 10 projects be funded for a total of \$1,995,000. Their recommendations are outlined in Attachment 1.

Having met with the Screening Committee Chair and given consideration to the committee's assessment of the proposals, I concur that the ten grant proposals recommended by the committee merit funding. You will consider my recommendations in Resolution No. 18-4902 on July 26, 2017. The following is a list of recommended grant awards, and the proposed grant amount.

Equitable Development (≈\$1 million targeted, \$895,000 recommended)

<b>City of Portland</b>	\$ 100,000
102nd & Pacific Development Project: Gateway Transit Center	
<b>City of Portland</b>	\$ 245,000
Rosewood Equitable Development Plan	
<b>City of Portland</b>	\$ 230,000
Southwest Corridor Equitable Housing Strategy (Funding for pre-development analyses contingent upon the City or a public partner having site control on the properties)	
<b>Housing Authority of Clackamas County</b>	\$ 220,000
Clackamas Heights Master Plan	
<b>Washington County Housing Services</b>	\$ 100,000
Willow Creek Park & Ride – Alder Grove	

<u>Facilitate Infill Development within UGB (≈\$500,000 targeted, \$580,000 recommended)</u>	
<b>City of Fairview</b>	\$ 200,000
Main Streets on Halsey Site Readiness and Policy-Code development	
<b>City of Happy Valley</b>	\$ 210,000
Rock Creek Employment Center Infrastructure Assessment and Funding Plan (\$170,000 of the grant award contingent on ODOT's commitment to participate in the planning process)	
<b>Port of Portland</b>	\$ 170,000
Employment Lands Site Readiness Toolkit	
 <u>New Urban Area Planning (≈\$500,000 targeted, \$520,000 recommended)</u>	
<b>City of Sherwood</b>	\$ 100,000
Brookman Addition Concept Plan Refinement	
<b>Washington County Department of Land Use and Transportation</b>	\$ 420,000
Getting Ahead of the Curve: Proactive Transportation Planning for Urban Reserves	
<hr/>	
<b>Total Grant Awards Recommended</b>	<b>\$ 1,995,000</b>

All of the ten projects recommended for funding will develop and produce policies and plans which will become the foundation for public, private and nonprofit investments in our communities. These projects will help enable the creation of more equitable housing and employment options, facilitate investment in well-planned urban infill to create more thriving downtowns and station communities, make best use of the region's employment and industrial lands, and complete important comprehensive planning for new urban areas so that future development does not become stalled for lack critical infrastructure. The projects will address the needs of underserved and underrepresented people in the region, and will help unlock the future development potential of urban land that is been within the region's Urban Growth Boundary for many years.

The proposed resolution before you for consideration stipulates that program staff and the Office of Metro Attorney shall negotiate inter-governmental agreements for the ten funded projects consistent with requirements set forth in Metro Code, the program's Administrative Rules, and the grant amounts itemized in this recommendation. Building on staff's experience administering prior grant cycles, and the recent recommendations of the Metro Auditor, staff shall, as a matter of course in administering these ten grants, include such provisions in the IGAs as necessary to ensure that grant projects conform to Metro standards for community engagement and performance measurement. As appropriate to specific grants, IGA's will also include language to ensure that local governments consider adoption of plans, strategies or policy refinements in order to realize the proposed project outcomes. Program staff and the Office of Metro Attorney will work to ensure that the final IGA's provide a clear plan of milestones schedule of payments to ensure that promised deliverables outlined in the applications are completed and all pledges of matching funds or in-kind contributions are fulfilled.

As you will note, my recommendations leave an excess \$5,000 from the anticipated \$2 million of total funding for this cycle. You will recall that the 2040 Grant administrative rules were amended in April 2018 to create a technical assistance component of the program to facilitate successful achievement of grant outcomes. Under our new policy, the remaining unallocated funds will be set aside to support this ongoing technical assistance with grantees as necessary. As staff work further with grantees to negotiate inter-governmental agreements for the projects, they will identify where needs for technical support can best be addressed through the involvement and expertise of Metro staff, or where additional funding for professional services may be needed to refine the project scope and/or augment local capacity for project delivery.

The Screening Committee's recommendation contains additional suggestions for program refinements. Staff will follow up to review the 2040 Grant program policies and objectives with Metro's Committee on Racial Equity (CORE) to obtain additional feedback on how to continue to improve and clarify the program's equity goals and requirements.

Attached to the staff report are brief summaries of each of the applications received. Copies of complete proposals submitted by local governments are also available to you in PDF format for review. After reviewing all materials, I believe you will share with me an appreciation for the high quality of local planning and development work proposed by the successful grantees, and take pride in the contribution that Metro can make by funding these efforts through the 2040 Planning and Development grant program.

Please let me or 2040 Grant Project Manager, Lisa Miles, know if you have any questions.

Thank you.

A handwritten signature in blue ink that reads "Andi Salt for". The signature is written in a cursive, flowing style.

cc: Elissa Gertler, Planning and Development Director  
Damien Hall, Chair, 2040 Planning and Development Grants Screening Committee

Attachment



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: June 28, 2018  
To: Martha Bennett, Chief Operating Officer  
From: Damien Hall, Chair, 2040 Planning and Development Grant Screening Committee DH  
Subject: Grant Award Recommendations

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On behalf of the 2040 Planning and Development Grant Screening Committee, I am pleased to share our recommendations for the 2018 Grant awards. Metro received a total of 11 grant proposals submitted by nine local jurisdictions requesting a combined total of \$2.3 million in funding. Proposals were submitted by both large and small jurisdictions across the region, with applicants distributed throughout all three counties.

Two million dollars in funding was available to award this year. After careful individual review of the applications by each committee member and a robust committee discussion of the relative merits of the proposals, the committee ultimately came to a unanimous decision regarding which proposals to recommend for grant funding. Provided below is a brief overview of the committee's review process and deliberations, a listing of the applicants and proposals in each category which the committee recommends for funding, and additional comments and recommendations of committee members regarding the 2040 Planning and Development Grant program overall.

## **Committee Process**

The eight members of the committee first convened in May to review the program guidelines, the established grant evaluation criteria, the grant requirements, and our committee's charter. Metro staff shared with the committee members the proposed policy and investment emphasis for the 2018 cycle as established by the Metro Council:

- 50% of allocated funds will be targeted for qualified projects that will facilitate implementation of equitable development projects inside the UGB, which may include but are not limited to:
  - Planning or pre-development work for equitable housing (diverse, physically accessible, affordable housing choices with access to opportunities, services, and amenities);
  - Planning or pre-development work for projects that will advance quality of life outcomes for communities of color, such as quality education, living wage employment, healthy environments, and transportation;
  - Facilitation of development-related efforts in partnership with a community organization whose primary mission is to serve communities of color;
  - Planning or pre-development for projects that will serve a specific neighborhood or geography with a high percentage of residents that are people of color;
  - Planning for public and private developments, investments, programs and policies that will be enacted to meet the needs of communities of color and reduce racial disparities, taking into account past history and current conditions.

- 25% of funds will be targeted for projects to facilitate development in centers, corridors, station areas, and employment areas
- 25% of grant funds will be targeted for concept planning or comprehensive planning projects in Urban Reserves or new urban areas
- In the event of insufficient qualified applications within any one funding category, grant funds may be awarded to qualified applications in any other category.

Staff reviewed the specific evaluation criteria (see Attachment A) to be utilized by committee members in ranking the applications. All applicants were required to identify the funding category under which they wished their proposal to be considered. Staff shared with the committee members their overall assessment of the strengths and weaknesses of the proposals in each funding category. Following the committee's initial meeting, members individually reviewed all of the eligible grant applications and assigned preliminary rankings within each category. When the committee reconvened in June to deliberate, members shared their reasoning for assigning specific ranks, the perceived strengths and weaknesses based on individual members' development expertise, as well as their understanding of the proposed scope of work.

The applications ultimately recommended by the committee were those that clearly aligned with the program's central mission to support planning and pre-development activities that:

- remove barriers to development
- are necessary to make land ready for development, and
- enable existing developed sites to be redeveloped.

Additionally, thoughtful consideration was given to how each grant proposal (and particularly those proposals requesting funding in the equitable development category) supported Metro's policy objective to advance racial equity throughout the region. Committee members applied their collective expertise to consider which proposals had clear and achievable goals and would be most likely to facilitate impactful development outcomes in alignment with local and regional priorities.

### **Recommendations for Grant Awards**

A listing of the committee's funding recommendations for each target category is presented on the following page. For two grant applications from the City of Portland, committee members elected to recommend partial funding of the proposals. The grant to the city for the *Rosewood Equitable Development Plan* was reduced by \$55,000, which was the proposed amount to fund an entry level Planning Assistant to help with logistical coordination of the project. The grant for the *Southwest Corridor Equitable Housing Strategy - Implementation Priorities* was reduced from the requested \$330,000 to \$230,000. The committee felt that given the extensive grant funding that the City of Portland has already received from a variety of sources (including Metro) to fund staff work along the Southwest Corridor, the request for \$50,000 in grant funds to support Bureau of Planning and Sustainability staff, and the \$50,000 of grant funds requested to fund Portland Housing Bureau staff and Trimet TOD staff was excessive. Additionally, the committee recommended that funding for pre-development analysis on two opportunity sites be contingent upon the City having site control on the properties to be studied.



The grant application from the City of Tigard for the *Tigard Missing Middle Community Land Trust Model Feasibility* was not recommended by the committee. Several committee members felt that the project as proposed was too hypothetical, as it would be evaluating feasibility for cottage cluster development (and the applicability of a Community Land Trust Model) on sites that did not necessarily have a clear path towards site control that would result in a project. Other committee members were more concerned that the City of Tigard currently has two prior 2040 grants still underway. Most committee members agreed that even if additional grant funding were available, this grant proposal should be declined.

The following list shows the grant applications recommended for approval, and the recommended funding level:

Equitable Development (≈\$1 million targeted, \$895,000 recommended)

<b>City of Portland</b> 102nd & Pacific Development Project: Gateway Transit Center	\$ 100,000
<b>City of Portland</b> Rosewood Equitable Development Plan	\$ 245,000
<b>City of Portland</b> Southwest Corridor Equitable Housing Strategy (Funding for pre-development analyses is contingent upon the City having site control on the properties)	\$ 230,000
<b>Housing Authority of Clackamas County</b> Clackamas Heights Master Plan	\$ 220,000
<b>Washington County Housing Services</b> Willow Creek Park & Ride – Alder Grove	\$ 100,000

Facilitate Infill Development within UGB (≈\$500,000 targeted, \$580,000 recommended)

<b>City of Fairview</b> Main Streets on Halsey Site Readiness and Policy-Code development	\$ 200,000
<b>City of Happy Valley</b> Rock Creek Employment Center Infrastructure Assessment and Funding Plan (\$170,000 of the grant award contingent on ODOT's commitment to participate in the planning process)	\$ 210,000
<b>Port of Portland</b> Employment Lands Site Readiness Toolkit	\$ 170,000

New Urban Area Planning (≈\$500,000 targeted, \$520,000 recommended)

<b>City of Sherwood</b> Brookman Addition Concept Plan Refinement	\$ 100,000
<b>Washington County Department of Land Use and Transportation</b> Getting Ahead of the Curve: Proactive Transportation Planning for Urban Reserves	\$ 420,000

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**Total Grant Awards Recommended** \$ 1,995,000

### **Additional Considerations**

Members of the committee offered the following additional comments and recommendations regarding their impressions of this grant cycle and potential future adjustments to the grant program and requirements:

- Since the prior round of grants, some additional clarity and emphasis on equity has been provided through the revision of the grant evaluation criteria to better address Metro's goal to advance racial equity. This year's grant application materials also included clearer guidelines for applicants regarding the types of projects that could successfully merit for funding in the 'equitable development' target category. However, additional review, consideration, and guidance is needed regarding the program's equity objectives and the approach for emphasizing equitable development outcomes. Committee members suggested that a discussion of the program's equitable development goals and approach with Metro's Committee on Racial Equity would be helpful to gain further insights as to how this dimension of the program could be strengthened.
- Additional consideration should be given to the relative weight of the various grant criteria. Clarity is needed as to whether the committee should score applications based on how thoroughly the applicants identify in the application narrative how they are meeting the evaluation criteria, versus having the committee members use their own judgment as to which projects are most likely to achieve the overall goal of the program to facilitate development.

If you so desire, I will be happy to join you in presenting the committee's recommendations to the Metro Council on July 26. On behalf of the members of our 2040 Planning and Development Grant Screening Committee, thank you for inviting us to participate in this process and assist Metro in funding projects across the region that advance local and regional development goals and implement our shared vision for the future.

cc: Elissa Gertler, Director of Planning and Development  
Megan Gibb, Land Use and Urban Development Manager  
Lisa Miles, 2040 Planning and Development Grants Program Manager

**ATTACHMENT A TO GRANT AWARD RECOMMENDATIONS: GRANT EVALUATION CRITERIA**

**Clear development outcomes.** Proposal presents a compelling project concept with specific, impactful outcomes to facilitate development. Performance measures are clearly articulated.

**Advances and complements regional goals and policies.** Proposed project will support Metro's established regional policy goal of advancing racial equity. Proposed project will also help to advance established regional development goals and outcomes expressed in the 2040 Growth Concept, the Urban Growth Management Functional Plan, and the following Six Desired Outcomes stated in the Regional Framework Plan, adopted by the region to guide future planning:

- People live and work in vibrant communities where their everyday needs are easily accessible;
- Current and future residents benefit from the region's sustained economic competitiveness and prosperity;
- People have safe and reliable transportation choices that enhance their quality of life;
- The region is a leader in minimizing contributions to climate change;
- Current and future generations enjoy clean air, clean water and healthy ecosystems;
- The benefits and burdens of growth and change are distributed equitably.

**Aligns with local goals and/or maximizes community assets.** Proposed project will help realize community plans and goals, accommodate expected population and employment growth, and/or maximize existing community assets such as public transit, parks, natural features, historic districts and employment areas.

**Likelihood of implementation.** Relevant key stakeholders (property owners, policy makers, jurisdictions, service providers, etc.) have committed full support for the project goals and timelines, will be meaningfully involved in guiding the project, and have the capacity and authority to implement actions/investments as needed to bring the project to fruition. Opportunities and threats to project commitments have been identified.

**Public involvement.** Proposal incorporates best practices for public involvement; strategies for meaningfully engaging neighbors, businesses, property owners and key stakeholders (including historically marginalized communities and residents with lower incomes) are clearly articulated and well-conceived; proposal indicates how public input will be used to strengthen the project outcomes, and/or increase the likelihood of successful implementation.

**Team roles and capacity.** Roles and responsibilities of the applicant county or city, as well as any additional partners have been clearly defined; proposed staff has the skill sets, experience and time needed to successfully manage all aspects of the grant project and oversee the work of the consultant team or teams on behalf of the project partners.

**Jurisdiction track record.** Applicant has proven capability to successfully implement community development projects, especially past Planning and Development Grant projects; prior grants have fully delivered expected products and outcomes according to the approved schedule of milestones; any grant projects still underway are on track and/or scheduled for completion prior to initiation of proposed project.

**Grant leverage.** Note the extent to which partners have committed additional in-kind or direct financial contributions to the project beyond the required minimum ten percent match.

**Replicable best practices.** Proposed project will develop best practices that could be replicated in other locations. (Note: This criterion may not be applied to all projects.)

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 18-4902, FOR THE PURPOSE OF APPROVING FY 2018-19 FUNDING FOR 2040 PLANNING AND DEVELOPMENT GRANTS FUNDED WITH CONSTRUCTION EXCISE TAX

Date: July 10, 2018

Prepared by: Lisa Miles 503.797.1877  
Roger Alfred 503.797.1532

## BACKGROUND

### *Program History, Enabling Legislation, and Prior Grant Awards*

In 2006, Metro established a construction excise tax (CET) to generate revenue for providing grants to local governments for regional and local planning. The ordinance contained a sunset provision based on a maximum amount collected of \$6.3 million, and the maximum amount was reached in 2009. In 2009 the Metro Council extended the CET for an additional five year period.

In 2014, the Metro Council adopted Ordinance No. 14-1328, which extended the CET through December 2020 and directed the Chief Operating Officer (COO) to seek direction from the Metro Council prior to revising the Administrative Rules for implementation of the CET and the Community Planning and Development Grants (CPDG). In 2015, the Metro Council adopted a resolution approving the Metro COO's amendments to the Administrative Rules.

Over the first five cycles of grants, Metro awarded approximately \$21.7 million in grant funds to support 93 planning and development projects. A table summarizing the total grant dollars and number of projects funded for each of the prior grant cycles is provided below.

Grant Cycles	Project Type	Start	Total Grant Awards	Number of Projects
Cycle 1	Focused on concept planning for areas recently brought into UGB	FY 2006-2007	\$6.2 million	25
Cycle 2	Focused on community and economic development inside the UGB	FY 2009-2010	\$3.7 million	17
Cycle 3	Fund was intended for community and economic development inside the UGB with 50% for new urban areas and urban reserves.	2013	\$4.5 million	19
Cycle 4	Fund intended for community and economic development inside the UGB and 25%-30% for new urban areas and urban reserves.	2015-2016	\$4.7 million	16
Cycle 4EQH	Funds intended for equitable housing planning and development inside the UGB	FY2016-17	\$575,000	7
Cycle 5	Funds intended for equitable development projects (\$1 million), infill development projects within the UGB (\$500,000) and new urban area planning (\$500,000)	FY 2017-18	\$1.99 million	9
Approximate Total of Grant Dollars and Projects Awarded in Cycles 1-5			\$21.7 million	93

## ***2018 Policy and Investment Emphasis***

In January 2018, the Metro Council approved Resolution 18-4863 which set the policy and investment emphasis for the 2018 grant cycle as follows:

- 50% of grant funds will be targeted for qualified projects that will facilitate implementation of 'equitable development' projects inside the Urban Growth Boundary, which may include but are not limited to:
  - Planning or pre-development work for equitable housing (diverse, physically accessible, affordable housing choices with access to opportunities, services, and amenities);
  - Planning or pre-development work for projects that will advance quality of life outcomes for marginalized communities, such as quality education, living wage employment, healthy environments, and transportation;
  - Facilitation of development-related efforts in partnership with a community organization whose primary mission is to serve communities of color;
  - Planning or pre-development for projects that will serve a specific neighborhood or geography with a high percentage of residents that are people of color or historically marginalized communities;
  - Planning for public and private developments, investments, programs and policies that will be enacted to meet the needs of communities of color and reduce racial disparities, taking into account past history and current conditions.
- 25% of funds will be targeted for qualified projects to facilitate development in centers, corridors, station areas and employment/industrial areas.
- 25% of grant funds will be targeted for qualified concept planning and comprehensive planning projects in urban reserves or new urban areas.
- In the event that there are insufficient qualified applications within any one funding category, grant funds may be awarded to qualified applications in any other category.

## ***2040 Planning and Development Grant Application Process (2018/Cycle 6)***

On February 3, 2018 the Cycle 6 Grant process was initiated and Metro began to accept draft Letters of Intent. In February and March, Metro staff conducted pre-application conferences with each applicant to provide feedback on their Letters of Intent (LOIs), and advice on how their grant proposals and full grant applications might be strengthened.

Metro received 12 LOIs from local governments by the March 23 deadline. Of these, 11 were approved to submit full applications; one was declined by staff due to the limit of three full applications per jurisdiction per grant cycle.

Metro ultimately received a total of 11 full applications from 9 local governments by the April 20, 2018 deadline. Six proposals requesting a total of \$1,200,000 applied for consideration under the Equitable Development funding category, three proposals requesting a total of \$580,000 applied for consideration under the Infill Development within the UGB category, and two proposals requesting a total of \$520,000 applied for the New Urban Areas and Urban Reserves category.

### ***2040 Planning and Development Grant Application Review and Recommendations***

Eight members of the 2040 Planning and Development Grant Screening Committee appointed by the Metro Chief Operating Officer (COO) in accordance with the Administrative Rules met in May and again in June to review the program goals and grant evaluation criteria and discuss the relative merits of the various applications. At the conclusion of their June meeting, the members of the committee came to a unanimous decision regarding the 10 projects to recommend to the COO awarding a combined total of \$1,995,000 in grant funding out of the \$2 million in funding available. The Committee recommendation proposed partial awards for two proposals received from the City of Portland for the Rosewood Equitable Development Plan (an award of \$245,000 proposed instead of the \$300,000 request) and the Southwest Corridor Equitable Housing Strategy (an award of \$230,000 proposed instead of the \$330,000 request). The Committee's recommendation additionally recommended that conditions be placed on two of the grant awards. For the \$230,000 Grant to the City of Portland grant of for the Southwest Corridor Equitable Housing Strategy, the committee recommended that funding provided for pre-development analyses be contingent upon the City having site control on the properties to be analyzed. For the recommended grant to the City of Happy Valley for the Rock Creek Employment Center Infrastructure Assessment and Funding Plan, the committee recommended that \$170,000 of the \$210,000 grant award be contingent on the city receiving ODOT's commitment to participate in the planning process.

Committee Chair Damien Hall submitted a summary of the 2040 Grant Screening Committee's recommendations to the COO on June 28, 2018, attached as Attachment 1 to Exhibit A to Resolution 18-4902. Metro's COO, Martha Bennett, has reviewed the Grant Screening Committee Recommendation, and has considered the committee's guidance along with the grant evaluation criteria set forth in the Administrative Rules, the policy and investment emphasis established by the Metro Council for the 2018 grants, and the grant applications submitted. The COO has issued her recommendation to the Metro Council (Exhibit A to Resolution 18-4902) concurring that all ten of the projects recommended by the Grant Screening Committee's be awarded funding as proposed by the Screening Committee. The COO's recommendation includes one small adjustment to the condition to be placed on the City of Portland Grant for the Southwest Corridor Equitable Housing Strategy. The COO recommends that that the grant funding provided for pre-development analyses be contingent upon the City *or a public partner* having site control on the properties to be analyzed.

The Metro Council will make the final grant decisions at the public hearing on **July 26, 2018**. After reviewing the COO's recommendations, the Grant Screening Committee recommendations, and considering the grant evaluation criteria, the grant applications submitted, and public testimony, the Metro Council may adopt by resolution all of the COO's recommendations, or may change some of them.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

There is no known opposition to the proposed legislation, except potentially from any or all of the grant applicants whose proposals are not recommended for funding in this grant cycle.

### **2. Legal Antecedents**

- Metro Ordinance 06-1115 established the construction excise tax
- Metro Ordinance 09-1220 extended the CET for an additional five-year period (through September 2014)

- Metro Ordinance 14-1328 extended the CET for an additional five-year period (through December 2020) and directed the Metro COO to propose amendments to the existing administrative rules
- Metro Resolution 15-4595 approved the Metro COO's proposed amendments to the administrative rules
- Metro Resolution 15-4640 directed the Metro COO's to propose a possible use for unallocated funds in Cycle 4
- Metro Resolution 16-4753 awarded approximately \$575,000 in Equitable Housing Planning and Development Grants
- Metro Resolution 17-4782 changed program name, approved revisions to administrative rules to allow annual grant cycles, refined grant evaluation criteria, incorporated new administrative procedures, and established policy and investment emphasis for 2017 Grants
- Metro Resolution No. 18-4863 established policy and investment emphasis for 2018 Grants and approved adjustments to the grant evaluation criteria to require stronger alignment of grant proposals with Metro's commitment to promoting racial equity throughout the region;
- Metro Resolution 18-4882 approved additional refinements to the Administrative Rules, providing for the creation of a technical assistance component of the program to facilitate successful implementation of 2040 Planning and Development Grants

### **3. Anticipated Effects**

This resolution designates 2040 Planning and Development Grant Awards to be funded with Construction Excise Tax, subject to receipt of construction excise tax funds. The projects have proposed timelines of approximately 12 to 24 months.

### **4. Budget Impacts**

The FY 2018-19 budget includes resources for staff in the Planning and Development Department to begin work in administering the proposed funds. Exact funding for any grant round is subject to the projected excise tax revenues collected.

### **5. Attachments**

Attachment 1: Summary Table of all 2040 Planning and Development Grant Applications Received for 2018

## **RECOMMENDED ACTION**

The Chief Operating Officer recommends adoption of the resolution to approve the COO's recommendation for the 2040 Planning and Development Grant Program awards (2018/Cycle 6).



<p><b>City of Fairview</b>  <b>Main Streets on Halsey Site Readiness and Policy-Code Development</b></p>	
<p><b>Amount of Grant Request:</b> \$ 200,000</p>	<p><b>Proposed Match:</b> \$ 28,374</p>
<p><b>Recommended for Funding?</b> \$ 200,000</p>	
<p><b>Project Summary:</b></p> <p>The scope of work will entail the collaboration of the three jurisdictions, Fairview, Wood Village and Troutdale in working with their already-established steering committee, the Halsey Community Collaborative Compact (HC3), to engage property owners and community members in taking the next steps in implementing the Main Streets of Halsey Strategic Economic Action Plan. The intent of this project is to meet goals of the Main Streets Plan, Statewide and Metro planning goals related to housing, transportation and employment.</p> <p>This Metro grant will focus on these distinct actions:</p> <ol style="list-style-type: none"> <li>1) Assessing and facilitating site readiness work, including strategies to overcome development barriers, and marketing of specific parcels; and,</li> <li>2) Aligning and creating adoption-ready consistent, clear and relevant land use and urban design codes across the three jurisdictions to facilitate future development.</li> </ol>	
<p><b>Project Location:</b></p> <p>The NE Halsey Corridor is an east/west minor arterial connector that links businesses, neighborhoods, and communities between northeast Portland and Troutdale. This project focus is on the 2.8-mile portion of the corridor that passes through the cities of Fairview, Wood Village, and Troutdale – between Fairview Parkway and the Historic Columbia River Highway.</p>	

<p><b>City of Happy Valley</b>                  Rock Creek Employment Center Infrastructure Assessment and Funding Plan</p>	
<p><b>Amount of Grant Request:</b> \$210,000</p>	<p><b>Proposed Match:</b> \$ 33,500</p>
<p><b>Recommended for Funding?</b> \$ 210,000                  [Funding conditions: \$170,000 of funding is contingent on the City securing ODOT’s participation in the project]</p>	
<p><b>Project Summary:</b></p> <p>The expected outcome of this project will be to identify infrastructure solutions and potential funding options to attract economic development. The infrastructure solution package will act as a catalyst for job growth and economic development within the RCEC by identifying a specific plan to serve the development sites and provide interim solutions to Hwy. 212 from the Rock Creek Intersection (Hwy. 212/224 “split”) to 172nd Avenue as it relates to the very long term highway plan (Sunrise Corridor Phase II). It is evident in the current study of the employment sites that the characteristics of the RCEC are favorable for industrial and employment land development and suitable for jobs-based industry recruitment. The infrastructure and funding challenges that exist with the Sunrise Phase II combined with a lack of internal utility connection to the existing regional infrastructure impede the current ability of the RCEC to achieve the intended outcome.</p> <p>This project will identify near-term solutions for the transportation constraints and will identify funding options for local infrastructure connections within the RCEC. These outcomes will establish a collaborative method for the City, County, State, private land owners and future industrial developers to participate in funding the needed infrastructure. The level of community readiness and local commitment to the predicted development outcomes has been demonstrated through the series of planning steps the City of Happy Valley has taken since the property was added to the Urban Growth Boundary (UGB) in 2002, as well as by the construction of a major arterial (172nd Avenue) from Hwy. 212 to Sunnyside Road and the development of the sanitary sewer main (Rock Creek Interceptor). The approximately 400 gross acres of land within the RCEC has adequate scale to generate a critical mass of activity by providing a significant number of potential development sites.</p>	
<p><b>Project Location:</b></p> <p>The southeast quadrant of Happy Valley centered on the intersection of 172nd Ave. and OR Highway 212.</p>	

<b>City of Portland</b> <b>102nd &amp; Pacific Development Project: Gateway Transit Center</b>	
<b>Amount of Grant Request:</b> \$ 100,000	<b>Proposed Match:</b> \$ 250,000
<b>Recommended for Funding?</b> \$ 100,000	
<b>Project Summary:</b>  Fund predevelopment work to support development of 10-acres of privately held properties near the Gateway Transit Center and broad redevelopment in the Gateway Transit Center. The scope of work will include evaluating parking in the area and options for replacement parking obligations with the Oregon Clinic, assessment of market potential for retail and commercial development in the district, and connectivity, including multi-modal access, pedestrian impediments between the transit center and the Halsey/Weidler Business District, Gateway Discovery Park and the Prosper Portland development at NE Halsey and 106; as well as how to leverage other investments and opportunities in the area including TriMet's Red Line Enhancement Project and improving transit interface with workforce training and career technical facilities in East Portland. The desired outcomes are to prepare property owners to better develop their properties, particularly the 102nd and Pacific Project in a way that fulfills key community priorities, including improved connectivity to and through the Gateway Transit Center area, improved access to Gateway public spaces at the transit center, Gateway Green, and the new Gateway Discovery Park at NE 106th and Halsey, and greater certainty for future development adjacent to 102nd and Pacific and at Prosper Portland owned-property adjacent to MAX station.	
<b>Project Location:</b>  The predevelopment work will focus on the Gateway Transit area between I-205, NE Halsey, NE Glisan and the Hasley/Weidler Business District. The work will be informed by transit users, pedestrians and bicycles accessing from East Portland, east of I-205.	

<p><b>City of Portland</b>  <b>Rosewood Equitable Development Plan</b></p>	
<p><b>Amount of Grant Request:</b> \$ 300,000.00</p>	<p><b>Proposed Match:</b> \$ 70,000.00</p>
<p><b>Recommended for Funding?</b> \$245,000 Funding for Bureau of Planning and Sustainability entry level staff to help with logistical coordination removed from grant award.</p>	
<p><b>Project Summary:</b></p> <p>The proposed Rosewood Equitable Development Plan will: 1) Update the land use and transportation plans; 2) Prepare predevelopment studies for three specific opportunity sites; and 3) Develop anti displacement strategies in anticipation of rising housing costs. These three project elements will be undertaken in collaboration with the Rosewood community.</p> <p>Land Use and Transportation Plan Update: Update the zoning map utilizing newly adopted residential and mixed-use zoning to create more residential capacity and neighborhood serving commercial uses. These zoning changes will be supported by a coordinated review and update of the transportation network as part of the Outer Stark Street Safety project improvements are needed to support safe and convenient access to the Rosewood Neighborhood Center. Deliverable: Outer Stark Street Corridor and Max Station Area Plans:</p> <p>Pre-development Studies. Conceptual development plans and financial feasibility analyses will be prepared for three opportunity sites currently under the control of identified community partners: 1) Human Solutions (160th/Stark), 2) Rosewood Village (162nd/Stark) and 3) Bridge Meadows (162nd/Alder). Deliverable: Site-specific design concepts, pro-formas, and financing strategies for affordable housing at each of the three opportunity sites.</p> <p>Anti displacement strategies: Working collaboratively with The Rosewood Initiative, the Community Alliance of Tenants and other community organizations this project will identify factors that are causing displacement and develop strategies to prevent or mitigate disruption to the existing community. Deliverable: Facilitated community engagement process and anti-displacement strategy.</p> <p>These efforts are intended to support a healthy, connected and vibrant Rosewood neighborhood center where the benefits of new development and infrastructure investment accrue to the existing communities as well as new residents and businesses.</p>	
<p><b>Project Location:</b></p> <p>The Rosewood Equitable Development Plan is proposed for an area approximately 1,900 acres in size located in East Portland. It is bounded by the City's municipal boundary with Gresham to the east along 162nd Avenue and the 128th Avenue to the west, between NE Halsey St and the Glendoveer Golf Course to the north and the SE Stephens St alignment to the south. It includes the Rosewood Neighborhood Prosperity Initiative (NPI), the Rosewood Neighborhood Center as designated by the City of Portland Comprehensive Plan and the E Burnside/148th and 162nd Avenue MAX station areas. It also includes the Glenfair, Parklane and Oliver elementary schools and the Parklane and Glenfair public parks.</p>	

<p><b>City of Portland</b>  <b>Southwest Corridor Equitable Housing Strategy</b></p>	
<p><b>Amount of Grant Request:</b> \$ 330,000</p>	<p><b>Proposed Match:</b> \$ 50,000</p>
<p><b>Recommended for Funding?</b> \$ 230,000 Funding for Bureau of Planning and Sustainability, Portland Housing Bureau and TriMet TOD staff removed given extensive grant funding already received for Southwest Corridor.                  Funding Condition: Funding for pre-development analyses contingent upon the City or public partners having site control.</p>	
<p><b>Project Summary:</b></p> <p>This project builds off the current Southwest Corridor Equitable Housing Strategy (EHS) scheduled for adoption by the Tigard and Portland city councils this summer. Funding would implement priorities of the housing strategy to increase housing choice, prevent residential displacement, and commit early housing resources in advance of planned light rail service. Work to be completed in 2019 includes:</p> <p>Portland City Council adoption of two TOD station area plans (Barbur Transit Center and South Portland/Gibbs) to include urban design plans and increased entitlements. In South Portland the historic district guidelines would be updated. Plans in these two areas will inform an agreement with the Oregon Department of Transportation regarding the future of two sites in their control.</p> <p>Pre-development site analysis leading to the construction of hundreds of new units of housing. Opportunity sites include several already in public ownership (Ross Island Bridgehead parcels, Barbur Transit Center, and the PCC parking lot) and other private parcels that could be acquired by the City, Metro, or by TriMet as part of the light rail project. Analysis done on private parcels would be done with generic templates to make them implementable on more than one site.</p> <p>Formation of an inter-jurisdictional Equitable TOD Workgroup to execute the responsibilities detailed in the pending Memorandum of Understanding between TriMet, City of Portland, Washington County, City of Tigard, and Metro. Grant work will be coordinated with those agencies through that MOU. Grant funds will be used to increase TriMet’s staff capacity to lead this work.</p> <p>Formation of a Community Preservation and Engagement Workgroup composed of community leaders, nonprofit developers, and organizational partners working on anti-displacement initiatives in the corridor. This group will advise project decisions, build organizational relationships, and engage communities vulnerable to displacement pressures.</p>	
<p><b>Project Location:</b></p> <p>This project takes place within the City of Portland within the ½ mile buffer area around the SW Barbur alignment of the SW Max Line future light rail alignment. Additional focus is applied to two station areas located around SW Gibbs and around the West Portland Town Center (Barbur Transit Center) as shown on the attached map. Opportunity site analysis will occur on sites at each of the potential station areas in Portland.</p>	

<p><b>City of Sherwood</b>  <b>Brookman Addition Concept Plan Refinement</b></p>	
<p><b>Amount of Grant Request:</b> \$ 100,000</p>	<p><b>Proposed Match:</b> \$ 10,000</p>
<p><b>Recommended for Funding?</b> \$100,000</p>	
<p><b>Project Summary:</b></p> <p>This project will refine the Brookman Addition Concept Plan. The project will analyze land use and transportation patterns in the western and central subareas as conditions have changed since the plan was adopted in 2008. The 2008 plan shows Brookman Road as a neighborhood collector road. Brookman Road is now classified as an arterial road in Washington County’s and the City of Sherwood’s Transportation System Plan as a result of no alternative arterial was identified in the I-5 to 99W planning project. Brookman Road is under the jurisdiction of Washington County and they are a project partner. This project will refine the alignment and function of Brookman Road, surrounding land uses and produce a financing plan to implement transportation system improvements. The refinement will help foster economic vitality in Sherwood, facilitate the development of the Brookman area which will develop sooner than later, and provide different travel modes and additional routes of the regional transportation system. This plan refinement will build off the goals of the 2008 plan which include: Connections to Sherwood; A Complete Community; Transition of Land Intensities; Transportation Choices, Parks and Green Spaces, and Long Term Quality.</p>	
<p><b>Project Location:</b></p> <p>This project is located in the Brookman Road area of Sherwood between Highway 99W and and SW Ladd Hill Road and is north of the urban reserve. Brookman Road is the boundary between the UGB and Urban Reserve area. The Brookman area was brought into the UGB in 2002. Roughly ninety-acres of the Brookman area were annexed into the city in 2017, in the central sub-area.</p>	

<p><b>City of Tigard</b>                  Tigard Missing Middle Community Land Trust Model Feasibility and Pre-Development Assessment</p>	
<p><b>Amount of Grant Request:</b> \$ 150,000</p>	<p><b>Proposed Match:</b> \$ 51,447</p>
<p><b>Recommended for Funding?</b> No. Project is too hypothetical as it would evaluate feasibility for cottage cluster development on sites that did not have a clear path towards site control resulting in development.</p>	
<p><b>Project Summary:</b></p> <p>This project will assess the feasibility of a missing middle housing to effectively deliver equitable and affordable housing using the community land trust model within the Southwest Corridor and to provide valuable pre-development insight that will ease the path to future construction of a model development. The City and its partner Proud Ground will assemble a collaborative consulting team of financial analysts, architects, and development consultants to perform a feasibility analysis of a missing middle housing development, with a focus on its capacity to provide affordable housing in perpetuity through the community land trust model. The team will perform four tasks as part of this work.</p> <p><b>Task 1: Site Selection</b>                  The city will work with Proud Ground and the project team to develop a set of criteria for site selection, with weight given to certain locational factors. Five sites will be selected for analysis.</p> <p><b>Task 2: Massing Study</b>                  For each of the five selected sites, the consultant team will develop a massing study for two missing middle typologies -cottage clusters and courtyard units - to demonstrate how the land can be efficiently developed to accommodate the maximum number of units with common areas and parking.</p> <p><b>Task 3: Financial Feasibility</b>                  Based on the results of the massing studies, the consultant team will then build a pro forma for each site, to include the costs of land acquisition, entitlement, design, and construction costs. The analysis will be conducted with the capacity and needs of the community land trust model factored in.</p> <p><b>Task 4: Report Generation</b>                  The consultant team, working with the City and Proud Ground, will generate a summary report on the methodology, feasibility analysis, and the results of the project.</p> <p>The primary outcomes will be a report summarizing the findings and a base of knowledge that will help the partners pursue future funding to realize the project within 2-3 years.</p>	
<p><b>Project Location:</b></p> <p>The location for this project is within the city limits of Tigard. The site selection process will include the entire city, but the criteria for site selection will give preferential weighting to lots proximate to transit and to sites within the city's two urban renewal districts - Downtown Tigard and the Tigard Triangle.</p>	

<p><b>Housing Authority of Clackamas County</b>  <b>Clackamas Heights Master Plan</b></p>	
<p><b>Amount of Grant Request:</b> \$ 220,000</p>	<p><b>Proposed Match:</b> \$89,071</p>
<p><b>Recommended for Funding?</b> \$220,000</p>	
<p><b>Project Summary:</b></p> <p>The desired outcome of the Clackamas Heights Master Plan is the redevelopment of a physically distressed and underutilized public housing community. Built in 1942, Clackamas Heights was the first public housing property in Oregon. The 100 housing units on the site were constructed without foundations and were originally built as temporary housing for the local workforce. Located in the historic Park Place neighborhood in Oregon City, the site occupies approximately 17 acres and is highly underutilized given the shortage of affordable housing in the area.</p> <p>To achieve the development outcome of revitalization, the master planning process will provide an open, goal oriented community engagement process that will include current residents, the surrounding Park Place neighborhood and members of the broader public. This will include discussion around potential partnerships with business owners and civic groups in the area. Two advisory committees will be formed as part of the master planning process, one technical and one public, in order to ensure that all stakeholders have an opportunity to participate and be heard in regard to the shaping of their future neighborhood.</p> <p>Anticipated long term outcomes include increasing the number of affordable housing units available on the site, promotion of resident health, expanded access to nutritious food options, the creation of a safe, quality environment for walking and biking and to facilitate affordable, accessible public transit options. Further outcomes will be determined by an extensive community engagement and planning process.</p>	
<p><b>Project Location:</b></p> <p>Clackamas Heights is located on the north side of Oregon City, in the Park Place neighborhood, which falls within Census Tract 223. The site consists of 17 acres bounded by Gain Street to the North, Front Avenue to the East, Apperson Blvd to the West and Holcomb Blvd to South. The Park Place neighborhood is characterized by extreme income disparities and low levels of income and investment that qualify it as severely distressed. The neighborhood has two areas known as “lower” and “upper” Park Place, with Clackamas Heights and the area of disinvestment falling in the lower region. Upper Park Place has experienced growth and development in the recent past, whereas lower Park Place, the area immediately surrounding Clackamas Heights, has experienced disinvestment and continued decline. The stark contrasts between the two sections of the neighborhood further justify the need for revitalization that will unify Clackamas Heights and lower Park Place in general, with the rest of the neighborhood.</p>	



<p><b>Port of Portland</b>  <b>Employment Land Site Readiness Toolkit</b></p>	
<p><b>Amount of Grant Request:</b> \$170,000</p>	<p><b>Proposed Match:</b> \$ 55,777</p>
<p><b>Recommended for Funding?</b> 170,000</p>	
<p><b>Project Summary:</b></p> <p>The 2017 Portland Metro Regional Industrial Site Readiness Inventory identified the need for pre-development tools and strategies to improve site readiness within the Portland Metro UGB. The region’s current supply of market-ready industrial sites based upon the 2017 inventory update shows only 10 market-ready sites available, only 3 of which do not currently have development agreements. This trend in the reduction of the region’s market-ready large, vacant industrial sites is representative of the region’s decreasing supply of market-ready employment lands.</p> <p>The remaining vacant, under-utilized and redevelopment employment lands within the UGB have more challenges, are more complex, more time intensive undertakings, and will be more expensive to bring to market-ready status. More efficient use of the region’s existing supply of employment land is one way to support an economy that will need to create 85,000 to 440,000 jobs by the year 2040 to accommodate the region’s projected population growth.</p> <p>Investment, leadership and creativity are needed to move employment sites in the region to market-ready status and provide a sufficient supply of sites as one approach to meet the needs of an economy expected to put more people to work in a land constrained geography. This project will provide a site readiness toolkit jurisdictions and private-sector partners can use to address 7 site readiness challenges. A robust inventory of market-ready employment land is key to the region’s economic competitiveness and prosperity, ensuring all our residents benefit from that prosperity through access to employment. The project will convene a region-wide project advisory team with representation from the 3 county area and a cohort of other economic development partners. The long-term development outcome will be an increase in the supply of market-ready employment lands in the region, resulting in a higher employment capacity for the region. It being compatible with the surrounding neighborhood.</p>	
<p><b>Project Location:</b></p> <p>This is a region-wide project covering the entire Metro area within the UGB. An indicator of this project’s broad geographic reach is that 19 partners from across the region have committed to participate in this project. This coalition represents a cross-section of cities (large and small) in all 3 counties in the Metro UGB. The tools and strategies identified and created for this site readiness toolkit will be available for use by any jurisdiction or development partner in the region.</p>	

<p><b>Washington County Department of Land Use &amp; Transportation</b>  <b>Getting Ahead of the Curve: Proactive Transportation Planning for Urban Reserves in Washington County</b></p>	
<p><b>Amount of Grant Request:</b> \$ 420,000</p>	<p><b>Proposed Match:</b> \$60,000</p>
<p><b>Recommended for Funding?</b> \$ 420,000</p>	
<p><b>Project Summary:</b></p> <p>The project will provide realistic information about the transportation improvements necessary to adequately serve the cumulative growth in the urban reserve areas, both for roads within the urban reserve areas and for those roads that connect urban areas. In the short term, this project will identify a prioritized list of improvements needed to serve traffic growth from urban reserve development, along with cost estimates and anticipated right-of-way needs that cities can use for their concept and comprehensive planning in coordination with the County. This will give the county, cities, and general public a better idea of what to expect when development does start happening, and should also give existing residents of urban reserve areas some peace of mind that the anticipated traffic increases are being planned for. In the long term, this project provides the framework for the prioritized transportation improvements to be funded and built as the urban reserve areas are annexed into cities.</p>	
<p><b>Project Location:</b></p> <p>Washington County has several urban reserve areas in close proximity to each other, including in south Hillsboro, west Beaverton, west Tigard, west King City, and west Sherwood. The urban reserve growth areas in Washington County create a crescent shape between existing urban and rural areas. Most of the newly urbanizing areas are and will be composed primarily of residential development. This can be an issue because traffic from these and other nearby urban areas often uses rural roads to access employment areas and other amenities in nearby cities. The existing roadways within the urban reserve areas are often not built to accommodate any increase in traffic, with narrow travel lanes, lack of shoulders, and sight distance deficiencies. Planning for the specific concept plan areas is primarily done on a local scale, but transportation planning for these areas should be done on a regional scale so that the county can keep up with, and get ahead of, the cumulative traffic demand on rural and urbanizing roadways.</p>	

<p><b>Washington County Housing Services</b> Willow Creek Park &amp; Ride - Alder Grove</p>	
<p><b>Amount of Grant Request:</b> \$ 100,000</p>	<p><b>Proposed Match:</b> \$ 48,185</p>
<p><b>Recommended for Funding?</b> \$ 100,000</p>	
<p><b>Project Summary:</b></p> <p>The Alder Grove project will provide 150-200 units of much-needed permanent affordable housing in a high opportunity area in Washington County. As a partnership between Trimet, the Housing Authority of Washington County (HAWC) and private developer, DBG Properties, LLC, the Alder Grove project is an opportunity to provide a model for enhanced development of parking areas near transit. This funding will support predevelopment work of the site to provide the development team with information that will allow the project to move forward.</p>	
<p><b>Project Location:</b></p> <p>The Alder Grove project will be located at the northern portion of the Trimet Willow Creek Park &amp; Ride MAX Station - 180 NW Edgeway Dr, Hillsboro, OR 97124. This project is located within the Amberglen community of the City of Hillsboro in Washington County, Oregon. The project is anticipated to serve low-income households from the Washington County area.</p>	