



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, July 25, 2019

2:00 PM

Metro Regional Center, Council chamber

REVISED 7/25

1. **Call to Order and Roll Call**

2. **Safety Briefing**

3. **Public Communication**

4. **Consent Agenda**

- 4.1 Resolution No. 19-5004, For the Purpose of Confirming
the Reappointment of Dañiel Malán to the Metropolitan
Exposition Recreation Commission

[RES 19-5004](#)

Attachments: [Resolution No. 19-5004](#)

[Staff Report](#)

[Attachment 1 to Staff Report](#)

[Attachment 2 to Staff Report](#)

- 4.2 Consideration of the Council Meeting Minutes for July 11,
2019

[18-5251](#)

Attachments: [Council Meeting Minutes for July 11, 2019](#)

5. **Resolutions**

- 5.1 Resolution No. 19-5002, For the Purpose of Approving
Fiscal Year 2019-20 Funding for 2040 Planning and
Development Grants Funded with Construction Excise Tax

[RES 19-5002](#)

Presenter(s): Lisa Miles, Metro
Elissa Gertler, Metro
Damien Hall, 2040 Planning and Development Grant
Screening Committee

Attachments: [Resolution No. 19-5002](#)
[Resolution No. 19-5002A](#)
[Resolution No. 19-5002A \(Redlined\)](#)
[Exhibit A to Resolution No. 19-5002](#)
[Attachment 1 to Exhibit A](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[PowerPoint: 2040 Planning and Development Grants](#)

6. **Chief Operating Officer Communication**
7. **Councilor Communication**
8. **Adjourn**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកាត្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Agenda Item No. 4.1

Resolution No. 19-5004, For the Purpose of Confirming
the Reappointment of Dañel Malán to the Metropolitan
Exposition Recreation Commission

Consent Agenda

Metro Council Meeting
Thursday, July 25, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 19-5004
REAPPOINTMENT OF DAÑEL MALÁN TO)
THE METROPOLITAN EXPOSITION) Introduced by Lynn Peterson, Council
RECREATION COMMISSION) President

WHEREAS, the Metro Code, Section 6.01.030(a) provides that the Metro Council President shall appoint all members to the Metropolitan Exposition Recreation Commission; and

WHEREAS, the Metro Code, Section 6.01.030(b) provides that the Metro Council President’s appointments to the Commission are subject to confirmation by the Metro Council; and

WHEREAS, pursuant to Metro Code, Section 6.01.030(d)(1) and (g) Multnomah County has nominated Dañel Malán for reappointment on the Commission; and

WHEREAS, pursuant to Metro Code, Section 6.01.030(e)(1), the Metro Council President has the authority to concur with Multnomah County’s nomination of Ms. Malán or reject it ; and

WHEREAS, the Metro Council President has concurred with Multnomah County’s nomination of and Dañel Malán submitted the reappointment of Ms. Malán to the Metro Council for confirmation; and

WHEREAS, the Council finds that Dañel Malán has the experience and expertise to make a substantial contribution to the Commission’s work; now therefore,

BE IT RESOLVED that the Metro Council hereby confirms the Council President’s reappointment of Dañel Malán as a member of the Metropolitan Exposition Recreation Commission, for a 4-year term as provided by the Metro Code, commencing on September 23, 2019, through September 23, 2023.

ADOPTED by the Metro Council this 25th day of July, 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 19-5004, FOR THE PURPOSE OF CONFIRMING THE REAPPOINTMENT OF DAÑEL MALÁN TO A FOUR-YEAR TERM ON THE METROPOLITAN EXPOSITION RECREATION COMMISSION.

Date: July 11, 2019

Prepared by: Amy Nelson

BACKGROUND

The Metro Code, Section 6.01.030(a), gives the Metro Council President sole authority to appoint all members of the Metropolitan Exposition Recreation Commission, subject to confirmation by the Council. Section 6.01.030 (d)(1) of the Code allows Multnomah County to nominate a candidate for appointment for the Council President's consideration. Under Section 6.01.030(e)(1) of the Metro Code, the Metro Council President has the authority to concur with Multnomah County's nomination and submit it to the Council for confirmation, or reject it.

Multnomah County has recommended re-appointment of Dañel Malán for continued membership on the Commission. A copy of the nomination letter from the Multnomah County Chair is attached hereto as Attachment 1. A copy of Ms. Malán's resume is attached hereto as Attachment 2.

Metro Interim Chief Operating Officer Andrew Scott concurs with this appointment.

ANALYSIS/INFORMATION

- **Known Opposition.** None
- **Legal Antecedents.** Metro Code as referenced above.
- **Anticipated Effects.** Reappointment of Dañel Malán to the Metropolitan Exposition Recreation Commission, in the manner provided by the Metro Code.
- **Budget Impacts.** None

RECOMMENDED ACTION

The Metro Council President recommends approval of Resolution 19-5004 to confirm the reappointment of Dañel Malán to the Metropolitan Exposition Recreation Commission for a four-year term beginning on September 23, 2019 and ending September 23, 2023.



Deborah Kafoury
Multnomah County Chair

501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: (503) 988-3308
Email: mult.chair@multco.us

May 7, 2019

Lynn Peterson
President, Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear President Peterson:

Thank you for the opportunity to nominate Dañel Malán for reappointment to the Metropolitan Exposition Recreation Commission as the Multnomah County representative pursuant to Chapter 6 of the Metro Code.

Malán is co-founder of Milagro, the premier Latino arts and culture center of the Pacific Northwest. She also created the bilingual educational program, Teatro Milagro. Her professional experience in curricular work and bilingual education techniques makes her an excellent candidate to continue serving as a member of the Commission.

I am pleased to recommend her for continued MERC membership and nominate her for reappointment to the MERC Commission with a term of September 23, 2019 through September 23, 2023.

Sincerely,

Deborah Kafoury
Chair, Multnomah County

Dañel Malán Bio

Dañel Malán co-founded Milagro with her husband, Jose Eduardo Gonzalez and in 1989 she created the bilingual educational program, Teatro Milagro, which tours regionally and nationally. As a co-founder, Malán manages staff and activities in the Milagro cultural center as well as outreach programs in schools, providing budget oversight and staff mentorship. For program development, she researches script ideas and works with playwrights, directors, composers and choreographers for the creation of the Milagro productions. For Milagro's residencies and workshops, she has collaboratively designed and implemented curriculum for K-12 schools, colleges and community groups.

Malán has shared her curricular work and bilingual education techniques as an instructor and workshop leader at various national and regional workshops, conferences and college campuses around the country. Malán also co-founded OYE, *opciones y educación*, a Latino sexual health coalition with Multnomah County Health Dept. and has also developed a cultural competency training program.

Malán received her BA in Theatre Arts from the University of California, San Diego and graduated with an MS in Curriculum Instruction from Portland State University. Her graduate work focused on a case study of quantitatively documenting improved learning with bilingual arts integration in 8th grade classrooms.

Malan is also an active Commissioner for MERC, representing Multnomah County, and as a MERC Commissioner also participates in CORE and holds a seat on the P5 Advisory Committee.

Materials following this page will be distributed at the meeting.

Agenda Item No. 4.2

Considerations of the Council Meeting Minutes for July 11, 2019

Consent Agenda

Metro Council Meeting
Thursday, July 25, 2019
Metro Regional Center, Council Chamber

Agenda Item No. 5.1

Resolution No. 19-5002, For the Purpose of Approving
Fiscal Year 2019-20 Funding for 2040 Planning and
Development Grants Funded with Construction Excise Tax

Resolutions

Metro Council Meeting
Thursday, July 25, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FISCAL) RESOLUTION NO. 19-5002
YEAR 2019-20 FUNDING FOR 2040 PLANNING)
AND DEVELOPMENT GRANTS FUNDED) Introduced by Interim Chief Operating Officer
WITH CONSTRUCTION EXCISE TAX) Andrew Scott in concurrence with Council
) President Lynn Peterson

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

WHEREAS, the CET has successfully raised more than \$23.5 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 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, on November 29, 2018 the Metro Council adopted Resolution No. 18-4916 which allocated \$2 million of CET funding for the 2019 grant cycle, with \$1 million of the allocated funds targeted for qualified projects that have a primary emphasis on equitable development projects, \$250,000 of the allocated funds targeted for qualified projects that facilitate infill development inside the Urban Growth Boundary, and the remaining \$750,000 of allocated funds targeted for qualified New Urban Area Planning projects; and

WHEREAS, Resolution No. 18-4916 also implemented refinements to the definition of Equitable Development projects; and

WHEREAS, on December 6, 2018 the Metro Council adopted Ordinance No. 18-1425 which amended Metro Code chapter 7.04 to remove the provision that the CET sunset in 2020, expanded grant program eligibility to allow private entities to apply for grant funds, and implemented additional refinements to four other subsections of the code to more clearly reflect current program policies and facilitate program and CET administration; and

WHEREAS, in April, 2019 Metro received 10 applications from five local governments and one private entity, requesting a combined total of more than \$3.4 million in grant funds in the 2019 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 18-4916; and

WHEREAS, on June 24, 2019 the Grant Screening Committee Chair submitted the Committee’s recommendations to Metro’s Interim 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 Interim COO reviewed the recommendations of the Grant Screening Committee, and presented to the Metro Council the Interim COO’s recommendations for grant funding, attached to this Resolution as Exhibit A; and

WHEREAS, the Metro Council has reviewed the recommendations of the Interim 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 2019-2020 grant cycle totaling \$2,428,000, 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 Interim 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. 19-5002 and Exhibit A attached hereto.

ADOPTED by the Metro Council this ____ day of July, 2019

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING) RESOLUTION NO. 19-5002A
FISCAL YEAR 2019-20 FUNDING FOR 2040)
PLANNING AND DEVELOPMENT)
GRANTS FUNDED WITH CONSTRUCTION) Introduced by Interim Chief Operating
EXCISE TAX) Officer Andrew Scott in concurrence with
) Council
) President Lynn Peterson
)

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

WHEREAS, the CET has successfully raised more than \$23.5 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 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, on November 29, 2018 the Metro Council adopted Resolution No. 18-4916 which allocated \$2 million of CET funding for the 2019 grant cycle, with \$1 million of the allocated funds targeted for qualified projects that have a primary emphasis on equitable development projects, \$250,000 of the allocated funds targeted for qualified projects that facilitate infill development inside the Urban Growth Boundary, and the remaining \$750,000 of allocated funds targeted for qualified New Urban Area Planning projects; and

WHEREAS, Resolution No. 18-4916 also implemented refinements to the definition of Equitable Development projects; and

WHEREAS, on December 6, 2018 the Metro Council adopted Ordinance No. 18-1425 which amended Metro Code chapter 7.04 to remove the provision that the CET sunset in 2020, expanded grant program eligibility to allow private entities to apply for grant funds, and

implemented additional refinements to four other subsections of the code to more clearly reflect current program policies and facilitate program and CET administration; and

WHEREAS, in April, 2019 Metro received 10 applications from five local governments and one private entity, requesting a combined total of more than \$3.4 million in grant funds in the 2019 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 18-4916; and

WHEREAS, on June 24, 2019 the Grant Screening Committee Chair submitted the Committee’s recommendations to Metro’s Interim 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 Interim COO reviewed the recommendations of the Grant Screening Committee, and presented to the Metro Council the Interim COO’s recommendations for grant funding, attached to this Resolution as Exhibit A; and

WHEREAS, the Metro Council has reviewed the recommendations of the Interim 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 Grant Screening Committee, applicants and community members invested in this program have highlighted several issues to be considered by the Metro Council in its policy discussion preceding the 2020 grant cycle, including the urgent need for tools to create equity and prevent and mitigate involuntary displacement which can be developed and implemented by communities as House Bill 2001 (2019) takes effect, and the need to refine the program goals and criteria for the equitable development category of this grant program; and

WHEREAS, in Resolution No. 18-4916 the Metro Council adopted a policy of support for 2040 Planning and Development Grant applications that will facilitate equitable development projects to benefit low-income communities and communities of color; and

WHEREAS, in this 2019 grant cycle, the Metro Council is awarding \$835,000 of the \$1 million dollar Equitable Development funding target and the Metro Council is eager to ensure that resources and tools are available to Metro staff, the Grant Screening Committee and applicants in order to fully fund the equitable development category in the next grant cycle; 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 2019-2020 grant cycle totaling \$2,428,000, 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, 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. 19-5002 and Exhibit A attached hereto.
3. Directs the Metro COO to enhance opportunities for Metro staff consultation with and advice to local governments and community-based organizations applying for 2040 Planning and Development Grants throughout the pre-application process, with particular attention to the equitable development grant category and community-based organization applicants, and directs the Metro COO to advise applicant community-based organizations and local governments about potential improvements to unsuccessful applications for equitable development grants to enhance conformance with the policy direction and grant criteria that will be applicable to the 2020 grant cycle.

ADOPTED by the Metro Council this ___ day of July, 2019

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FISCAL) RESOLUTION NO. 19-5002A
YEAR 2019-20 FUNDING FOR 2040 PLANNING)
AND DEVELOPMENT GRANTS FUNDED) Introduced by Interim Chief Operating Officer
WITH CONSTRUCTION EXCISE TAX) Andrew Scott in concurrence with Council
) President Lynn Peterson

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

WHEREAS, the CET has successfully raised more than \$23.5 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 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, on November 29, 2018 the Metro Council adopted Resolution No. 18-4916 which allocated \$2 million of CET funding for the 2019 grant cycle, with \$1 million of the allocated funds targeted for qualified projects that have a primary emphasis on equitable development projects, \$250,000 of the allocated funds targeted for qualified projects that facilitate infill development inside the Urban Growth Boundary, and the remaining \$750,000 of allocated funds targeted for qualified New Urban Area Planning projects; and

WHEREAS, Resolution No. 18-4916 also implemented refinements to the definition of Equitable Development projects; and

WHEREAS, on December 6, 2018 the Metro Council adopted Ordinance No. 18-1425 which amended Metro Code chapter 7.04 to remove the provision that the CET sunset in 2020, expanded grant program eligibility to allow private entities to apply for grant funds, and implemented additional refinements to four other subsections of the code to more clearly reflect current program policies and facilitate program and CET administration; and

WHEREAS, in April, 2019 Metro received 10 applications from five local governments and one private entity, requesting a combined total of more than \$3.4 million in grant funds in the 2019 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 18-4916; and

WHEREAS, on June 24, 2019 the Grant Screening Committee Chair submitted the Committee’s recommendations to Metro’s Interim 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 Interim COO reviewed the recommendations of the Grant Screening Committee, and presented to the Metro Council the Interim COO’s recommendations for grant funding, attached to this Resolution as Exhibit A; and

WHEREAS, the Metro Council has reviewed the recommendations of the Interim 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 Grant Screening Committee, applicants and community members invested in this program have highlighted several issues to be considered by the Metro Council in its policy discussion preceding the 2020 grant cycle, including the urgent need for anti-displacement and equity tools that can be developed and implemented by communities as House Bill 2001 (2019) takes effect, and the need to refine the program goals and criteria for the equitable development category of this grant program; and

WHEREAS, in Resolution No. 18-4916 the Metro Council adopted a policy of support for 2040 Planning and Development Grant applications that will facilitate equitable development projects to benefit low-income communities and communities of color; and

WHEREAS, in this 2019 grant cycle, the Metro Council is awarding \$835,000 of the \$1 million equitable development funding target and the Metro Council is eager to ensure that resources and tools are available to Metro staff, the Grant Screening Committee and applicants in order to fully fund the equitable development category in the next grant cycle; 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,

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3. Directs the Metro COO to enhance opportunities for Metro staff consultation with and advice to local governments and community-based organizations applying for 2040 Planning and Development Grants throughout the pre-application process, with particular attention to the equitable development grant category and community-based organization applicants, and directs the Metro COO to advise applicant community-based organizations and local governments about potential improvements to unsuccessful applications for equitable development grants to enhance conformance with the policy direction and grant criteria that will be applicable to the 2020 grant cycle.

ADOPTED by the Metro Council this ____ day of July, 2019

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Amendments Proposed by Councilor Bob Stacey to Resolution No. 19-5002

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FISCAL) RESOLUTION NO. 19-5002
YEAR 2019-20 FUNDING FOR 2040 PLANNING)
AND DEVELOPMENT GRANTS FUNDED) Introduced by Interim Chief Operating
WITH CONSTRUCTION EXCISE TAX) Officer Andrew Scott in concurrence with
) Council President Lynn Peterson

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

WHEREAS, the CET has successfully raised more than \$23.5 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

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WHEREAS, Resolution No. 18-4916 also implemented refinements to the definition of Equitable Development projects; and

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Amendments Proposed by Councilor Bob Stacey to Resolution No. 19-5002

refinements to four other subsections of the code to more clearly reflect current program policies and facilitate program and CET administration; and

WHEREAS, in April, 2019 Metro received 10 applications from five local governments and one private entity, requesting a combined total of more than \$3.4 million in grant funds in the 2019 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 18-4916; and

WHEREAS, on June 24, 2019 the Grant Screening Committee Chair submitted the Committee’s recommendations to Metro’s Interim 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 Interim COO reviewed the recommendations of the Grant Screening Committee, and presented to the Metro Council the Interim COO’s recommendations for grant funding, attached to this Resolution as Exhibit A; and

WHEREAS, the Metro Council has reviewed the recommendations of the Interim 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 Grant Screening Committee, applicants and community members invested in this program have highlighted several issues to be considered by the Metro Council in its policy discussion preceding the 2020 grant cycle, including the urgent need for anti-displacement and equity tools that can be developed and implemented by communities as House Bill 2001 (2019) takes effect, and the need to refine the program goals and criteria for the equitable development category of this grant program; and

WHEREAS, in Resolution No. 18-4916 the Metro Council adopted a policy of support for 2040 Planning and Development Grant applications that will facilitate equitable development projects to benefit low-income communities and communities of color; and

WHEREAS, in this 2019 grant cycle, the Metro Council is awarding \$835,000 of the \$1 million equitable development funding target and the Metro Council is eager to ensure that resources and tools are available to Metro staff, the Grant Screening Committee and applicants in order to fully fund the equitable development category in the next grant cycle; and

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Amendments Proposed by Councilor Bob Stacey to Resolution No. 19-5002

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ADOPTED by the Metro Council this _____ day of July, 2019

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Memo

Date: June 25, 2019
To: President Lynn Peterson, Metro Council
From: Andrew Scott, Interim Chief Operating Officer
Subject: 2040 Planning and Development Grant Awards (2019/Cycle 7)

I am pleased to present my recommendations for grant awards for the 2040 Planning and Development Grant program for 2019 (Cycle 7). 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 2019, local governments continue to face 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.

Grant Funds Available to Award

In November 2018, the Metro Council adopted resolution 18-4916, which set forth the investment targets for Cycle 7 of the 2040 Planning and Development Grants as follows:

The Metro Council hereby authorizes and directs the Metro COO and staff to initiate Cycle 7 of Metro's 2040 Planning and Development grants, and to award up to \$2.00 million of CET revenue to fund projects using the following policy and investment emphasis:

- a. One million dollars (\$1,000,000.00) 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 facilities and community investments that will advance quality of life outcomes for marginalized communities, including 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 or historically marginalized communities;

- b. Two hundred fifty thousand dollars (\$250,000.00) of allocated funds will be targeted to qualified projects that will facilitate development in centers, corridors, station areas, employment areas, or other locations within the UGB.
- c. Seven hundred fifty thousand dollars (\$750,000.00) of allocated funds will be targeted to qualified concept planning and comprehensive planning projects for urban reserves and new urban areas.
- d. In the event that there are insufficient qualified applications within any one funding target category, grant funds may be awarded to qualified applications in any other category.

At the time these funding targets were adopted by the Metro Council, Councilors were not certain if the \$2 million in funding would be a sufficient amount, due to the Council's desire to adequately fund the New Urban Area Planning that would be required for Metro's recent UGB expansion areas, as well as other grant proposals of merit. Council members requested that staff advise them if the \$2 million funding pool was not adequate based on the number and quality of applications received.

Planning and Development Director Elissa Gertler has recently informed me that due to cancellation of several grants awarded in prior rounds which were not able to move forward, an additional \$415,000 of funding could be redirected to help fund this year's grants if needed. 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 this new policy, funds that are awarded but ultimately not disbursed may be set aside to support this ongoing technical assistance with grantees as necessary. However, as there is currently approximately \$800,000 of funding already available in the technical assistance reserve, Director Gertler and I feel that it would be equally appropriate to add the \$415,000 to the Cycle 7 funding pool should the Council deem it desirable to do so.

Grant Screening Committee Process

Earlier this year, former COO Martha Bennett appointed a diverse, nine member Grant Screening Committee with varied backgrounds and extensive planning and development expertise in the private, nonprofit and public sectors. The Committee Chair, Damien Hall, submitted the committee's recommendations to me on June 24, recommending that 7 projects be funded for a total of \$2,428,000. You may review the complete text of the committee's recommendation in Attachment 1 to this memo. Having given consideration to the committee's assessment of the proposals, I concur that the seven grant proposals recommended merit funding at the levels proposed by the committee and with the additional conditions the committee has stipulated.

Given the availability of additional funding due to prior grants not moving forward, I recommend that the Council increase the total awards in this year's grant cycle to enable full funding for the important New Urban Area Planning projects proposed. In light of the Council's decision last year to expand the UGB in four locations, it is appropriate for Metro to provide 2040 Grant funding for both the Beaverton and King City comprehensive planning projects. Metro staff have carefully reviewed the proposed budgets of both proposals, and feel the level of both grant requests is appropriate.

While Metro did not anticipate grants additional concept planning for Urban Reserve areas in this grant cycle, it is clear that planning for the adjacent River Terrace area in Tigard in tandem with the Beaverton and King City projects makes sense in order to realize the efficiencies and benefits of an integrated infrastructure planning approach in this developing area of the region.

The Council will consider my recommendations in Resolution No. 19-5002 on July 25, 2019. The following page has a list of recommended projects to receive grant awards, including the proposed grant amount. The Grant Screening Committee has recommended that each of the three grants in the Equitable Development category be awarded with the condition that Metro staff work with each of the grantees to further refine the grant approach and scopes of work. I concur with this approach, in order to ensure that these grants are successful in achieving their stated objectives.

Equitable Development (~\$1 million targeted, \$835,000 recommended)

| | |
|---|------------|
| Albina Vision Trust | \$ 375,000 |
| Community Investment Prospectus | |
| City of Portland | \$ 160,000 |
| Cully Community Centered Equitable Development | |
| Clackamas County - DTD | \$ 300,000 |
| Corridors: Affordable Housing and Mixed-Use Development | |

Facilitate Infill Development within UGB (~\$250,000 targeted, \$250,000 recommended)

| | |
|--|------------|
| City of Tigard | \$ 250,000 |
| Washington Square Regional Center Update | |

New Urban Area Planning (~\$750,000 targeted, \$1,343,000 recommended)

| | |
|---|------------|
| City of Beaverton | \$ 693,000 |
| Cooper Mountain Community Plan | |
| City of King City | \$ 350,000 |
| King City Master Planning | |
| City of Tigard | \$ 300,000 |
| Tigard River Terrace Urban Reserve Planning | |

| | |
|---------------------------------------|---------------------|
| Total Grant Awards Recommended | \$ 2,428,000 |
|---------------------------------------|---------------------|

The seven projects recommended for funding will produce policies and plans that will become the foundation for public, private and nonprofit investments in our communities. Collectively, these

projects will help address the needs of underserved and underrepresented people in the region, lay the foundation for future equitable housing and employment opportunities, facilitate investments that help neighborhoods, corridors, and centers of the region thrive and support our regional partners so they may complete the required planning for new urban areas.

The proposed resolution before the Council for consideration stipulates that program staff and the Office of Metro Attorney shall negotiate inter-governmental agreements (IGAs) for the seven funded projects consistent with requirements set forth in Metro Code, the program's Administrative Rules, and the grant amounts itemized in this recommendation. As appropriate to specific grants, IGAs 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 IGAs clearly identify project milestones and a schedule of payments to ensure that promised deliverables outlined in the applications are completed and all pledges of matching contributions are fulfilled.

The Screening Committee's recommendation contains additional suggestions for program refinements. Staff will follow up on these suggestions over the coming months to identify potential new program approaches and will come before Council again in late fall of this year to review the proposed program strategy for the 2020 grant cycle.

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 my appreciation for the high quality of local planning and development work proposed by the successful grantees, and take pride in the contribution that Metro will make by funding these efforts through the 2040 Planning and Development Grant program.

Please let me or 2040 Planning and Development Grant Program Manager, Lisa Miles, know if you have any questions.

Thank you.

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 24, 2019
To: Andrew Scott, Interim Chief Operating Officer
From: Damien Hall, Chair, 2040 Planning and Development Grant Screening Committee *DH*
Subject: Grant Award Recommendations

On behalf of the 2040 Planning and Development Grant Screening Committee, I am pleased to share our recommendations for the 2019 Grant awards. Metro received a total of 10 grant proposals submitted by five local governments and one private entity requesting a combined total of \$3.45 million in funding. Proposals were submitted by both large and small jurisdictions across the region, with applicants distributed throughout all three counties.

The Metro Council officially designated \$2 million dollars in funding available to award this year. After careful individual review of the applications by each committee member and a thorough committee discussion of the relative merits of the proposals, the committee ultimately came to a 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 members of the committee 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 2019 cycle as established by the Metro Council in November 2018:

- \$1 million 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 facilities and community investments that will advance quality of life outcomes for marginalized communities, including 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 who are people of color or historically marginalized communities;

- \$750,000 of grant funds will be targeted for qualified concept planning and comprehensive planning projects in urban reserves or new urban areas.
- \$250,000 of funds will be targeted for qualified projects to facilitate development in centers, corridors, station areas and employment/industrial 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 individual perspective regarding the merits of the proposals, and the perceived strengths and weaknesses based on individual member's development expertise, as well as their understanding of the proposed scope of work.

The applications ultimately recommended by the committee were those that had clear objectives and development outcomes, and were 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.

Committee members applied their collective expertise to consider which proposals had specific and achievable goals and would be most likely to facilitate impactful development outcomes in alignment with both local and regional goals. The committee also gave careful thought to the extent to which the projects proposed in the Equitable Development category truly demonstrated a thoughtful approach to advancing equity.

Recommendations for Grant Awards

A listing of the committee's funding recommendations for each target category is presented on the following page. It should be noted that the committee is recommending a total package of grant awards that exceeds the funds available for this round by \$428,000. Metro staff indicated to the committee that due to cancellation of several grants from prior rounds, an additional sum of up to \$415,000 could be available to award in this grant cycle if appropriate. Committee members felt that in order to facilitate a smooth and efficient planning process for new urban areas in the southwestern portion of the region including areas within/adjacent to Tigard, Beaverton, and King City, it would be in the region's best interest to fund all three New Urban Area proposals in this year's grant cycle, so that development of community and infrastructure plans for the adjacent areas can proceed simultaneously. If all three grants are fully funded as recommended, the full amount awarded in the New Urban Area category will be \$1,343,000.

For the majority of successful grants, the Committee awarded the full amount of funding requested. The committee recommends that the awards for all three proposals in the Equitable Development category be conditional, subject to further work by Metro staff with the applicants to refine the proposed approaches and scopes of work.

Committee members were unanimously enthusiastic about the grant application from Albina Vision Trust, which consistently emphasizes equitable development throughout the proposed project.

Eight of the Committee members were also supportive of the Cully Community Centered Equitable Development proposal, particularly due to the level of involvement and cooperation of the various local partner organizations that have committed to the project. One member of the committee was not in favor of funding this project. The committee recommends funding this grant a level of \$160,000 (including \$60,000 of community engagement and \$100,000 for feasibility, project management and TIF district planning) because the combined budget of \$400,000 (grant funds and Prosper Portland matching funds) seems excessively high given the proposed scope of work. The lower recommended award is more in line with prior grant awards to other cities for urban renewal plan development.

For the grant application from Clackamas County, committee members recommend that the grant focus only on the 82nd Avenue corridor and that a greater emphasis on equitable development be incorporated into the project, to be determined by Metro staff in consultation with the county. The committee recommends that this grant award be increased by \$50,000 and that \$38,000 of funds budgeted for analysis of opportunity sites also be redirected to fund meaningful engagement and partnerships with historically marginalized communities and to ensure that the policy and development outcomes of the grant robustly support future equitable development along the 82nd Avenue corridor.

Applications Recommended for Funding

Equitable Development (≈\$1 million targeted, \$835,000 recommended)

| | |
|--|------------|
| Albina Vision Trust Community Investment Prospectus | \$ 375,000 |
| City of Portland Cully Community Centered Equitable Development | \$ 160,000 |
| Clackamas County - DTD Corridors: Affordable Housing and Mixed-Use Development | \$ 300,000 |

Facilitate Infill Development within UGB (≈\$250,000 targeted, \$250,000 recommended)

| | |
|---|------------|
| City of Tigard Washington Square Regional Center Update | \$ 250,000 |
|---|------------|

New Urban Area Planning (≈\$750,000 targeted, \$1,343,000 recommended)

| | |
|--|--------------------|
| City of Beaverton Cooper Mountain Community Plan | \$ 693,000 |
| City of King City King City Master Planning | \$ 350,000 |
| City of Tigard Tigard River Terrace Urban Reserve Planning | \$ 300,000 |
| <hr/> Total Grant Awards Recommended | <hr/> \$ 2,428,000 |

Applications Not Recommended for Funding

The following three applications seeking funding in the Equitable Development Category were not recommended for funding:

| | |
|--|------------|
| City of Portland East Portland Infill, Equity and Sustainability | \$ 250,000 |
| City of Portland Light Rail Station Area Planning | \$ 644,000 |
| City of Tigard Tigard Missing Middle Code Audit and Financial Feasibility Analysis | \$ 90,000 |

The other grant applications from the City of Portland were not recommended for funding, primarily because the grant applications were not sufficiently detailed to make a strong case for how equitable development outcomes would be achieved. The East Portland Infill, Equity, and Sustainability proposal outlined a wide variety of deliverables, but the efficacy and viability of some of these proposed tools and outcomes was questioned by members of the committee. Some of the proposed deliverables were academic reports and recommendations and the City’s level of commitment to follow through with implementation was not clear. Committee members felt that the application for Light Rail Station Area Planning would be stronger if the City were to focus on specific station areas and then be more clear and specific about the approach and outcomes proposed.

The grant application from the City of Tigard for the Tigard Missing Middle Code Audit and Financial Feasibility Analysis was not recommended by the committee partially because the other City of Tigard applications recommended for award were stronger and because committee members felt that the proposed work to diagnose any code barriers to missing middle housing could likely be accomplished by the city with its own resources.

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:

- While the Committee is enthusiastic about funding more project work in the Equitable Development Category, many of the applications received in this category in the last several cycles have not been as strong as the committee would like to see in order to merit funding. To strengthen this aspect of the program, committee members and staff identified several recommended program adjustments to be made prior to the next grant cycle including:
 - Customizing the grant evaluation criteria so that each of the three funding categories can have more specific criteria that directly relates to the category of project;
 - Host a pre-application meeting at the kick-off of the next grant cycle to emphasize what is expected in an equitable development project approach;
 - While the current grant cycle is the first time Metro has “piloted” having private entities eligible to receive grant funding, consider how Metro could best cultivate strong applications from community entities that are leading equitable development work throughout the region.
 - Tap the expertise of Metro’s Committee on Racial Equity (CORE) to further consider program adjustments that could result in better applications for equitable development projects.

If you so desire, I will be happy to join you in presenting the committee’s recommendations to the Metro Council on July 25. 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. 19-5002, FOR THE PURPOSE OF APPROVING FY 2019-20 FUNDING FOR 2040 PLANNING AND DEVELOPMENT GRANTS FUNDED WITH CONSTRUCTION EXCISE TAX

Date: July 10, 2019

Prepared by: Lisa Miles 503.797.1877
Roger Alfred 503.797.1532

BACKGROUND

Metro's 2040 Planning and Development Grants program supports a range of local planning projects and activities. The grants help remove barriers to private investment in development, promote planning activity that makes land ready for development, and help to implement the Portland region's long term plan for livability, outlined in the 2040 Growth Concept. The program, formerly known as the Community Planning and Development Grants (CPDG) Program, has been in place since 2006. Prior grant cycles have awarded nearly \$24 million in funding to more than 100 projects across the region, as shown in the table below.

Grant funds are generated from a regional excise tax on construction permits issued within the Metro service district. The tax is assessed at 0.12 percent of the total value of the improvements for which a permit is sought. Permits valued below \$100,000 and those issued to 501(c)(3) nonprofits for affordable housing projects are exempt from the tax. Permits for construction valued at more than \$10 million are assessed a flat fee of \$12,000.

| Grant Cycles | Project Type | Start Date | 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. | FY 2013-14 | \$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. | FY 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 |
| Cycle 6 | Funds intended for equitable development projects (\$1 million), infill development projects within the UGB (\$500,000) and new urban area planning (\$500,000) | FY 2018-19 | \$1.99 million | 10 |
| Approximate Total of Grant Dollars and Projects Awarded in Cycles 1-6 | | | \$23.9 million | 103 |

Legislative History

In 2006, Metro established the 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.

Originally conceived as a source of funding primarily for concept planning of land that had recently been brought into the urban growth boundary (UGB) in order to make it ready for development, the grant program has evolved over time to respond to changing local and regional development priorities. In subsequent grant cycles in 2010, 2013, and 2015, projects that removed barriers to infill development in existing urban areas already served by infrastructure were prioritized over planning of lands at the region's edge, where the lack of infrastructure had stalled development. Throughout these permutations, the central mission of the program has remained essentially consistent: to support planning and pre-development activities that remove barriers to development, make land ready for development, and help existing developed sites to be ready for redevelopment, in order to implement the region's long term plan for livability, outlined in the 2040 Growth Concept.

In 2016, in response to the Metro Council's directive to utilize unallocated funds left from the 2015 cycle 4 grants, the COO and staff developed the Equitable Housing Planning and Development Grant Program as a subset of the CPDG program to support local implementation of projects that would eliminate barriers to construction of affordable housing across the region. On December 1, 2016 the Metro Council adopted Resolution No. 16-4753, which awarded approximately \$575,000 in Equitable Housing Planning and Development grants. Also in 2016, the Metro Auditor conducted a review of the Community Planning and Development Grant program and made recommendations for improvements.

Responding both to the Metro Auditor's recommendations as well as evolving local priorities, the COO and staff gave additional consideration to how the Metro grants funded by CET revenues could be more effective in addressing regional challenges. At the outset of grant Cycle 5 in 2017 the Council approved Resolution 17-4782, authorizing additional program adjustments. Prioritization of CET funds to promote equity across the region was further reinforced as a key aspect of the grant program. Resolution 17-4782 established an investment emphasis targeting 50% of the grant funds in the cycle to fund equitable development projects. The program also switched to an annual grant award cycle and one application process for all grant types. The CPDG program name was also changed to 2040 Planning and Development Grants. The investment framework established for Grant Cycle 6 was similar to the framework for Cycle 5 as far as funding targets, but provided further description of the types of projects that could be eligible for consideration in the Equitable Development funding category.

On December 6, 2018, the Metro Council passed Ordinance 18-1425 which made revisions to Metro Code chapter 7.04. The most significant revisions were the removal of the December 2020 sunset

provision of the CET and the addition of language to expand the range of eligible grant recipients to include other entities besides local governments, provided that the proposed project is endorsed by a local government and in the public interest. Edits to four other subsections of the code were also included in order to more clearly reflect current program policies and facilitate program administration.

2019 Policy and Investment Emphasis

On November 29, 2018, the Metro Council approved Resolution 18-4916 which set the policy and investment emphasis for the 2019 grant cycle (Cycle 7) as follows:

The Metro Council hereby authorizes and directs the Metro COO and staff to initiate Cycle 7 of Metro's 2040 Planning and Development grants, and to award up to \$2.00 million of CET revenue to fund projects using the following policy and investment emphasis:

- a. One million dollars (\$1,000,000.00) 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 facilities and community investments that will advance quality of life outcomes for marginalized communities, including 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 or historically marginalized communities;
- b. Two hundred fifty thousand dollars (\$250,000.00) of allocated funds will be targeted to qualified projects that will facilitate development in centers, corridors, station areas, employment areas, or other locations within the UGB.
- c. Seven hundred fifty thousand dollars (\$750,000.00) of allocated funds will be targeted to qualified concept planning and comprehensive planning projects for urban reserves and new urban areas.
- d. In the event that there are insufficient qualified applications within any one funding target category, grant funds may be awarded to qualified applications in any other category.

In response to recommendations from the Grant Screening Committee that additional clarity was needed, the definition of Equitable Development projects was further refined in this resolution, as shown in section "a." above. The allocation of funding for New Urban Area Planning projects was increased by \$250,000 for this cycle due to an anticipated high demand for comprehensive planning funds by the four cities where the Council had recently approved growth boundary expansions. This comprehensive planning of the newly added areas is necessary to meet the requirements of Urban Growth Management Functional Plan Title 11, and the Council's decision included stipulations for

additional planning work to be completed by the cities. At the time that Resolution 18-4916 was adopted, members of the Council specifically requested that staff later advise the Council if it should become necessary to further increase the allocation of funds for New Urban Area Planning, based on the grant requests ultimately received in 2019.

Grant Application Process (2019/Cycle 7)

On February 8, 2019 the Cycle 7 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 13 LOIs from seven local governments and two private organizations by the March 22 deadline. Of these, 10 were approved to submit full applications; one was declined by staff because it did not meet the program eligibility thresholds and guidelines, the other two government applicants elected not to move forward with their applications.

Metro ultimately received a total of 10 full applications from 5 local governments and one private entity by the April 19, 2019 deadline. Six proposals requesting a total of \$1,859,000 applied for consideration in the Equitable Development category, one proposal requesting a total of \$250,000 applied for consideration in the Development within the UGB category, and three proposals requesting a total of \$1,343,000 applied for consideration in the New Urban Area Planning category.

Grant Application Review and Recommendations

The nine members of the 2040 Planning and Development Grant Screening Committee appointed by the Metro Chief Operating Officer (COO) in accordance with the program's Administrative Rules met in May and again in June to consider the relative merits of the various applications. At the conclusion of their June deliberations, the members of the committee came to a decision, recommending to the Interim COO that 7 projects be awarded a combined total of \$2,428,000 in grant funding. The committee recommendation exceeds the funding level designated for this round by \$428,000. Metro staff had indicated to the committee that due to cancellation of two grants from prior rounds, an additional sum of \$415,000 could be available to award in this grant cycle if appropriate.

Committee Chair Damien Hall submitted a summary of the 2040 Grant Screening Committee's recommendations to Interim COO Andrew Scott on June 24, 2019 (Attachment 1 to Exhibit A to Resolution 19-5002). Andrew Scott 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 2019 grants, and the grant applications submitted. The Interim COO has issued his recommendation to the Metro Council (Exhibit A to Resolution 19-5002) concurring that all seven of the projects recommended by the Grant Screening Committee be awarded funding at the levels proposed and with the contingencies noted by the Committee.

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 the program name, approved revisions to administrative rules to allow annual grant cycles, refined grant evaluation criteria, incorporated new administrative procedures, and established the 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
- Metro Resolution 18-4916 established policy and investment emphasis for 2019 Grants
- Metro Ordinance 18-1425 removed the provision to sunset the CET in 2020, expanded eligibility to enable private entities to apply for grants and implemented additional refinements to four subsections of Metro Code Chapter 7.04

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 39 months.

4. Budget Impacts

The FY 2019-20 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 2019

RECOMMENDED ACTION

The Interim Chief Operating Officer recommends adoption of the resolution to approve the 2040 Planning and Development Grant Program awards (2019/Cycle 7) as described in Exhibit A to the resolution.

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| <p>Albina Vision Trust Community Investment Prospectus</p> | |
| <p>Grant funds requested: \$375,000.00</p> | <p>Additional cash match: \$ 75,000.00</p> |
| <p>Grant funds recommended: \$375,000.00 (conditional upon mutual agreement on revised project scope)</p> | |
| <p>Project Summary:</p> <p>Building on Albina’s vision, values, and conceptual drawings it’s time to answer the questions that will move the talk into action.</p> <p>The project will focus on community-based programming and the investment potential and will be an iterative process. As stakeholders work on what will make this an extraordinary community, development experts work on financial scenarios and supporting funding resources. The community, design team, and redevelopment experts will adjust and align—back and forth.</p> <ul style="list-style-type: none"> • The desired outcome is pre-development scenarios of community vision/benefits with development scenarios paired with financial strategies. <p>The project will work out the flow of investment that will build the place. Drawing on the market and private investment, public infrastructure funds, and philanthropic funding, what is the sequence of investment that will set in motion the redevelopment? Driven by our conversations with investors, property owners and the community, we will define the mix of public and private investments, including Opportunity Zone related capital, and the sequencing of investments.</p> <ul style="list-style-type: none"> • The desired outcome is an investment prospectus that is grounded in a realistic strategy for investment. <p>The complementary work is to research and formulate how the district will, in the face of market forces, be assured of affordability and avoid gentrification over time. This is uncharted territory in Portland, although there are precedents around the country.</p> <ul style="list-style-type: none"> • The desired outcome is a path forward for operating and maintaining social values in Albina. <p>The discussion will be complex and transparent. Putting the pieces together will be a collaborative effort; the community, displaced residents, property owners, and innovative thinkers will all be invited to the table to contribute.</p> | |
| <p>Project Location:</p> <p>Lower Albina is a neighborhood geographically defined as the area encompassed by N. Tillamook Street (including the Blanchard Public School Headquarters Site) to the north, the Steel Bridge to the south, the Lloyd District to the East and the Willamette River to the west. It is a part of Census Tract 23.03, and as a low-income area has been designated an Opportunity Zone by the State.</p> | |

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| <p>City of Portland Cully Community Centered Equitable Development</p> | |
| <p>Grant funds requested: \$250,000.00</p> | <p>Additional cash match: \$150,000.00</p> |
| <p>Grant funds recommended: \$160,000.00 (conditional upon mutual agreement on revised project scope)</p> | |
| <p>Project Summary:</p> <p>The Cully community has a vision that it will remain a place where people of color and low-income people can live and thrive; and that neighborhood changes and investments should preferentially benefit these communities, rather than leading to their displacement. To realize this vision for Cully, the project partners propose to facilitate a community process to explore the creation of a Community-Centered Tax Increment Financing (TIF) District. While past use of TIF in the City of Portland has produced racially-unjust outcomes that are diametrically opposed to Cully’s community development and anti-displacement objectives, there is strong potential that this powerful tool can be repurposed to benefit people of color and low-income people.</p> <p>To fully explore and vet this possibility through community engagement, research, and policy analysis, we seek a Metro 2040 Planning and Development Grant. This grant will be used to support a community-driven, iterative process to determine priorities for the programming, rules, and governance of a prospective community-controlled TIF District. Ultimately, a leadership group representing community-based organizations -- and others that sign-on to the statement of goals and principles -- will recommend necessary features for a TIF District that serves identified community development and anti-displacement objectives, as well as whether a proposed District Plan should be adopted.</p> <p>The funds requested will support the technical aspects of creating an equitable development strategy along with a corresponding plan and report that identifies specific redevelopment opportunities and related actions that will benefit the Cully community. Prosper Portland will provide support for the community engagement elements of this exploration process.</p> | |
| <p>Project Location:</p> <p>The results of the proposed development and related efforts are meant to preferentially benefit the low-income people and communities of color in the Cully neighborhood. There have been some initial discussions amongst the seven community organizations about areas of focus, however the broader community process is what will drive the boundary creation. The Neighborhood Prosperity Initiative (NPI) areas, Our 42nd Avenue and Cully Blvd Alliance, are the two community organizations with specific, respective geographies that will also be involved in the discussion around boundary creation. Both NPIS have portions of their existing geographies that extend beyond the Cully neighborhood.</p> <p>The discussions with the community will capture priorities for future commercial and residential development in the area. The weight of those priorities will also help inform how the boundary is drawn to include the corresponding land use designations. There is a possibility that the boundary could extend beyond the existing neighborhood and NPI boundaries.</p> | |

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| <p>Clackamas County - DTD Corridors: Affordable Housing and Mixed-Use Development</p> | |
| <p>Grant funds requested: \$250,000.00</p> | <p>Additional cash match: \$0</p> |
| <p>Grant funds recommended: \$300,000.00 (conditional upon mutual agreement on revised project scope and incorporation of additional equity components and proposed outcomes)</p> | |
| <p>Project Summary:</p> <p>The purpose of the project is to identify actions to remove barriers and create a more flexible approach to approving higher-density housing, affordable housing and mixed-use development opportunities along key corridors in Clackamas County. Creating more vibrant, mixed-use nodes or neighborhoods along the county’s corridors will help enable people from all different communities and income levels to live where they can walk, bike or ride transit to work, to daily goods and services, or simply for pleasure.</p> <p>The anticipated work includes:</p> <ol style="list-style-type: none"> 1. Community Assessment 2. Public Engagement 3. Economic & Housing Market Opportunities Analysis 4. Strategic Development 5. Framework Plan 6. Opportunity Site(s) Identification 7. Implementation/ Code Amendments <p>The desired outcomes include facilitating an equitable engagement process with the community, with efforts to reach out to residents and business owners with diverse racial and economic backgrounds within the project areas. Feedback from those groups will be used to identify various cultural and social needs that may need to be addressed with redevelopment and to ensure the areas become strong multi-cultural communities with affordable housing and living wage employment opportunities and appropriate transportation opportunities available to all members of the community. In addition, the project builds on recent investments in infrastructure in and around the corridors, such as the Green and Orange light rail lines to the Park Avenue and Fuller Road stations, and remove barriers for the development of higher-density housing, affordable housing and mixed-use development. The goal is further all of Metro’s Six Desired Outcomes by providing opportunities for more equitable development in proximity to both employment opportunities and to transportation options that further the regions efforts to combat climate change and preserve health ecosystems, and it will help create more vibrant places, accessible to transit.</p> | |
| <p>Project Location:</p> <p>The project application proposed to focus on the five major urban “corridors” in unincorporated Clackamas County, including areas within approximately one-quarter mile of each “corridor” street. The grant award recommended would be contingent on limiting the project focus to SE 82nd Ave (Hwy 213), from the northern county line, through the Clackamas Regional Center, to the intersection of Hwy 224. A possible extension down 82nd Drive past Hwy 212 may be considered.</p> | |

City of Tigard

Washington Square Regional Center Update

Grant funds requested: \$250,000.00

Additional cash match: \$60,000.00

Grant funds recommended: \$250,000.00

Project Summary:

The Washington Square Regional Center has much greater potential for high-density residential and employment-rich development than has occurred since its designation as a regional center in 1995. The project will lay the foundation for updating all applicable plans, policies, and regulations associated with the portion of the regional center within Tigard in order to remove barriers to redevelopment, facilitate more compact and efficient use of land, and create more regional housing and employment options. This project is timely and necessary given the significant changes underway in the retail, transportation, and housing sectors since adoption of the regional center plan 20 years ago. Anticipated work to be completed by this project is as follows:

- Project Management Plan
- Community Engagement Plan
- Existing Conditions Report
- Needs, Opportunities, and Constraints Report
- Development Goals and Objectives Report
- Transportation Sensitivity Analysis
- Land Use and Transportation Evaluation and Recommendation
- Metzger Community Stability Plan

Amendments to zoning and plan district boundaries, land use regulations, infrastructure master plans, and economic development programs will likely be recommended by this project. The city plans to undertake this work in-house immediately following the completion of this project.

The desired near- and long-term outcomes as a result of this project include:

- More compact and efficient use of the Washington Square Mall site;
- Protection of existing market-affordable housing in the Metzger community;
- Construction of more housing that is centrally located within the region;
- Updated zoning and land use regulations resulting in more redevelopment and expansion opportunities for existing conforming and nonconforming businesses; and
- Identification of transportation, transit, and utility infrastructure needs and a prioritized list of strategic public and private investments.

Project Location:

The project is physically centered around the Washington Square Regional Center, which is located in Tigard, Beaverton, and unincorporated Washington County. For purposes of this project, Tigard proposes a theoretical service boundary to help define the geographic reach of this project that takes natural boundaries, existing development patterns, and the location of other regional centers into consideration. This analysis suggests that the project’s geographic reach includes land that is generally within a 4-mile radius from the Washington Square Regional Center. This area is roughly 30,000 acres in size and includes all of Tigard, Durham, and King City and parts of SW Portland, Beaverton, Tualatin, and Lake Oswego.

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| <p>City of Beaverton Cooper Mountain Community Plan</p> | |
| <p>Grant funds requested: \$693,000.00</p> | <p>Additional cash match: \$135,000.00</p> |
| <p>Grant funds recommended: \$693,000.00</p> | |
| <p>Project Summary:</p> <p>The Cooper Mountain Community Plan is about preparing for Beaverton’s next great neighborhoods. The Cooper Mountain Concept Plan set the overall vision and cohesive approach to planning the larger 2,300-acre area. In four short years, the city has approved development of roughly 2,800 housing units in South Cooper Mountain, along with supporting neighborhood scale parks and schools. It is now time to prepare the rest of Cooper Mountain to become part of Beaverton. The project will implement the Concept Plan by:</p> <ul style="list-style-type: none"> • Refining land and resource inventories to better define buildable areas • Developing rules for residential zones that allow for a variety of housing types • Defining needed public facilities and developing strategies to implement them • Updating the Transportation System Plan for all modes, in coordination with the other transportation studies underway • Identifying “backbone” infrastructure needed to serve the area with sanitary sewer, storm water and water (potable and non-potable) • Preparing an infrastructure funding plan • Updating Comprehensive Plan policies and Development Code provisions • Engaging stakeholders and community members to create an inclusive and implementable plan <p>The City seeks to achieve the following outcomes:</p> <ul style="list-style-type: none"> • Predictability for well-planned growth, orderly and efficient infrastructure delivery, and fulfillment of the community’s vision for Cooper Mountain. • Coordinated results from governmental partnerships to align the plans and implementation by the city, county and urban service providers. • Built transportation solutions that enhance the regional and local street networks, improve safety and support all modes of travel, including transit. • Improved Access to Nature for Cooper Mountain’s open spaces, views and natural resources. • More housing choices to deliver 3,760 dwellings and broaden the range of community members who reside in Cooper Mountain. | |
| <p>Project Location:</p> <p>The 1,232-acre Cooper Mountain area, formerly referred to as Urban Reserve Area 6B, is located immediately north of the South Cooper Mountain area (brought into the urban growth boundary in 2011). The project area is at the edge of the regionally designated urban area, with expansive rural reserves west of Grabhorn Road. The area is bounded by SW Grabhorn Road to the west, SW Kemmer and Weir Roads to the north, Beaverton city limits and SW Tile Flat Road to the south, and Beaverton city limits to the east. The city’s public engagement plan will involve existing Cooper Mountain property owners and residents, as well as communities beyond the project boundary. In an effort to involve potential future residents of Cooper Mountain, the project will engage Beaverton residents (including historically marginalized populations identified in the preliminary public engagement plan) and nearby residents in unincorporated Washington County through their respective Community Participation Organizations.</p> | |

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| <p>City of King City King City Master Planning</p> | |
| <p>Grant funds requested: \$350,000.00</p> | <p>Additional cash match: \$50,000.00</p> |
| <p>Grant funds recommended: \$350,000.00</p> | |
| <p>Project Summary:</p> <p>King City completed the Concept Plan – King City Urban Reserve Area 6D in 2018, and URA 6D was subsequently brought into the UGB later that year. The city is now entering the detailed planning stage for this area. A TGM grant was recently approved to develop the city’s first TSP, which will include the existing city and URA 6D. The proposed master plan project is intended to refine the concept plan’s land use vision in coordination with the development of the TSP.</p> <p>The master planning effort is envisioned to achieve the following key outcomes:</p> <ul style="list-style-type: none"> • Community consensus based upon a substantial public engagement program designed to involve all members of the community and surrounding area. • A refined land use and urban design plan, which is consistent with best planning practice and Metro and state requirements, and is guided by market realities, addresses community needs, provides housing choice and affordability, and is fully integrated with the TSP. • Establish Design Criteria based on Best Practices for implementation and integration throughout the City’s Community Development Code. • A clearly defined strategy for protecting key natural resources and environmentally sensitive lands. • Identify key locations and opportunities for regional facilities. • Infrastructure plan including cost estimates, financing methodology, and development that will result in the efficient delivery of urban facilities and services along with a fair and equitable distribution of costs. | |
| <p>Project Location:</p> <p>The project area is approximately 528 acres located immediately west of King City. SW Beef Bend Road and SW Roy Rogers Road border the area on the north and west. The south boundary is formed primarily by the southern segment of SW Elsner Road and the Tualatin River.</p> | |

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| <p>City of Tigard Tigard River Terrace Urban Reserve Planning</p> | |
| <p>Grant funds requested: \$300,000.00</p> | <p>Additional cash match: 0</p> |
| <p>Grant funds recommended: \$300,000.00</p> | |
| <p>Project Summary:</p> <p>This project will involve Metro Title 11 concept planning for the West and South River Terrace Urban Reserve Areas, including the following tasks and deliverables:</p> <ul style="list-style-type: none"> • Public outreach and engagement activities • Agency and service provider outreach and coordination • South River Terrace Urban Reserve Area Land Use Plan • West River Terrace Urban Reserve Area Land Use Plan • Traffic Impact Analysis • Natural Resource Assessment • Utility Master Plan Analysis • Housing Market and Need Analysis • Economic Market Analysis • Infrastructure Finance Analysis <p>Desired outcomes for this project include:</p> <ul style="list-style-type: none"> • Preferred transportation network connections that are coordinated with neighboring jurisdictions. • Safe and connected transportation options to planned educational facilities. • Utility infrastructure systems that are coordinated with neighboring developments and new planning areas (i.e., King City). • Contiguous and enhanced natural resource areas, including stream resilience strategies and stormwater management. • Coordination with previous planning work and updated land uses that reflect new regional priorities and plans. • Analysis of required infrastructure and identification of strategies for infrastructure finance. • Evaluation of market viability for non-residential uses. • Determination of park level-of-service needs. • Establishment of new residential neighborhoods with a variety of housing choices. | |
| <p>Project Location:</p> <p>The West River Terrace Urban Reserve Area is comprised of 303 acres located at the western extent of the current Tigard city limits. The area is south of SW Scholls Ferry Road, east of SW Vandermost Road and directly west of Tigard’s River Terrace community. The South River Terrace Urban Reserve Area is located at the southwestern extent of Tigard city limits, north of SW Beef Bend Road. This 205-acre area is bounded by the existing River Terrace community to the north, the recent King City UGB expansion area (Urban Reserve Area 6D) to the south, SW Roy Rogers Road to the west and SW 150th Avenue to the east.</p> | |

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| <p>City of Portland East Portland Infill, Equity and Sustainability</p> | |
| <p>Grant funds requested: \$250,000.00</p> | <p>Additional cash match: \$0</p> |
| <p>Grant funds recommended: \$0</p> | |
| <p>Project Summary:</p> <p>The Equitable Infill and Redevelopment on Single Family Lots in East/Northeast Portland Project will: analyze properties in East/Northeast Portland against existing and pending regulatory changes that increase entitlements on single family residentially zoned lots; explore and develop construction and financing tools that can be made available to existing property owners and residents to access the increased value inherent in these entitlements and disseminate this information with a suite of supportive development services to the community. The objective of these efforts is to promote infill development by existing property owners as a means of increasing housing supply, creating wealth for existing property owners and reducing displacement. The desired outcome of these efforts is for existing homeowners to increase the housing supply and build wealth by building secondary dwelling units on (underdeveloped) properties with new community based financing products and support services.</p> <p>Specific project deliverables include:</p> <ul style="list-style-type: none"> • A searchable structure and lot database that identifies properties most readily adaptable and suitable for ADUs, duplexes, and other missing middle housing. • Recommendations to The City of Portland regarding property owner directed incentives that will encourage development of secondary residential dwelling units. • Documentation, evaluation and dissemination of a set of homeowner educational services, finance and asset building and affordable rental development strategies usable by public agencies, nonprofit organizations and for-profit service providers. • Creation of a Low-cost community-based displacement monitoring/reporting system. | |
| <p>Project Location:</p> <p>The geographic focus of this effort is roughly aligned with the East Portland Community Office jurisdiction (minus Pleasant Valley) plus the neighborhoods of Brentwood -Darlington, Montavilla, Madison South, Sumner, Roseway and Cully. (See attached location map) These neighborhoods were chosen for this project because 1) they contain significant inventories of relatively large single family zoned lots occupied by relatively small structures that make them likely candidates for additional dwelling unit construction under new zoning entitlements described by both the City’s Residential Infill zoning code amendments and inclusionary housing requirements anticipated by the State Legislature under House Bill 2001, and 2) These same neighborhoods contain relatively high percentages of “vulnerable populations” at risk for displacement (renter households, low-income , persons of color and lacking a 4-year degree.)</p> <p>These same neighborhoods also have established community-based advocacy organizations with the capacity for and interest in engaging in the type of effort anticipated by the grant application.</p> | |

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|---|--|
| <p>City of Portland Light Rail Station Area Planning</p> | |
| <p>Grant funds requested: \$644,000.00</p> | <p>Additional cash match: \$30,000.00</p> |
| <p>Grant funds recommended: \$0</p> | |
| <p>Project Summary:</p> <p>Review light rail stations in Portland and select three station areas for more significant planning and community development work over 2 years; to increase entitlements, stimulate equitable community development, and increase housing and commercial opportunity.</p> <p>An initial Station Assessment Report would be prepared in the first stage of the project summarizing opportunities and challenges surrounding all of Portland’s light rail stations outside of the Central City. In the second stage of the project station area plans would be prepared for three stations. Stations will be selected based on opportunity for denser mixed-use communities and equitable transit-oriented development, presence of communities of color where there is opportunity for the community to build capacity and accrue benefit, and opportunity to affirm fair housing goals.</p> <p>Key partners are TriMet and the Fair Housing Council of Oregon. The City of Portland would provide 2 FTE of staff, and TriMet has committed .5 FTE. Most of the resources would be used for consultant services. Some resources are allocated contracts of grants to community-based organizations.</p> | |
| <p>Project Location:</p> <p>The project involves an assessment of the 31 light rail stations in Portland, excluding the Central City. Three stations will be selected to develop station area plans. A map has been uploaded. There are currently about 12,000 dwellings within these station areas, with zoned capacity to accommodate 44,000 additional dwellings.</p> <p>The Portland Comprehensive Plan provides a policy framework for station area development, identifying four types of stations: Center Stations, Employment Stations, Neighborhood Stations, and Destination Stations. Center stations correspond to the Town Centers and Neighborhood Centers identified in the Comprehensive Plan and are places that are intended to have a mix of high-density housing and full-service commercial district or “main street”. Employment Stations are places where the surrounding land use is intended to be primarily employment-oriented. Neighborhood Stations are intended to be dense residential nodes, with some commercial uses (but not necessarily a full-service” main street”). Destination stations correspond to major regional destinations, like the Portland International Airport or Washington Park. These policy typologies could help frame project goals.</p> | |

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|---|--|
| <p>City of Tigard Tigard Missing Middle Code Audit and Financial Feasibility Analysis</p> | |
| <p>Amount of Grant Request: \$ 90,000.00</p> | <p>Proposed Match: \$ 10,000.00</p> |
| <p>Recommended for Funding? \$ 0</p> | |
| <p>Project Summary:</p> <p>This project will assess the feasibility of missing middle housing under Tigard's newly adopted development code. This code is the leanest in the Metro area, allowing missing middle housing in most zones by right, with only clear and objective standards. The city seeks to understand with these changes if regulatory barriers have been adequately addressed and whether financial or other barriers exist.</p> <p>The City will acquire a consulting team of financial analysts, architects, and developers to perform a feasibility analysis of two types of missing middle development - cottage clusters and courtyard units. These tests will be performed on two typical sites - one of which has an owner seeking to develop a cottage cluster. The team will perform three tasks as part of this work:</p> <p>Task 1: Massing Study For each of the 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. This part of the assessment will rigorously test the new development code for its ability to allow missing middle development that makes sense for the development community.</p> <p>Task 2: Financial Feasibility Based on the results of the massing studies, the consultant team will then build a pro forma for each type on each type on each site, to include the costs of land acquisition, entitlement, design, and construction costs. The analysis will also factor in affordable housing subsidy typical in community land trusts.</p> <p>Task 3: Report Generation The consultants will produce a summary report on the results of the project, to inform any further work on the development code. This report will be shared with Metro Council.</p> <p>After completion, the city will work with Milwaukie and Metro, using the results from the studies to build a developers' guide to missing middle housing.</p> | |
| <p>Project Location:</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> | |

Materials following this page were distributed at the meeting.



East Portland Action Plan

*Testimony to the Metro Board regarding
Residential Displacement and East Portland*

John Mulvey
July 25, 2019

Thank you for the opportunity to speak to you today. I'm John Mulvey and I serve as Co-Chair of the Housing Committee of the East Portland Action Plan.

Let me tell you about East Portland.

We are the fastest-growing area of Portland.^a

Multnomah County found that rents here have been rising more than 20-times faster than median incomes.^b These rising housing costs have up-ended the lives of our low-income neighbors, and have been particularly disruptive to communities of color.^c

The Oregonian, in analyzing the stark disparity in economic resilience between East Portland and the rest of the City, found that in the years since the 2007 mortgage crisis, “[m]ost people living in neighborhoods between [I-205] and Portland's western boundary saw an increase in their median incomes, while the opposite is true for people east of the interstate.”^d

We are home to more than 40% of Portland's children.^e

In its 2014 Five-Year report, The Portland Children’s Levy said that “poverty rates and racial/ethnic diversity have increased in this part of the city, particularly for children.” They also noted that “children of color experience a significant achievement gap,” and that “fewer social and supportive services are located east of 82nd Avenue which makes it more difficult for higher risk populations to access services.”^f

In 2015, the Oregon Department of Human Services identified four “High-Poverty Hotspots” in East Portland, citing in particular the disproportionately high number of renters and increased likelihood of families changing residences, even as compared to other low-income communities throughout Oregon.

Their report noted that “[c]hildren who move frequently are more likely to experience academic and social challenges in school.”^g

Changes that we know are coming have a strong likelihood of driving additional housing instability for East Portland’s most vulnerable people.

We will be deeply impacted by the new residential upzoning mandated by the City’s Residential Infill Project and the Legislature’s recent passage of HB2001.

The Bureau of Planning and Sustainability found that under RIP, “Brentwood-Darlington, Lents, and parts of the Montavilla neighborhood east of 82nd Avenue are likely to see significant increases in redevelopment that could lead to the increased displacement of vulnerable households.”^h

RIP will drive new speculation in undervalued properties in East Portland. BPS suggests that we may see predatory real estate and lending practices, similar to what we saw during the mortgage crisis ten years ago.ⁱ We will almost certainly see upward pressure on rents.

After too many years of disinvestment, East Portland is finally seeing meaningful efforts to improve its substandard streets. We’re happy that

82nd Avenue, Portland's most dangerous street, is included among the corridors under consideration for your upcoming Transportation Bond measure.

But we're worried about the displacement impacts of new investments, given that the neighborhoods BPS specifically identified as the most vulnerable under RIP are all located along 82nd Avenue.

In May of this year, the Portland City Council directed the Transportation Bureau to "develop a holistic, corridor-wide growth strategy" for 82nd Avenue, "with the goal to ensure that future transportation investments do not become a driver of housing displacement and instead support stable and secure housing at all income levels."^j

Given all of this, it's disappointing to hear that you won't be helping us to navigate these uncharted waters.

Metro's expertise and support would be invaluable in insulating our at-risk communities from these traumatic and disruptive forces that are beyond their control. Perhaps more importantly, Metro's partnership would be a powerful statement that we as a region value our seniors, our children, our new Oregonians and our communities of color, and will grow and prosper only to the extent that they are brought along with us.

I wish Metro was partnering with us in this work. You should be and I hope you still can be.

^a Amelia Templeton, “East of 82nd,” *OPB News*, August 23, 2014.

^b Multnomah County, *Homeless Point In Time Count*, 2017.

^c Abigail Savitch-Lew, “Gentrification Spotlight: How Portland is Pushing Out Its Black Residents,” *Colorlines*, April 20, 2016.

^d Fedor Zarkhin, “Charting Dramatic Population Change in Portland Since the Great Recession,” *The Oregonian*, December 3, 2015.

^e Amelia Templeton, “East of 82nd,” *OPB News*, August 23, 2014.

^f Portland Children’s Levy, *2009-2014 Five-Year Report*.

^g Oregon Department of Human Services, Office of Forecasting, Research and Analysis, “High Poverty Hotspots Multnomah Portland East,” May 2015.

^h Bureau of Planning and Sustainability, *Residential Infill Project, Appendix H: Displacement Risk and Mitigation*, February 2019.

ⁱ *Ibid.*, “The complexity of information about regulations, financing, and the development process has allowed for predation of vulnerable homeowners in the past. Much can be learned from the causes of and responses to the 2008 foreclosure crisis, which uncovered racially discriminatory real estate practices that resulted in a disproportionate number of homeowners of color losing their homes. The City could consult with nonprofits currently offering services to at-risk homeowners in order to learn more about the dynamics of vulnerability and predation (for example, targeting a vulnerable homeowner by reporting nuisance violations to coerce a quicker sale or reduced sales price) and collaborate on a variety of anti-predation education efforts. * * * * One form of predation comes in predatory speculation, leading to “voluntary” displacement of homeowners (i.e., homeowners who sell their home after being given misleading information). The City could support educational and public awareness campaigns aimed to help low-income homeowners resist predatory real estate practices.”

^j Portland Transportation Bureau, *82nd Ave Plan: Planning for a Future Civic Corridor*, May, 2019.

East Portland Equitable Infill Proposal: Challenge, Implementer Roles & Outcomes

| Challenge | Private Sector Implementers | Nonprofit Implementers | Public Implementers | Outcomes |
|---|--|--|---|--|
| Introducing diverse, modest-income homeowners to the potential value of ADUs, Duplexes, etc. In meeting their financial and housing needs | Architects, contractors, realtors, planning consultants, financial institutions that finance ADUs help provide informational materials on line, in print, and through in person training programs | East Portland Action Plan and other culturally specific organizations can help with educational events, translation; Portland Housing Center, CDCs, EFASH partners, others (e.g. AARP) | City of Portland on-line information guides and an in-person services at Bureau of Development Services. These can be updated and, as needed, translated. | Homeowners in East Portland enabled to make prudent, preliminary decisions about whether and how to proceed to build additional housing leading to hundreds of new housing units |
| Determining site suitability for detached ADUs; home suitability for internal and attached ADUs, duplexes, etc. | Architects, contractors, ADU consultants do this work now for a fee or embedded in design and construction costs | PSU students in Architecture & Geography can assess both sites and suitability | City of Portland on-line information guides and an in-person services at Bureau of Development Services. These can be updated and, as needed, translated. | A subset of homeowners in East Portland with suitable sites will choose to proceed to proceed with their project leading to hundreds of new housing units |
| Financing ADU, duplexes, etc. for households of modest means | Banks, community credit unions, CDFIs, shared-equity investors, "Dweller" model long-term lease income, exploration of community-based crowd funding; private contracts between homeowners and renters | CDFI and partners creating and funding a ADU and other supplemental housing pilot lending products; private foundation PRIs. Foundation grants and gifts | City SDC waivers, County property tax reductions, can be used to help homeowners qualify for loans or reduce their costs or to decrease their home ownership expenses enough to qualify for a loan. | Homeowners in East Portland are enabled to make prudent, investments in creating new rental units on their property leading to hundreds of new housing units without risking their own financial security and wealth creation efforts. |

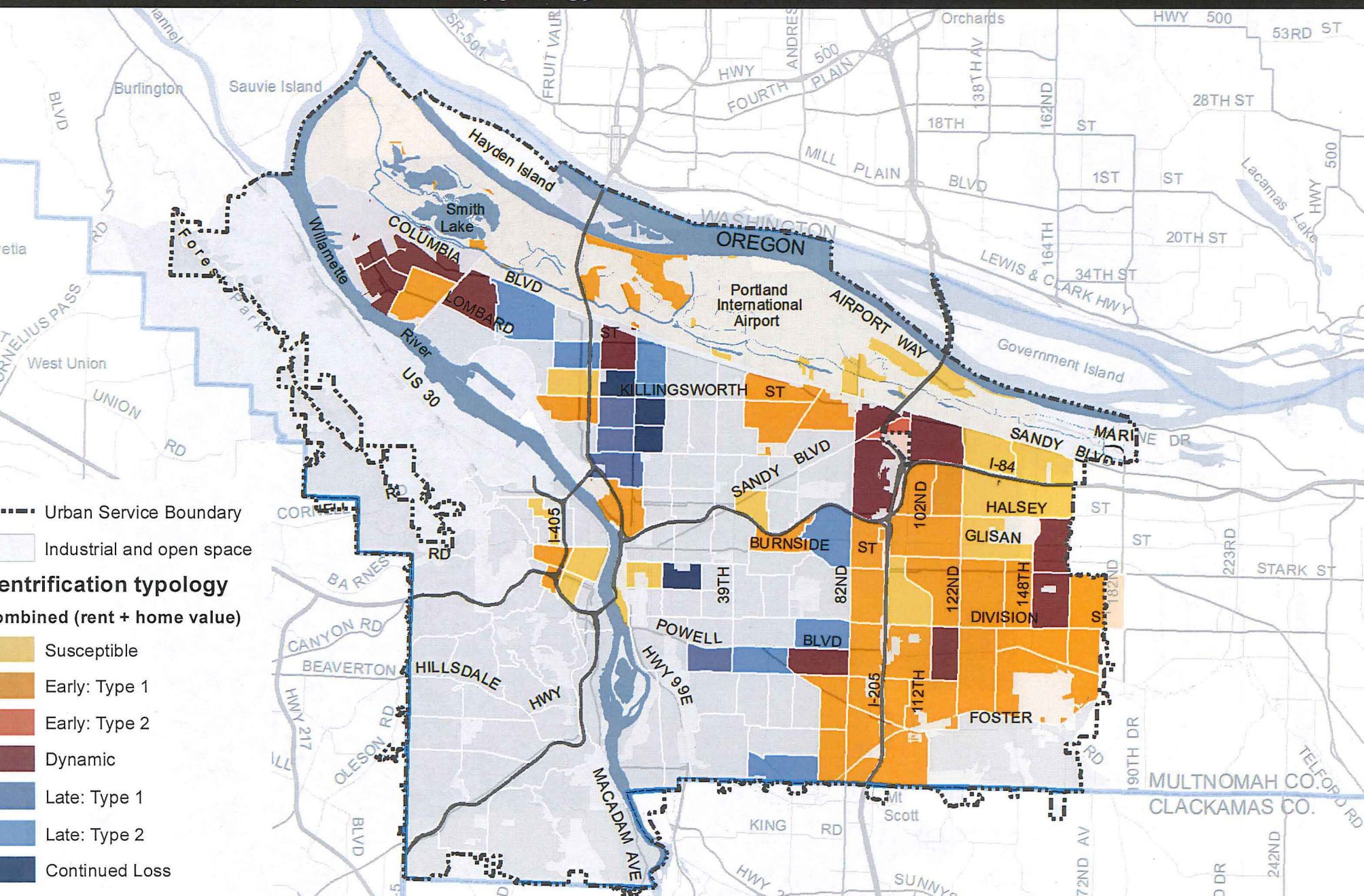
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| Challenge | Private Implementers | Nonprofit Implementers | Public Implementers | Outcomes |
|---|---|---|--|--|
| Assisting homeowners with the complexities of design, permitting and contracting for ADUs (or other middle housing) | Architects, contractors, developers | Nonprofit housing providers provide contract services as either mission related or enterprise income | City of Portland could create ADU assistance specialist and teams and fast track standard or simple designs, to enable more homeowners of modest means to navigate the permitting process. | Many more homeowners in East Portland are able to find the affordable and competent professional assistance to enable prudent investments in additional housing on their property. |
| Assisting homeowners to be managers of a rental property | Some homeowners can manage their own rental unit(s) but others may not be able to; property management companies can provide this service for a fee. Dweller and United Dwelling have this service built into their operating model. | Some CDCs already provide this service for their own scattered sites and could provide it as an enterprise activity. Renter advocacy groups might organize training programs. A needed service would be to help ADU owners with ADUs already affordable to find tenants of modest means rather than renting | Online and paper guides and information about the responsibilities of landlords under state laws and Portland's new regulations, | Homeowners in East Portland make prudent, decisions about whether and how to proceed to build additional housing leading to hundreds of new housing units |
| Making ADUs affordable to households at 50% to 80% of MAHI | PSU's survey research showed that a share of ADU rents are low enough to be affordable by households of 80% of less of MAHI. Some research carried out by Enhabit indicated that some private homeowners are willing to voluntarily reduce their rents to make them | Several CDCs own homesites in zones where ADUs are permitted. They are considering building these additional housing units to serve moderate income renters. | City of Portland and Multnomah County could use SDC waivers or tax incentives to buy down rents from ADU owners. City could make affordable rents a condition of certain approvals. | An increased share of the ADUs or other housing built as a result of the Equitable Infill project are affordable by persons and households between 50% and 80% of MAHI. |
| Tracking continuing demographic changes and impacts of efforts | Some for-profit real estate advising services (e.g. Zillow and Rent Jungle) generate data useful for this purpose. | EPAP,, PSU & other community organizations will select, gather and evaluate data on displacement. | Portland and Multnomah County, US Census, schools gather & provide key data | ADU construction and affordability programs can be adjusted to reflect results of displacement monitoring. |

| Summary | Census 2010 | 2018 | 2023 | | | |
|---------------------------------|-------------|---------|----------|---------|---------|---------|
| Population | 195,571 | 213,588 | 225,27 | | | |
| Households | 72,637 | 77,361 | 80,92 | | | |
| Families | 44,640 | 47,449 | 49,70 | | | |
| Average Household Size | 2.63 | 2.70 | 2.7 | | | |
| Owner Occupied Housing Units | 40,796 | 42,486 | 45,73 | | | |
| Renter Occupied Housing Units | 31,841 | 34,876 | 35,18 | | | |
| Median Age | 35.1 | 36.7 | 37. | | | |
| Trends: 2018 - 2023 Annual Rate | Area | State | Nation | | | |
| Population | 1.07% | 1.19% | 0.83% | | | |
| Households | 0.91% | 1.13% | 0.79% | | | |
| Families | 0.93% | 1.04% | 0.71% | | | |
| Owner HHS | 1.49% | 1.54% | 1.16% | | | |
| Median Household Income | 1.81% | 2.17% | 2.50% | | | |
| Households by Income | 2018 | | 2023 | | | |
| | Number | Percent | Number | Percent | | |
| <\$15,000 | 8,970 | 11.6% | 7,557 | 9.3% | | |
| \$15,000 - \$24,999 | 8,286 | 10.7% | 7,657 | 9.5% | | |
| \$25,000 - \$34,999 | 8,644 | 11.2% | 8,294 | 10.2% | | |
| \$35,000 - \$49,999 | 10,926 | 14.1% | 10,879 | 13.4% | | |
| \$50,000 - \$74,999 | 16,026 | 20.7% | 16,699 | 20.6% | | |
| \$75,000 - \$99,999 | 10,139 | 13.1% | 11,325 | 14.0% | | |
| \$100,000 - \$149,999 | 10,053 | 13.0% | 12,740 | 15.7% | | |
| \$150,000 - \$199,999 | 2,452 | 3.2% | 3,150 | 3.9% | | |
| \$200,000+ | 1,866 | 2.4% | 2,624 | 3.2% | | |
| Median Household Income | \$51,924 | | \$56,806 | | | |
| Average Household Income | \$64,633 | | \$74,825 | | | |
| Per Capita Income | \$23,956 | | \$27,401 | | | |
| Population by Age | Census 2010 | | 2018 | | 2023 | |
| | Number | Percent | Number | Percent | Number | Percent |
| 0 - 4 | 14,291 | 7.3% | 14,301 | 6.7% | 15,090 | 6.7% |
| 5 - 9 | 12,941 | 6.6% | 13,683 | 6.4% | 13,910 | 6.2% |
| 10 - 14 | 12,196 | 6.2% | 13,191 | 6.2% | 13,744 | 6.1% |
| 15 - 19 | 12,547 | 6.4% | 12,702 | 5.9% | 13,187 | 5.9% |
| 20 - 24 | 12,984 | 6.6% | 14,830 | 6.9% | 14,641 | 6.5% |
| 25 - 34 | 32,560 | 16.6% | 32,646 | 15.3% | 35,192 | 15.6% |
| 35 - 44 | 27,925 | 14.3% | 30,068 | 14.1% | 30,829 | 13.7% |
| 45 - 54 | 26,668 | 13.6% | 27,010 | 12.6% | 27,732 | 12.3% |
| 55 - 64 | 21,018 | 10.7% | 25,367 | 11.9% | 25,655 | 11.4% |
| 65 - 74 | 10,804 | 5.5% | 16,915 | 7.9% | 20,318 | 9.0% |
| 75 - 84 | 7,600 | 3.9% | 8,311 | 3.9% | 10,432 | 4.6% |
| 85+ | 4,037 | 2.1% | 4,564 | 2.1% | 4,548 | 2.0% |
| Race and Ethnicity | Census 2010 | | 2018 | | 2023 | |
| | Number | Percent | Number | Percent | Number | Percent |
| White Alone | 131,345 | 67.2% | 137,585 | 64.4% | 140,676 | 62.4% |
| Black Alone | 14,243 | 7.3% | 15,338 | 7.2% | 15,987 | 7.1% |
| American Indian Alone | 2,563 | 1.3% | 2,600 | 1.2% | 2,652 | 1.2% |
| Asian Alone | 21,142 | 10.8% | 26,831 | 12.6% | 30,887 | 13.7% |
| Pacific Islander Alone | 1,565 | 0.8% | 2,051 | 1.0% | 2,488 | 1.1% |
| Some Other Race Alone | 14,990 | 7.7% | 17,465 | 8.2% | 19,480 | 8.6% |
| Two or More Races | 9,724 | 5.0% | 11,718 | 5.5% | 13,105 | 5.8% |
| Hispanic Origin (Any Race) | 28,435 | 14.5% | 33,158 | 15.5% | 37,382 | 16.6% |

Data Note: Income is expressed in current dollars.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2018 and 2023.

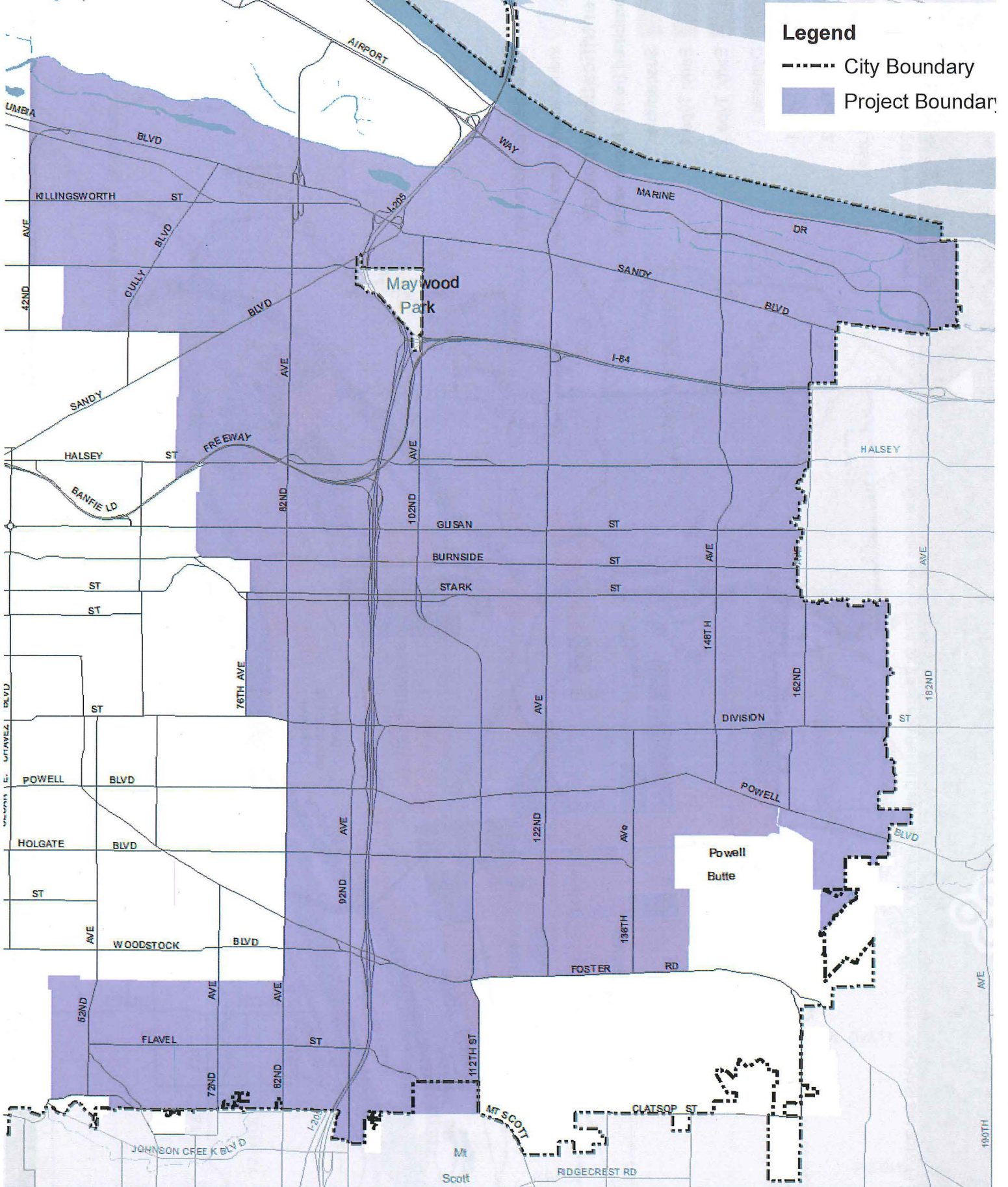


- Urban Service Boundary
- Industrial and open space
- Gentrification typology**
(combined (rent + home value))
- Susceptible
- Early: Type 1
- Early: Type 2
- Dynamic
- Late: Type 1
- Late: Type 2
- Continued Loss

Analysis based on 2010 census tracts

Data sources: Regional Multiple Listing Service (RMLS); Zillow.com Rental Data; Census 2000; ACS 2006-10, 2011-15 (CHAS) and 2012-16 5-year estimates.





April 16, 2019

City of Portland, Oregon ||
 Bureau of Planning and Sustainability ||
 Geographic Information Systems



Bureau of Planning and Sustainability
 Innovation. Collaboration. Practical Solutions.

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

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City of Portland, Oregon

Notes on Naito Pkwy MAX Subway Plan:

This subway route and tunnel type were chosen to reduce construction disruption and cost while producing more transit patronage. The Tri-Met plan for subway stations at Pioneer Courthouse Square and Greyhound Depot are 'extreme' construction disruptions. Tri-Met's temporary tracks on Holladay Street are replaced with simpler, less expensive temporary tracks. The Naito Pkwy route isolates unstable waterfront soils from downtown buildings that could be damaged in a major earthquake.

Tunnel Length: NE 6th Ave portal to Morrison bridgehead portal - 8000'. Naito Pkwy extension to Market St portal - 3000'. Columbia/Jefferson extension to Goose Hollow portal - 5000'.

Subway station Location and Tunnel type: **Rose Quarter/Conv Ctr Station** below I-5, mezzanine above central platform, elevators/stairs/escalator to mezzanine, corridors to RoseQuarter/Yellow Line/Convention Center & Hotel with elevators/stairs to surface. **Saturday Market Station**, 2-level 'stacked' Cut/Cover tunnel, elevator/stairs **both sides** of Naito Pkwy. **Salmon Springs Station:** 2-level 'stacked', elevator/stairs Waterfront Park side. **5th/6th Ave Station via Columbia St:** 2-level 'stacked', elevators/stairs to surface. All 'stacked' stations are upper-level westbound, lower level eastbound.

Tunnel Type from Rose Quarter to Naito Pkwy: Twin Tube under Willamette River. **Rose Quarter to NE 6th Ave portal:** Twin Tube to Cut/Cover at portal. **5th/6th Ave Station to Goose Hollow:** Twin Tube 'stacked' from station to 'side-by-side' Cut/Cover at Goose Hollow portal. The Columbia St route simplifies the 'spur turn' from Naito Pkwy.

In the first phase, **MAX Red/Blue/Green Lines** are routed via the Morrison Bridgehead portal. The **Yellow/Orange Lines** remain on the Steel Bridge. The Green Line reverses direction at 11th Ave turnaround. In the second phase, the Green Line is routed via the Market St portal to Milwaukie and eventually **Clackamas Towncenter** to create a **Green Line Loop**. In the third phase, the Blue line is routed via Columbia/Jefferson streets to the Goose Hollow portal to Hillsboro. The Red Line remains on Morrison/Yamhill surface street route to Beaverton, then along the WES corridor to Tigard, Tualatin, Wilsonville. WES is replaced with all day MAX Red Line service. Barbur Blvd is rebuilt for a BRT bus system instead of light rail.

Additional notes on MAX Expansion with this subway plan:

Closure of MAX stations downtown: Kings Hill Station remains for 'eastbound' only. Providence Park station becomes 'westbound' only. Current Providence Park 'eastbound' station is completely removed for considerably improved traffic management. Holladay Park and NE 7th MAX Stations remain.

MAX Yellow Line is extended to a Hayden Island surface station "**Terminus**" and "**Junction**" with a **Ft Vancouver BRT** system on an **I-5 Bridge replacement** across the Columbia River. MAX extension to Ft Vancouver is not ruled out as eventually possible, but not necessarily desirable.

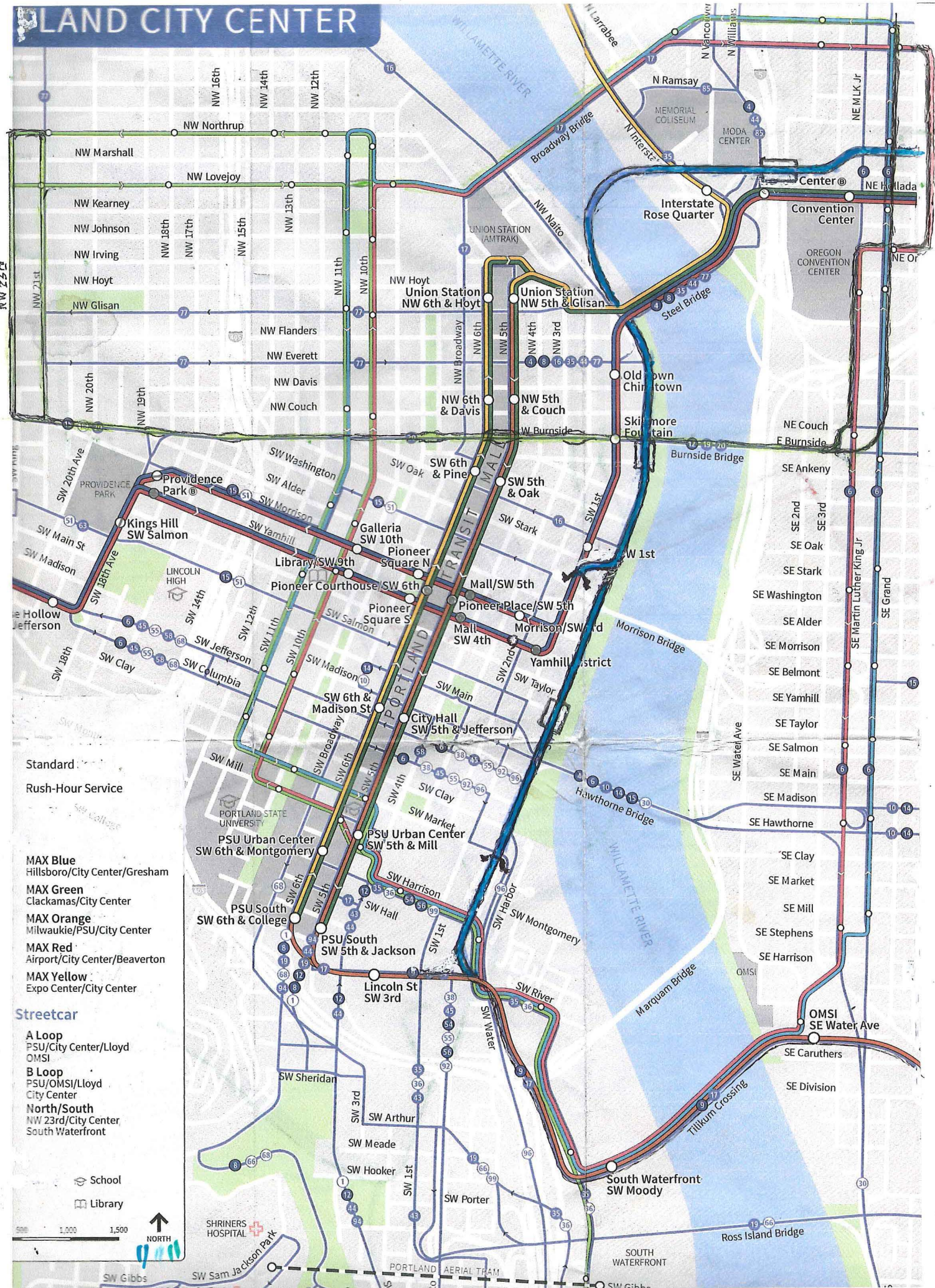
MAX Orange Line to Oregon City: McLoughlin Blvd is far more ideal than Barbur for light rail in a median. There's sufficient roadway width and unsightly parking lots to rebuild.

MAX Blue Line is extended to Mt Hood Community College neighborhood.

Barbur Blvd MAX light rail concerns

1. **Environmental Impact.** Per official artist depictions, Barbur will be clear cut and a monstrous concrete abutment wall, about 30' tall, constructed. Between Burlingame and Corbett/Lair Hill, Barbur is widened from 4-lanes to 8-lanes, (2-lanes for MAX, 2-lanes for buses, 2-lanes in each direction for traffic. This segment of forest canopy will be clear cut. The segment further north will also be clear cut of forest canopy.
2. **Impact on health.** Trees and foliage collect diesel particulates and other pollutants. The abutment wall will allow these pollutants to reform into clouds of pollution spread by wind and air flow of traffic.
3. **Development potential.** Barbur Blvd between Burlingame and Capitol Hwy at Taylors Ferry will likewise be widened, but traffic speeds will remain 35-45mph. Projected development will impose upon new residents this air pollution and noise right outside their windows. Walking to transit stops and to commercial enterprises alongside Barbur will not be a pleasant experience nor attract high quality development. Crossing Barbur will be as much or more hazardous than it is today. The new traffic entering/leaving Barbur to/from new development is an increase in accident potential.
4. **Rail + Bus duplicative service flaws.** For many transit trips, this choice of either bus or rail will encourage unsafe pedestrian crossings of Barbur and side streets to reach bus stop or rail station, whichever vehicle comes first. Only BRT can 'spur' off Barbur to other existing bus routes, in the process increasing the number of BRT routes. Transferring from MAX to bus lines is both time-consuming and creates hazardous crossings of Barbur. Because the plan includes bus lines, and because Barbur is already a relatively fast, scenic bus route, and because BRT will NOT require near as much widening of Barbur, BRT is seemingly more suitable than MAX. It seems Metro has not performed 'due diligence' in its considerations of BRT.
5. **LRT to Tigard/Tualatin via the WES corridor.** Oregon's premier rail advocacy AORTA (Associated Oregon Rail & Transit Advocates) does not support MAX on Barbur Blvd. Instead, they propose converting the WES corridor into an extension of the MAX Red Line from Beaverton to Wilsonville. The Portland & Western RR would continue to operate a single-track with a double-track MAX line alongside. This would cut cost by more than half and impacts are minimal. Portland-bound traffic would still be served, but so would cities in Washington County. Motorists who drive Hwy 217 would have a fine transit alternative, much like Hwy 84 Banfield Freeway motorists have an LRT alternative.
6. **Development potential on the WES corridor.** It may be possible to include a Washington Square station with a MAX 'flyover' to/from the WES corridor. There could be a Beaverton City Hall MAX station and stations 'flanking' this flyover along the WES corridor.
7. **Bridgeport Village Terminus.** This destination is possible on the MAX line, but not as a terminus. That is, from there it should extend to Tualatin 'proper' on the converted WES corridor. It may also extend to Wilsonville, especially desirable with a connection to an improved Amtrak Cascades line. A stipulation that these extensions are an eventual necessity should be a part of any legal public agreement.

PORTLAND CITY CENTER



Standard:
Rush-Hour Service

- MAX Blue**
Hillsboro/City Center/Gresham
- MAX Green**
Clackamas/City Center
- MAX Orange**
Milwaukie/PSU/City Center
- MAX Red**
Airport/City Center/Beaverton
- MAX Yellow**
Expo Center/City Center

Streetcar

- A Loop**
PSU/City Center/Lloyd/OMSI
- B Loop**
PSU/OMSI/Lloyd/City Center
- North/South**
NW 23rd/City Center/South Waterfront

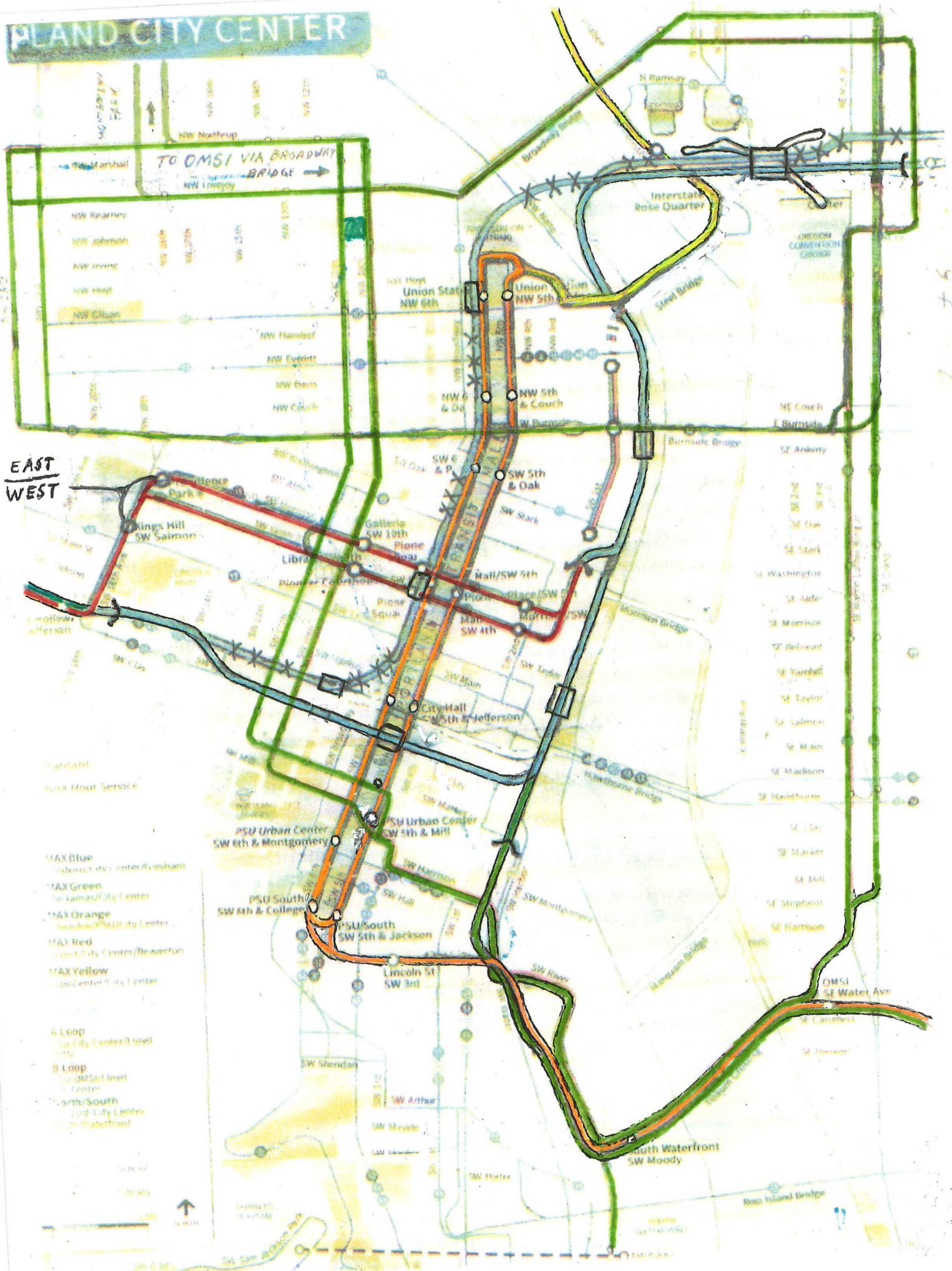
- School
- Library



PLAND CITY CENTER

TO OMSI VIA BROADWAY BRIDGE

EAST WEST





Metro

2040 Planning and Development Grants

July 25, 2019



2040 Planning and Development Grants

Mission of Grant Program

- Grants funded by the Construction Excise Tax
- Mission:
 - remove barriers to development
 - make land ready for development
 - enable existing developed sites to be redeveloped
- ❖ Proposals in the equitable development category must demonstrate a primary emphasis on advancing equity

2040 Planning and Development Grants

2019 Grant Requests by Category

| Grant Application Category | Applications Received | Total Dollars Requested |
|----------------------------|-----------------------|-------------------------|
| Equitable Development | 6 | \$ 1,859,000 |
| Development within UGB | 1 | \$ 250,000 |
| New Urban Areas | 3 | \$ 1,343,000 |
| Total Requests | 10 | \$ 3,452,000 |

2040 Planning and Development Grants

Recommendations: Equitable Development



Albina Vision Trust

\$ 375,000

Community Investment Prospectus



Prosper Portland

\$ 160,000

Cully Community-Centered Equitable Development



Clackamas County

\$ 300,000

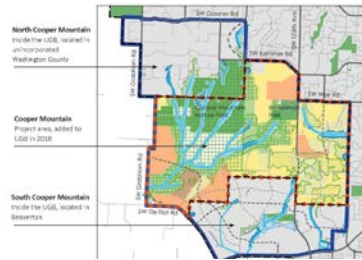
82nd Ave Corridor: Affordable Housing and Mixed Use Development

Total

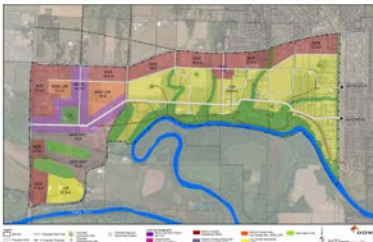
\$ 835,000

2040 Planning and Development Grants

Recommendations: New Urban Area Planning



City of Beaverton **\$ 693,000**
Cooper Mountain Community Plan



City of King City **\$ 350,000**
King City Master Planning



City of Tigard **\$ 300,000**
River Terrace Urban Reserve Planning

Total **\$ 1,343,000**

2040 Planning and Development Grants

Additional Committee Recommendations

- Revise evaluation criteria to be specific for each funding category
- Emphasize to applicants what is expected in an equitable development approach
- Cultivate applications from community entities that are leading equitable development work
- Tap the expertise of Metro's Committee on Racial Equity to consider further program changes

2040 Planning and Development Grants

Next steps: Program revisions for Cycle 8 grants

August/September: Staff evaluate alternative program approaches and develop proposed refinements

October 17: Review proposed equitable development grant approach with Metro's Committee on Racial Equity

October 22: Council work session

November 13: Update to MPAC

December 5: Council Resolution and Ordinance

December 12: Ordinance 2nd Reading

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