



600 NE Grand Ave.  
Portland, OR 97232-2736

## Council work session agenda

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**Tuesday, July 14, 2020**

**2:00 PM**

**<https://zoom.us/j/471155552> or  
877-853-5257 (toll free)**

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### **2:00 Call to Order and Roll Call**

#### **Work Session Topics:**

2:05 Regional Investment Strategy: Transportation Investment Measure [20-5443](#)

Presenter(s): Andy Shaw, Metro  
Margi Bradway, Metro

Attachments: [Work Session Worksheet](#)  
[Get Moving 2020 Racial Equity Analysis Summary](#)  
[Get Moving Racial Equity Outcomes and Strategies](#)  
[Get Moving 2020: Racial Equity Analysis & Strategies PPT](#)

2:50 2040 Planning and Development Grants, Cycle 9: Revolving Loan Fund for Economic Recovery and Investments in the Region's Communities of Color [20-5433](#)

Presenter(s): Elissa Gertler, Metro  
Lisa Miles, Metro  
Jeff Raker, Metro

Attachments: [Draft Ordinance No. 20-1447](#)  
[Draft Exhibit A to Ordinance No. 20-1447](#)  
[Draft Resolution No. 20-5113](#)  
[Work Session Worksheet](#)  
[2040 Planning and Development Grants PPT](#)

**3:35 Chief Operating Officer Communication**

**3:40 Councilor Communication**

**3:45 Adjourn**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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**Regional Investment Strategy: Transportation  
Investment Measure**

*Work Session Topics*

Metro Council Work Session  
Tuesday, July 14, 2020



## REGIONAL INVESTMENT STRATEGY: TRANSPORTATION INVESTMENT MEASURE

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Date: 7/1/2020

Departments: GAPD, Planning & Development

Work session date: July 14, 2020

Prepared by: Craig Beebe,  
[craig.beebe@oregonmetro.gov](mailto:craig.beebe@oregonmetro.gov)

Presenters: Andy Shaw  
[andy.shaw@oregonmetro.gov](mailto:andy.shaw@oregonmetro.gov); Margi  
Bradway [margi.bradway@oregonmetro.gov](mailto:margi.bradway@oregonmetro.gov)  
Length: 45 min

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### ISSUE STATEMENT

The Metro Council has directed staff to continue work with community and partners on a potential 2020 transportation investment measure to make getting around the Portland region easier, safer and more affordable, while creating tens of thousands of jobs and advancing the region's racial equity and climate goals.

In recent work sessions, the Metro Council has provided direction on project and program investments, as well as oversight and accountability activities for the measure. The Council held a series of public listening sessions beginning June 30.

In this work session, the Council will hear a final racial equity analysis on the measure, and discuss final steps and materials for the Council's referral decision.

### ACTION REQUESTED

Provide direction to shape final materials for Council referral consideration.

### IDENTIFIED POLICY OUTCOMES

The Metro Council has directed that the measure must advance the Regional Transportation Plan, Strategic Plan to Advance Racial Equity, and Climate Smart Strategy; engage diverse partners and community members; and leverage affordable housing and parks and nature investments. The Metro Council approved specific policy outcomes for the potential transportation measure and appointed a Transportation Funding Task Force in early 2019.

### POLICY QUESTIONS

Is Council prepared to consider referral of the Get Moving 2020 measure?

### STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

For more than a year, Metro has been working with partners and the community on a collaborative, comprehensive investment plan that makes getting around safer, easier and more affordable for everyone. The Metro Council has directed that this plan will include investments throughout the region, supporting the many ways people travel. The council has directed that this work must place advancing racial equity and addressing climate

change at its core. The council has also directed staff to engage a wide range of community members, partners and leaders to identify smart solutions supported by a broad coalition.

As the region emerges from the current crisis, the greater Portland area will continue to grow. People will still be moving here. Children will still need to get to school safely. Workers and students will still need safe, reliable, and affordable transportation choices. Our communities will look for leadership to create jobs and generate the economic activity that will drive our region's recovery.

Transportation investments have often played a key role in putting people back to work and rebuilding our communities after an economic crisis. Reliable, affordable, safe and predictable transportation and transit options are in many ways more critical when family finances are stretched. This measure identifies hundreds of individual projects that are ready to go, so we can put tens of thousands of people back to work building a transportation system to serve greater Portland for decades to come.

That's why Metro is continuing to work with partners, stakeholders and the public to complete the Get Moving transportation funding measure proposal. This work has always been about working together to create a healthy and prosperous region for everyone who lives here. Now more than ever, building a blueprint forward will help all of us when it's time to regather and rebuild.

## **BACKGROUND**

In December 2018, the Metro Council adopted a Regional Transportation Plan update, following years of engagement that included more than 19,000 engagements with residents, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires for safe, smart, reliable and affordable transportation options for everyone and every type of trip. The 2018 Regional Transportation Plan is built on key values of equity, climate, safety, and congestion relief.

At work sessions in January 2019, the Metro Council provided guidance on key outcomes, principles and the structure of a potential investment measure to help advance these values. The council also approved a charge for a diverse and regionally inclusive Regional Transportation Funding Task Force. The Task Force reviewed Metro Council direction and policy regarding the measure; identified additional desired outcomes; provided input to Council on priority corridors, regionwide programs and possible revenue mechanisms; and made recommendations for corridor investments. Co-chaired by Commissioners Jessica Vega Pederson and Pam Treece, the Task Force held its 22<sup>nd</sup> and final meeting on April 15, 2020.

In December, after months of engagement and discussion of staff investment recommendations, the Transportation Funding Task Force recommended roughly \$3.81 billion in measure investments in thirteen travel corridors. These investments would leverage more than \$2 billion in expected federal and local investments, and complement proposed regionwide programs making additional investments beyond the corridors.

At work sessions in January and March, Council reviewed the Task Force's corridor investment recommendations, directing staff to proceed with further development for all of the unanimous recommendations and posing additional questions about some corridors. On April 7, acting on Task Force input and staff recommendations, Council directed staff to include further project investments in the Highway 43 corridor as well as planning investments in the 99W, 217 and Highway 43 corridors. The Council provided further project investment refinement direction at work session on June 30.

In September 2019, informed by input from community forums in the spring and Task Force discussions in the summer, the Metro Council advanced ten regionwide programs to for potential inclusion in the measure. At a proposed annual investment of \$50 million, these programs would ensure that the measure delivers broad benefits throughout the region. These programs would make possible additional investments in safety, transit and community stability, including creating anti-displacement strategies and affordable housing opportunities in the Get Moving 2020 investment corridors.

In February and March, Metro conducted extensive in-person and online engagement regarding the draft programs throughout the region, hearing from thousands of residents, the Task Force, Metro's Committee on Racial Equity, stakeholder groups and technical practitioners around the region. Metro also funded several community partner organizations to conduct focused engagement with communities of color and other historically marginalized people. The Council heard reports from this engagement at work sessions on May 12 and 19. The Council provided direction on regionwide program investments at work sessions on May 26 and June 2. Final recommended program descriptions were released during the week of June 8.

Is legislation required for Council action? **Legislation will be required for referral.** Following a public hearing, Council is expected to consider referral of the Get Moving 2020 measure at the July 16 Council meeting.



7/9/2020

# Get Moving 2020: Racial Equity Analysis Summary

## Introduction

For more than 18 months, Metro has been working with partners and the community on a collaborative, comprehensive investment plan that makes getting around greater Portland safer, easier and more affordable for everyone. Early in this process, the Metro Council directed that this plan must advance Metro's racial equity goals, and include investments that create opportunity and serve community goals throughout the region. As currently envisioned, the measure will include approximately \$4.2 billion of investments in more than a dozen major travel corridors across the region, as well as \$1 billion, over 20 years, in regionwide programs that seek to improve safety, expand access to reliable transit, and deepen community stability across the region.

The Metro Council has been advised in this process by a diverse and regionally inclusive Transportation Funding Task Force, appointed by the Council in early 2019. The Task Force met 22 times between February 2019 and April 2020. It reviewed Metro Council's direction and policy regarding the measure; identified additional desired outcomes; provided input to Council on priority corridors, regionwide programs and possible revenue mechanisms; and made recommendations for corridor investments. Additionally, Metro engaged thousands of residents through workshops, forums and online surveys, with a specific focus on working with community-based organizations to center the voices and experiences of communities of color and other historically marginalized communities.

Both the Metro Council and the Task Force agreed that racial equity must be transparently served by the Get Moving 2020 measure's engagement, investments, implementation, oversight and accountability. This analysis provides a foundational step to ensuring racial equity goals are prioritized and that we are addressing a long history of racism, disenfranchisement, disinvestment and displacement in how our transportation system is planned, funded and managed.

## Background

The Racial Equity Analysis builds on Metro's overall commitment to advancing racial equity as identified in the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (SPAREDI). More specifically the transportation funding measure creates an opportunity to advance the following goals:

- Goal A: Metro convenes and supports regional partners to advance racial equity
- Goal B: Metro meaningfully engages communities of color
- Goal D: Metro creates safe and welcoming services programs and destinations
- Goal E: Metro's resource allocation advances racial equity

Further, the transportation funding measure is a core strategy in implementing the 2018 Regional Transportation Plan (RTP) and the findings of the Transportation Equity Analysis conducted in the Plan, which identified the need to prioritize transportation investments in marginalized and under-invested communities. The 2018 RTP Equity Analysis identified equity focus areas which are areas with high concentrations of people of color, people with limited English proficiency, and people in poverty and assessed how a long-term investment strategy would perform at increasing access, safety, and affordability for marginalized and under-invested communities at a board scale. Based on a geographical representation of corridors in the region 79% of the proposed projects are located in equity focus areas. This analysis aims to expand on our understanding of how communities of color would benefit or be impacted by these investments.

Finally, the selection of the projects included in the measure was guided by the Transportation Task Force. The Task force identified a set of core values that guided their work. The analysis is also a response to some of the values and outcomes, including:

- Improving safety
- Prioritizing investments that support communities of color
- Making it easier to get around
- Supporting economic growth
- Increasing access to opportunity for low-income Oregonians
- Supporting clean air, clean water, and healthy ecosystems

## Methodology

This analysis was designed to explore how communities of color could benefit from the projects included in the transportation funding measure. This point-in-time analysis will be updated routinely throughout the implementation of Get Moving 2020, should it pass. This analysis identifies potential benefits and will be followed by the development of an accountability framework that includes mechanisms for achieving racial equity outcomes.

Data for the analysis was drawn from the **U.S. Census 2017 American Community Survey 5-year estimates**<sup>1</sup> with an emphasis on Equity Focus Areas (EFA), which are areas with high concentrations of people of color, people with limited English proficiency and people living in poverty. For the purpose of the analysis, **People of Color Equity Focus Areas (POC EFA)** is the defining study area. There are limitations with using this data source including the inability to reflect the lived experiences of communities of color. We also acknowledge that future data collected by the U.S. Census will further refine conditions in the analysis.

## Key Findings

The analysis identified four key findings that indicate measure investments would work to advance Metro's racial equity goals:

1. Project investments are strongly weighted toward areas where people of color live.
  - **About one quarter of the region's census tracts have both a high concentration of people of color and are located within the investment area**, which is defined as census tracts within ¼ of a mile from an investment corridor. **63% (1,058,000)** of the region's total population live within the investment area, while **68% (323,800)** of the region's people of color live in the investment area.

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<sup>1</sup> U.S. Census 2017 American Community Survey 5-year estimates <https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2017/>

- For the purpose of this analysis, **equitable investment is defined as levels investment of 25% or higher** in areas of the region where high concentrations of people of color live in order to address under-investment and dis-investment in communities of color.

2. **More than half (60%) of the total corridor investments are located in areas of the region where high concentrations of people of color live.**

3. **Safety investments are strongly weighted toward areas where people of color live.**

- **50-60% of the measure's safety investments are located within POC EFAs**, which make up one-quarter of the region's census tracts. Investments include new sidewalk, safe marked crossings, new street lights and improved bikeway infrastructure.
- **More than three quarters of estimated crash reductions are located in POC EFAs** over 20 years<sup>2</sup>.

4. **Investments in Transit Access are strongly weighted toward areas where people of color live.**

- 85% of transit signal priority additions and 59% of new bus lanes are located in POC EFAs, which will improve the speed and efficiency of the transit system in these areas.
- According to TriMet ridership surveys, 42% of the riders on the lines impacted by the measure are people of color, which is above the system average of 36%.

In summary, project investments proposed in the measure demonstrate intentional investment in areas where people of color live. The **Investment Corridor Profiles** provide baseline data about who lives along each corridor and the state of transportation safety, housing access and affordability and displacement factors to support advancing racial equity goals. Together, this work suggests that communities of color stand to benefit from these investments – but Metro and our partners must be diligent to make these potential benefits a reality for communities of color, while minimizing harm and displacement.

Staff also conducted community engagement through virtual workshops to gather insight on community benefits and racial equity outcomes. The **Community Recommendations for Racial Equity Outcomes and Strategies** document summarizes input from community partners while incorporating best practices from the Parks and Natural Areas Bond and Regional Housing Bond. These recommendations were the basis for Metro's **Get Moving 2020 Racial Equity Outcomes and Strategies** which articulates specific equity outcomes and strategies to realize potential benefits while minimizing harm to Black, Indigenous, and communities of color.

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<sup>2</sup> Based on an analysis of safety performance of identified corridors and Highway Safety Manual principles, using documented Crash Reduction Factors also used by FHWA, ODOT and City of Portland.



7/1/2020

# Get Moving 2020: Racial Equity Outcomes and Strategies

## Purpose

This document outlines the racial equity outcomes that the Get Moving 2020 measure would advance and the strategies Metro would use to achieve these outcomes. It was created in response to community input and recommendations, engagement with Metro's Committee on Racial Equity, and the stated values of Metro Council and the Transportation Funding Task Force. It also incorporates learning and best practices from the Parks and Natural Areas Bond and Regional Affordable Housing Bond. This builds on work conducted by Metro's DEI team, Research Center, Planning & Development team and community partners to analyze potential racial equity benefits and impacts in the investment measure and develop specific equity outcomes and strategies to make these potential benefits a reality for Black, Indigenous and people of color and minimize harm.

## Introduction

Get Moving 2020 aims to meaningfully invest in the safety, accessibility, affordability and health of the region's Black, Indigenous and people of color (BIPOC) and give them the power to shape the implementation and oversight of these investments. This measure presents an opportunity to start meaningfully accounting for the history of transportation investments in greater Portland, and how they have been used to systematically harm, displace and disinvest in Black, Indigenous and people of color while providing access and opportunity to white communities.

This current moment of health and economic crisis underscores the importance of centering racial equity and being responsive to the needs of communities of color, recognizing that Black, Indigenous and people of color will be disproportionately impacted. It also amplifies the need for regional infrastructure investments to support the recovery of our communities and the economy.

## Racial equity outcomes

As long as race continues to be a determinant of health and social indicators we have to continue to lead with race. As a result, the following goals focus on advancing racial equity and are aligned with Metro's commitment to using a targeted universalism approach to improve outcomes for communities of color. While Metro is leading with race, we are also committed to improving the outcomes for other historically marginalized communities, including: youth, aging and older adults, refugees and immigrants, people with low incomes, people with disabilities, and trans, queer and gender non-binary people. The implementation of Get Moving 2020, in accordance with Metro's commitment to racial equity, would achieve the following outcomes through its investments and programs:

## Impact

1. **Higher levels of safety and transit access investments and program resources** are made in areas with a high concentration of Black, Indigenous and people of color, recognizing historical underinvestment in these communities, resulting in the following outcomes:
  - a. Increased safety and health outcomes
  - b. Improved accessibility to employment and community places
  - c. Increased affordability, reliability and efficiency of transportation
  - d. Enhanced ability to make choices about how to get around
2. Youth, and in particular **youth of color, benefit** from these investments through increased mobility, affordability and safety, and have a role in oversight and implementation.
3. Intergenerational Black, Indigenous and communities of color **continue to live, work, worship, and play along investment corridors** and work with Metro to prevent or mitigate investment-related residential, cultural, and business displacement
4. Women, Black, Indigenous and people of color and certified firms benefit from **good jobs and contracting opportunities** stemming from investments and programs

## Inclusion

5. Black, Indigenous and communities of color are **meaningfully engaged in planning, development, implementation, and oversight** of investments and programs, with additional focus on inclusion of refugees and immigrants, people with low incomes, people with disabilities, youth, aging and older adults, trans, queer and gender non-binary people.
6. **Increased capacity of community-based organizations** led by and accountable to Black, Indigenous and people of color so they can be full partners in ongoing engagement around, and oversight of, investments and programs.

## Accountability and oversight

7. **Track outcomes and impacts**, and make them publicly available, and proactively share them with community partners, particularly as they relate to Black, Indigenous and people of color.
8. Communities, youth, elders, and leaders of color, from across the region, bringing both lived and professional experience, **share decision-making** in implementation and oversight and are adequately supported in these roles.

## Strategies

These racial equity outcomes will be achieved through a combination of strategies outlined below.



## **Black, Indigenous and people of color, and elders and youth of color benefit**

### *Relevant outcomes:*

1. **Higher levels of safety and transit access investments and program resources** are made in areas with a high concentration of Black, Indigenous and people of color, recognizing historical underinvestment in these communities, resulting in the following outcomes:
  - a. Increased safety and health outcomes
  - b. Improved accessibility to employment and community places
  - c. Increased affordability, reliability and efficiency of transportation
  - d. Enhanced ability to make choices about how to get around
2. Youth, and in particular **youth of color, benefit** from these investments through increased mobility, affordability and safety, and have a role in oversight and implementation.

#	Community recommendation	Metro action
1.1	Track and report the amount and percent of investments that are in progress or are completed that are in areas where Black, Indigenous and people of color live (people of color equity focus areas).	Metro would measure and report the ongoing percent of investments in people of color (POC) equity focus areas, and further explore the benefits to Black and Indigenous communities in particular.
1.2	Allow some extent of flexibility during implementation to accommodate shifts in investments and programs to meet the dynamic needs of the region's Black, Indigenous and people of color.	Projects in early phases would undergo additional community engagement to adapt to dynamic community needs.
1.3	Utilize a localized, place-based approach to implementing projects and programs, including (when possible) partnering with community-based organizations serving Black, Indigenous and people of color living in the vicinity of the work.	Metro would require project delivery agencies and jurisdictions seeking program funding to meaningfully engage BIPOC communities and encourage partnership with CBOs serving BIPOC communities.
1.4	Continue to build Diversity, Equity and Inclusion (DEI) capacity within Metro's Planning and Development department and continue to work with Metro's DEI team on measure oversight and implementation.	Metro will advance equitable hiring practices within Metro and prioritize the hiring of employees with Diversity, Equity and Inclusion expertise and relevant lived experience to support measure implementation.
1.5	Prioritize all program investments in areas where Black, Indigenous and people of color live using Metro's People of Color Equity Focus Area methodology that is continuously updated with current and reliable data.	Program investments would be prioritized in equity focus areas, and Metro would routinely update these areas using the most current and reliable data.
1.6	Implement a regional, year-round universal transit pass for all youth 18 and under, regardless of financial, social, or school status.	Get Moving 2020 would initially fund a free transit pass for all high school-aged youth, including youth not enrolled in school. Over time, Get Moving 2020 would expand this program, with the intention of providing a free transit pass to all youth aged 18 and under.
1.7	Utilize only progressive revenue mechanisms that do not place an inequitable burden on Black, Indigenous and people of color, low- and middle-income people, and small businesses or utilize mitigating strategies like rebates, small-business exemptions etc. to minimize the burden on these groups.	Metro would utilize a business payroll tax, which has minimal direct impacts on BIPOC communities, and Metro would utilize a small business exemption which would help mitigate impacts on BIPOC-owned businesses. A Council decision on the inclusion of a vehicle registration fee in the measure is forthcoming.

### Anti-displacement and community stabilization

Relevant outcome:

3. *Intergenerational Black, Indigenous and communities of color **continue to live, work, worship, and play along investment corridors** and work with Metro to prevent or mitigate investment-related residential, cultural, and business displacement.*

#	Community recommendation	Metro action
3.1	Use participatory budgeting principles to guide anti-displacement program investments for each corridor and adequately fund and staff participatory budgeting processes to support full participation for Black, Indigenous and people of color who live along the corridors and for the CBOs that represent them.	Metro would utilize participatory budgeting principles for resource allocation for the anti-displacement program, though final decision-making authority resides with Metro Council.
3.2	Metro funds place-based, community-led anti-displacement planning.	Get Moving 2020 would include funding for developing anti-displacement strategies in the Get Moving corridors. This program would be overseen by a community-led regional equity coalition, with corridor-level committees or focus groups of community members guiding individual corridor strategies.
3.3	Coordinate with other jurisdictions' anti-displacement planning efforts in collaboration with community leaders and organizations to build and guarantee commitments to affordability, racial equity, and meaningful community engagement.	Metro would coordinate all future anti-displacement work with existing anti-displacement planning and conversations with local jurisdictions and community-based organizations.
3.4	Prioritize housing financing, acquisition, development and operation in ways that support Black, Indigenous and people of color by investing in areas where BIPOC already live, using a preference policy to prioritize current or displaced renters, and partnering with culturally-specific community-based organizations to support housing placement.	The intent of the Housing and Anti-displacement programs is to focus on preventing displacement of the region's BIPOC communities, businesses and cultural spaces. The specific strategies Metro would use to operationalize that focus will be further refined post-referral through continued engagement with key community stakeholders, Metro's Diversity, Equity, and Inclusion team and Metro's Committee on Racial Equity (CORE).
3.5	Prioritize acquisition and development of deeply affordable units (0-30% AMI).	Program specifics for the Housing and Anti-displacement programs will be further refined post-referral through continued engagement with key community stakeholders, Metro's Diversity, Equity, and Inclusion team and Metro's Committee on Racial Equity (CORE).
3.6	Preserve existing naturally-occurring affordable housing, commercial, arts and community space, and non-profit spaces in areas where Black, Indigenous and people of color live.	Program specifics for the Housing and Anti-displacement programs will be further refined post-referral through continued engagement with key community stakeholders, Metro's Diversity, Equity, and Inclusion team and Metro's Committee on Racial Equity (CORE).

3.7	Include direct rent assistance as a potential stabilization measure for community consideration.	Get Moving 2020 would not include direct rent assistance as an option for anti-displacement investment, recognizing that the Supportive Housing Services measure will help play this role in the region.
3.8	Invest in anti-displacement and housing stabilization before major transportation investments add displacement pressure.	Metro would seek to prioritize investments in anti-displacement before major transportation investments, except for shovel-ready projects slated for immediate implementation. Program specifics for the Housing and Anti-displacement programs will be further refined post-referral through continued engagement with key community stakeholders, Metro's Diversity, Equity, and Inclusion team and Metro's Committee on Racial Equity (CORE).
3.9	In areas of highest concern – Implement consistent tracking and reporting of displacement/gentrification using community-generated metrics and community-led participatory research practices.	Metro would monitor displacement activity along the investment corridors and routinely report findings.
3.10	Implement an anti-displacement oversight body which includes people who identify as BIPOC, low-income, disabled, displaced, elder or aging adult, LGBTQ+, immigrant, refugee, bikers, walkers, and transit-dependent individuals.	Metro would convene, resource, and support an anti-displacement oversight body that will prioritize membership from people who identify as BIPOC, low-income, disabled, displaced, elder or aging adult, LGBTQ+, immigrant, refugee, bikers, walkers, and transit-dependent individuals.
3.11	Provide funds for a community-based organization to hire an Anti-Displacement Manager who has autonomy from Metro, but whose job is to work with the community to develop and report on implementation of pro-active anti-displacement strategies as part of the bond.	Program specifics for the Housing and Anti-displacement programs will be further refined post-referral through continued engagement with key community stakeholders, Metro's Diversity, Equity, and Inclusion team and Metro's Committee on Racial Equity (CORE).

## Workforce and contracting equity

Relevant outcome:

4. *Women, Black, Indigenous and people of color and certified firms benefit from **good jobs and contracting opportunities** stemming from investments and programs.*

#	Community recommendation	Metro action
4.1	In line with Metro's Construction Careers Pathway framework, set goals to ensure workforce diversity in the construction industry.	Metro will adapt the Construction Career Pathways framework in order to advance hiring goals for women and people of color in the construction industry.
4.2	Establish utilization goals for minority and women owned businesses and implement strategies to reduce barriers.	Metro will establish a utilization goal for planning, design and implementation of 20% for minority and women owned businesses and will fund programs that provide technical assistance and support growth strategies.
4.3	Prioritize opportunities for hiring local workers and firms to support economic recovery in the context of the COVID-19 epidemic.	Metro would not deploy a specific local hire goal or strategy.
4.4	Fund the capacity of workforce development and community-based organizations to support recruitment, training, and retention of women, Black, Indigenous and people of color, and formally incarcerated people to increase the number of qualified women, Black, Indigenous and people of color, and formerly incarcerated people in the construction industry.	Metro will develop and fund a workforce equity program focused on meeting the demand for a skilled workforce created by GM 2020 by removing the barriers women and people of color face in accessing careers in the construction industry. The program will focus on increasing training opportunities, developing culturally specific recruitment and retention strategies, and workplace harassment prevention.
4.5	Demonstrate accountability by tracking outcomes and publicly reporting impacts, disaggregated by race, gender and zip code.	Metro would require and support tracking and public reporting of workforce diversity disaggregated by race, gender and trade.
4.6	Support the creation of living wage jobs, safe working environments, and access to opportunities for career advancement.	Metro will advance a policy framework to create prevailing wage jobs, safe work environments, and support workers in building successful careers in the construction industry as outlined in the Workforce and Contracting Equity Memorandum.

## Community engagement

Relevant outcome:

5. *Black, Indigenous and communities of color are **meaningfully engaged in planning, development, implementation, and oversight** of investments and programs, with additional focus on inclusion of refugees and immigrants, people with low incomes, people with disabilities, youth, aging and older adults, trans, queer and gender non-binary people.*

#	Community recommendation	Metro action
5.1	Metro includes clearly defined parameters on 'meaningful community engagement' and mandates through the IGA process that jurisdictions meet these criteria.	In line with Metro's previous investment measures, Metro would define and require meaningful community engagement with BIPOC communities through the IGA process.
5.2	Metro supports jurisdictional partners in conducting culturally-responsive and accessible community engagement.	Public outreach will be conducted by the Project Delivery Agency (PDAs) and/or project leads or co-project leads. In some cases, the agency leading the planning or design work is not necessarily leading the construction. In those cases, Metro will work with all project leads to determine the best agency to lead the public outreach through the various phases of the project. The lead agency must follow public engagement practices that are consistent with Metro's Public Engagement Guide and demonstrate pursuant to the terms of an IGA that they have met the standards for public engagement and non-discrimination practices.
5.3	Metro and its jurisdictional partners allow enough time to conduct meaningful engagement to allow for more inclusive engagement and responsiveness to engagement outcomes.	Metro would require project timelines reflect a co-created engagement process and the needs and capacity of community partners to participate in the process.
5.4	Metro continues to prioritize the hiring and retention of trusted community leaders from Black, Indigenous, and communities of color to support meaningful community engagement.	Metro continues to improve hiring processes that consider and prioritize an applicant's lived experience and connections to the communities we serve. Retention of BIPOC staff is also an ongoing area of focus for Metro's DEI team.
5.5	Metro requires jurisdictions to report on community engagement processes, outcomes and how and why specific community feedback was or was not used.	Metro would require jurisdictions to document and summarize key themes from community engagement, and how these themes are reflected in investment decisions and designs.

## Community capacity building

Relevant outcome:

6. **Increased capacity of community-based organizations** led by and accountable to Black, Indigenous and people of color so they can be full partners in ongoing engagement around, and oversight of, investments and programs.

#	Community recommendation	Metro action
6.1	Get Moving 2020 invests in the civic and community engagement capacity of community-based organizations serving Black, Indigenous and people of color through Metro's Community Capacity Building grant program.	Various programs, including the anti-displacement program, will invest in the capacity of community-based organizations (CBOs), building on the variety of funding mechanisms Metro's Planning and Development department uses to support CBOs. Get Moving 2020 funds will not, however, be used to fund Community Capacity Building grants as part of the agency-wide program.
6.2	Metro staff will provide opportunities for training and staff development to community-based organizations who serve Black, Indigenous and people of color to support CBO capacity to advise on transportation planning, fiscal oversight and other related topic areas.	Metro would make training opportunities available for CBOs and community members to advance knowledge and skills that support them in their oversight activities.

## Transparency and measurement

Relevant outcome:

7. **Track outcomes and impacts**, and make them publicly available, and proactively share them with community partners, particularly as they relate to Black, Indigenous and people of color.

#	Community recommendation	Metro action
7.1	Conduct a community process to identify and prioritize metrics related to racial equity outcomes for ongoing tracking and reporting.	Metro would host a community process to identify and prioritize racial equity metrics for ongoing tracking and reporting.
7.2	Publicly report metrics related to racial equity outcomes at the corridor and neighborhood level, when possible.	Metro would publicly report metrics at a variety of scales, including corridor and neighborhood (when possible and relevant).
7.3	Conduct and update an equity analysis on the ongoing outcomes of the measure and update corridor-level profiles routinely to capture changes in demographics due to displacement.	Metro would update an equity analysis and the corridor profiles every two years to maintain up-to-date information about the areas of investment and who continues to benefit from the measure's investments.

## Accountability and oversight

Relevant outcome:

8. *Communities, youth, elders, and leaders of color, from across the region, bringing both lived and professional experience, **share decision-making** in implementation and oversight and are adequately supported in these roles.*

#	Community recommendation	Metro action
8.1	Ensure representation of Black, Indigenous and people of color who live across the investment corridors and community-based organizations who serve Black, Indigenous and people of color in the region in all oversight and ongoing implementation activities.	Metro would convene, resource, and support oversight and accountability bodies that will prioritize membership for BIPOC leaders and community members.
8.2	Maintain a dynamic membership that continues to reflect Black, Indigenous and people of color across the region in the face of continued gentrification and displacement.	Metro would routinely evaluate oversight committee membership and conduct strategic recruitment to make sure these bodies reflect the changing demographics of the region and reflect BIPOC communities region-wide, including those being displaced.
8.3	Metro ensures that community members are able to fully participate in oversight activities regardless of language spoken, country of origin, ability, income, etc. and supports this outcome by providing stipends for participation, taking appropriate steps for accessibility and providing cultural competency training to staff supporting oversight committees.	Metro would provide stipends, as well as interpreters, child care and transportation support when requested, and provide and require cultural competency training to all staff supporting oversight committees.
8.4	Metro ensures that community-based organizations are able to fully participate in oversight activities by providing compensation to these organizations, as well as training and topical education opportunities if requested.	Metro would provide compensation for community-based organizations participating in oversight and accountability committees.
8.5	Metro utilizes principles of participatory budgeting for implementation of the programs and grant administration within the programs. This includes: giving residents and community leaders an active decision-making role not only in shaping the process but also in allocating resources on an ongoing basis, integrating a redistributive logic into the design of the process and ensuring social justice outcomes, and ensuring transparency and accountability, in part, through ongoing public monitoring of spending.	Metro would incorporate key PB principles into the implementation and oversight of the entire measure - the measure has been constructed to be redistributive, prioritizing areas where BIPOC communities live, and will ensure transparency and accountability. Implementation of the programs will include these elements and give residents and community leaders an active decision-making role in the allocation of program resources.
8.6	Metro Planning and Development adequately staffs oversight committees and provides personalized support to community members and community-based organization representatives to ensure they are able to fully participate in oversight process.	Metro would provide staff support to the committee and would provide other accommodations to make the meetings accessible, such as child care. Metro would also provide stipends and technical support to community partners for their engagement in the committee work, to make sure that the Oversight Committee and the committee meetings are fully accessible to its members and the public.



## Ongoing community priorities

The following priorities, strategies and outcomes, recommended by our community partners, may not be fully realized in the Get Moving 2020 measure, nor may they be adequately addressed in Metro's complementary Parks, Housing, or Homeless Services measures. However, these community priorities should continue to inform Metro's future work to advance livability and racial equity in the region.

- Go bigger, be bolder and aim for more transformative outcomes in future investment measures, policies and programs agency-wide.
- Make programs and investments more responsive to accommodate for urgent needs of Black, Indigenous, and people of color.
- Support TriMet in going fareless to ensure transportation affordability for all of the region's Black, Indigenous, and people of color.
- Support wide-scale transit service improvements. Black, Indigenous, and people of color need transit service improvements (e.g. more frequent buses, more and improved options for riders with disabilities, more bus capacity on some lines, etc.) to make public transportation meet their mobility needs.
- Ensure Black, Indigenous, and people of color benefit from large investments by using tools like Community Benefit Agreements for future investment measures.
- Develop and implement an equitable transit-oriented-development framework to mitigate displacement and maximize benefit to Black, Indigenous and communities of color in all of its TOD work.
- Leverage Metro's relationship with TriMet and jurisdictional partners to meaningfully address the fact that transit fare enforcement and policing practices actively harm Black, Indigenous, and people of color and impact their safety, well-being and ability to get around the region.
- Prioritize homeownership and/or models of collective ownership (e.g. land trusts) to support community stability and inter-generational wealth building for Black, Indigenous, and people of color.
- Expand Metro's role stabilizing renters and homeowners through strategies like No Net Loss commitments for infrastructure investments, regional eviction reporting and tenant legal assistance, and expanding tenants' rights through programs such as First Right to Purchase.



**2040 Planning and Development Grants, Cycle 9:  
Revolving Loan Fund for Economic Recovery and  
Investments in the Region's Communities of Color**

*Work Session Topics*

Metro Council Work Session  
Tuesday, July 14, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING  
FISCAL YEAR 2020-21 FUNDING FOR  
GRANTS FUNDED WITH THE  
CONSTRUCTION EXCISE TAX

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RESOLUTION NO. 20-5113

Introduced by Chief Operating Marissa  
Madrigal 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; and

WHEREAS, the CET has raised more than \$26 million in revenue that has been distributed by Metro to local governments through the Community Planning and Development Grant (“CPDG”) program, the Equitable Housing Planning and Development Grants program, and the 2040 Planning and Development Grants program for planning work across the region that otherwise could not have been funded; and

WHEREAS, in 2016 the Metro Council adopted the Strategic Plan to Advance Racial Equity, Diversity and Inclusion, which defines and guides Metro’s strategy for removing barriers for people of color in order to ensure that everyone, including historically marginalized populations, can have the opportunity to enjoy a thriving region with quality jobs, stable and affordable housing, safe and reliable transportation, and a healthy environment; and

WHEREAS, the economic health of the region is inextricably linked to the ability of the region to grow, develop, invest in critical community infrastructure and shape the region’s built and natural environment; and

WHEREAS, in order to effectively remove barriers to development, implement the 2040 Growth Concept, and help address the equitable housing crisis in our region, the Metro Council has established a policy emphasis in previous grant cycles to enable the grant program to respond to current trends and issues affecting development in our region; and

WHEREAS, public investments in neighborhoods and the equitable access to economic opportunities have a direct relationship to the stability of communities, and public investments can sometimes result in displacement of lower-income residents and communities of color; and

WHEREAS, economic development and community stabilization are essential to building complete, equitable communities and supporting regional goals and policies set forth in the 2040 Growth Concept, the Urban Growth Management Functional Plan, and the six desired outcomes outlined in the Regional Framework Plan; and

WHEREAS, on April 23, 2020, the Metro Council adopted Resolution No. 20-5096, declaring a state of emergency in the Metro Region as a result of the COVID-19 pandemic, and delegating authority to Metro’s Chief Operating Officer; and

WHEREAS, on July \_\_\_, 2020, the Metro Council adopted Ordinance No. 20-5113, which amends the Metro Code to authorize the use of CET revenue to provide funding for projects that will advance economic development and community stabilization; and

WHEREAS, Metro has partnered with the Greater Portland Economic Development District to develop an economic recovery strategy in response to the COVID-19 pandemic that includes procuring new resources to support an equitable economic recovery and formalizing this work into the five-year Comprehensive Economic Development Strategy; and

WHEREAS, local resources dedicated to the revolving loan fund may be leveraged through a federal match secured from the Economic Development Administration CARES Act Recovery Assistance program; and

WHEREAS, equity, equitable development and equitable housing are currently issues of considerable local and regional concern given the ongoing potential for displacement of long-term residents, businesses and communities of color due to escalating real estate costs as well as the recent severe economic impacts of the COVID-19 Crisis, which have disproportionately affected communities of color; and

WHEREAS, the Albina Neighborhood of North/Northeast Portland was once a thriving and diverse neighborhood, but was systematically destroyed over the years through a series of public investments in “urban renewal,” transportation infrastructure, and large public venues; and

WHEREAS, the Black, Indigenous and immigrant community members whose land, homes, and livelihoods were razed in the Albina neighborhood to make way for new public investments have largely been displaced to other neighborhoods in the region, lost not only their homes and businesses but also opportunities to build generational wealth, and may have been involuntarily displaced to areas with less access to opportunity; and

WHEREAS, in order to provide needed economic recovery support to communities of color, and to support access to wealth creation opportunities for Black community members in the region, who have long endured harmful economic consequences due to structural racism as well as direct impacts of involuntary displacement due to past urban renewal projects and neighborhood gentrification; and

WHEREAS, Metro currently operates a major venue in the Albina Neighborhood, and is coordinating with partners on multiple regional transportation projects in the area, and the public interest will be best served by a robust and coherent community investment strategy and strong public-private partnerships; now therefore

BE IT RESOLVED that:

1. The Metro Council hereby authorizes and directs the Metro COO and staff to work with local Community Development Financial Institutions Craft3 and MESO to develop a revolving loan fund to provide loans to businesses owned by people of color throughout the region, and to award a total of \$1 million in grant funding to one or both partners to capitalize the loan fund. Additionally, the COO and staff will work with the partners to seek to leverage additional matching funds through a grant from the Economic Development Administration and other sources.
2. The Metro Council hereby authorizes and directs the Metro COO and staff to work with public and private partners to plan and implement an equitable and coordinated investment strategy in Portland’s Albina Neighborhood. The Metro Council further directs the Metro COO and staff to award \$250,000 of Cycle 9 grant funds to Albina Vision Trust, and to work with the Albina Vision Trust to seek to leverage additional matching funds through a grant from the Economic Development Administration and other sources in order to build on current work of the Albina Vision Community

Investment Plan by developing a site-specific redevelopment strategy to begin implementing the Albina Vision in the near term.

3. The Metro Council hereby authorizes and directs the Metro COO and staff to designate \$250,000 of Cycle 9 grant funds as an opportunity fund to support wealth creation for Black people, Indigenous people, and other communities of color throughout the region. The Metro Council further authorizes and directs the Metro COO and staff to seek to leverage additional matching funds for wealth creation for communities of color through a grant from the Economic Development Administration and other sources, to identify organizational partners to implement an initial round of projects and to award grant funds for such projects.
4. The Metro Council hereby authorizes and directs the Metro COO and staff to set aside an allocation of \$500,000 of Cycle 9 CET funds to ensure that funding is available for future new urban area grant investments, including concept planning grants and comprehensive planning grants.

ADOPTED by the Metro Council this \_\_\_\_ day of July 2020.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO	)	ORDINANCE NO. 20-1447
CODE CHAPTER 7.04 TO ENABLE METRO	)	
CONSTRUCTION EXCISE TAX FUNDS TO	)	Introduced by Chief Operating Officer
SUPPORT ECONOMIC DEVELOPMENT AND	)	Marissa Madrigal in concurrence with
COMMUNITY STABILIZATION THROUGH	)	Council President Lynn Peterson
THE 2040 PLANNING AND DEVELOPMENT	)	
GRANT PROGRAM		

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; and

WHEREAS, following two extensions of the CET in 2009 and 2014, and recognizing the ongoing need for funding regional and local planning, in November 2018 the Metro Council adopted Ordinance No. 18-1425, making the CET a permanent source of revenue; and

WHEREAS, since the inception of the Construction Excise Tax in 2006, Metro has awarded over \$26 million in grants to cities, counties and other government entities in the region to fund critical planning and development activities that support implementation of the region's long range plan for growth; and

WHEREAS, in order to comply with land use policies of the State of Oregon and Metro, local jurisdictions are required to perform concept planning of lands designated as urban reserves prior to petitioning Metro to include these lands within the urban growth boundary; and

WHEREAS, in order to comply with land use policies of the State of Oregon and Metro, local jurisdictions are required to complete comprehensive plans for new urban areas to enable these areas to develop as complete communities appropriately served with essential infrastructure; and

WHEREAS, planning and development work by local jurisdictions is critical to facilitate development projects that advance equitable outcomes and provide access to opportunity for all residents of the region as the region grows and accommodates more people; and

WHEREAS, meaningful engagement of historically marginalized communities, and particularly communities of color, in local planning and development decisions by local governments is an essential element of building the thriving and equitable communities envisioned in the Region's 2040 Growth concept; and

WHEREAS, the economic health of the region is inextricably linked to the ability of the region to grow, develop, invest in critical community infrastructure and shape the region's built and natural environment; and

WHEREAS, the COVID-19 pandemic has had severe economic impacts across the region, and has particularly impacted communities of color; and

WHEREAS, on April 23, 2020, the Metro Council adopted Resolution No. 20-5096, declaring a state of emergency in the Metro Region as a result of the COVID-19 pandemic, and delegating authority to Metro's Chief Operating Officer; and

WHEREAS, public investments in neighborhoods and equitable access to economic opportunities have a direct relationship to the stability of communities, and public investments can sometimes result in displacement of lower-income residents and communities of color;

WHEREAS, economic development and community stabilization are essential to building complete, equitable communities and supporting regional goals and policies set forth in the 2040 Growth Concept, the Urban Growth Management Functional Plan, and the six desired outcomes outlined in the Regional Framework Plan; now therefore

THE METRO COUNCIL HEREBY ORDAINS AS FOLLOWS:

1. The Metro Code is amended as shown on Exhibit A to expand the purpose of the CET such that Metro may provide funding to local jurisdictions to facilitate economic development and community stabilization as well as continuing to provide funding for planning and development activities;

ADOPTED by the Metro Council this \_\_\_\_\_ day of July, 2020.

\_\_\_\_\_  
Lynn Peterson, Council President

Attest:

Approved by:

\_\_\_\_\_  
Jaye Cromwell

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney

Exhibit A to Ordinance 20-1447

Chapter 7.04

CONSTRUCTION EXCISE TAX

SECTION	TITLE
7.04.010	Short Title
7.04.020	Policy and Purpose
7.04.030	Definitions
7.04.040	Exemptions
7.04.045	Ceiling
7.04.050	Rules and Regulations Promulgation
7.04.060	Administration and Enforcement Authority
7.04.070	Imposition of Tax
7.04.080	Rate of Tax
7.04.090	Failure to Pay
7.04.100	Statement of Entire Value of New Construction Required
7.04.110	Intergovernmental Agreements
7.04.120	Rebates
7.04.130	Hearings Officer
7.04.140	Appeals
7.04.150	Refunds
7.04.160	Enforcement by Civil Action
7.04.170	Review
7.04.180	Failure to Pay - Penalty
7.04.190	Violation - Penalty
7.04.200	Rate Stabilization
7.04.210	Dedication of Revenue
7.04.220	Procedures for Distribution
7.04.225	Metro Administrative Fee

7.04.010 Short Title

This chapter shall be known as the "Construction Excise Tax."

(Ordinance No. 06-1115, Sec. 1.)

7.04.020 Policy and Purpose

This chapter establishes a Construction Excise Tax to provide funding for regional and local planning that is required to make land ready for development or redevelopment, and to provide funding for plans and projects that will advance economic development and community stabilization in the Metro region.

(Ordinance No. 06-1115, Sec. 1.)

## **STAFF REPORT**

### **2040 PLANNING AND DEVELOPMENT GRANTS, CYCLE 9: REVOLVING LOAN FUND FOR ECONOMIC RECOVERY AND INVESTMENTS IN THE REGION'S COMMUNITIES OF COLOR**

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Date:	July 2, 2020	Presenter(s):	Elissa Gertler
Department:	Planning and Development		Lisa Miles
Meeting Date:	July 14, 2020		Jeff Raker
Prepared by:	Lisa Miles	Length:	45 minutes

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## **ACTIONS REQUESTED**

Consideration of Ordinance 20-1447, For the Purpose of Authorizing Economic Development and Community Stabilization Grants through the 2040 Planning and Development Grant Program is scheduled on July 23, with a second reading July 30.

Consideration of Resolution 20-5113, For the Purpose of Approving Fiscal year 2020-21 Funding for Grants Funded with Construction Excise Tax, is scheduled for consideration on July 30.

Approval of both the Ordinance and Resolution will enable staff to work with partners to submit applications for federal grant funds available through the Economic Development Administration, which could potentially leverage a 4:1 match of Metro funds and facilitate the region's economic recovery from the COVID-19 crisis, as well as providing needed support to the region's Black people, Indigenous people, and other communities of color. Economic Development Administration staff have advised Metro staff that time is of the essence and the earliest possible submittal of grant applications will greatly increase the likelihood of receiving federal CARES Act funding.

## **IDENTIFIED POLICY OUTCOMES**

Expand approved purpose of the Construction Excise Tax to include grants for economic development and community stabilization.

Award Cycle 9 of the 2040 Planning and Development Grants for specified economic development and community stabilization purposes and direct the Chief Operating Officer and Metro Staff to work with partners to seek to leverage additional funding and to implement grant projects.

## **POLICY QUESTION(S)**



Does the Council wish to expand the approved purpose of CET funds to include grants for Economic Development and Community Stabilization?

Does the Council support the award of \$1.5 million in Grant funds for the purposes outlined, and allocate \$500,000 of Cycle 9 Grant funds for future grants for new urban area planning?

## **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

If the Metro Council approves Ordinance 20-1447, Cycle 9 grants, as well as future cycles of grant awards, could fund plans and projects that will advance economic development and community stabilization in addition to the previously established purpose of funding regional and local planning that is required to make land ready for development or redevelopment. If Council does not approve the ordinance, future grant cycles will continue to focus funding on planning that is required to make land ready for development or redevelopment.

Community stabilization refers to plans, activities and programs which allow long term residents and businesses of color in an area to remain in place and thrive, even as major public and private investments in those areas bring changes to the economic and built environment that would otherwise harm those long term residents. Examples of harm may include direct taking of property for public projects, changes to real estate values and rents in the area that make the location unaffordable or displacement of a business' core customer base. Activities to reduce this potential for harm may include affordable housing development, small business assistance programs, development of community serving facilities, culturally-specific placemaking, and property redevelopment that facilitates wealth creation for those threatened with harm or who have been harmed by previous public investments in that area.

If the Metro Council approves Ordinance 20-1447 and Resolution 20-5113, CET grant funds for Cycle 9 will be allocated for the purposes specified in the Resolution, and the COO and staff will follow up with partners to work to leverage additional grant funds and to implement projects as described. The immediate award of these funds will very likely improve Metro's chances of receiving a grant award from the Economic Development Administration CARES Act Recovery Assistance Program, which could provide up to a 4:1 match of Metro dollars. An invitation to submit Cycle 10 grant applications would be issued in September 2021, unless the Council determined that a different timeline for a new round of grants was warranted.

If the Metro Council does not approve Resolution 20-5113, then a new round of grant applications for Cycle 9 Concept Planning Grants, Equitable Development Grants, and Community Engagement Grants will be solicited in September 2020, with Cycle 9 grant awards likely made in early 2021. An invitation to submit Cycle 10 grant applications would be issued in September 2021, unless the Council determined that a different timeline for a new round of grants was warranted.

## **STAFF RECOMMENDATIONS**

Staff recommend that the Council approve ordinance 20-1447 to enable CET funds to support grants for Economic Development and Community Stabilization.

Staff recommend that the Council support the following proposed grant awards:

- \$1 million to Craft3 and MESO to fund a Regional Revolving Loan Fund to support business loans to people of color and veterans.
- \$250,000 additional grant funding to the Albina Vision Trust to build on the Community Investment Plan work underway and to study site-specific redevelopment opportunities to advance implementation of the Albina Vision in the near term.
- \$250,000 to create an opportunity fund to support wealth creation for Black people, Indigenous people, and other communities of color throughout the region. The Metro COO and staff will seek to leverage Metro's initial \$250k investment to obtain additional funding for wealth creation for communities of color through a grant from the Economic Development Administration and other sources. The Metro COO and staff will subsequently work to identify organizational partners to implement an initial round of projects and to award grant funds for such projects.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

Approval of the proposed Ordinance and Resolution will advance Metro's progress towards meeting its racial equity goals. It will also provide needed resources to support Black people, Indigenous people, and communities of color, as numerous advocates have requested, at a time when the COVID-19 pandemic has disproportionately affected communities of color across the region.

### ***Legal Antecedents***

- Metro Ordinance 06-1115 ("2006 CET Ordinance) 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 Ordinance 18-1425 amended chapter 7.04 of the Metro Code to remove the sunset provision of the CET
- Metro resolution 19-5053 authorized refinements to the 2040 Planning and

Development Program, establishing grant categories and annual fund allocations for New Urban Planning Grants and for Planning and Development Grants within the Urban Growth Boundary

### ***Financial Implications***

The current economic uncertainty makes it difficult to estimate the likely CET revenues for FY20-21 and beyond. Currently there is a balance of approximately \$6 million of CET revenues that have not yet been committed. This figure includes CET revenues collected by local jurisdictions as of the third quarter of FY19-20, and takes into account the recent Cycle 8 grant awards made in May. If the Metro Council approves Resolution 20-5113, \$2 million of funding currently in hand would be obligated.

### **ATTACHMENTS**

Draft Ordinance 20-1447 and Exhibit A to the Ordinance  
Draft Resolution 20-5113

[For work session:]

- Is legislation required for Council action? ☒ Yes   ☐ No
- If yes, is draft legislation attached? ☒ Yes   ☐ No
- What other materials are you presenting today? [INSERT]

Materials following this page were distributed at the meeting.

# Get Moving 2020: Racial Equity Analysis & Strategies

Metro Council  
Work Session  
July 14, 2020



# Today's agenda

Quick engagement update

Updated corridor investment equity analysis

Racial equity strategies for implementation

- Focus: Workforce & contracting equity

Council discussion





# What we heard:

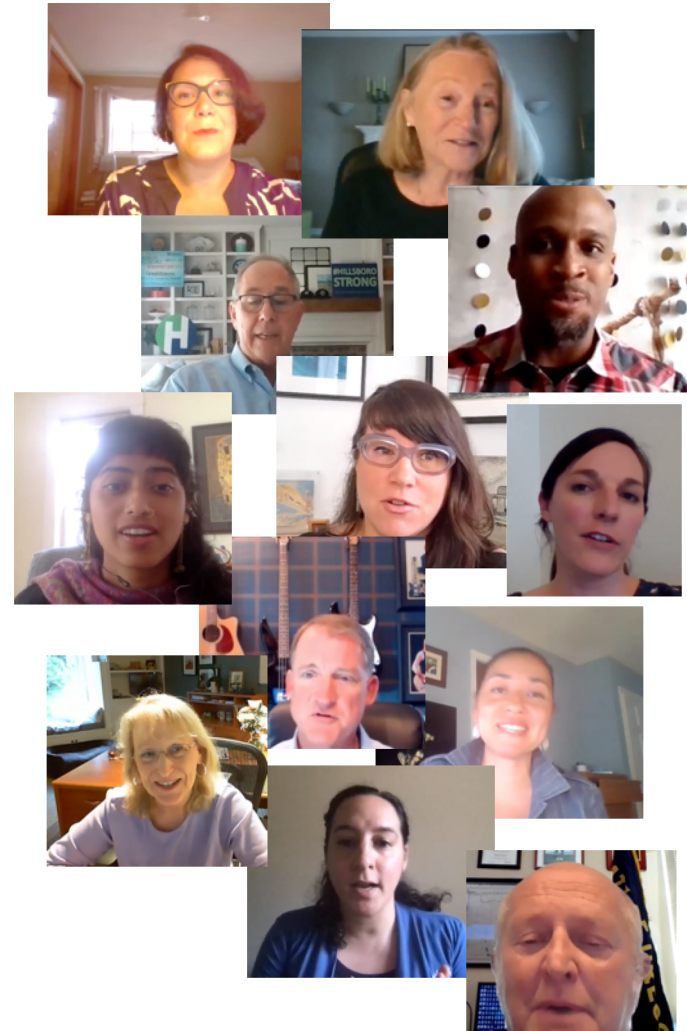
## Listening sessions, June 30-July 9

Strong support for transit,  
safety investments

Support for prioritizing needs  
of BIPOC communities

Recognition of broad regional  
engagement to shape measure

Urgency:  
Time to get moving.



Metro undertook three phases of work to develop strategies for advancing racial equity in **Get Moving 2020** measure:

1. **A Benefit and Impact Analysis** led to
2. **Community engagement**, which informed the definition of
3. **Racial equity outcomes, strategies and accountability mechanisms.**



# EQUITY FOCUS AREAS

- High racial diversity + Low English + Low Income
- High racial diversity + Low English
- Low Income

**Tier 2 corridors**

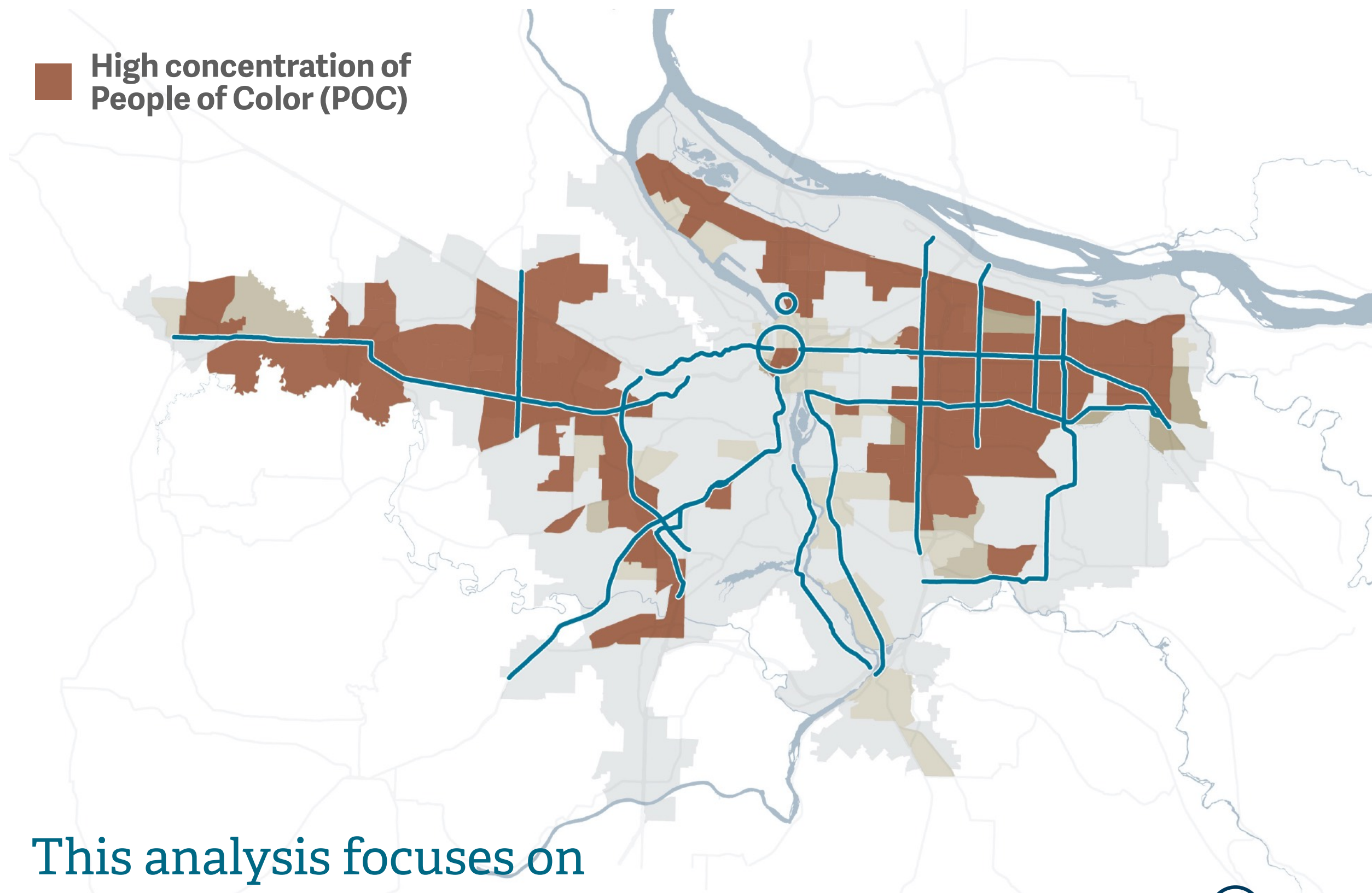


**Tier 2 corridors expanded the investment area.**

*(Note: Hwy 26 not included in this analysis)*

## POC EQUITY FOCUS AREAS

■ High concentration of  
People of Color (POC)

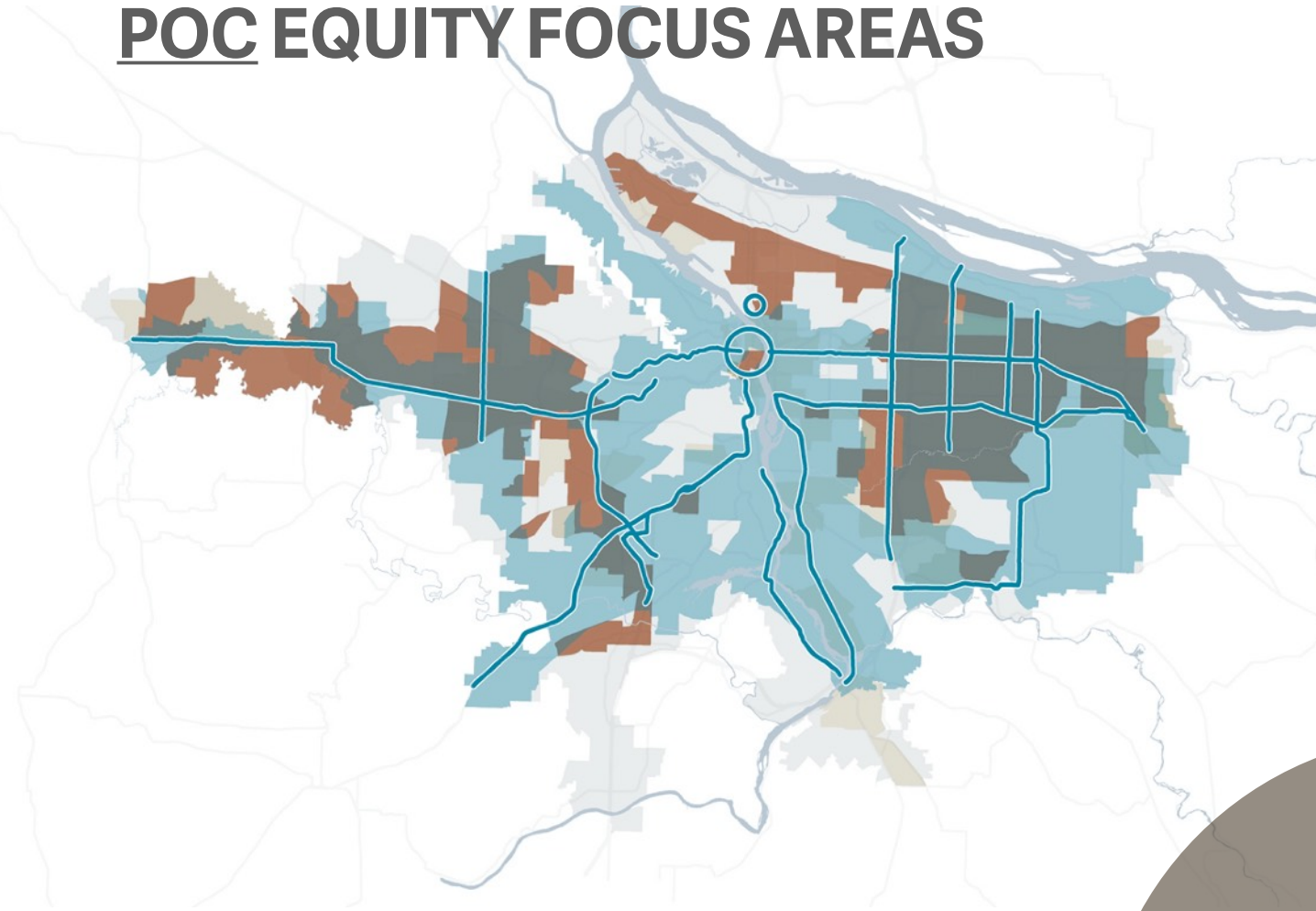


This analysis focuses on  
**People of Color Equity Focus Areas.**

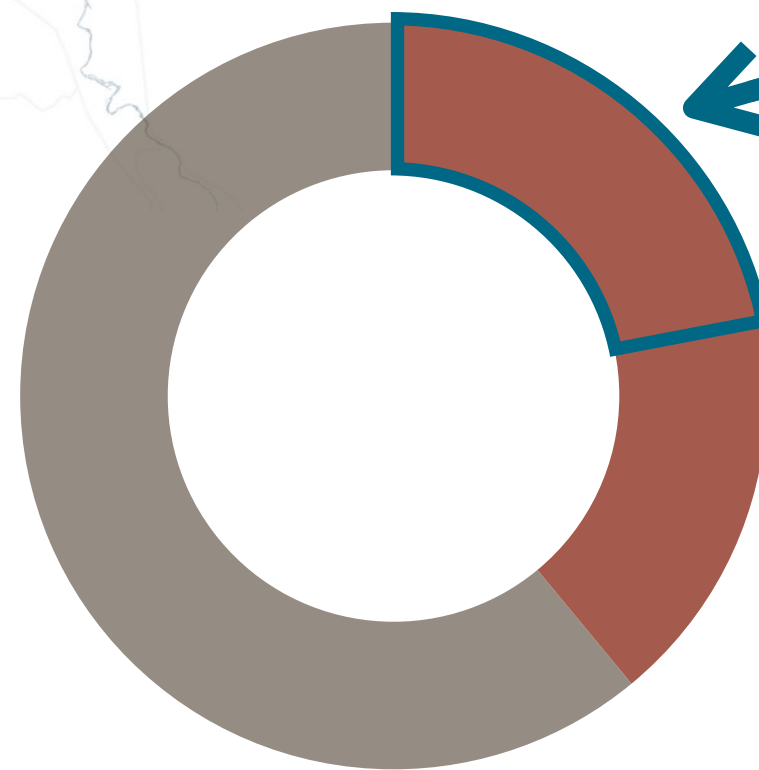
## **KEY FINDING**

**Get Moving 2020 project investments are strongly weighted toward areas where people of color live.**

## POC EQUITY FOCUS AREAS



*High POC  
areas slated for  
Get Moving 2020  
investment*

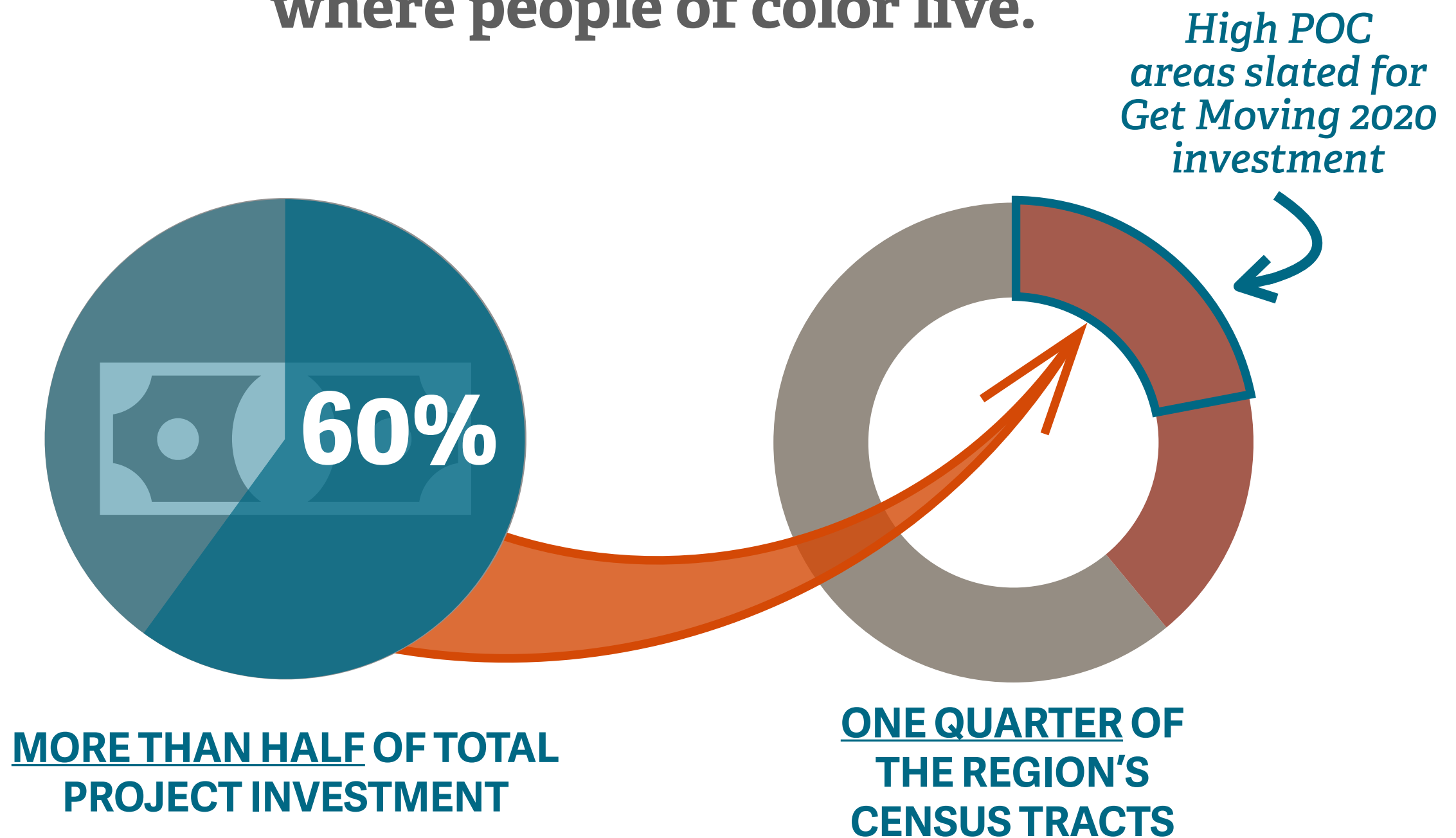


**39%**

OF CENSUS TRACTS  
IN THE REGION HAVE  
AN **ABOVE-AVERAGE**  
**CONCENTRATION OF**  
**PEOPLE OF COLOR**



# Get Moving 2020 investments are strongly weighted toward areas where people of color live.



# Portion of Get Moving 2020 Safety Infrastructure Investments in Areas of High POC Concentration\*



**55%**

of new  
sidewalk miles



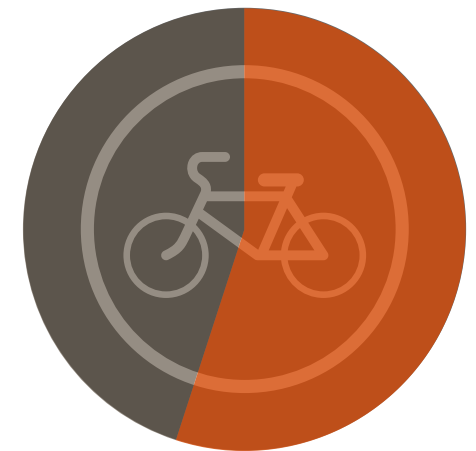
**55%**

of new safe  
marked  
crossings



**68%**

of new  
street lights

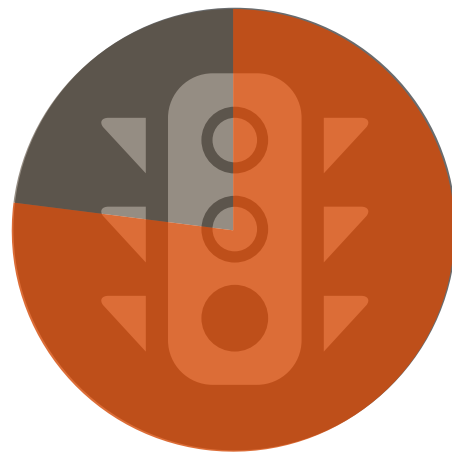


**55%**

of improved  
bikeway  
miles

*\*One quarter of the region's census tracts are high POC areas slated for Get Moving 2020 project investments*

# Portion of Get Moving 2020 Transit Investments in Areas of High POC Concentration\*



**85%**  
of Transit  
Signal Priority  
additions



**59%**  
of new bus  
lane miles\*\*

*\*One quarter of the region's census tracts are high POC areas slated for Get Moving 2020 Tier 1 project investments*

*\*\*Doesn't include new bus lanes in the Central City, although these improvements will have system-scale benefits for people of color living in the investment area.*

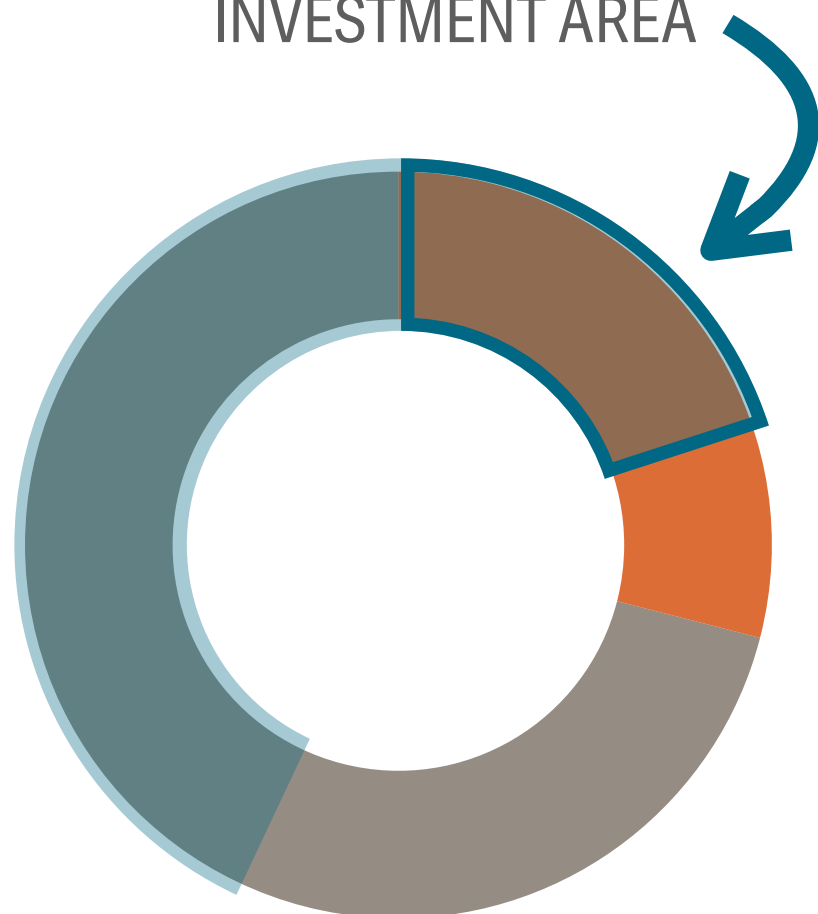
# **Who lives in the Get Moving 2020 investment area?**



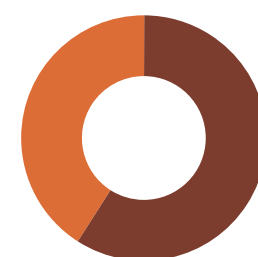
# REGIONAL DEMOGRAPHIC PROFILE

**68%**

OF THE REGION'S  
PEOPLE OF COLOR LIVE  
IN THE GET MOVING 2020  
INVESTMENT AREA

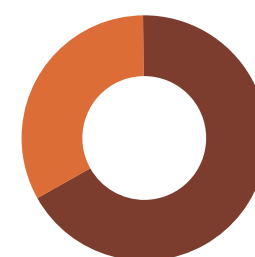


## Percent of population living in investment area by race\*:



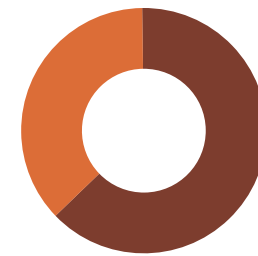
**62%**

OF BLACK/AFRICAN  
AMERICANS



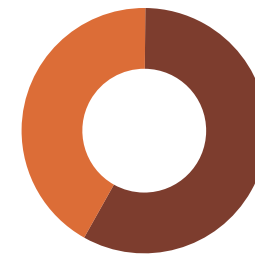
**73%**

OF HISPANIC/  
LATINOS



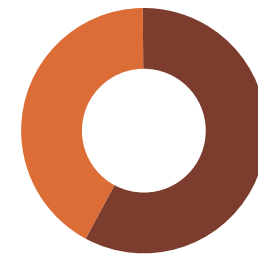
**68%**

OF AMERICAN  
INDIANS/ALASKA  
NATIVES



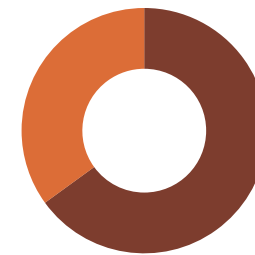
**64%**

OF MULTIRACIAL  
PEOPLE



**63%**

OF ASIANS



**74%**

OF NATIVE  
HAWAIIAN/PACIFIC  
ISLANDERS

*\*Race and ethnicity groups as defined by the US Census*

# RACIAL EQUITY ANALYSIS: INVESTMENT CORRIDOR PROFILES

RACIAL EQUITY ANALYSIS: CORRIDOR PROFILES



"It's pretty wild to be a pedestrian on McLoughlin with the traffic and everything. My husband drives home from work and he's pretty sketched out about it because of the drivers and traffic."

Brittany



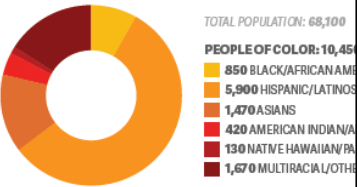
"From what I've learned, high crash corridors and historically marginalized populations usually coincide. It doesn't surprise me that McLoughlin has a lot of crashes, because my kids go to school with a lot of low income children."

Martine

## McLoughlin Blvd

McLoughlin Boulevard connects communities in Clatsop and Multnomah counties to jobs, housing, and transit. It serves as an alternative to I-205 and other routes between Clackamas County, and has been identified by TriMet as a corridor to increase ridership. TriMet lines 33 and 99, Orange Line travel along this route. Locally, McLoughlin street for various communities, and provides local access to neighborhoods and community gathering hubs like Hill and Gladstone Main Street. Communities along this corridor also include the highest Hispanic population in Clackamas County.

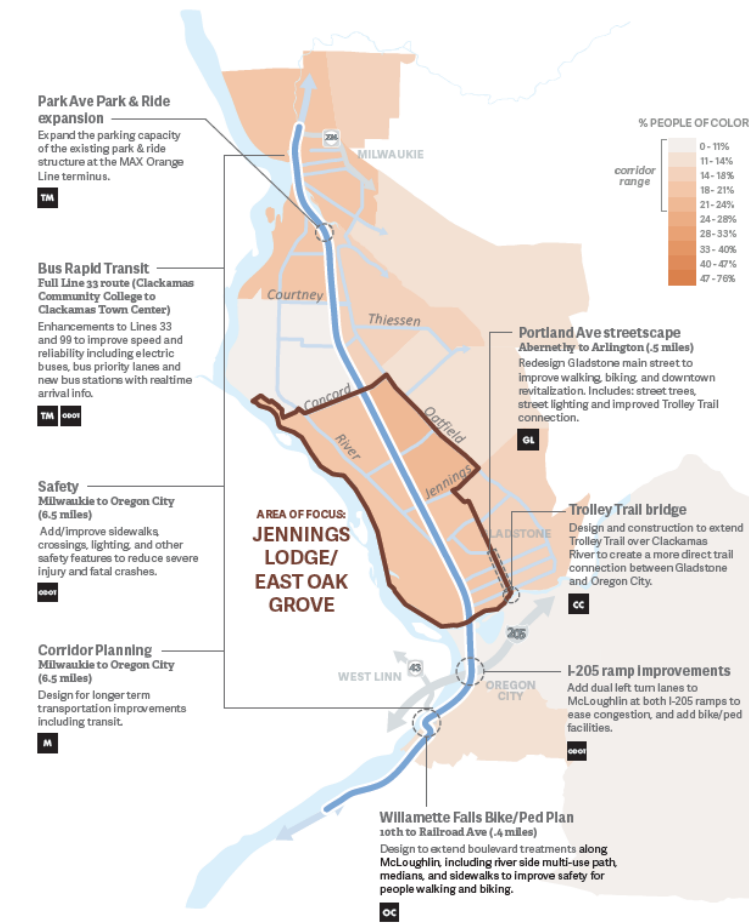
### Who lives along McLoughlin Blvd?



### Proposed Get Moving 2020 Investments



## McLoughlin Blvd



2020 TRANSPORTATION FUNDING MEASURE 20013

RACIAL EQUITY ANALYSIS: CORRIDOR PROFILES

RACIAL EQUITY ANALYSIS: CORRIDOR PROFILES

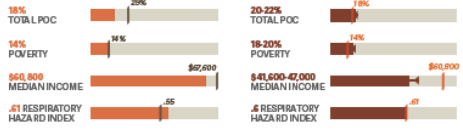
This data in this report primarily comes from the American Community Survey (year estimates 2017), and is complemented by data from Metro Research Center's travel modeling and inventory of regional affordable housing, as well as RLIS and Early Business Analyst, and the USEPA's National Air Toxics Assessment (2014).

## McLoughlin Blvd Corridor

Figures in RED represent average or median conditions in the corridor. These are compared with REGIONAL AVERAGES AND MEDIAN IN GRAY ITALIC.

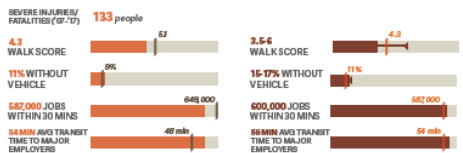
### DEMOGRAPHICS

About 18% of the corridor's population is people of color, which is lower than the regional average of 26%. Poverty rates are slightly lower than the regional average, though peak at rates around 20% in areas like Jennings Lodge and East Oak Grove. The median income of the corridor, though, sits below the regional median. Incomes in Jennings Lodge and East Oak Grove are 30-40% lower than the regional median.



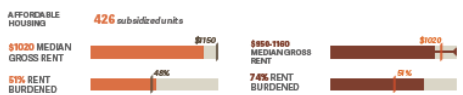
### MOBILITY

The corridor has slightly longer than average commute times to major employers and lower than average access to low and middle-wage jobs. Car ownership is slightly lower than the regional median with especially low rates in Jennings Lodge and East Oak Grove.



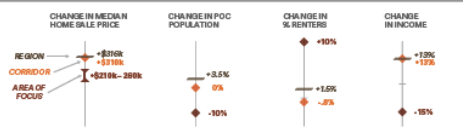
### HOUSING

The median rent along the corridor is slightly lower than the regional median, however more renters and homeowners are cost burdened. That's especially true in Jennings Lodge, where 74% of renters are cost burdened.



### DISPLACEMENT INDICATORS

At the corridor level, displacement indicators demonstrate a mix of signals. Property values are increasing at rates comparable to the regional median and the share of renters is decreasing slightly. However, income growth along the corridor is less than the regional median. There has been no overall change in populations of color across the corridor between 2000 and 2017. Some areas, like Jennings Lodge, do show a significant loss in people of color.



2020 TRANSPORTATION FUNDING MEASURE 20013

2020 TRANSPORTATION FUNDING MEASURE 20013

# Racial Equity Outcomes and Strategies: Development

Spring program workshops

Virtual racial equity workshops, April

Community Partner engagement & reports

Committee on Racial Equity

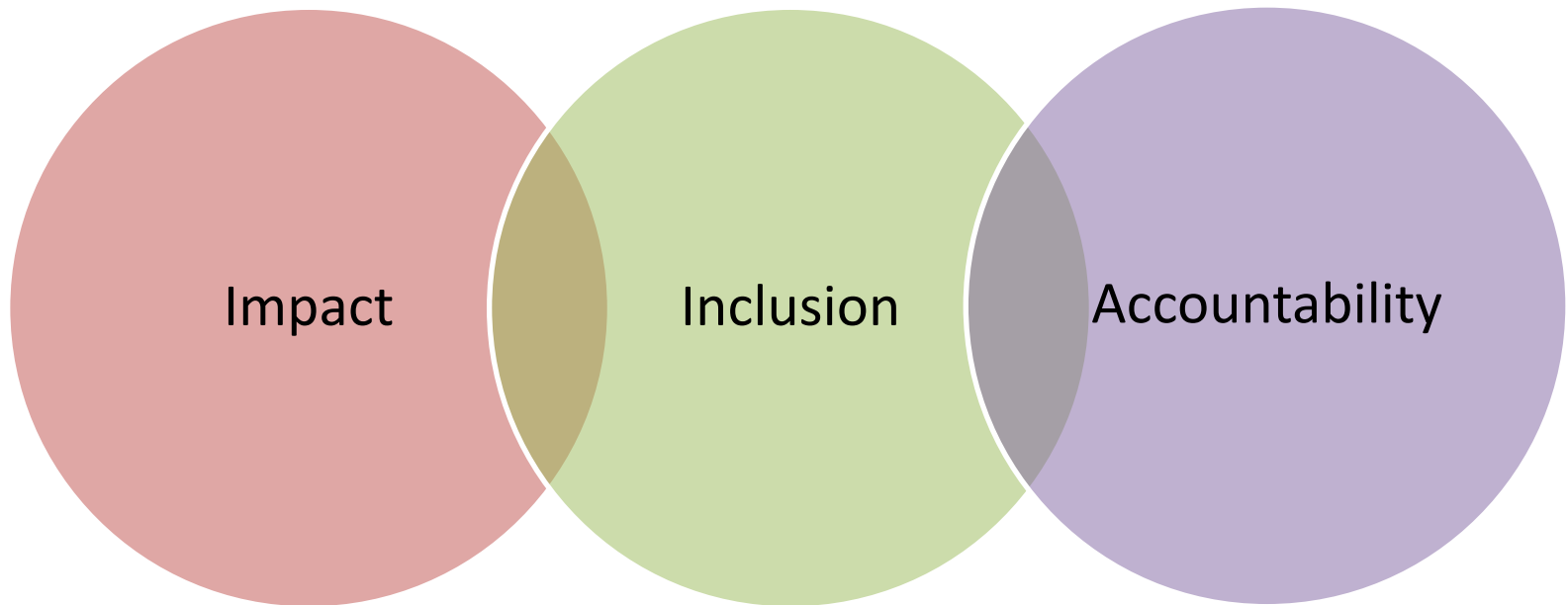
Lessons learned:

Housing, Parks & Nature bonds



# Get Moving: Racial Equity Outcomes and Strategies

## Exhibit C, Resolution No. 20-5117



# Outcomes & Strategies: Impact

1. Higher levels of safety and transit investments made in areas with high BIPOC populations
2. Youth, and youth of color, benefit from investment and are involved in oversight
3. BIPOC communities continue to work, live, worship and play along investment corridors
4. Women & BIPOC firms benefit from jobs & contracting opportunities

# Outcomes & Strategies:

## Inclusion

5. Black, Indigenous and other communities of color are meaningfully engaged in planning, development, implementation, and oversight; additional focus on communities historically marginalized due to age, ability, identity, origin
6. Increase capacity of community-based organizations as full partners in implementation

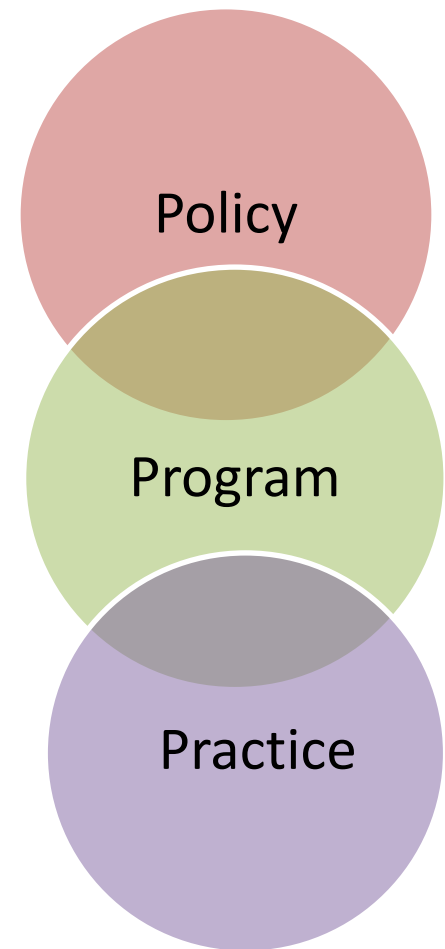
# Outcomes & Strategies: Accountability

7. Work with community to track outcomes and impacts; proactively & publicly share
8. Communities, youth, elders, and leaders of color, from across region, share decision-making in implementation and oversight; community members are adequately supported in these roles

# Workforce & Contracting Equity

*Exhibit B, Resolution No. 20-5117*

- Shared economic opportunity
- Proactively address urgent workforce shortages
- Remove barriers for women and people of color
- Build on best practices
- Create safe and welcoming jobsites
- Regional collaboration and consistency
- Accountability





# Workforce & Contracting Equity

*Exhibit B, Resolution No. 20-5117*

## **Workforce equity**

- Advance workforce diversity goals
- Ensure safe and welcoming jobsites
- Create prevailing wage jobs
- Invest in growing the workforce

## **Contracting equity**

- Establish utilization goals
- Technical assistance and growth strategies

## **Accountability and Tracking**

- Streamlined tracking and reporting



# Council discussion

Does Council have questions or feedback regarding these analyses and proposals?

Does Council have any final questions before a referral decision Thursday?



**#getmoving2020**  
**getmoving2020.org**





# 2040 Planning and Development Grants: Investing in the Region's Economic Recovery

July 14, 2020



Metro



# 2040 Planning and Development Grants

## Items for Council Consideration today

### **Ordinance 20-1447 Amends Metro Code Chapter 7.04**

- allows CET funds to support economic development and community stabilization

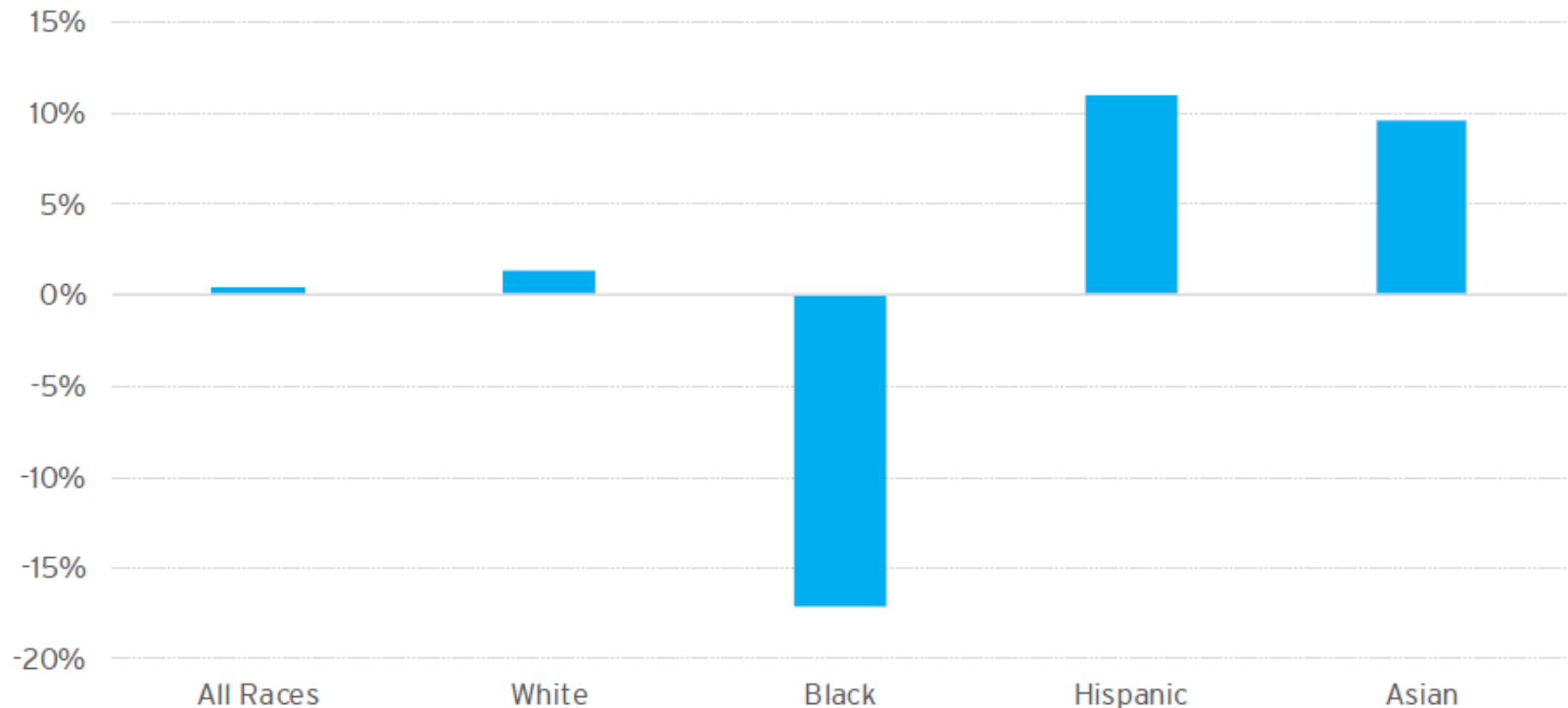
### **Resolution 20-5113 Establishes Policies for FY2021 Grants**

- Awards Cycle 9 Grant funds for 3 defined purposes to support economic recovery and invest in wealth creation for communities of color
- Directs COO and staff to pursue partnerships and attempt to leverage additional funding

# Economic Context

## Racial Wealth Disparities

**Inflation-Adjusted median wage growth by race in the Portland metropolitan area, 2000-2015**



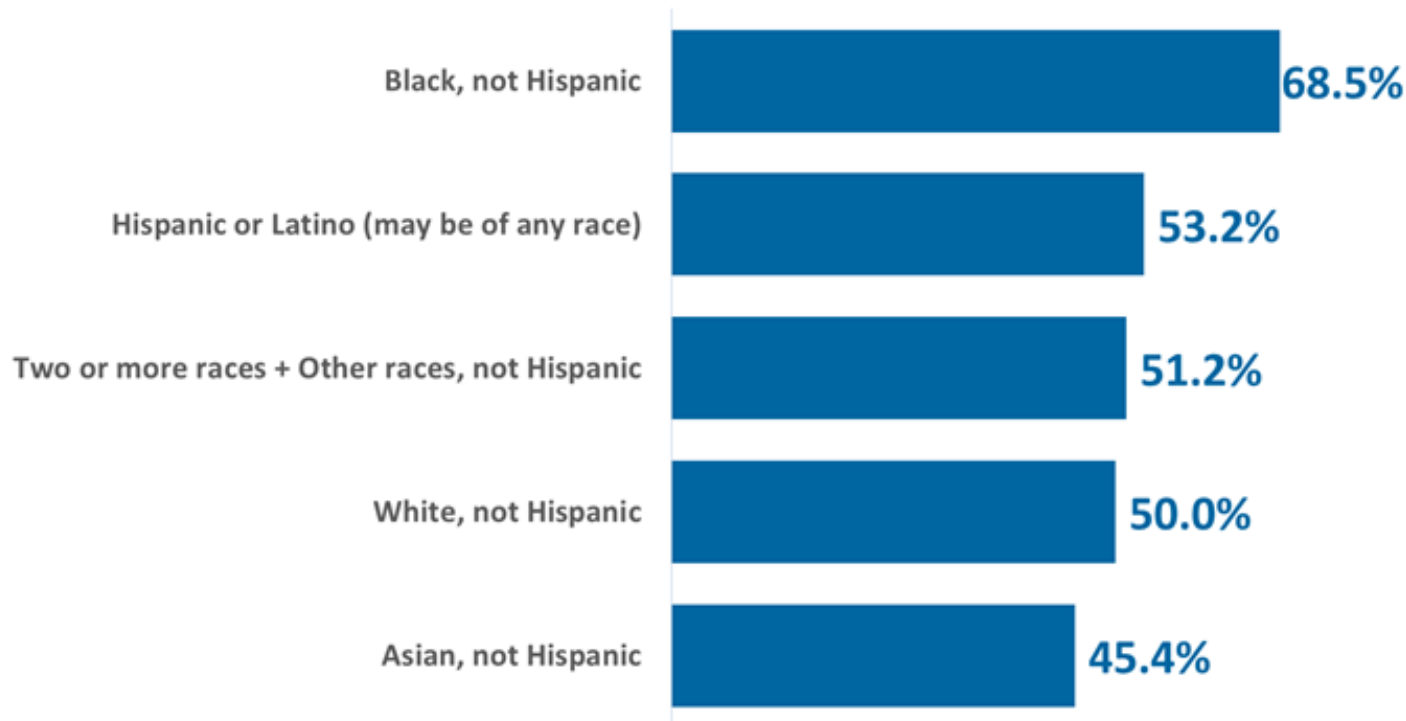
Source: Brookings analysis of American Community Survey (ACS) data

# Economic Context

## Racial Wealth Disparities

### OREGON HOUSEHOLDS EXPERIENCING A LOSS OF INCOME SINCE MARCH 13 BY RACE/ETHNICITY, AS OF JUNE 2, 2020

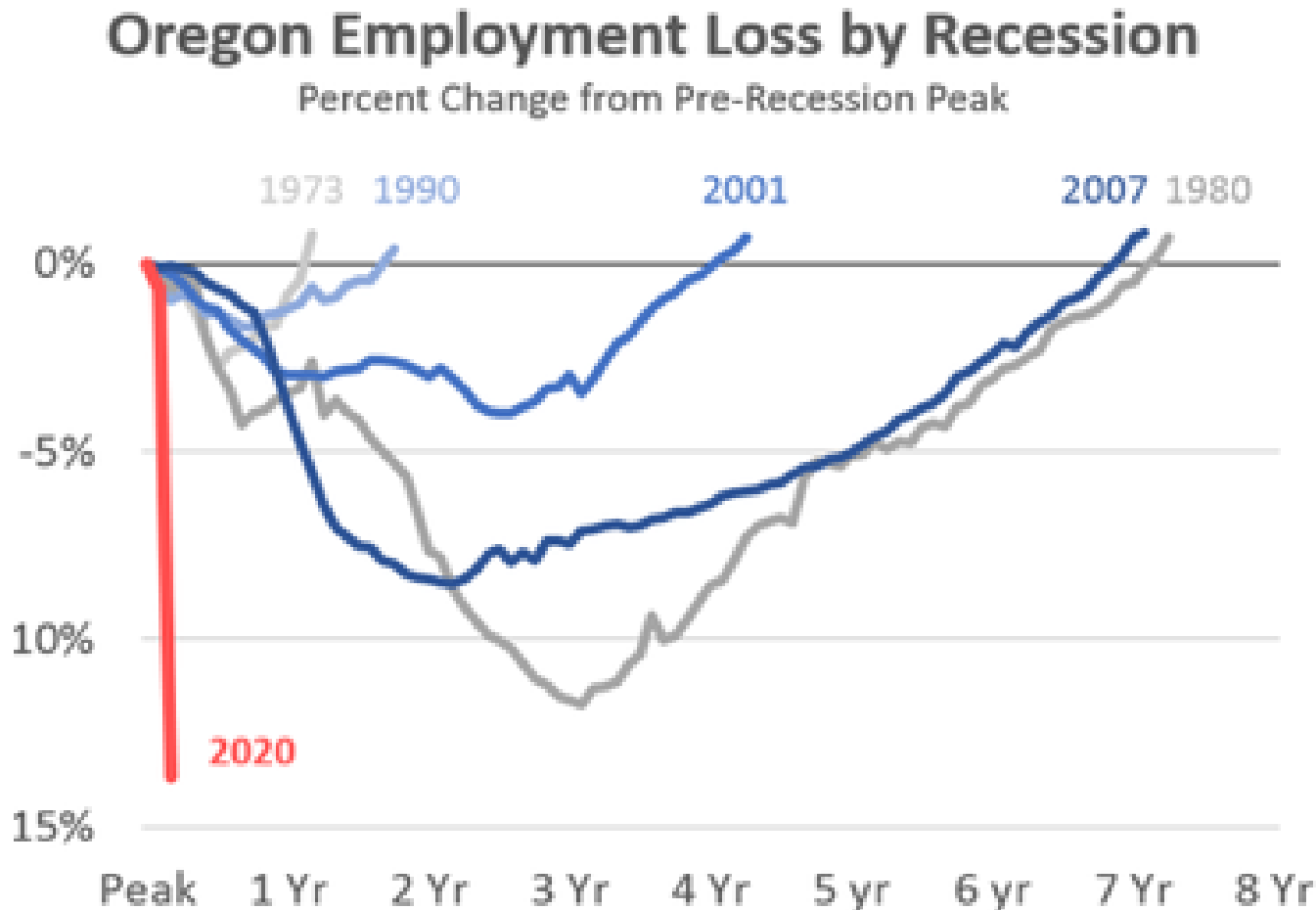
*Black households have experienced significantly higher losses of household income during the pandemic than other race or ethnic groups in Oregon.*



Source: U.S. Census Bureau Household Pulse Survey, Week 5.

# Economic Context

## Acute Economic Impacts of COVID



Source: Oregon Employment Department, Oregon Office of Economic Analysis



# COVID-19 Pandemic

## Actions to address economic recovery

- Emergency Declaration in April
- Regional Economic Recovery Strategy
- Greater Portland Inc. 5 Year Economic Strategy
- FTA Grant to support SW Corridor Equity Coalition and advance business and workforce stabilization
- Community partners urge Metro action and funding to advance racial justice and address wealth gaps

# Responding to the moment

## Aligning Regional Resources with Our Values

- CET funding/2040 Grant program is a key resource to support local communities at this time of crisis
- Healthy economy is essential to bring regional plans and community investments to fruition
- Economic stability for communities of color is a critical component of resilient and equitable communities

# 2040 Planning and Development Grants

## Purpose of Construction Excise Tax

Present purpose of Construction Excise Tax is to fund:

- regional and local planning that is required to make land ready for development or redevelopment

Staff proposal is to expand CET purpose to also include:

- plans and projects that will advance economic development and community stabilization in the Metro region

# Building Economic Resilience

## Community Stabilization Approach

- Help long term residents and businesses of color thrive in place
- Direct assistance to underserved and under-resourced community
- Seek to reduce harm caused by:
  - Past impacts of misguided urban renewal policies
  - Unintended consequences of public investments
  - Rising rents and real estate values and rents
  - Displacement of a business' core customer base



# Building Economic Resilience Community Stabilization Approach

Strategies to reduce harm:

- increase development of affordable housing
- small business assistance programs and financing
- development of community serving facilities
- culturally-specific placemaking
- redevelopment that facilitates community wealth creation





# Cycle 9 2040 Grants

## Acting to meet urgent needs in communities

- Unprecedented situation requires nimble response
- Opportunity to leverage additional funds from federal, private and philanthropic sources
- New Albina Investment Area
- Forge new relationships and plant seeds for future equitable development projects

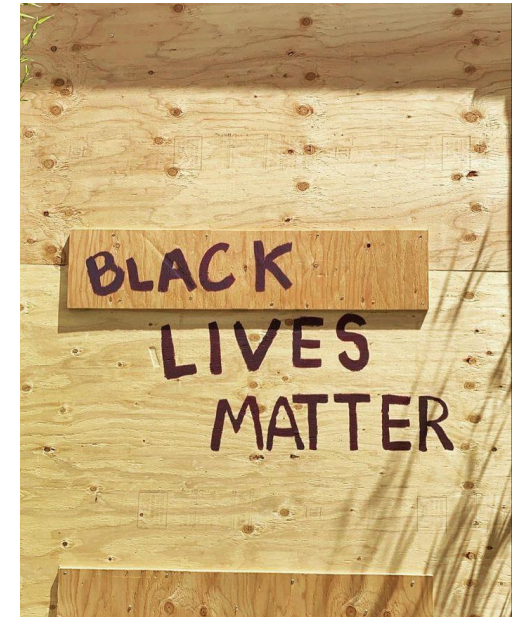
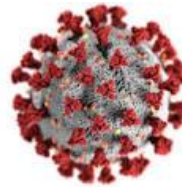


Photo by Kayla Brock

# Cycle 9 2040 Grants

## Resolution No 20-5113: Proposed Investments

Proposed Purpose	Funds
Regional Business Relief	\$ 1 million
Albina Vision Site Development Study	\$ 250,000
BIPOC Wealth Creation Partnerships	\$ 250,000
Future New Urban Area Planning	\$ 500,000
<b>Total</b>	<b>\$ 2 Million</b>

# Cycle 9 2040 Grants

## Regional Business Relief: \$1 Million

- Collaboration with Greater Portland Inc., Craft3, MESO, Columbia River Economic Development Council
- Financial resources for underserved and under-resourced businesses and entrepreneurs





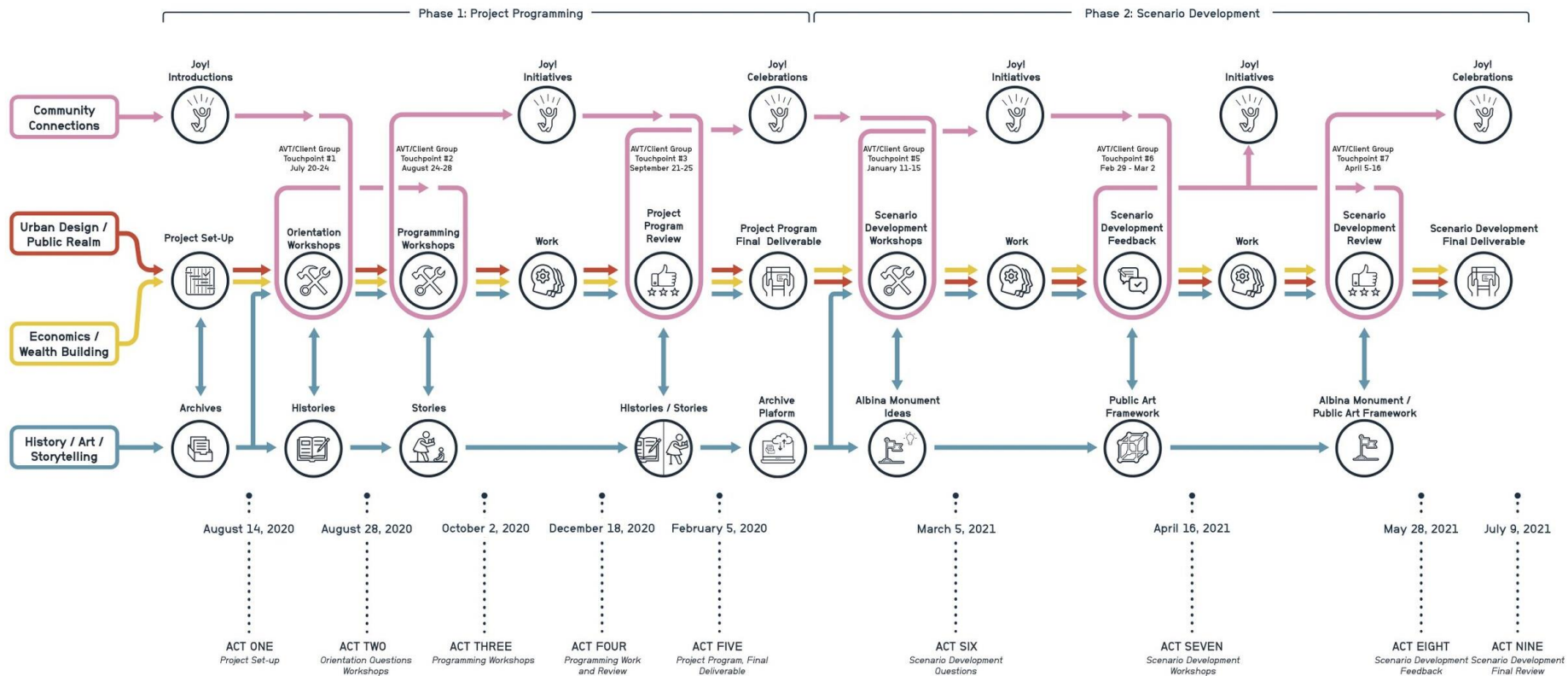
# Cycle 9 2040 Grants

## Regional Business Relief: \$1 Million

- Emerging grant resources can be leveraged to help CDFIs provide support for business recovery
- MESO is forming a 10 Year Impact Fund and forgivable loan program specific to African American and Latinx business needs
- Craft3 has funding opportunities with finance partners supporting entrepreneurs of color and COVID-19 recovery

# Cycle 7 2040 Grant

## Albina Vision Community Investment Plan



# Albina Vision Flagship Site Feasibility: \$250,000

- [illegible]

# Cycle 9 2040 Grants

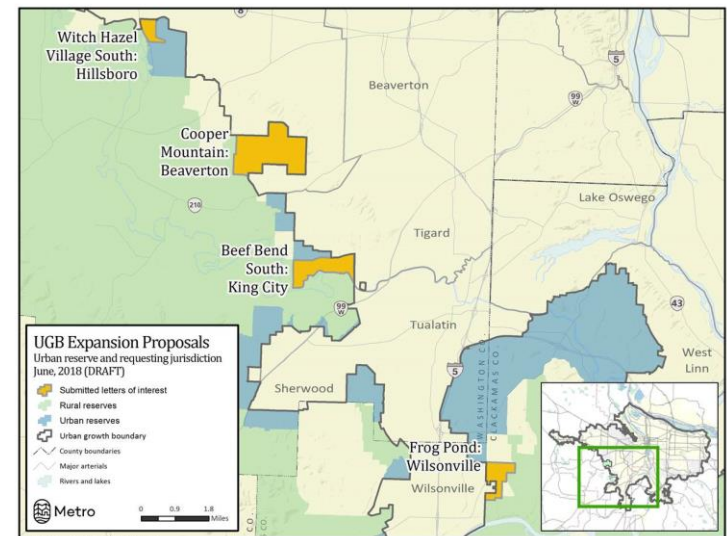
## BIPOC Wealth Creation Initiatives: \$250,000

- Call for simple letters of interest from potential community partners
- Co-create project scope to support organizations focused on meeting immediate community needs
- Identify 3-5 initiatives for Cycle 9 seed funding; potential to develop full Equitable Development project proposal for subsequent round
- 2040 Grant Screening Committee will help to select community partnerships from across the region

# Cycle 9 2040 Grants

## New Urban Area Planning Allocation: \$500,000

- Reserve \$500,000 of Cycle 9 funding for future New Urban Area grants
- Ensure that funds will be available in subsequent grant cycles regardless of near term revenues



# 2040 Planning and Development Grants

## Timeline for Proposed Legislation

### **July 23:**

- First Reading of Ordinance 20-1447

### **July 30:**

- Second Reading of Ordinance 20-1447
- Consideration of Resolution 20-5113





Photo by Gia Goodrich

<https://www.youtube.com/watch?v=r7cEmDsQ-Xs>

**oregonmetro.gov**

