

Exhibit A

1. **Award No.**
693JJ32440448
2. **Effective Date**
See No. 17 Below
3. **Assistance Listings No.**
20.940
4. **Award To**
City of Portland
1120 SW Fifth Avenue
Bureau of Transportation, Suite 1331
Portland, OR 97204-1912
Unique Entity Id.: N5NMTXG2UE65
TIN No.: 936002236
5. **Sponsoring Office**
U.S. Department of Transportation
Federal Highway Administration
Office of Acquisition & Grants Management
1200 New Jersey Avenue, SE
HCFA-32, Mail Drop E62-204
Washington, DC 20590
6. **Period of Performance**
Effective Date of Award –
June 30th 2026
7. **Total Amount**
Federal Share: \$800,000
Recipient Share: \$200,000
Total: \$1,000,000
8. **Type of Agreement**
Grant
9. **Authority**
Infrastructure Investment and Jobs Act (Pub. L. No. 117-58, div. A § 11509 & div. J, tit. VIII, “Department of Transportation—Federal Highway Administration—Highway Infrastructure Programs” ¶ 7, Nov. 15, 2021)
10. **Procurement Request No.**
HEPP240048PR
11. **Federal Funds Obligated**
\$800,000
12. **Submit Payment Requests To**
See Article 13 of the General Terms and Conditions.
13. **Payment Office**
See Article 13 of the General Terms and Conditions.
14. **Accounting and Appropriations Data**
15X0566B50.0000.060V391500.6601000000.41010.61006600.0000000000.0000000000.0000000000.00.0000000000
15. **Description of Project:** The project will support the broad community engagement and the creation of a new framework to identify the development and governance structures needed to evaluate how the I-5 Rose Quarter Improvement Project area and the new land created by the highway cover can best integrate with the surrounding Rose Quarter/Lower Albina neighborhood.

RECIPIENT

16. **Signature of Person Authorized to Sign**

Signature Date
Name: Pryia Dhanapal
Title: Deputy City Administrator

FEDERAL HIGHWAY ADMINISTRATION

17. **Signature of Agreement Officer**

Signature Date
Name:
Title: Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 RECONNECTING COMMUNITIES PILOT PROGRAM**

This agreement is between the United States Department of Transportation (the “USDOT”) and the City of Portland (the “Recipient”).

This agreement reflects the selection of the Recipient to receive an RCP Grant for the Portland Bureau of Transportation/Albina Vision Trust RCP Planning Grant.

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

**ARTICLE 1
GENERAL TERMS AND CONDITIONS.**

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 Reconnecting Communities Pilot Program: FHWA Projects,” dated April 24, 2023, which is available at <https://www.transportation.gov/grants/reconnecting-communities/reconnecting-communities-grant-agreements>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the RCP Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RCP Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2
SPECIAL TERMS AND CONDITIONS.**

There are no special terms for this award.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: Portland Bureau of Transportation / Albina Vision Trust RCP
Planning Grant Application

Application Date: October 12th, 2022

2. Recipient’s Unique Entity Identifier.

See section 24.3 of the General Terms and Conditions.

3. Recipient Contact(s).

Shane Valle, Senior Planner
Portland Bureau of Transportation
1120 SW 5th Ave Suite 1300
shane.valle@portlandoregon.gov

4. Recipient Key Personnel.

Name	Title or Position
Mike Serritella	Senior Planner, PBOT
Shane Valle	Senior Planner, PBOT
Mauricio Leclerc	Supervising Planner, PBOT
Rachael Hoy	Supervising Planner, BPS
Troy Doss	Senior Planner, BPS
Amy Nagy	Development Manager, Prosper Portland
Paul Gagliardi	Project Manager, Prosper Portland
Winta Johannes	Executive Director, Albina Vision Trust

5. USDOT Project Contact(s).

Ryan Buck
Agreement Officer (AO)
Federal Highway Administration

Exhibit A

Office of Acquisition and Grants Management
HCFA-32, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-366-4229
Ryan.Buck@dot.gov

and

Shaneka Odom
Agreement Officer Representative (AOR)
Operations Engineer
FHWA Oregon Division
530 Center Street NE, Suite 420
Salem, OR 97301
(503) 316-2553
Shaneka.Odom@dot.gov

and

FHWA RCP Program Manager—Planning Grants Kenneth Petty
Federal Highway Administration
Office of Planning, Environment, and Realty
1200 New Jersey Avenue SE Room E72-330
Washington, DC 20590
(202) 366-6654
Kenneth.Petty@dot.gov

6. Payment System.

USDOT Payment System: DELPHI eInvoicing

7. Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

8. Federal Award Identification Number.

See section 24.2 of the General Terms and Conditions.

9. Designated Subrecipient.

Designated Subrecipient: None

**SCHEDULE B
PROJECT ACTIVITIES**

1. General Project Description.

The project will support the broad community engagement and the creation of a new framework to identify the development and governance structures needed to evaluate how the I-5 Rose Quarter Improvement Project area and the new land created by the highway cover can best integrate with the surrounding Rose Quarter/Lower Albina neighborhood.

2. Statement of Work.

PROJECT AREA

The focus of this planning grant is the highway cover and the area that constitutes the Rose Quarter/Lower Albina neighborhood (shown in green on the map) in Portland Oregon’s Central City. This neighborhood surrounds the I-5 RQIP area (shown in white on the map). This area is bounded by N/NE Thompson Street on the north end and N/NE Everett Street near the I-5/Interstate-84 (I-84) interchange on the south end. The west and east boundaries of the planning area are the Willamette River and NE Second Avenue, respectively. This area includes the I-5 Rose Quarter Broadway/Weidler interchange and the surrounding transportation network from approximately NE Hancock Street to the north, North Benton to the west, NE Multnomah Street to the south and NE Second Avenue to the west.

PROJECT DELIVERABLES AND OUTCOMES

The main project deliverables for the Lower Albina Reconnecting Communities plan are a (1) Conceptual Development Framework Plan and a (2) Community Participation Plan and (3) Community Stewardship Framework Plan.

The **(1) Development Framework Plan** will be made up of four parts:

1. Land Use Framework Plan

Describes the role of I-5 highway cover and the connections to adjacent properties and uses within the broader the Rose Quarter/Lower Albina area. This shall establish the catalytic policies and projects to accelerate mixed-use development on the I-5 highway covers and adjacent properties that supports the Black Historic Albina Community’s goals and objectives for the reconstitution of an active and vital neighborhood.

2. Public Realm Framework Plan

Identifies places for coordination between the location of I-5 highway cover, and shared street corridors, pathways, and nodes that connect the I-5 highway cover to a broader



Exhibit A

open space network. It ensures that community goals for public spaces and their use by Black Historic Albina Community and others are aligned with environmental and other considerations through the infrastructure development process.

3. **Street Framework Plan**

Informs capital construction projects and private development proposals in the area to improve connectivity to and through the I-5 highway cover and adjacent properties. Will serve as the conceptual foundation for a future Master Street Plan and Right of Way Standards for the district including:

- Multi Modal Transportation Network
- Primary and Secondary Streets
- Transit operations for updated Multi Modal Transportation Network

4. **Governance Framework Plan**

Assesses and identifies potential public/private/community investments and related equity outcomes associated with investments and potential cost sharing opportunities and economic benefits that can be enabled to support restorative justice and provide greater opportunities for community health, wealth, and cohesion. Includes Programmatic goals for a mix of uses to maximize capital investment in and around the I-5 highway cover and adjacent properties. Includes a costing related to lid and parcel creation/vertical development/and infrastructure improvements. Includes a cost-sharing model for infrastructure capital and operational costs in the Rose Quarter/Lower Albina planning area with a list project to be included in the City of Portland's capital improvement plan.

The **(2) Public Involvement Plan** will determine how the planning team interacts with the plan area community to develop the (1) Conceptual Development Framework Plan.

The Public Involvement Plan will include the following:

- A **profile of plan area demographics** used to shape appropriate community engagement strategies
- A **summary of past public outreach processes** in the plan area
- An **approach for how this community engagement strategy will be coordinated with other concurrent efforts** in the plan area
- The **main stakeholders and community groups and members** to be engaged during the planning process, including at what level and how often they are to be engaged (e.g. group A will be invited to provide feedback on progress every quarter)
- The **main questions to the community** for each phase and task of the planning process
- The various **engagement tools and strategies** to be used (e.g. focus group, open house) appropriate to the level engagement

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The **(3) Community Stewardship Framework Plan**. The Community Stewardship Framework Plan will summarize potential governance structures for the highway cover and adjacent, off-cover parcels. The plan will inform and be coordinated with other development initiatives within the broader Rose Quarter/Lower Albina area.

PROJECT PHASES AND TASKS

To develop the Conceptual Development Framework Plan and Public Involvement Plan, the grant recipients will divide the work into three phases and several tasks:

- **Phase I - Context** will collect and, when needed, create the information necessary for the rest of the planning effort. Phase I will include tasks to develop the Public Involvement Plan, document plan area existing conditions, inventory developable land, scan the Albina Vision Community Investment Plan and relevant city policy, and research and document the relevant governance models to analyze in the Governance Framework Plan
- **Phase II - Foundations** will build on the context provided in Phase I to develop recommendations for city policy that needs to be amended for consistency with the Albina Vision Community Investment Plan and development concepts for the I-5 Rose Quarter highway cover and project area
- **Phase III - Concepts and Alternatives** will develop the initial set of Framework Plans (Land Use, Public Realm, Street, Governance) in partnership with stakeholders and community members
- **Phase IV - Recommendations** will solidify recommendations for the four Framework Plans from the Phase III process.
- **Phase V - Production and Implementation** will create the plan documents and initiate the process of taking the necessary elements to city leadership and through the city's legislative process (applies to land use amendments)

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: 12/31/2026

Period of Performance End Date: See section 4.5 of the General Terms and Conditions

2. Estimated Project Schedule.

Milestone	Schedule Date
Planned Project Completion Date:	06/30/2026

3. Special Milestone Deadlines.

None.

4. Mandatory Prerequisite Dates.

Milestone	Date
Added to Unified Planning Work Program (UPWP)	05/18/2023

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

RCP Grant Amount: \$800,000

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs	
	Total
RCP Funds:	\$800,000
Other Federal Funds:	-
Non-Federal Funds:	\$200,000
Total:	\$1,000,000

4. Cost Classification Table

Cost Classification	Total Costs	Non-RCP Previously Incurred Costs	Eligible Costs
Administrative and legal expenses	\$1,000,000		\$1,000,000
Project Total	\$1,000,000		\$1,000,000

5. Approved Pre-award Costs

None. The USDOT has not approved under this award any pre-award costs under 2 C.F.R. 200.458.

**SCHEDULE E
CHANGES FROM APPLICATION**

INSTRUCTIONS FOR COMPLETING SCHEDULE E: Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, budget described in schedules B–D. The purpose of this schedule E is to clearly and accurately document the differences in scope, schedule, and budget to establish the parties’ knowledge and acceptance of those differences. If there are notable changes in aspects of the Project other than scope, schedule, and budget (*e.g.*, recipient changes), those changes should also be described. See section 3.1 of the General Terms and Conditions.

Scope: No changes.

Schedule: No changes.

Budget: No changes.

**SCHEDULE F
RCP PROGRAM DESIGNATIONS**

1. Capital Construction or Planning Designation.

Capital-Planning Designation: **Planning**

2. Economically Disadvantaged Community Designation.

Economically Disadvantaged Community Designation: Yes

3. Funding Source.

Funding Source: General Fund

4. Security Risk Designation.

Security Risk Designation: Low

SCHEDULE G
RCP PERFORMANCE MEASUREMENT INFORMATION

Reserved. This is a planning grant.

**SCHEDULE H
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

1. Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
X	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>

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	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

2. Supporting Narrative.

Climate Action Plan: The City of Portland was the first U.S. city to create a local action plan for cutting carbon, in 1993; that plan was most recently updated in 2015. In 2020, Portland City Council declared a climate emergency and directed all City bureaus to restore a safe climate for all Portlanders, as well as to make carbon emissions reduction goals even more severe. A Climate Emergency Workplan was developed, and includes priority actions to help make all Portlanders resilient to climate change, with full acknowledgment that Black, Indigenous, and communities of color are at highest risk and are being hit hardest by climate change. PBOT staff will employ its multi-pronged climate strategy toward these objectives. Through planning that addresses efficient road space, accessible low carbon travel options, and coordinated land uses in the area that support broader climate goals, this project directly supports the City’s Climate Action Plan.

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Environmental Justice tools: The project area is identified in UDOT’s Equitable Transportation Community (ETC) Explorer as a Disadvantaged Census Tract, qualifying for the categories of Climate and Disaster Risk Burden (91st percentile), Environmental Burden (90th percentile), and Social Vulnerability (74th percentile). According to the ETC, tract 23.03 is above the national 65th percentile threshold for:

- Annualized Disaster Losses (99%)
- Impervious Surfaces (96%)
- Diesel PM Level (98%)
- Air Toxins Cancer Risk (91%)
- Hazardous Sites Proximity (80%)
- Toxic Releases Sites Proximity (89%)
- Risk Management Sites Proximity (82%)
- High-Volume Road Proximity (77%)
- Railways Proximity (85%)
- House Tenure (97%)
- Housing Cost Burden (90%)
- Lack of Internet Access (71%)
- Endemic Inequality (81%)
- Disability (82%)
- Transportation Safety (89%)

The Council of Environmental Quality’s Climate and Environmental Justice Screening Tool (CEJST) qualifies census tract 23.03 as an Area of Historic Underinvestment. According to the CEJST, the project area is above the national 90th percentile for:

- Lack of Green Space (94%),
- Lack of Indoor Plumbing (98%)
- Proximity to Hazardous Waste Facilities (97%)
- Diesel Particulate Matter Exposure (97%)
- Traffic Proximity and Volume (98%)
- Underground Storage Tanks and Releases (96%)

PBOT considers the project area an equity priority. PBOT’s Equity Matrix, a ranking index using the demographic variables of race, ethnicity, and income, gives census tract 23.03 an index ranking of 8 of 10 due to its higher percentage of people of color and lower median household income compared to citywide. The tract also contains areas of “highest burden” and “high burden” for urban heat island effect in Portland’s Urban Forestry Inventory and Analysis.

These data make clear the importance of this project to address inequities in the community, which has experienced decades of cyclical disinvestment, destruction, and lasting harm. PBOT is committed to the effective implementation of USDOT’s Justice40 Initiative through this project by prioritizing the needs and vision of community members in the project area.

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Modal shift: This project will increase access to, and safety of, the least carbon-intensive modes of travel, increasing access to mass transit and more efficiently using road space to reduce greenhouse gas emissions and air pollution by planning and performing project development for infrastructure improvements to improve multimodal connectivity to and through the I-5 highway cover and adjacent properties. Improvements will make it easier and more affordable to walk, roll, and take transit. Planned improvements will fill critical gaps in the city's bike and pedestrian network, facilitating active travel within and beyond the neighborhood and improving public health outcomes. It will also improve connections to the nearby Rose Quarter Transit Center and connect residents to Portland Streetcar, local buses, and the entire regional light rail network.

**SCHEDULE I
RACIAL EQUITY AND BARRIERS TO OPPORTUNITY**

1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

2. **Supporting Narrative.**

Equity-focused policies: In 2022, the City of Portland adopted the Regional Workforce Equity Agreement (RWEA) and Construction Diversity Inclusion Policy (CDIP) to promote diversity, inclusion, and local workforce and business opportunities in all City construction contracts. The RWEA is one of the first multi-jurisdictional workforce agreements in the country, and the CDIP aims to increase the participation of underrepresented and underutilized businesses and includes targeted outreach to minority and women-owned businesses.

The City of Portland employs additional programs to increase the participation of underrepresented groups in public expenditures and contracting. These include: a Community Opportunities and Enhancements Program to provide workforce development and technical help to businesses through grants, in order to increase minority and female participation in construction trades; a Prime Contractor Development Program to increase prime contracting opportunities for underrepresented groups; a Subcontractor Equity Plan which requires 20% of hard construction cost be directed to firms owned by underserved community members; and a Workforce Training and Hiring Program to increase women and minority participation in construction trades through apprenticeship opportunities on City projects. Contractors are required to participate in a Workforce Training and Hiring Program to ensure that a minimum number of hours per trade are worked by state-registered apprentices and must strive in good faith to meet minority and women goals for both journey and apprentice level workers.

The City acknowledges that it must comply with federal diversity contracting requirements on federally-assisted contracts.

Improving racial equity and reduce barriers to opportunity: This planning grant represents a first for the City of Portland: a full and equal partnership with a community organization, Albina Vision Trust (AVT). This organization has deep roots in the local and historical black community and regularly engages with community members to shape the vision and future of the Lower Albina district. By partnering with AVT organization, the city is placing those relationships and vision at the center of this planning effort and the projects, policies, and other recommendations which will emerge from it. The close relationship between the city and Albina Vision Trust in this project will create greater access to the levers and methods of governmental power and decision making for black Portlanders than they've historically had.

3. **Community Engagement Activities.**

The proposed planning work will revisit and reconcile the aspirations and objectives of the Black Historic Albina Community derived through the Albina Vision Trust CIP and the Independent Cover Assessment (ICA) I-5 Hybrid 3 cover design processes, and the City of Portland's Central City 2035 Plan.

The Albina Vision Trust Community Investment Plan (CIP) was a multi-year

Exhibit A

community-led effort to engage the existing and historic black community in the project area to define a vision for how a 94-acre section of the historic Albina neighborhood can be redeveloped to allow wealth creation, access to services, educational opportunities, healthcare, housing, and commercial uses that directly support and benefit Black Portlanders. Albina Vision Trust (AVT) developed the CIP through a robust series of community engagement events that directly sought input from over 560 Black Portlanders over the course of a year, and through 45 hours of workshop sessions. The CIP process included multiple phases and opportunities for community engagement, including interviews with important community stakeholders and six workshops spaced throughout the planning process to show work at every step of the way and provide community members the opportunity to engage when and how they wanted to.

The Independent Cover Assessment (ICA) process considered way to balance the restorative justice goals of the I-5 Rose Quarter Improvement Project (RQIP) with the technical requirements and constraints of the RQIP. The ICA process reviewed the RQIP public record for community concerns, engaged with Historic Albina Advisory Board (HAAB), and solicited feedback from stakeholder participants. The various forms of engagement helped the ICA team understand how the highway cover could best be configured to create the greatest potential for restorative justice outcomes for the Black Historic Albina community.

The Central City 2035 Plan contains a framework of goals and policies to be used to direct land use, transportation, and major City investments to support growth in the city center – also the location of this Reconnecting Communities planning grant work. The Central City 2035 Plan is the culmination of over five years of planning and public involvement that began in 2010 with the identification of issues and goals and the development of the Central City Concept Plan (published in 2012). With input from an advisory group, a series of symposia and a steering committee, the Concept Plan established the policy framework and preferred urban design direction for the Central City. The North/Northeast Quadrant of the Central City (where the RCP planning grant work is located) had its own public involvement process featuring a 30-member stakeholder advisory committee (SAC) that met 19 times and held an additional 14 subcommittee meetings. All meetings were open to the public and provided opportunity for public comment. In addition: Staff attended 100 community meetings, reaching more than 1,100 people Staff hosted 10 public events, reaching nearly 600 people Web tools and surveys reached an additional 140 people.

The Lower Albina RCP planning effort will build upon these previous public involvement efforts by further engaging the HAAB and broader community in and around the project area to bring the AVT CIP and the Central City 2035 Plan to fruition.

4. Activities to Safeguard Affordability.

The Lower Albina Reconnecting Communities is a planning effort and won't create construction or other impacts that would affect affordability or business access.

**SCHEDULE J
LABOR AND WORK**

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table are accurate:

	The Recipient or a project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
X	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>

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X	<p>The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i></p>
X	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements; c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements; d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and f. maintaining robust anti-retaliation measures covering employees and contractors. <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i></p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

2. **Supporting Narrative.**

The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs.

Exhibit A

The City of Portland utilizes various tools to advance quality jobs through policies and actions. The City's Office of Equity and Human Rights provides guidance to all City bureaus, including PBOT, on the creation and implementation of equity and inclusion initiatives, including fairness in hiring, ending disparities in government, and increasing diversity of hires with a focus on retention through support and belonging. The City supports the free and fair choice to join a union and incorporates high labor standards. 70 percent of City employees are represented by unions. The State of Oregon has established prevailing wage rate (PWR) requirements through the Bureau of Labor and Industries, which affect almost all public works projects in the state; these guarantee that public fund expenditures incorporate strong labor standards. For any jobs created through the Project, the state's pay equity protections will apply, and the City of Portland conducts regular pay equity studies to ensure compliance.

The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups.

The City operates a Community Opportunities and Enhancement Program (COEP) that provides workforce development and technical help to businesses through grants, in order to increase the number of people of color and women in trades and to remove barriers for construction firms owned by people of color and women. The City also has a Prime Contractor Development Program (PCDP), through which firms certified by the Certification Office for Business Inclusion and Diversity (COBID)—which can be owned by minorities, women, or service-disabled veterans—receive technical assistance in different areas of work and educational opportunities to help City bureau's access a contractor pool that have historically been underutilized.

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The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity.

Exhibit A

The City also takes part in the Regional Workforce Equity Agreement (RWEA) and the Construction Diversity Inclusion Policy (CDIP), which promote diversity, inclusion and local workforce and business opportunity in City construction contracts. The RWEA represents one of the first multi-jurisdictional workforce agreements in the country, and the CDIP aims to increase the participation of underrepresented and underutilized businesses. All construction contracts valued at more than \$150,000 are also subject to the City's Subcontractor Equity Plan (SEP), which requires 20% of hard construction costs to go to COBID subcontractors. The City's Workforce Training and Hiring program, which applies to all prime contracts of \$200,000 and above and all subcontracts of \$100,000 and above, requires 20% of labor hours-per-trade to be performed by state registered apprentices, with goals for labor hour percentages to be performed by minority and women workers. The City acknowledges that it must comply with federal diversity contracting requirements on federally-assisted contracts.