

Portland City Council Agenda
Written Testimony - Item 925/911

	Agenda Item	Name or Organization	Position	Comments	Attachment	Created
1	911	Multnomah County Chair Jessica Vega Pederson	Support	Please see the attached letter from Multnomah County Chair Vega Pederson on behalf of herself, Commissioner Jesse Beason and Commissioner Lori Stegmann responding to the six proposed Tax Increment Financing districts (agenda items 911-916). Also included is a memo submitted by Chair Vega Pederson on behalf of the County Department of Community Services regarding the six proposed districts.	Yes	10/21/24 3:44 PM
2	911	Alisa Kajikawa	Support	My name is Alisa Kajikawa. I live along the 82nd Avenue corridor, and I work with small business owners and residents along the corridor in the Jade District at APANO. I was also a member of the 82nd Ave. TIF exploration working group. I am writing to show my support of the 82nd Avenue Urban Renewal plan that includes the 45% affordable housing set-aside. Urban Renewal Areas (URAs) have been used by governments around the country poorly, resulting in displacement of communities, mostly communities of color. Our working group, along with the East of 205 and Sumner-Parkrose working groups, worked very hard and intentionally to create guidelines and principles that will hopefully mitigate the most harmful affects of URAs. Part of these principles is to set aside funds for affordable housing to make sure development is not going to the highest bidder who doesn't have community in mind. We want to there to be safeguards to ensure community members who want to stay in the area can without getting pushed out due to outside developers deciding the market rate, and this includes building more affordable housing. This is especially important now with a shortage of affordable housing, rising houseless rates, and rising costs. Please vote for the 82nd Avenue URA with the 45% affordable housing set-aside.	No	10/22/24 9:29 AM
3	911	Anonymous	Support with changes	I am submitting this comment as a resident in the 82nd TIF zone, but it applies to all of the Tax Increment Financing (TIF) District plans under consideration. A 45% affordable housing set-aside is not enough. If we are going to use tax payer dollars to support development, then it should be development that keeps community in the area and prevents further houselessness. Why only do 45%? Why not 100%? If 100% affordable housing isn't appealing to private contractors than we should look into public housing or housing developed in partnership with local community groups.	No	10/22/24 11:30 AM
4	911	Laura Bower	Support	I strongly support the TIF items currently before the Portland city council (agenda items 911-913) and also encourage the city to maintain (or increase!) the 45% affordable housing set-aside in all new TIFs. According to the city's Housing Needs Analysis, Portland needs 63,000 new homes for low and moderate income residents over the next 10 years. We are facing a dire affordable housing shortfall and now is not the time to shift scarce resources away from housing! Affordable homeownership is a key anti-displacement strategy, and the city needs to prioritize it.	No	10/22/24 4:18 PM
5	911	Sarah Radcliffe, Habitat for Humanity Portland Region	Support	This testimony applies to Items 911, 912, 913, and 917	Yes	10/22/24 5:03 PM
6	911	Carver Akiteru Oblander	Support	Dear Portland City Council, I am urging you to fully support the creation of more affordable housing through these new TIF districts. As we are all too aware, we are in the midst of an extreme housing crisis. Despite this, many sources of funding for affordable housing are tapped out. Local housing bond measures have been fully allocated, with no additional bonds on the horizon. Portland's need for housing, particularly affordable housing such as homes for households below 80% AMI, will continue to grow over the next decade. All of this would make for a poor time to chip away at the already scarce housing funds by failing to maintain or increase the 45% affordable housing set aside in these new TIFs. In East Portland, these funds are particularly needed for affordable homeownership, which can help mitigate displacement. Please ensure affordable housing is prioritized with these new TIF districts. Thank you, Carver Akiteru Oblander	No	10/22/24 9:52 PM
7	911	Virginia Ehelebe	Oppose	Given our city's growing budget constraints, an initiative with a multi-billion dollar price tag should showcase fiscal discipline. This plan does not.	Yes	10/22/24 11:23 PM



Department of Community Services Transportation & Land Use Planning Divisions

MEMO

TO: Jessica Vega Pederson, Multnomah County Chair

FROM: Marge Bradway, Department of Community Services Director
Megan Gibb, Land Use Planning Director
Jessica Berry, Transportation Deputy Director

Cc: Christian Elkin, Chief Budget Officer
Allison Boyd, Transportation Planning Manager
Eve Nilenders, Transportation Planning Specialist

DATE: October 18, 2024

SUBJECT: DCS Feedback on Tax Increment Financing (TIF) Districts and Proposed Projects

Summary

The Department of Community Services' Transportation and Land Use Planning staff reviewed the proposed Tax Increment Financing (TIF) districts and projects that were presented to the Board on September 17, 2024. Below, staff outline Department policy feedback on the TIF districts, areas and projects.

Overall, Land Use Planning and Transportation divisions support the investments in affordable housing which are planned for most of the TIF district areas. Some general comments regarding the proposal, follow:

- Staff supports investments in the right-of-way and public realm: e.g. streetscape improvements, parks, green infrastructure, improved sidewalks, walkability, connectivity and access to transit. All of these are consistent with several DCS policies such as mobility and access, community health and safety, housing affordability, equity, and Tribal sovereignty.
- In the Central City areas, the County has significant transportation infrastructure and costs associated with operating and maintaining three movable bridges over the Willamette River and the associated viaducts. These are a significant financial burden on Multnomah County and staff would like to understand how the TIF districts could positively or negatively impact the County's financial investment in these bridges.



Department of Community Services Transportation & Land Use Planning Divisions

East Portland TIF Districts

There are three East Portland TIF districts that overlap with Transportation Division work. None of these locations have County land use authority or transportation infrastructure; however, Transportation Division staff work within all three areas. DCS supports investment in affordable and missing middle housing in these areas with residential components.

82nd Avenue

- Position: Multnomah County supports the investment priorities in this area which are consistent with Department values around mobility and access, community health and safety, equity and housing affordability.
- Multnomah County is on public record supporting investments for safety and transit on the 82nd Avenue project both in the Joint Policy Advisory Committee on Transportation (JPACT).
- Nexus: Multnomah County has a seat, currently held by Commissioner Brim-Edwards, on the 82nd Avenue Transit Project Steering Committee, convened by Metro and TriMet. The County voted in support of the preliminary Locally Preferred Alternative (LPA). Staff attend technical committees and support the Commissioner in her role on the steering committee.
- **Support:** Investments in safety, transit, transit-oriented development and affordable housing on and around 82nd Avenue.

East 205

- Position: Multnomah County supports investment prioritizing generational wealth for first-time BIPOC homeowners and improved walkability, connectivity and transit access, with a focus on sidewalks.
- Nexus: The issues facing the East 205 district are similar to issues facing the rest of Urban East Multnomah County. Transportation staff work with Centennial school district and with City of Portland staff to provide safe routes to school programs and support the City's Safe Streets For All grant work on 122nd Avenue.
- **Support:** Investments in transportation on 122nd Avenue and Safe Routes to School in this TIF district.

Sumner-Parkrose-Argay-Columbia Corridor

- Position: Multnomah County supports the 10-15% TIF that will be invested in streets, utilities, green infrastructure improvements, connectivity and accessibility, public recreation, safety, health and resilience investments.
- Nexus: Multnomah County provides transit service in this area and sees a need for greater investment in safe transportation infrastructure that will enable people to more safely access jobs.
- [ACCESS](#), a County-operated job- and community-connector shuttle, provides a last-mile connection to jobs along the Alderwood-Cornfoot-Columbia Corridor. It operates out of Parkrose-Sumner Transit Center in the Sumner-Parkrose-Argay-Columbia Corridor TIF area.



Department of Community Services Transportation & Land Use Planning Divisions

- ACCESS serves NE 105th Avenue where there are three stop pairs along 105th. TriMet Line 87, which is soon to become a frequent-service route, also serves these stops.
- This portion of 105th lacks sidewalks north of Killingsworth until the intersection with NE Alderwood. Because 105th is within a freight district, the lack of sidewalks creates conflicts between freight vehicles and pedestrians (transit users).
- In this area, NE 105th would be a good candidate for improvements at transit stops (landing pads, sidewalk infill, pedestrian-scale lighting) and other transit amenities.
- ACCESS also serves NE Prescott, which lacks sidewalks on the south side of the street. TriMet Line 73 (a frequent-service route) also serves NE Prescott. This area would benefit from sidewalk infill, ADA-compliant infrastructure and pedestrian-scale lighting.
- Most of the neighborhood adjacent to Parkrose Transit Center (south of the TC) also largely lacks sidewalks, making safe access to transit (the MAX, TriMet and C-TRAN bus lines and ACCESS shuttle) challenging.
- **Support:** Investments in green infrastructure, transit and access to transit on NE 105th, NE Prescott, and near the Parkrose Transit Center.

Central City TIF District

The Central City TIF District has three areas, two of which overlap directly with County transportation infrastructure and services.

Central Eastside Corridor

- **Position:** Multnomah County supports the investment priorities in this area, especially residential development like affordable housing units, in collaboration with key community stakeholders including Tribal and Indigenous partners. This is consistent with Department policies for housing affordability and Tribal sovereignty.
- **Nexus:** Multnomah County also owns and maintains three large moveable bridges and their viaducts within this TIF area - the Hawthorne Bridge (including Hawthorne and Madison Viaducts), the Morrison Bridge (including Morrison and Belmont Viaducts) and the Burnside Bridge (including Burnside viaduct). These are large, expensive infrastructure investments for the County. It would be useful to understand how the existence of the TIF districts impacts these County resources.
- **Support:** Investments in affordable housing and transportation projects that support or leverage our bridge investments, especially the Earthquake Ready Burnside Bridge project.

Lloyd Holladay

- **Position:** Multnomah County supports the investment priorities in this area, especially with a focus on economic development and housing. They are consistent with Department values around mobility and access, community health and safety, equity and housing affordability.
- Multnomah County is on record in regional committee meetings in support of the Albina Vision project and alignment between the Albina Vision Plan, Portland's Comprehensive Plan and investments in the Lloyd Center. While this TIF district does not directly overlay with the Albina Vision area, Portland Prosper should coordinate and leverage investments with Albina Vision.



Department of Community Services Transportation & Land Use Planning Divisions

Westside

- Position: Multnomah County supports the investment in infrastructure, utilities, public realm, road extensions, parking infrastructure, utility upgrades, investment in parks and open spaces, streetscape improvements and signage in this area. Multnomah County is also supportive of seismic upgrades in historic districts as noted on slide 23, this language is not included as a bullet point in the letter dated August 29, 2024, however, it is consistent with the Transportation Division's policy on resilience.
- Nexus: The County maintains four Willamette River bridges that provide direct access to/from this district; Broadway, Burnside, Morrison, and Hawthorne bridges. As noted above, these are large, expensive infrastructure investments for the County. It would be useful to understand how the existence of the TIF districts impacts these County resources.
- **Support:** Transportation investments that support or leverage County investments in the Willamette River bridges.



Department of Community Services Transportation & Land Use Planning Divisions

APPENDIX A - For Reference

Land Use and Transportation Division Policy Frameworks

Land Use Policy Framework (DRAFT)

- CLIMATE AND RESILIENCE: Reduce greenhouse gas emissions and increase community resilience to the impacts of climate change through land use practices.
- COMMUNITY HEALTH AND SAFETY: Promote overall health of community members, reduce exposure to health risk factors and mitigate natural hazards through land use practices.
- EQUITY: Promote racial, social, and economic justice through equitable access to land use processes and equitable impacts of land use plans and policies.
- HOUSING AFFORDABILITY: Promote housing opportunities and affordability through land use plans and processes.
- PROTECTION OF NATURAL RESOURCES: Protect natural resources and air, water and land quality for present and future generations.
- PROTECTION OF AGRICULTURAL AND FORESTRY RESOURCES: Conserve agricultural and forestry land and support rural business development that complements farming and forestry.
- CUSTOMER SERVICE AND ACCOUNTABILITY: Provide excellent customer service and accountability in land use planning. Provide equitable public access to land use information, engage affected stakeholders in land use processes and provide predictable permitting pathways.

Transportation Policy Framework

- MOBILITY AND ACCESS: Provide transportation options for people to access destinations and critical services.
- COMMUNITY HEALTH AND SAFETY: Provide a transportation system that promotes community health and safety.
- CLIMATE: Reduce greenhouse gas emissions and increase community and environmental resilience to the impacts of climate change.
- EQUITY: Promote racial, social and economic justice through equitable transportation access, impacts, burdens and benefits.
- TRIBAL SOVEREIGNTY: Respect and integrate the rights of federally recognized tribes into County policies, practices and procedures.
- RESILIENCE: Provide a transportation system that supports equitable community preparation for, mitigation of, and recovery from the impacts of natural disasters.
- ASSET STEWARDSHIP: Manage county transportation assets to earn and uphold public trust.

October 18, 2024

Delivered via email

Dear Members of Portland City Council:

Thank you for the opportunity to provide feedback on the six proposed Tax Increment Financing (TIF) Districts that will be considered by City Council. We thank staff from Prosper Portland for their briefing to the Multnomah County Board of Commissioners on September 17th, and for the individual briefings they have provided to each of our offices.

Multnomah County is supportive of the proposed new TIF Districts, and we appreciate the opportunity to highlight the significant impacts that the foregone revenue will have on County services and uplift key values and priorities of our Board when considering the cost-benefit analysis of these new districts.

Prosper Portland projections show the foregone revenue for Multnomah County to be \$48.9 million per year at its peak, and \$816 million over 30 - 35 years for all six proposed districts. To put one year in context, that is the equivalent of:

- 89.6% of the District Attorney's FY 2025 Adopted Budget
- The same as the cost of operating the dorms in the Multnomah County Detention Center (MCDC) - 448 jail beds (FY 2025 Adopted Budget)
- 98% of the costs of providing 1,385 emergency shelter for adults in the County's Safety Off the Streets - Adult Shelter program (FY 2025 Adopted Budget)

Multnomah County's core values of accountability, social and environmental justice, inclusively leading with race, equity and inclusion, and safety and well-being are guiding principles for the County.

In addition to the impacts to our County's revenue and budget, there are several key values based in these principles that we ask that you prioritize and center when considering the establishment of new TIF districts:

1. **Recognizing Harms:** First, we recognize the harms that have resulted from historic Urban Renewal Areas, which were substantially similar to the TIF funding mechanism. In areas such as North and Northeast Portland, which historically were home to large communities of Black and African American households, investments tied to Urban Renewal led to gentrification and the displacement of many households from their historic neighborhoods. As new TIF districts are established, it is critical that policymakers learn from the historic harms done by Urban Renewal districts, incorporate lessons of [how rising property values can lead to displacement](#) without adequate mitigation strategies in place, and center the voices of communities that have historically been impacted and who would be impacted by rising housing costs and gentrification.

2. **Acknowledging inequities in our property tax system:** Many of the promises the City made to east Portland communities when annexing them decades ago became much harder to fulfill after the passage of Measure 5 and Measure 50, which drastically curtailed revenue to support infrastructure. In fact, the County, City, and jurisdictions across Oregon face mounting infrastructure challenges because of the inequities in our property tax system. TIF districts are an important tool, but they cannot replace the structural reform that could address the multi-generational impacts of public disinvestment driven by the State's property tax policy.
3. **Increasing housing supply:** We strongly support the use of TIF funds for the expansion of affordable housing, housing preservation, affordable infill/middle-density housing, and homeownership opportunities in alignment with regional and local housing production plans; and prior to final approval ask the City to share those plans, with the TIF-supported housing included, with our Board. In the City of Portland's most recent [Housing Needs Analysis](#), the City found that Portland needs to support the development of 120,560 new units of housing by 2045, and our Board supports the development of a range of housing options that provide access to affordable rents, reduce homelessness by increasing housing stock, prevent more people from becoming homeless by keeping existing units affordable, and expand homeownership opportunities to build wealth.
4. **Leveraging existing revenue sources:** We believe investments from these new TIF Districts should be focused to leverage additional sources of funding for key community priorities, including addressing our homelessness crisis, economic opportunity and living-wage jobs, workforce development, expanding access to high-quality preschool, and investing in community-based strategies to mitigate the impacts of the climate crisis. We believe that projects funded by these TIF districts should seek to braid funding - where feasible - with projects funded by revenue sources including Metro's Supportive Housing Services program, local and regional housing bonds, Multnomah County's Preschool for All program, and the City of Portland's Portland Clean Energy Community Benefits Fund.
5. **Supporting our business community:** We support the use of TIF districts to support small and local businesses and entrepreneurship across Portland, especially in areas such as east Portland where previous urban renewal areas fell short of delivering the economic opportunity they promised. We believe that these investments should contribute to the revitalization of Portland's central city, and support our ongoing work to understand how post-pandemic work and travel habits have changed our city and re-envision our downtown and east Portland areas to adjust for anticipated long-term shifts and trends in consumer, residential and workforce trends.

In addition to these core values, we support several potential projects and project categories that our Board believes would be beneficial to the safety, development, and expansion of economic opportunities in Portland.

1. **Expanding critical infrastructure:** We support the use of TIF funds to expand critical infrastructure in areas of Portland that lack these resources, such as areas of Northeast and Portland east of 82nd Ave. Of particular importance are investments to protect pedestrians and bicyclists, ADA accessibility, and increase street lighting. In the [Bureau of Transportation's 2023 Deadly Traffic Crashes Report](#), it was
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found that the rate of traffic deaths in east Portland was two-thirds greater than the rest of the City, that 77 percent of traffic fatalities occurred in low-light conditions, and that there has been a “dramatic increase” in the number of pedestrians who died in traffic fatalities compared to the three years prior. Investments in sidewalks, protected bicycle lanes, and street lighting, particularly on high-crash corridors, will have a significant chance of preventing future traffic fatalities.

- a. Multnomah County continues to support investments for safety and transit on the 82nd Avenue project at Metro’s Joint Policy Advisory Committee on Transportation (JPACT), and supports utilizing TIF resources to increase investments in safety, transit, and affordable housing on and around 82nd Avenue.
 - b. Multnomah County has worked with the City of Portland and the Centennial School District to provide safe routes to schools and support the City’s Safe Streets for All grant-funded efforts on 122nd Avenue, and supports utilizing TIF resources to leverage those investments to enhance street safety east of I-205.
2. **Increase access to recreational and green spaces:** We believe that TIF districts should fund investments to expand access to recreational opportunities and green spaces, particularly in areas with low tree canopy coverage. During the 2021 Heat Dome event, Multnomah County saw 69 County residents die from heat-related illnesses. Areas of our community with low tree canopy coverage, such as in east Portland, have been found to be up to ten degrees warmer than those with adequate tree canopy coverage, creating heat islands; those areas with greater concentrations of heat islands are disproportionately home to low income residents who may lack access to air conditioning. In our region, we have measured a 17 degree difference between the hottest and coolest neighborhoods. That can be the difference between life and death in a heat emergency.
3. **Capitalize on Portland’s unique advantages:** We are supportive of new investments to activate areas of the central city and establish new areas with robust housing, commercial, and tourism-focused resources, amenities and services. We also believe that TIF investments should be used to capitalize on Portland’s unique advantages, such as our robust restaurant and dining community and access to outdoor spaces. To that end, we support the proposed development of the OMSI District in southeast Portland, the exploration of new ways to enhance Tom McCall Waterfront Park and city parks in East Portland, alignment of TIF investments with the economic opportunities presented as an epicenter for sports and sport design, and the establishment of the James Beard Public Market.

Lastly, we make two specific requests to Prosper Portland as they move forward with implementing these new TIF Districts:

1. **Regular updates:** First, we request that Prosper Portland provide our Board with annual, written updates on the status of TIF investments, projects under consideration and development, including the housing pipeline by geographical area and its alignment with regional and local housing production plans, the anticipated and actual amounts of foregone revenue, and the benefits our community receives from TIF investments.
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2. **Involvement in committees:** Second, we request that Prosper Portland add County representatives as participants in the six district-specific, community-led committees that develop project lists and set funding priorities as ex officio, non-voting members. Recognizing the importance of centering community voices on these committees, we believe that County representatives can provide valuable input on these proposed investments and hope to be able to participate in a collaborative manner.
3. **Understanding impacts on County infrastructure:** Finally, in the central city areas, the County has significant transportation infrastructure and costs associated with operating and maintaining three movable bridges over the Willamette River and the associated viaducts. These are a significant financial burden on Multnomah County and staff would like to understand how the TIF districts could positively or negatively impact the County's financial investment in these bridges. We would request that Prosper Portland staff arrange time to meet with County Transportation staff to discuss this matter further.

Please don't hesitate to reach out with questions or thoughts on this feedback. Thank you for the opportunity to provide input and we look forward to next steps.

Sincerely,



Jessica Vega Pederson
Multnomah County Chair



Jesse Beason
Multnomah County Commissioner, District 2



Lori Stegmann
Multnomah County Commissioner, District 4



October 22, 2024

RE: Agenda Items 911, 912, 913, 917

Dear Mayor Wheeler and City Commissioners,

My name is Sarah Radcliffe and I am the Director of Government Relations for Habitat for Humanity Portland Region ("Habitat").

First, thank you to the staff and leadership who led a thoughtful and robust process to engage with communities and to incorporate those on-the-ground perspectives into the new TIF plans. Consistent with that input, it's imperative that the new TIF districts prioritize housing for households who are struggling to maintain a foothold and who have been closed out of homeownership. Especially in East Portland, an anti-displacement strategy must include adequate TIF funds for affordable housing, including new homeownership opportunities.

Early investments in Affordable Housing, and specifically Homeownership, help to stabilize communities and insulate against displacement, which has historically been fueled by non-housing TIF investments.

We trust that City Council shares our strong objections to the urban renewal strategies of the past; it was a vehicle to strip families, disproportionately Black households and other households of color, of their most critical asset; homes were bulldozed, and communities displaced. Those harms live on today; Portland faces a vast gulf between Black and White homeownership rates and on a national level, homeownership disparities have not improved since passage of the Fair Housing Act in 1968. Moving forward, TIF dollars should address that harmful history by investing in BIPOC homeownership and stabilizing housing for communities of color.

Stakeholder engagement during the East Portland TIF exploration established homeownership as a strong priority for local communities. Residents know that there is no better protection against displacement than a 30-year fixed affordable mortgage. To that end, we appreciate that homeownership is called out as a priority in all three plans.

More, not less, affordable housing funds are needed.

Portland communities continue to face a housing crisis, but local funding for affordable housing development has dried up. The Portland Housing Bond and Metro Regional Housing Bond have been fully allocated, with no plans to seek a new bond in the foreseeable future. Meanwhile, Portland needs

63,000 new homes for households below 80% AMI by 2035 according to the City's Housing Needs Analysis. These homes will simply not be built without public funding.

I am here today to reiterate a request that you have heard from Habitat and a strong coalition of other housing and homeownership organizations. We are proposing that the new East Portland TIFs:

- a. **Preserve or increase TIF funds for affordable housing;**
- b. **Dedicate a minimum of 20% of the total TIF funding to investments in affordable homeownership.**
We appreciate that Item 917 promises more clarity going forward around how TIF housing dollars are allocated (homeownership, home repair, affordable rental development, capital expenses for homeless services, etc). At the same time, we encourage Council to take action now to ensure a modest commitment to homeownership.
- c. **Require that the housing set-aside requirement be spent within each new TIF** (vs. an aggregate city-wide target). We've been informed that the new plans are intended to require TIF-specific housing set-asides. If that's the case, Council should make a record of its intent.)

Thank you for your consideration and your service.

Sarah Radcliffe, Director of Government Relations
Habitat for Humanity Portland Region

Commented [SR1]: @Erika Kennel and @Steve Messinetti how's this?

Commented [EK2R1]: good, but bold the key statement

Commented [SR3R1]: I had a long conversation with Helmi this morning too. Basically, she wants all the housing \$ she can get, but feels that requesting a increased (or decreased) % now would be a bait + switch because the whole TIF creation process was premised on the 45%.

DATE: 22 OCTOBER 2024

SUBJECT: TIF EXPANSION WRITTEN TESTIMONY

I urge the City Council to hit the pause button on approval of the six tax increment (TIF) ordinances under consideration. Given our city's growing budget constraints, **an initiative with a multi-billion dollar price tag should showcase fiscal discipline. This plan does not.**

The lack of specifics in the plan's proposed \$1.1 billion affordable housing component is especially problematic. Instead of providing a point estimate of the units to be created or preserved (as bond issues do), an unusually wide range of 4500 - 8000 units is given.

— If the affordable housing unit target ends up being 4500, the **average per unit subsidy will jump 75 percent** from current levels. The 11 September TIF

AFFORDABLE HOUSING PLANS: FUNDING AND GOALS

ENTRY REFLECTS MORE AMBITIOUS GOALS ADOPTED AFTER OREGON VOTERS PASSED MEASURE 102 IN 2018	2016 PORTLAND BOND	2018 METRO BOND	2024 TIF PACKAGE
FUNDING (MILLION \$)	258.4	652.8	1100
TOTAL UNITS (SEE NOTE ABOVE)	1859	4671	4500-8000
AVERAGE PER UNIT SUBSIDY (THOUSAND \$) ; CALCULATED BY DIVIDING FUNDING BY UNITS	139	140	244 IF 4500 UNITS; 137 IF 8000 UNITS

briefing to the Council did not flag this possibility, let alone provide benchmark data from peer cities to justify such a large subsidy.

— That briefing also did not indicate what, if anything, the Portland Housing Bureau (PHB) plans to do to curb the rapid rise in per unit costs of affordable housing; several projects now under construction have per unit costs that top \$600,000.

There are reasons, moreover, to be skeptical of the package's \$1.1 billion economic development and nearly \$400 million infrastructure planks.

—The economic development goals, for example, are framed in terms of businesses served and jobs supported. These are **much lower bars for success than the traditional and more relevant ones** of businesses started and jobs created.

—In contrast to what appears to be excessive funding for economic development, the sums allotted for infrastructure in certain districts—including East 205 and Central Eastside Corridor—look insufficient based on the needs detailed in the plan write-ups.

Pushing forward with all six TIFs, especially in their current embryonic form and without any performance metrics geared to cost effectiveness, **looks like a risky proposition.**

—Most of the **districts proposed probably will deliver subpar results** (measured, for example, by changes in assessed value per acre) compared to those achieved in the River and Interstate districts. Prosper Portland's use of metrics that lump together all TIF districts, however, makes it difficult to assess the budgetary and financial ramifications of concentrating on districts that are likely to yield below-average results.

— The 11 September briefing slide on page 25 only partially captures the impact of TIF programs' on the city budget. Earmarks on the returning funds as well as the forgone revenues from existing districts need to be included to show residents the full potential of TIF programs to squeeze other priority spending categories.

—At a time when Portland is losing population and its budget picture is deteriorating, it seems **unwise to push TIF districts' share of the city's assessed property value** to 14.2 percent. Allowing that share to get **so close to its 15 percent legal maximum** will limit the city's ability to use this valuable tool should (1) the city's finances take a turn for the worse or (2) an unusually creative and promising TIF district idea emerges.

In conclusion, I **urge the Council to pare the TIF districts under consideration to a minimum**—focusing only on those where a gentrification—and hence displacement—threat is imminent or, If there are none of those, the district with the best prospects of success.

—Doing so expeditiously would allow new, albeit reduced, TIF resources to flow to the PHB and Prosper Portland starting in FY26.

—Such a timetable admittedly precludes another needed change, namely, requiring that TIF district plans going to the Council for approval contain the specific goals to be accomplished using the funds being requested. (The 1998 River District Plan that transformed The Pearl provided these details.) I understand the rationale for front-loading programs to minimize displacement and delaying infrastructure ones that could spur gentrification, but I fail to see the logic of setting in motion costly programs—especially ones with limited oversight—on the basis of bare bones, aspirational plans.

Agenda Item	Name or Organization	Position	Comments	Attachment	Created
8 911	WILLIAM MOHRING, MOHRING REALTY GROUP AND HABITAT FOR HUMANITY	Support	I urge the City Council to approve this urban renewal plan. We need to prioritize housing, with a special focus on affordable homeownership. Achieving true equity, opportunity, and stability in our community requires dedicated funds for homeownership.	No	10/23/24 11:52 AM
9 909	Nicole Knudsen		Items 909-916	Yes	10/23/24 4:15 PM



Testimony to the Portland City Council
Provided by Yasmin Ibarra
Political Director
SEIU Local 49

Re: Support for the City's Urban Renewal Plans (Agenda items #909-916)

October 23, 2024

Mayor Wheeler and Commissioners,

My name is Yasmin Ibarra and I am the Political Director of the Service Employees International Union, Local 49. SEIU Local 49 is a union of nearly 14,000 essential healthcare and property service workers, including the City's subcontracted janitors, security officers, and laundry workers, as well as the officers who provide security services for the Clean & Safe downtown essential services district.

Local 49 also represents thousands of janitors and security officers who work throughout the metro area every day to clean and secure Portland's commercial office buildings. Our members have firsthand experience of the changes Portland has undergone in recent years and share the City and business community's interest in using a variety of tools to reinvigorate Portland's neighborhoods and commercial districts.

The proposed Urban Renewal Plans are one such tool that we are in support of using, as SEIU Local 49 members continue to look for ways to actively partner with City agencies and business leaders as engaged stakeholders working to reimagine what Portland can be.

When the City invests or creates tax incentives such as the new Tax Increment Financing zones, additional tools such as community benefit agreements can be an important way to ensure public dollars are used to achieve the most expansive public good. Prioritizing the use of union contractors can also amplify the benefits of public investment, as responsible union contractors provide living wages, affordable benefits, and important on-the-job working protections that help to ensure workers and their families are not left behind.¹

We hope the City will continue to prioritize economic tools and public investment in good jobs that can provide benefits to those at *all* economic levels of our community. As the City implements these Urban Renewal Zones, we look forward to finding more ways to partner in the work of restoring our region's economy.

Thank you.

Yasmin Ibarra
Political Director
Service Employees International Union, Local 49

¹ For a recent example of an expansive public benefit resulting from contracting, the Federal Bureau of Economic Analysis estimates that every dollar earned by a union janitor and security officer in the Portland metro area generates a return investment of \$1.59-\$1.73 for the community. Using this metric, SEIU Local 49 estimates our 2024 Master Janitorial and Security contract settlements will result in an economic impact of \$33 million dollars over the life of the four-year agreements. (Bureau of Economic Analysis, Regional Input-Output Modeling System multiplier available at <https://apps.bea.gov/regional/rims/rimsii/home.aspx>)

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Portland City Council Meeting
Wednesday, October 23, 2024 - 2:00 p.m.
Verbal Testimony

	Agenda Item	Name
1	911	Duncan Hwang
2	911	Nick Sauvie
3	911	Jacob Loeb
4	911	Andy Miller
5	911	Zachary Lauritzen
6	911	Barbara Geyer