



Clark Amendments to 2025-095

In the body of the resolution:

- Add “and alternative pathways” in the following section of the resolution

BE IT FURTHER RESOLVED that the program objectives shall include: (1) constructing and maintaining sidewalks [and alternative pathways](#) while addressing pavement maintenance deficiencies throughout Portland, improving safety and accessibility for all residents; (2) prioritizing construction and maintenance projects in historically underserved areas of Portland or those areas most in need; and (3) that are most likely to provide some or all of the intended benefits of SIPP recited above.

Councilor Avalos Amendments to Item 2025-095:

Amendment 1. Add an existing anti-displacement framework specifically developed for PBOT called Building Belonging in the sixth Resolved statement:

BE IT FURTHER RESOLVED that PBOT staff shall utilize existing plans (e.g., PedPDX, area plans, 'In-Motion' plans, etc.), [PBOT's Building Belonging Guide](#), and the PBOT Equity Matrix to inform project prioritization.

Amendment 2. Remove references to Districts 1 & 4 in the sixth and ninth Whereas statements:

WHEREAS, prioritizing investments ~~in Districts 1 and 4~~ will ensure more equitable access to vital pedestrian pathways, enhanced climate resilience, and increased safer road conditions for all residents; and

WHEREAS, the anticipated benefits of the SIPP include:

1. Improved safety for pedestrians and motorists;
2. Environmental benefits from increased greenery and tree canopies (such as placing trees along sidewalks and walking paths), enhancing air quality, and reducing temperatures to provide cooling corridors in key locations ~~throughout Districts 1 and 4~~;

Building Belonging & Preventing Displacement

A guide for PBOT staff on how to score projects and programs based on their influence on market forces that lead to involuntary community displacement. Planning guide and toolkit for preserving community, building belonging, and reducing harmful factors.

MARCH 2023



PBOT
PORTLAND BUREAU OF TRANSPORTATION

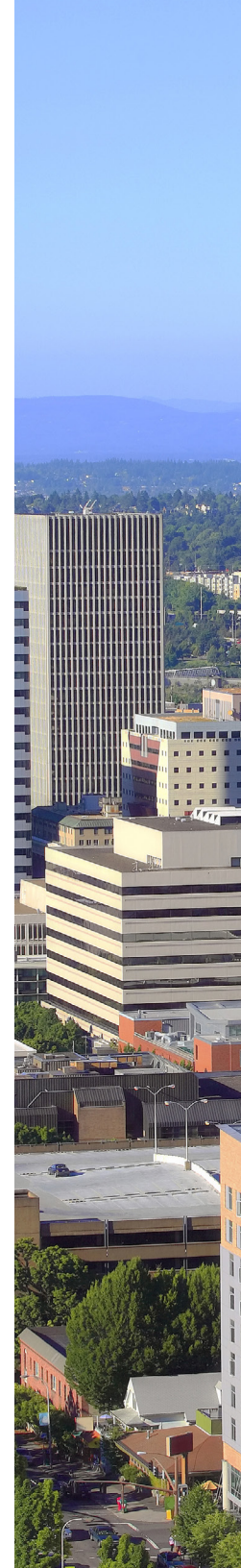
As we go about our work at the Portland Bureau of Transportation (PBOT)—building projects and running programs—we hope they add value to neighborhoods. We hope they make it easier for people to move about, ideally making communities safer and more resilient for generations to come.

But do we know how PBOT projects and programs influence the market forces that lead to gentrification and community displacement?



Table of Contents

Introduction.....	4
Scoring.....	10
Planning.....	15
Score 0-4.....	16
Score 5-10	17
Score 11-14.....	18
Community stability toolkits	19
Housing toolkit.....	20
Business toolkit.....	26
Workforce toolkit	28



Developed and compiled by:
Gabriela Bermudez
Strategy and Performance Analyst

Shawn Canny
Transportation Planner

Dana Dickman
Traffic Safety Section Manager

Jamey Duhamel
Special Projects Coordinator

Briana Orr
Capital Projects Manager

Anamaría Pérez
Vision Zero Data Analyst

Shawnea Posey
Capital Projects Manager

Wendy Serrano
Equity & Inclusion Manager

Mike Serritella
Transportation Planner

Written and edited by:
Stacy Brewster, *Content Producer*

Designed by:
Cat Cheng, *Graphic Designer*
Brady Lovell, *Graphic Designer*

March 2023

Introduction

One of the defining features of a strong and resilient neighborhood are the very same populations most at risk of exclusion or displacement when an area gentrifies: those who are Black, Indigenous, and people of color; immigrants, refugees, and those who are undocumented; renters and those living in mobile homes; people with disabilities; those living on a low income; as well as the houseless and other vulnerable populations.

As we go about our work at the Portland Bureau of Transportation (PBOT)—building projects and running programs—we hope they add value to neighborhoods. We hope they make it easier for people to move about, ideally making communities safer and more resilient for generations to come. But do we know how PBOT projects and programs influence the

market forces that lead to gentrification and community displacement?

Turns out we can anticipate a lot. That's how this framework came to be.

Community stability

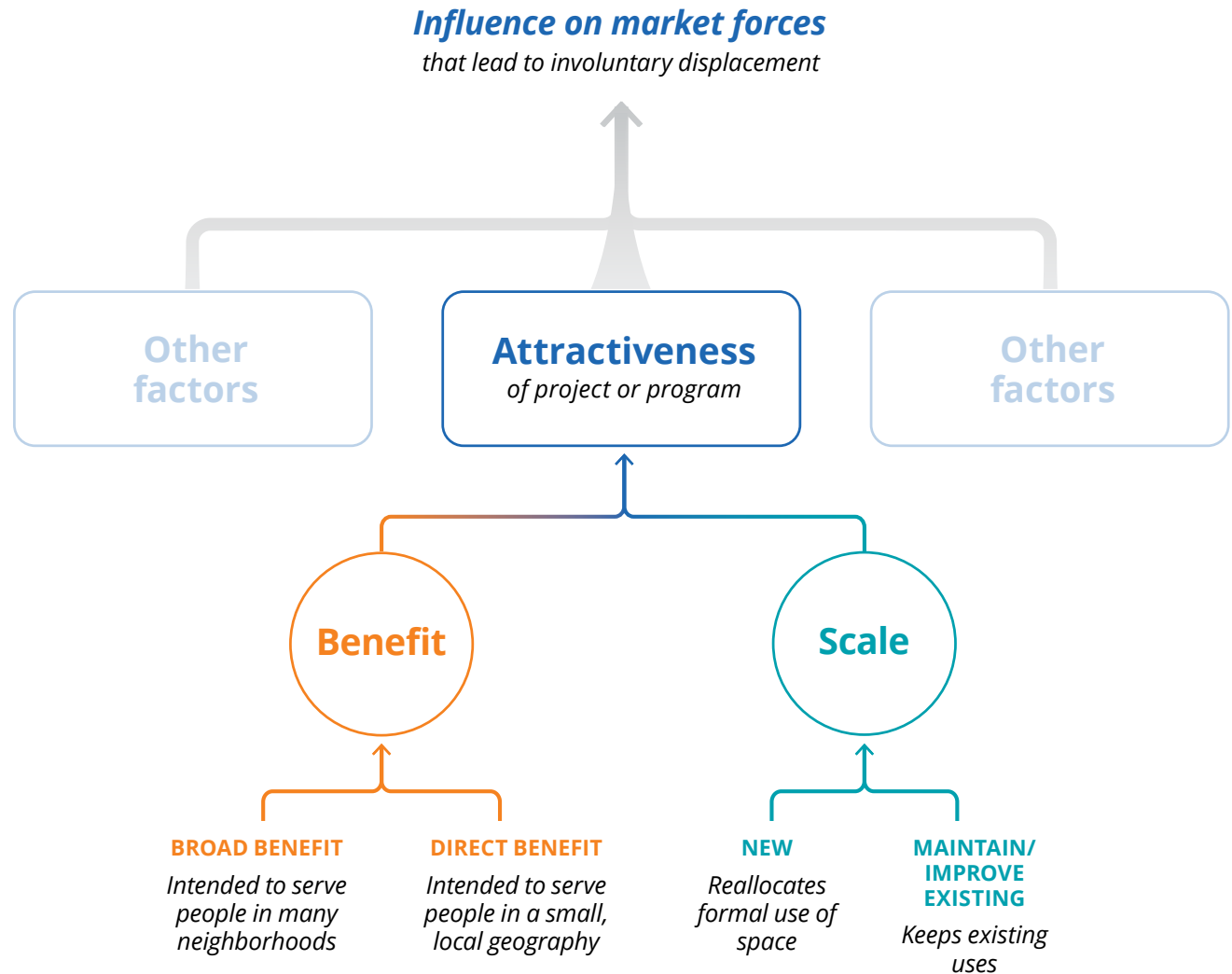
When we speak of community stability, we are defining this by people's ability to choose the neighborhood they wish to live in. This may not mean the exact street or house they want, but somewhere they can build community that can withstand change when PBOT or other bureaus complete projects nearby. While we can't prevent all forms of displacement, we can try to anchor vulnerable residents to their neighborhood. With focused intervention and collaboration with city partners, we help create and sustain more cohesive, mixed-income neighborhoods that maintain their core cultural assets.



Attraction, Scale, and Benefit

Thanks to research from the Portland Bureau of Transportation (PBOT) and the Bureau of Planning & Sustainability¹ (BPS), along with coordination with other agencies, we now have a thoughtful framework and typology with which to understand the various market forces that lead to involuntary displacement. Some of these forces can be whittled down to attraction. That is, when we build attractive new infrastructure, the kind that draws people into a neighborhood, that very attractiveness tends to inspire the more affluent and mobile to move into the neighborhood, leading to gentrification and eventual displacement of communities that once lived there.

¹ See the Bureau of Planning & Sustainability's [Anti-Displacement Action Plan: Foundation Report \(April 2021\)](#)



Knowing this basic premise of attractiveness is helpful here because we've learned how to measure it in terms of scale and benefit. That is precisely what the scoring sheets in this guide help determine. Lower scores mean less influence on the market forces that lead to displacement. Higher scores mean more influence on market forces, i.e. the more that needs to be done to mitigate these factors.

For example, if a project is very local in scale—in one small geographic area or neighborhood—it may not “attract” others outside the area and thus not contribute very much to the market forces causing displacement. But scale is not only geographic. Scale also refers to whether the project is new or simply an enhancement of what is already there. New projects are more attractive and encourage more “tourism” from other neighborhoods,

especially those with more resources, the kind that may lead to gentrification and displacement, as described above.

Another way to measure a project's attractiveness is to consider who it benefits. For example, consider a project that's specifically designed to benefit the people who live there—especially those at highest risk of economic exclusion—by connecting them to resources of public health such as parks, recreation, groceries, clinics, etc. That type of project is going to have less influence on the market forces that cause displacement.

Conversely, some projects—new public plazas, an enhanced transit corridor, or a new pedestrian and bicycle bridge—have a very broad benefit, i.e. to multiple neighborhoods. These projects that have broad benefit are very attractive and

increase the market forces that lead to displacement. As you will learn by using this guide, you can mitigate against this by focusing on improving the infrastructure that already exists, or by breaking a project into parts, phasing the small-scale parts first. Small-scale improvements with mostly local benefit could be building new ADA-compliant curb ramps, upgrading signals or crosswalks, or making it easier for people to get to a frequently used transit line.

Change management

This guide walks you through the framework. It lets you consider attractiveness, scale, and benefit in a host of different ways. And it gives you a way to score projects and programs so that you can plan ahead and mitigate against the harmful effects of involuntary displacement. It also helps you consider your project or

program holistically in terms of change. Ask yourself: What problem is our project or program solving? Then: How much change are we introducing to a neighborhood to solve that problem?

A city strategy

Using this guide, this framework, and the toolbox will involve strategies big and small for different geographic area and demographics, as they relate to housing, the business community, the workforce, as well as preserving culture and building community resilience. Ultimately, this guide is designed as a city strategy, putting our shared equity goals front and center. That is why this typology and the analysis that went into it, cuts across multiple bureaus and their investments. No matter how big or small your project or program, this guide will help you put these values into practice.

Using this guide

Who

There are two primary ways PBOTers will use this guide.

PBOT leadership is currently deciding which of these approaches to use, or in what combination, to move this work forward at PBOT. However, it is helpful for everyone to familiarize themselves with how and when to use it.

Approach 1: Bureau integration

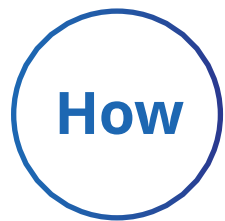
With this approach, all types of PBOT staff will be trained to use the guide. PBOT staff will plan projects with community. They'll prioritize funding projects planned this way. And through use of this guide, they'll build anti-displacement strategies into their project from the beginning when appropriate.

Approach 2: Program hub

With this approach, Equity & Inclusion specialists and district liaisons will be the primary ones using this guide. They'll assist planners, connect them with community organizations, lead public engagement, advise through project funding, and do additional coordination as the project gets built.



Using this guide



Step 1: Scoring

You'll start by scoring your project or program using the worksheets on pages 11-14. The first worksheet is a basic flow chart with questions about what type of project or program you have and where. This exercise will determine your **base influence score** and the corresponding **typology** (page 12). The second worksheet is for projects scoring 3 or higher on the first worksheet. It will determine your **adjusted influence score** on a scale from least potential influence on market forces (0) to most (14). During scoring, you may change your project's scope then see how it raises or lowers your score. The goal of these worksheets is to learn what aspects of your project affect the market forces that lead to gentrification and displacement, and to learn how to act to mitigate these factors. The goal is not simply to get to zero by, say, doing nothing.



Step 2: Planning

Using your adjusted influence score, read through the corresponding **response plan** on pages 16-18. We've identified the costs, staffing, as well as other considerations, opportunities, and challenges for the various scores. We've also pointed you to specific tools and resources from the Portland Housing Bureau, the Bureau of Planning & Sustainability, and other agencies, included in the **community stability toolkits** on pages 19-29. Based on your project and what it needs, there are toolkits related to housing, business, workforce, as well as **culture and community**.



Helpful Tip

There are ways to lower your influence score if it is higher than you expect. If you are building something new, you can lower your influence score by directing its benefit to a small, localized population and lower it even more by directing its benefit to people most at risk of displacement within that neighborhood to help them access resources. For example, the difference between adding lighting on a neighborhood sidewalk in general versus adding lighting on a sidewalk that specifically connects an apartment complex to a low-cost grocery store.

Using this guide



PBOT staff should use this guide for projects or programs that meet any of the following criteria:

- ☐ Cost \$1 million or more (except for technology upgrades)
- ☐ Cost less than \$1 million but substantially reallocate right-of-way
- ☐ Cost less than \$1 million but are on high-crash corridors that score 6 or higher on PBOT's Equity Matrix
- ☐ Are already being evaluated for funding opportunities or are being prioritized for potential funding
- ☐ Have citywide or regional impact



Helpful Tips

Use this guide early (and often).

Ideally, staff should run through the scoring as soon as a project is identified and seeking funding. Only then, can you properly plan for the resources you'll need to prevent displacement.

Talk with community early (and often).

The earlier you can identify and engage with those most at risk for displacement, the more ways you have of working and planning with them. The more engaged, and supportive, these communities are of the project, the lower your potential influence on displacement. Working alongside community members should also help you design a project with the most direct benefit to the community.

Try for zero, but don't do nothing.

The less influence your project has on the market forces that lead to community displacement, the less you will have to plan for and act on. At any time, feel free to adjust your project or scope and run through the scoring worksheets again to see if it lowers your score. Again, this means doing something to lower your score, not simply avoiding a higher score by doing nothing.

Break up projects into smaller pieces.

Big projects with high scores might seem a daunting task at first. Consider breaking a larger project into smaller pieces and score each piece separately so you can phase the project and prioritize those aspects of the project with less of a potential influence on the market forces that lead to displacement.

Scoring

Scoring your project or program is straightforward. Start by naming and describing your project on the next page. Be sure to note who did the scoring and when, as some of the answers may change over time. Proceed to **Score Sheet A** on the following page to answer a series of questions about it. Follow the flow chart with each answer to determine your **base influence score** (from 1-6) and corresponding project type. We've described each **typology** in further detail on page 12.

Low base influence scores of 1 or 2 proceed directly to the planning section on page 15.

Base influence scores of 3-6 should go to Score Sheet B on page 13.

Score Sheet B helps determine the level of support these types of projects will need to counteract the market forces that lead to displacement. Find your **adjusted influence score** and proceed to the **planning** section on page 15.

Project/program name

Project scope and intended outcome

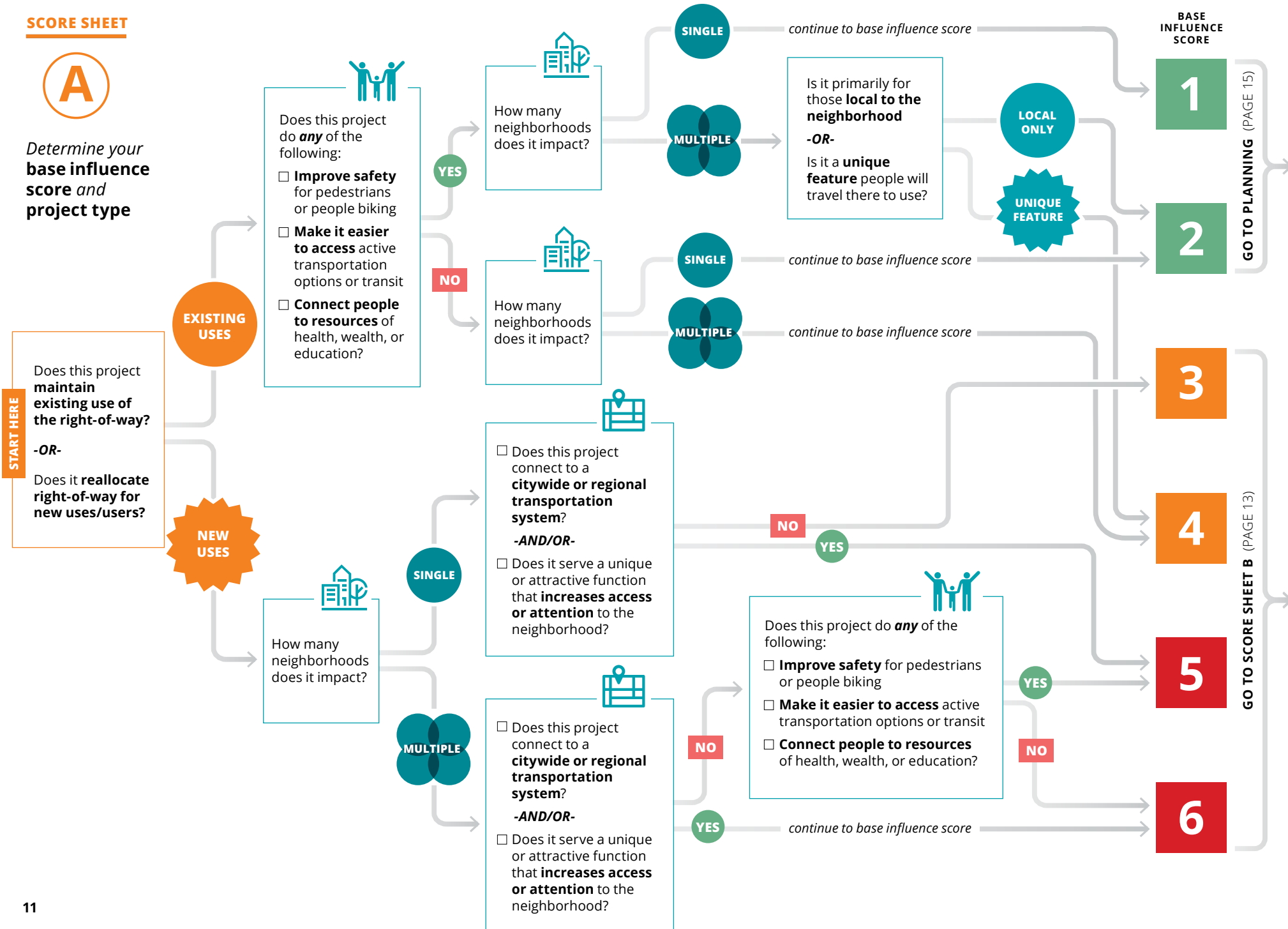
Scored by

Date

SCORE SHEET

A

Determine your
base influence
score and
project type



SCORE SHEET



Determine your
base influence
score and
project type

BASE INFLUENCE SCORE	PROJECT TYPE	EXAMPLE	POTENTIAL TO INFLUENCE MARKET FORCES LEADING TO DISPLACEMENT
1	Small-scale maintenance Project enhances or maintains local neighborhood assets with a localized benefit.	<ul style="list-style-type: none"> • ADA-compliant curb ramps • Sign repair and replacement • Re-striping 	Lowest
2	Small-scale improvement Project enhances local neighborhood assets with both a localized and broad benefit.	<ul style="list-style-type: none"> • Improved access to transit • New protections to existing bike lanes 	Some
3	Small-scale addition Project adds local neighborhood assets with a localized benefit.	<ul style="list-style-type: none"> • New streetlights on a neighborhood street • New signalized crossing 	Moderate
4	Medium-scale connection Project connects or enhances access to neighborhood assets with a broad benefit.	<ul style="list-style-type: none"> • Repaving of a connector street • Expansion of a Neighborhood Greenway 	Moderate
5	Medium-scale addition Project adds local neighborhood assets with both a localized and broad benefit.	<ul style="list-style-type: none"> • Public plazas • New bike lanes for commuters 	High
6	Large-scale addition Project adds citywide assets for broad benefit.	<ul style="list-style-type: none"> • New transit line • Corridor projects, such as Building a Better 82nd 	Highest

**GO TO
PLANNING
SECTION**
(PAGE 15)

**GO TO
SCORE SHEET**



(PAGE 13)



Sample page & instructions

SCORE SHEET

B

Only use this score sheet if you have:

BASE INFLUENCE SCORE

3 4 5 6

	Adjustment	Insert from page 12 STARTING BASE INFLUENCE SCORE	Running Total
Cumulative influence of projects with base scores of 1 or 2 Counting <i>all</i> the neighborhoods this project is in, total up how many investments over the <i>last</i> 12 months <i>plus</i> what's coming the next 12 months have a base influence score of 1 or 2? Find the best answer and write the corresponding adjustment in the next column.	<ul style="list-style-type: none"> 10 or more projects +1 5-9 projects -2 1-4 projects -1 0 projects 0 	-2	3
Cumulative influence of projects with base scores of 3, 4, 5, or 6 Counting <i>all</i> the neighborhoods this project is in, total up how many investments there have been the <i>last</i> 12 months <i>plus</i> how many more will there be in the <i>next</i> 12 months have a base influence score of 3, 4, 5, or 6?	<ul style="list-style-type: none"> 4 or more projects +3 1-3 projects +2 0 projects 0 	+3	4
Equity and economic vulnerability Considering <i>all</i> the neighborhoods this project is in, look up their score on the PBOT Equity Matrix or the Bureau of Planning and Sustainability (BPS) Economic Vulnerability Index . If your project crosses multiple neighborhoods with different scores, use the highest indexed score you find, then write the appropriate adjustment in the next column.	<ul style="list-style-type: none"> If 2-4 on equity matrix -or- 0-40 on economic vulnerability score -1 If 5-7 on equity matrix -or- 41-60 on economic vulnerability score +1 If 8-10 on equity matrix -or- 61-100 on economic vulnerability score +2 	-1	3
Community engagement and support To the extent you have done community engagement around this project with those at risk of displacement and know what level of support there is, find the phrase that matches your project and write the corresponding number in the next column.	<ul style="list-style-type: none"> No engagement. Support level: unknown +1 Some engagement. Support level: strongly object +2 Some engagement. Support level: generally support -1 Some engagement. Support level: strongly support, want to be involved -2 	+1	4
Equity goals in the project itself Are there equity outcomes baked into the goals of this project? If so, how many? Find the best answer and write the corresponding adjustment in the next column.	<ul style="list-style-type: none"> 0 equity goals 0 1-2 equity goals -1 3 or more equity goals -2 	0	4
FINAL ADJUSTED INFLUENCE SCORE			4

Only use this score sheet if you have a base influence score of 3-6.

Put your **base influence score** in the box at the top of the score sheet.

Answer each prompt to find the right adjustment on each topic, then write the corresponding figure in the adjustment column.

After you've identified every adjustment, start with your base score and add/subtract the first adjustment, writing the result in the running total column.

Continue this process, adding the running total to the next adjustment and so on until you reach the last shaded box. This is your **adjusted influence score**.

If any score subtracts to a negative number, it is marked as a zero. Any additional positive scores should be added to zero, not a negative number.

Go to the next page to fill out Score Sheet B!

SCORE SHEET



Only use this score sheet if you have:

BASE
INFLUENCE SCORE



Insert from page 12
**STARTING
BASE INFLUENCE
SCORE** →

Running Total

Adjustment

Cumulative influence of projects with base scores of 1 or 2

Counting *all* the neighborhoods this project is in, total up how many investments over the *last* 12 months *plus* what's coming the next 12 months have a base influence score of 1 or 2? Find the best answer and write the corresponding adjustment in the next column.

- 10 or more projects **+1**
- 5-9 projects **-2**
- 1-4 projects **-1**
- 0 projects **0**

Insert adjustment here →

Cumulative influence of projects with base scores of 3, 4, 5, or 6

Counting *all* the neighborhoods this project is in, total up how many investments there have been the *last* 12 months *plus* how many more will there be in the *next* 12 months have a base influence score of 3, 4, 5, or 6?

- 4 or more projects **+3**
- 1-3 projects **+2**
- 0 projects **0**

Equity and economic vulnerability

Considering *all* the neighborhoods this project is in, look up their score on the [PBOT Equity Matrix](#) or the Bureau of Planning and Sustainability (BPS) [Economic Vulnerability index](#). If your project crosses multiple neighborhoods with different scores, use the highest indexed score you find, then write the appropriate adjustment in the next column.

- If **2-4** on equity matrix -or- **0-40** on economic vulnerability score **-1**
- If **5-7** on equity matrix -or- **41-60** on economic vulnerability score **+1**
- If **8-10** on equity matrix -or- **61-100** on economic vulnerability score **+2**

Community engagement and support

To the extent you have done community engagement around this project with those at risk of displacement and know what level of support there is, find the phrase that matches your project and write the corresponding number in the next column.

- **No** engagement. Support level: **unknown** **+1**
- **Some** engagement. Support level: **strongly object** **+2**
- **Some** engagement. Support level: **generally support** **-1**
- **Some** engagement. Support level: **strongly support, want to be involved** **-2**

Equity goals in the project itself

Are there equity outcomes baked into the goals of this project? If so, how many? Find the best answer and write the corresponding adjustment in the next column.

- 0 equity goals **0**
- 1-2 equity goals **-1**
- 3 or more equity goals **-2**

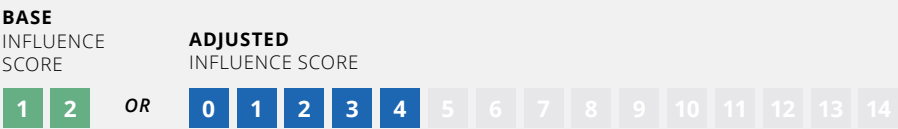
**FINAL ADJUSTED
INFLUENCE SCORE**

Planning

Now that you have your base influence score of 1 or 2, or your adjusted influence score of 0-14, you are ready to plan your project in a way that minimizes the market forces that lead to gentrification and community displacement. Read through the parameters we've outlined and the ideas from the toolkits on pages 19-29.



Score 0-4



BUDGET



Minimal cost.

These projects do not require a big investment to minimize those market forces that lead to displacement. Costs will be minimal, limited to information materials.



PBOT STAFFING

No additional staffing needed.



PARTNER AGENCIES

No additional notification to partner agencies needed.



SCOPE & DESIGN

If the project changes in scope or design, be sure to run through the worksheets again.



OPPORTUNITIES

It's very likely this project supports stabilization and wellbeing for vulnerable populations. It should be prioritized for funding.



CHALLENGES

Conditions can change from scope to construction, so the project should be reassessed regularly to ensure there's still a local benefit.



TOOLKIT IDEAS TO START

Ensure residents understand basic regulations about tenants' rights as well as affordable housing prevention and development, and that businesses are aware of programs preventing commercial displacement:

Housing Toolkit

- **Section A:** Tenant protection regulations (pages 20)
- **Section B:** Affordable housing prevention and development regulations (page 21)

Business Toolkit

- **Section A:** Commercial displacement programs (page 26)



Score 5-10

ADJUSTED
INFLUENCE SCORE



BUDGET



Moderate costs.

Require investment in staff time as well as strategies from the toolkits.



PBOT STAFFING

Equity and inclusion liaisons should act as consultants, giving advice on scope, outreach, and the toolkits.



PARTNER AGENCIES

Staff should also notify partner agencies when using strategies from the toolkit.



SCOPE & DESIGN

If funding for anti-displacement strategies is scarce, consider a new scope or design that would lower your score when run through the worksheets again.



OPPORTUNITIES

It's likely this project brings new resources of wellbeing for the community. Consider it an important building block leading to more projects of greater influence in the future.



CHALLENGES

Community may not understand trade-offs. Engage community early, especially those at risk of displacement. Make sure to explain the benefits of the project as well as the resources needed to prevent displacement.



TOOLKIT IDEAS TO START

Provide direct assistance through various programs. See:

Housing Toolkit

- Section C: Tenant assistance programs (page 22)
- Section D: Homeowner assistance programs (page 23)

Business Toolkit

- Section A: Commercial displacement programs (page 26)



Score 11-14

ADJUSTED
INFLUENCE SCORE



BUDGET



Significant costs.

Require not only investment in staff time and strategies from the toolkits but working closely with partner agencies to implement.



PBOT STAFFING

Equity and inclusion liaisons should lead on scope, outreach, working with partner agencies, and executing strategies in the toolkits.



PARTNER AGENCIES

Partner agencies should be notified far in advance to identify costs to implement.



SCOPE & DESIGN

Consider breaking into smaller projects, then scoring each part separately. Phase the smaller projects so that you build the ones with *lower* influence scores *first*.



OPPORTUNITIES

It's likely this project will meet important goals for the region, both for safety and/or the climate. Funding will likely involve regional partners who may be willing to commit resources to prevent displacement.



CHALLENGES

Community will organize and want to know upfront what is being done to prevent displacement. Involve community as early as possible. Ensure that those at risk of displacement have a direct say in influencing the project and its outcomes.



TOOLKIT IDEAS TO START

Work with partner agencies on toolkit strategies. See:

Housing Toolkit:

- **Section C:** Tenant assistance programs (page 22)
- **Section D:** Homeowner assistance programs (page 23)
- **Section E:** Preserving existing affordable housing (page 24)

Business Toolkit

- **Section A:** Commercial displacement programs (page 26)

Workforce Toolkit:

- **Section A:** Programs to employ and train workers (page 28)



Community stability toolkits

The city of Portland has a wide range of anti-displacement tools and resources. The toolkits here and their subsections describe the available programs and strategies. You will find specific regulations and programs in each toolkit in the pages that follow:



**Housing
Toolkit**



**Business
Toolkit**



**Workforce
Toolkit**

Housing toolkit



How to use Section A:

Information sharing with tenants in the project area. Many of these protections have informational brochures available that can be mailed to tenants along with the project notifications. Alternatively, you can provide web links to the information. Brochures in multiple languages are available upon request. Contact the assigned agency for more information.

Section A

Tenant regulations and protections

These protections help tenants know and advocate for their rights when market forces incentivize increased rents and limits housing access to low-income renters.

TOPIC	DESCRIPTION	AGENCY
Housing Access	Fair Access in Renting (FAIR) rules regulate security deposits, move-in fees, and screening criteria that may be used to select tenants. Adopted 2020.	Portland Housing Bureau
Rent stabilization	Oregon Rent Stabilization limits rent increases to a maximum of 7% per year, plus inflation. City plays no role in enforcement. Adopted 2019.	State
Eviction protections	Statewide statute. Tenants who have been in their rental unit for at least a year cannot be evicted without cause. Adopted 2019.	State
Relocation assistance	Mandatory Renter Relocation Assistance requires landlords to pay relocation assistance to renters under some conditions. Adopted 2017.	Portland Housing Bureau

Housing toolkit



How to use Section B:

Information sharing with tenants in the project area. Many of these protections have informational brochures available that can be mailed to tenants along with the project notifications. Alternatively, you can provide web links to the information. Brochures in multiple languages are available upon request. Contact the assigned agency for more information.

Section B

Renter assistance programs

These programs help tenants access resources that can help them keep their housing costs low as well as understand and advocate for their rights.

TOPIC	DESCRIPTION	AGENCY
Rent assistance	Regional Long-Term Rent Assistance provides rent and utility assistance aimed at households earning less than 50% of median family income (MFI). Distributed through 2-1-1 and existing providers.	<i>Joint Office for Homeless Services, Home Forward</i>
Utility assistance	Lowers utility bills from the Portland Water Bureau, including sewer-only customers, and provides crisis vouchers for renters on a low-income. Lowers household costs in our area, where water bills are higher than the national average.	<i>Portland Water Bureau, Bureau of Environmental Services, Home Forward, community partners</i>
Resources for landlords and renters	Rental Services Office provides information, referral, and legal resources for landlords and renters. Hotline tracks some reporting of relocation assistance, but inconsistent with no enforcement mechanism. Half supported through one-time funding since 2018. New rental registration fees expected to provide more stable ongoing funding.	<i>Portland Housing Bureau</i>

Housing toolkit



How to use Section C:

General information and creative application on larger projects. Contact staff in the appropriate agency to learn more and to discuss any creative application of the rules to major development projects that are making transformational change in the city.

Section C

Affordable housing preservation and development

TOPIC	DESCRIPTION	AGENCY
Bonds and other funding	Affordable housing set-aside policy requires 45% of tax-increment financing (TIF) in urban renewal areas go toward affordable housing. Administered by Prosper Portland and the Portland Housing Bureau. Adopted 2015.	<i>Portland Housing Bureau, Prosper Portland</i>
	Portland Housing Bond generates \$258 million. Administered by the Portland Housing Bureau. Voter-approved 2016. Funds may be fully spent.	<i>Portland Housing Bureau</i>
	Metro Housing Bond generates \$652.8 million. Portland's share is \$211 million. Administered by Metro and the Portland Housing Bureau. Voter-approved 2018. Funds may be fully spent.	<i>Portland Housing Bureau, Metro</i>
Increasing affordable housing stock	New rule on inclusionary housing requires affordable housing be built as part of private developments with 20 or more units. Adopted 2017.	<i>Portland Housing Bureau</i>
	Zoning code change. Manufactured home parks rezoned to new type for manufactured dwellings: RMP. Prevents redevelopment of manufactured home parks in RMP zones from being redeveloped to other uses. Adopted 2018.	<i>Bureau of Planning & Sustainability, Portland Housing Bureau</i>
	Zoning code change. Community-based organizations can build housing on properties zoned conditional use in residential areas. Adopted 2020.	<i>Bureau of Planning & Sustainability</i>
	Zoning code change. Incentives for building affordable housing are now included in Residential Infill Project and Better Housing by Design Project, as well as updates to single-dwelling and multi-dwelling residential zones, respectively. Adopted 2020.	<i>Bureau of Planning & Sustainability</i>
Financial incentives for development	Regulation lowers the cost of developing accessory dwelling units (ADUs) by waiving system development charges (SDCs) only if ADUs are not used as short-term rental units. Same waivers apply to development of mass shelters. Adopted 2018.	<i>Bureau of Environmental Services, Portland Bureau of Transportation, Portland Parks & Recreation</i>
Regulating short-term rentals	Requires inspection and fees for short-term rental permits. Adopted in 2014 and revised in 2019 to require short-term rental platforms to provide information.	<i>Bureau of Development Services</i>

Housing toolkit



How to use Section D:

Information sharing with low-income homeowners in the project area. Many of these protections have informational brochures available that can be mailed to homeowners along with the project notifications. Alternatively, you can provide web links to the information. Brochures in multiple languages are available upon request. Contact the assigned agency for more information.

Section D

Homeowner assistance programs

These programs help low-income homeowners access resources that can help them keep their housing costs low as well as understand and advocate for their rights.

TOPIC	DESCRIPTION	AGENCY
Affordable homeownership	Minority Homeownership Assistance Collaborative works with Black, Indigenous, and Latinx community-based organizations. Identifies and selects eligible households for down payment assistance.	<i>Portland Housing Bureau</i>
Foreclosure prevention	Homeownership Retention Services provides direct funding to organizations who provide classes and counseling for low-income homeowners struggling with mortgage payments.	<i>Portland Housing Bureau</i>
Utility assistance	Lowers bills from the city utility bureaus, including sewer-only customers, providing direct assistance to households in crisis. Lowers household costs in our area, where water bills are higher than the national average.	<i>Portland Water Bureau, Bureau of Environmental Services</i>
Code compliance	Empowered Neighborhood Program helps vulnerable populations clear up code violations. Provides pathways to compliance and recourse for communities of color and people with disabilities. Results in safer homes and commercial structures, with improved customer relationships.	<i>Bureau of Development Services</i>
Home repair	Home Repair Grants offers financial assistance and loans for home repair to help low-income residents stay in their homes. Available to those earning up to 120% of Portland area median income. Additional funding available in certain tax-increment financing (TIF) districts.	<i>Portland Housing Bureau</i>

Housing toolkit



How to use Section E:

General information and creative application on larger projects. Contact staff in the appropriate agency to learn more and to discuss any creative application of the rules to major development projects that are making transformational change in the city.

Section E

Affordable housing preservation

TOPIC	DESCRIPTION	AGENCY
Preservation and acquisition	Preserves affordability by purchasing housing units when the subsidy for deed-restricted units ends, or through purchase of naturally occurring affordable housing. Can be targeted geographically, although existing resources are insufficient for the need. High cost for building acquisition and rehabilitation. Outcomes measured in number of units preserved.	<i>Portland Housing Bureau</i>
Property inspections	Enforces minimum standards at rental properties without triggering retaliation against tenant. Allows inspectors to inspect additional units without receiving complaints when significant violations are found. Can be targeted to a greater number of units once a complaint has been submitted and major problems are found. Not geography or population specific. Outcomes are measured in violations corrected and improved housing stock.	<i>Bureau of Development Services</i>
Climate resilience	Fix-It-Fair events help people weatherize their homes and make them more efficient. Fairs are held throughout the city but focus on areas with concentrations of vulnerable populations, including low-income, POC, renters, and free and reduced lunch students.	<i>Bureau of Planning & Sustainability.</i>

Housing toolkit



Additional Information to Inspire Creative Solutions

The [City of Boston](#) recently broke new ground by enshrining the Affirmatively Furthering Fair Housing rule from the Department of Housing and Urban Development into their zoning code, shifting some of the onus of promoting inclusion and equity onto private development.

Tenant Opportunity to Purchase

(TOPA) is a policy and program that gives tenants the first right of refusal to purchase the rental property in which they reside. The program supports the creation of limited equity co-operatives to purchase the property or connects tenants to nonprofit organizations who can purchase the property to maintain its affordability. The [TOPA program in Washington D.C.](#) has served as a model for several other

cities, as well as currently proposed national legislation, to encourage this innovative strategy to help renters transition to home ownership.

Portland currently lacks a comprehensive housing land acquisition strategy to identify priorities for public land acquisition and land banking for future affordable housing development, particularly for small infill lots. A city-wide land acquisition strategy for housing would prioritize criteria for future site purchase to take advantage of potential market opportunities. Metro has developed a region-wide [Site Acquisition Program Implementation Strategy](#) that aims to combine community location desires with good governance principles to ensure bond dollars are spent strategically.

That strategy could form the basis for acquisition of smaller properties that might become available in an economic downturn and could be redeveloped into multifamily housing by nonprofit partners.

Business toolkit



How to use this section:

Information sharing with small, family-owned, or BIPOC-owned businesses in the project area. Many of these programs have informational brochures available that can be mailed to businesses along with the project notifications. Alternatively, you can provide web links to the information. Brochures in multiple languages are available upon request.

Can also be used as a creative application on larger projects. Contact staff in the appropriate agency to learn more and to discuss any creative application of the rules to major development projects that are making transformational change in the city.

Section A

Programs to prevent commercial displacement

TOPIC	DESCRIPTION	AGENCY
Small business technical assistance	Inclusive Business Resource Network connects small businesses to financing and lending partners with a specialty in serving the unbanked or new and emerging businesses.	<i>Prosper Portland</i>
	Small Business Empowerment Program assists BIPOC-owned businesses who need help navigating permitting and other regulatory processes.	<i>Bureau of Development Services</i>
Wealth building	Prosperity Investment Program is a matching grant program for commercial businesses and property owners in select TIF districts to support increase wealth building opportunities for people of color in low-income neighborhoods. Matching grant requires businesses and property owners to follow workforce diversity agreements.	<i>Prosper Portland</i>

Business toolkit



Additional Information to Inspire Creative Solutions

Work continues through Prosper Portland-led work groups to provide support and resources for businesses facing the economic impacts of the months of shutdown, and help making the adjustments necessary to conduct business under our current public health reality.

Before COVID-19, community partners had identified several anti-displacement priorities for small businesses and organizations that lease commercial space. Their top priority was the need for affordable commercial space, particularly through exploration of commercial rent control. [New York City had begun to consider commercial rent control legislation](#) in 2019, as well as a tax on vacant commercial spaces. Since the public health emergency, several cities, including Seattle, have instituted temporary commercial rent

control to disallow rent increases and evictions during the shutdown.

Another priority identified by community members is expanding business, nonprofit or community ownership of commercial space. Prosper Portland currently connects small business owners to loan products and nonprofit lenders who work on expanding access to capital to community members who have been shut out of traditional lending. However, there is no city policy that affirmatively states a goal of encouraging more small businesses, nonprofits, and community members to own commercial property, though this would both be a way for community members to have a say in the businesses that reside in the area, and to build wealth as an area appreciates.

One model of community ownership of commercial space is [Plaza 122](#), a project spearheaded by Mercy Corps that allows community members to invest in a commercial property while gaining financial knowledge. This project provides office and retail space for many small businesses and organizations, as well as serving as a community plaza in an area that lacks civic gathering space.

Further exploration of [cooperative ownership](#) of commercial space could include support specifically for worker-owned businesses, particularly in the wake of a COVID-19 economic crash. Cities such as [Cleveland, OH](#), and Richmond, VA have found ways for municipal governments to support worker-owned cooperative businesses through incubators and revolving loan funds, providing a potential, not just for job stability but for wealth building for workers.

Workforce toolkit



How to use this section:

Information sharing with low-income residents in the project area. Many of these programs have informational brochures available that can be mailed along with the project notifications. Alternatively, you can provide web links to the information. Brochures in multiple languages are available upon request.

Can also be used as a creative application on larger projects. Contact staff in the appropriate agency to learn more and to discuss any creative application of the rules to major development projects that are making transformational change in the city.

Section A

Programs to employ and train workers

TOPIC	DESCRIPTION	AGENCY
Career pathways for youth	Career Connect Network is a partnership with workforce agencies and culturally specific organizations that delivers case management to youth for up to 3 years. Helps youth 16-21 to identify and achieve their career goals.	<i>Prosper Portland</i>
Job training	Economic Opportunity Program provides Individual career plan development, case management, work readiness training, job search assistance and placement, and retention supports for low-income residents who face employment barriers. Specific programs for ex-offenders, and those interested in health careers.	<i>Prosper Portland</i>

Workforce toolkit



Additional Information to Inspire Creative Solutions

One of the main levers the City has in the private market is its purchasing power, particularly for infrastructure projects. All bureaus have set goals for public contracting; however, [these goals are being met unevenly](#) across the city. Concerted efforts to align best practices across bureaus that build the capacity of Women and Minority-owned Business Enterprises (WMBE) to be able to provide prime contractor services, and to incentivize existing prime contractors to team with DBE sub-contractors will help the City meet its equity in procurement goals and build wealth and opportunity for women and minority business owners.

The City of Seattle has a [WMBE self-identification option](#) in its business directory, simplifying the process for WMBEs to be able to secure contracts. To ensure that the benefits of procurement policies do not only accrue to firm owners,

[Seattle also has a Priority Hire program](#) that prioritizes hiring the hiring of residents that live in economically distressed areas in Seattle and King County.

Childcare

Portland Parks & Recreation programs are the main way that the City of Portland is involved in the direct provision of childcare for children from pre-K-teen, however the gulf of options for affordable childcare keeps low- and middle-income families in limbo during their children's first years of life and makes participation in the workforce more difficult.

Easing regulatory barriers that face new or expanding childcare businesses are a potential way that the city could work to potentially increase supply of licensed childcare centers. Before the COVID-19 public health emergency, Oregon was already considered a "childcare desert"

meaning that there were more than three children needing childcare for every one licensed childcare spot that was available. Workforce development organizations such as [Clackamas Workforce Partnership](#) have begun working with cities to review their development codes to support the early learning and childcare sector, including considering density bonuses for the inclusion of onsite childcare facilities and a relaxing of zoning restrictions, and reducing trip generation-related SDCs in exchange for locating near high-capacity transit. The [San Diego Workforce Partnership](#) has made childcare a central part of its workforce strategy, and calls for streamlining of development review, incentives for developers through FAR and height bonuses, financing for new and upgraded facilities, identifying excess buildings and land for new childcare center development among other potential solutions.

It is the policy of the City of Portland that no person shall be excluded from participation in, denied the benefits of, or be subjected to discrimination in any city program, service, or activity on the grounds of race, color, national origin, disability, or other protected class status. Adhering to Civil Rights Title VI and ADA Title II civil rights laws, the City of Portland ensures meaningful access to City programs, services, and activities by reasonably providing: translation and interpretation, modifications, accommodations, alternative formats, and auxiliary aids and services. To request these services, contact the Portland Bureau of Transportation at 311 (503-823-4000), for Relay Service & TTY: 711.



PBOT
PORTLAND BUREAU OF TRANSPORTATION

COMMITTEE STAFF SUMMARY

Transportation and Infrastructure Committee

Resolution (Document 2025-095): Direct Bureau of Transportation to construct and maintain sidewalks while addressing pavement maintenance deficiencies throughout Portland, improving safety and accessibility for all residents through the Sidewalk Improvement and Paving Program

Action Date: March 24, 2025

Action: Referred to City Council as amended with recommendation the resolution be adopted

Vote: 5-0

Ayes: Smith, Koyama Lane, Green, Morillo, Clark

Nays: N/A

Absent: N/A

Impact Statements: Financial and Budget Analysis; Community Impacts and Community Involvement; 100% Renewable Goal

Prepared by: Claire Adamsick, Council Operations Policy Analyst

Committee Meetings: March 24, 2025

WHAT THE RESOLUTION DOES:

The resolution (Document 2025-095) directs the Portland Bureau of Transportation (PBOT) to evaluate options for delivering the objectives of the Sidewalk Improvement and Paving Program (SIPP). SIPP objectives include improving safety and accessibility for Portland residents through constructing and maintaining sidewalks and addressing pavement maintenance deficiencies, with particular focus on areas within Portland that are historically underserved or have the greatest maintenance needs. It specifies that PBOT will develop a four-year project list and project delivery framework and create a public website and dashboard with details on project plans and delivery timelines. The resolution further directs PBOT to utilize existing transportation and pedestrian safety plans, and to seek neighborhood-specific public input to inform project prioritization. It clarifies PBOT will partner with specified entities as part of the City's inclusive contracting practices. Finally, the resolution directs the creation of a subsequent resolution to evaluate options for financing the Sidewalk Improvement and Paving Program, developed in consult with the City Budget Office, and considered by the Finance Committee. It specifies that any future funding considerations for SIPP related to the Portland Clean Energy Community Benefits Fund are to be reviewed by the Climate, Resilience, and Land Use Committee.

ISSUES DISCUSSED:

- Request for data on carbon emissions related to paving and adding sidewalk infrastructure
- Clarification that any work directed by the resolution will utilize the City's inclusive contracting practices
- Relevance of discussions to other Council committees, in particular the Finance and Climate committees
- Ensuring any potential funds from the Portland Clean Energy Fund are directed toward climate-resilient work

EFFECT OF AMENDMENT:

Amendments approved by the committee made the following changes to the original draft resolution:

- Clarifies Sidewalk Improvement and Paving Program objectives

- Clarifies Portland Bureau of Transportation will partner with specified entities as part of the City's inclusive contracting practices
- Directs the creation of a subsequent resolution to evaluate options for financing the Sidewalk Improvement and Paving Program in consult with the City Budget Office, to be considered by the Finance Committee
- Clarifies any funding options related to the Portland Clean Energy Community Benefits Fund are to be reviewed by the Climate, Resilience, and Land Use Committee
- Emphasizes connection between active transportation investments and climate impacts

PUBLIC TESTIMONY IN COMMITTEE:

Five people testified during the committee meeting on March 24th. Three people submitted written testimony prior to committee action, and an additional five people submitted testimony after the committee meeting and prior to the full Council agenda posting.

General themes included:

- Emphasis on sidewalk development on busiest streets, particularly in East and SW Portland
- Consideration of bicycle facility development at the same time as sidewalk development
- Encouraging use of existing plans such as the Citywide Pedestrian Plan as a resource to guide implementation
- Opportunity to recommit the City to its Vision Zero goal to eliminate traffic deaths and serious injuries on Portland streets
- The role of sidewalk infrastructure in decreasing traffic emissions and improving pedestrian safety
- Recognizing the link between well-maintained sidewalks and economic success and opportunity

BACKGROUND:

The Portland Bureau of Transportation (PBOT) reports that there are 120 miles of city streets without a sidewalk on either side, and an additional 52 miles of city streets with a sidewalk only on one side. Missing sidewalks are most common in East and Southwest Portland, in areas that were annexed later by the City. PBOT's 2024 Pavement Condition Index Score illustrates that 56 percent of busy streets and 64 percent of local streets are in "poor" or "very poor" condition. According to the 2023-2025 Vision Zero Action Plan, East Portland has twice the number of pedestrian deaths per capita compared to the rest of the city.

Capital projects and development requirements have financed some sidewalk development, and the 2020-2024 Fixing Our Streets program funded \$74.5 million in street repair and traffic safety projects, including \$4.5 million for sidewalks. A recent federal grant from the Safe Streets and Roads for All program will help fund sidewalk improvements near several North Portland schools. The City Administrator's Preliminary Budget Recommendations released in February 2025 proposes over \$22 million in cuts to PBOT due to a budget shortfall, with proposed cuts to street maintenance, sidewalk repair, and pedestrian safety enhancements.

Amendment to Agenda Item #3

Transportation and Infrastructure Committee (24 March 2025)

Direct the Portland Bureau of Transportation (PBOT) to construct and maintain sidewalks while addressing pavement maintenance deficiencies throughout Portland, improving safety and accessibility for all residents –the Sidewalk Improvement and Paving Program (SIPP)

WHEREAS, the City of Portland has critical need for improved infrastructure, particularly in underserved neighborhoods, to enhance safety, accessibility, and community development; and

WHEREAS, the City has determined that over half of busy streets in Portland are rated in “poor” or “very” poor condition and almost two-thirds of local streets are also rated “poor” to “very poor”; and

WHEREAS, of all streets lacking proper sidewalks or pedestrian access, over half of those streets are located in East Portland and Southwest Portland; and

WHEREAS, the Sidewalk Improvement and Paving Program (SIPP) aims to address sidewalk and pavement deficiencies, create safer pedestrian facilities, and improve roadway conditions; and

WHEREAS, prioritizing investments in Districts 1 and 4 will ensure more equitable access to vital pedestrian pathways, enhanced climate resilience, and increased safer road conditions for all residents; and

WHEREAS, the sponsors of this resolution intend to seek funding for SIPP from a variety of sources including issuing bonds and allocating funds allocated to PBOT for sidewalk construction and improvements; federal funding from the Safe Streets for All (SS4A) program; funding from the Oregon Department of Transportation (ODOT); and funding from the Portland Clean Energy Community Benefits Fund (PCEF) as appropriate; and

WHEREAS, SIPP will establish a system-wide effort that could serve as a model for similar construction and renovation projects across the City of Portland; and

WHEREAS, the anticipated benefits of the SIPP include:

1. Improved safety for pedestrians and motorists;
2. Environmental benefits from increased greenery and tree canopies (such as placing trees along sidewalks and walking paths), enhancing air quality, and reducing temperatures to provide cooling corridors in key locations throughout Districts 1 and 4;

3. Enhanced accessibility for residents, allowing better access to schools, businesses, and public spaces;
4. ADA compliant corner and midblock pedestrian ramps;
5. Economic growth through improved walkability, attracting local businesses;
6. Job creation through construction and skilled labor opportunities for residents and youth by increasing funding for SummerWorks programs and additional apprenticeships;
7. Increased independence for individuals with disabilities;
8. Reduced risks of falls and accidents, contributing to enhanced safety for children and transit users; and
9. Opportunities to demonstrate the use and effectiveness of new and emerging green technologies and sustainable materials in transportation networks such as solar sidewalks and green cement.

NOW, THEREFORE, BE IT RESOLVED that the Portland City Council directs the Portland Bureau of Transportation (PBOT) to evaluate a full suite of options available to effectively deliver the program objectives, ensuring flexibility to accommodate varying community characteristics across prioritized geographies and active transportation corridors.

BE IT FURTHER RESOLVED that the program objectives shall include: (1) constructing and maintaining sidewalks while addressing pavement maintenance deficiencies throughout Portland, improving safety and accessibility for all residents; (2) prioritizing construction and maintenance projects in historically underserved areas of Portland or those areas most in need; and (3) that are most likely to provide some or all of the intended benefits of SIPP recited above.

BE IT FURTHER RESOLVED that PBOT shall engage in neighborhood-specific community engagement exercises to communicate program objectives to clearly community input on localized projects—with a tiered approach based on the potential scale of changes.

BE IT FURTHER RESOLVED that PBOT will partner with small businesses, ~~and~~ contractors, ~~who are members of the National Association of Minority Contractors (NAMAC) and/or GOBID-certified businesses~~ the Certification Office for Business Inclusion and Diversity (COBID).

BE IT FURTHER RESOLVED that PBOT is directed to develop a comprehensive 4-year project list and propose a project delivery framework, including scope, schedule, and budget for individual projects or clusters of projects, along with the recommended methodology for project delivery (in-house or through consultants).

BE IT FURTHER RESOLVED that PBOT staff shall utilize existing plans (e.g., PedPDX, area plans, 'In-Motion' plans, etc.) and the PBOT Equity Matrix to inform project prioritization.

BE IT FURTHER RESOLVED that PBOT is directed to create a public-facing program website and dashboard that details individual project objectives, components, schedules for delivery, and points of contact for inquiries and concerns.

BE IT FURTHER RESOLVED that this initiative exemplifies Portland's commitment to fostering urban equity, enhancing community safety, and building infrastructure that supports all residents in navigating their environment with dignity and ease.

Direct Bureau of Transportation to construct and maintain sidewalks while addressing pavement maintenance deficiencies throughout Portland, improving safety and accessibility for all residents through the Sidewalk Improvement and Paving Program

Resolution

WHEREAS, the City of Portland has critical need for improved infrastructure, particularly in underserved neighborhoods, to enhance safety, accessibility, and community development; and

WHEREAS, the City has determined that over half of busy streets in Portland are rated in “poor” or “very” poor condition and almost two-thirds of local streets are also rated “poor” to “very poor”; and

WHEREAS, of all streets lacking proper sidewalks or pedestrian access, over half of those streets are located in East Portland and Southwest Portland; and

WHEREAS, the Sidewalk Improvement and Paving Program (SIPP) aims to address sidewalk and pavement deficiencies, create safer pedestrian facilities, and improve roadway conditions; and

WHEREAS, the lack of active transportation investments presents a barrier for Portlanders to safely choose environmentally friendly modes of transportation, undermining the climate objectives of the city; and

WHEREAS, prioritizing investments in Districts 1 and 4 will ensure more equitable access to vital pedestrian pathways, enhanced climate resilience, and increased safer road conditions for all residents; and

WHEREAS, the sponsors of this resolution intend to seek funding for SIPP from a variety of sources including issuing bonds and allocating funds allocated to PBOT for sidewalk construction and improvements; federal funding from the Safe Streets for All (SS4A) program; funding from the Oregon Department of Transportation (ODOT); and funding from the Portland Clean Energy Community Benefits Fund (PCEF) as appropriate; and

WHEREAS, SIPP will establish a system-wide effort that could serve as a model for similar construction and renovation projects across the City of Portland; and

WHEREAS, the anticipated benefits of the SIPP include:

1. Improved safety for pedestrians and motorists;
2. Environmental benefits from increased greenery and tree canopies (such as placing trees along sidewalks and walking paths), enhancing air quality, and reducing

temperatures to provide cooling corridors in key locations throughout Districts 1 and 4;

3. Enhanced accessibility for residents, allowing better access to schools, businesses, and public spaces;
4. ADA compliant corner and midblock pedestrian ramps;
5. Economic growth through improved walkability, attracting local businesses;
6. Job creation through construction and skilled labor opportunities for residents and youth by increasing funding for SummerWorks programs and additional apprenticeships;
7. Increased independence for individuals with disabilities;
8. Reduced risks of falls and accidents, contributing to enhanced safety for children and transit users; and
9. Opportunities to demonstrate the use and effectiveness of new and emerging green technologies and sustainable materials in transportation networks such as solar sidewalks and green cement.

NOW, THEREFORE, BE IT RESOLVED that the Portland City Council directs the Portland Bureau of Transportation (PBOT) to evaluate a full suite of options available to effectively deliver the program objectives, ensuring flexibility to accommodate varying community characteristics across prioritized geographies and active transportation corridors.

BE IT FURTHER RESOLVED that PBOT shall engage in neighborhood-specific community engagement exercises to communicate program objectives clearly community input on localized projects—with a tiered approach based on the potential scale of changes.

BE IT FURTHER RESOLVED that PBOT will partner with small business and contractors who are members of NAMAC and/or COBID-certified business.

BE IT FURTHER RESOLVED that PBOT is directed to develop a comprehensive 4-year project list and propose a project delivery framework, including scope, schedule, and budget for individual projects or clusters of projects, along with the recommended methodology for project delivery (in-house or through consultants).

BE IT FURTHER RESOLVED that PBOT staff shall utilize existing plans (e.g., PedPDX, area plans, 'In-Motion' plans, etc.) and the PBOT Equity Matrix to inform project prioritization.

BE IT FURTHER RESOLVED that PBOT is directed to create a public-facing program website and dashboard that details individual project objectives, components, schedules for delivery, and points of contact for inquiries and concerns.

BE IT FURTHER RESOLVED that this initiative exemplifies the City of Portland's commitment to fostering urban equity, enhancing community safety, and building infrastructure that supports all residents in navigating their environment with dignity and ease.

BE IT FURTHER RESOLVED that a follow-up resolution is required to evaluate fiscal options for financing SIPP in consultation with the City Budget Office, and will be considered through the Finance Committee. The Climate, Resilience and Land Use Committee will review funding options related to the Portland Clean Energy Community Benefits Fund (PCEF).

Impact Statement

Purpose of Proposed Legislation and Background Information

Overall, the Sidewalk Improvement and Paving Program (SIPP) is a policy package designed as a system-wide approach to rectifying the lack of sidewalks and paved streets in underserved neighborhoods in Portland, particularly areas of Districts 1 and 4. The City has deferred maintenance on our streets and sidewalks for many years – and far too long. PBOT estimates that almost two-thirds of the City's local streets are in "poor" or "very poor" condition with well over half of busy streets in similarly decrepit conditions. While Portland's central core benefits from walkable neighborhoods with good sidewalks, most streets in Districts 1 and 4 lack sidewalks entirely.

SIPP's adoption will rely on a few legislative components:

- An initial resolution describing the SIPP package intended to gain Committee, Council, and public support;
- A funding and budget ordinance describing the recommended sidewalk, pothole, and other paving and street improvement projects; and
- An ordinance creating a jobs pipeline connecting existing internship, apprenticeship, and other training and education programs to good jobs that SIPP will create.

The sponsors may also seek funding from PCEF for green technologies and sustainable materials that will provide renewable energy (such as solar sidewalks or electric roadways) or reduce the City's carbon footprint.

Each piece of legislation will be structured with a DEI lens to ensure the neighborhoods and communities most in need of safer streets will receive them. The sponsors also contemplate proactive efforts in line with the City's values and philosophies such as studies or assessments of why particular neighborhoods in Portland suffer more from a lack of sidewalks or have been repeatedly ignored through rounds of deferred maintenance.

PBOT's initial assessment of SIPP projected several benefits:

- **Improved Safety:** New sidewalks and pavement maintenance will create safer pedestrian facilities and improve roadway conditions for motorists and cyclists.
- **Enhanced Accessibility:** Residents will gain better access to schools, businesses, and public spaces, particularly in underserved neighborhoods.
- **Community Development:** Investment in infrastructure will promote economic growth by improving walkability, enhancing curb appeal and attracting local businesses.
- **Environmental Benefits:** Adding greenery, such as trees along sidewalks and in the curb zone, will enhance air quality, increase the tree canopy citywide and support temperature reduction/create cooling corridors in key locations throughout Districts 1 and 4.
- **Job Creation:** The project will generate construction and other skilled labor opportunities and apprenticeships for residents and youth entering the workforce.
- **Increased Independence:** Improved infrastructure will empower individuals with disabilities to navigate their communities with greater ease.
- **Safety Improvements:** Well-maintained sidewalks and roads will reduce risks of falls and accidents, particularly for those with mobility challenges. Improved sidewalk and roadway conditions will also contribute to enhanced safety for children traveling to school and for persons using transit.

The Sidewalk Improvement and Paving Program represents a significant move towards equitable urban development in Portland, demonstrating a commitment to providing safe, functional infrastructure for all neighborhoods.

Based on current assessments, SIPP is expected to take about 4 years.

Financial and Budgetary Impacts

The sponsors are working with colleagues in PBOT and the City Budget Office to determine the particular number and range of sidewalk and paving construction projects that can be accomplished through SIPP and the best options for funding.

Economic and Real Estate Development Impacts

Good, safe streets and roads are essential to livable, walkable communities and a sound economy. Making streets better will make our communities better, and SIPP will target the communities who routinely fall behind in cycles of economic growth and improvement.

Community Impacts and Community Involvement

SIPP will target neighborhoods and communities most in need of help. Safe streets are essential to safe communities. Walkable neighborhoods need good walking paths, whether in the form of traditional sidewalks or specific alternatives.

SIPP will focus first on the needs of the community to identify the particular construction or renovation projects that will provide the greatest benefits to those communities. And the City will need to closely and directly involve those communities in discussions about SIPP to make those projects work well.

100% Renewable Goal

~~The sponsors have every confidence that SIPP-related projects will maximize the use of recycled and sustainable materials. Most of the projects will rely on renewable energy, and many of the streets and sidewalks could be constructed with technologies that could produce renewable energy as well.~~

SIPP will accelerate the rate of active transportation infrastructure investments, which enables an increased rate of mode switch to low or zero emissions transportation