



Presenter(s): Yesenia Delgado (she/her), SHS Division Director  
Lizzie Cisneros (she/her), SHS Oversight Manager  
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Cole Merkel (he/him), SHS Regional Capacity Manager

Attachments: [Staff Report](#)  
[Attachment 1 - Clackamas County Report](#)  
[Attachment 2 - Multnomah County Report](#)  
[Attachment 3 - Washington County Report](#)

3. **Chief Operating Officer Communication**
4. **Councilor Communication**
5. **Adjourn**

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Agenda #: 2.1

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**File #:** 26-6551

**Agenda Date:**5/26/2028

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**Interstate Bridge Program: Metropolitan Transportation Improvement Program Amendment  
Overview**

Gabriela Lopez, Planning Development and Research, Metro

Kelly Betteridge, Planning, Development and Research, Metro

Carley Francis, Interim Interstate Bridge Replacement Program Administrator

IN CONSIDERATION OF RESOLUTION NO. 26-5599, FOR THE PURPOSE OF AMENDING OR ADDING FOUR I-5 INTERSTATE BRIDGE REPLACEMENT PROGRAM PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

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Date: May 18, 2026  
Department: Planning, Development and Research  
Meeting Date: May 26, 2026  
Prepared by: Gabriela Lopez, Planning, Development and Research

Presenter: Gabriela Lopez and Kelly Betteridge, Planning, Development and Research and Carley Francis, Interim Interstate Bridge Replacement Program Administrator  
Length: 60 minutes

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**ISSUE STATEMENT**

The June FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes to the Interstation Bridge Replacement Program (IBR Program):

- Amends the I-5: Columbia River (Interstate) Bridge project
- Amends the I-5: Columbia River Bridge Replacement project
- Amends the I-5 OR & WA Pre-completion Tolling Signage project
- Adds the I-5: Columbia River Bridge Replacement Transit Design project

Resolution No. 26-5599 authorizes the proposed MTIP Formal Amendment.

**ACTION REQUESTED**

No action is requested at the May 26, 2026 Metro Council Meeting. Metro Council will listen to a staff presentation and have the opportunity to ask questions and discuss the proposed amendment.

Metro Council is scheduled to consider an approval at the June 23, 2026 meeting.

**IDENTIFIED POLICY OUTCOMES**

Advancement of the 2023 Regional Transportation Plan (RTP) investment priorities of equitable transportation, climate action and resilience, safe system, mobility options, and thriving economy.

**POLICY QUESTION(S)**

- Should the Metro Council approve the resolution to move forward with proposed MTIP project amendments as recommended by JPACT?

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

The Joint Policy Advisory Committee on Transportation (JPACT) is scheduled to consider action to recommend approval of Resolution 26-5599 to the Metro Council on June 18, 2026.

Should JPACT recommend approval, the Metro Council is scheduled to consider action to adopt Resolution 26-5599 at its meeting on June 23, 2026.

- If the Metro Council adopts the resolution, the required programming actions will be completed for the four projects in the June FFY 2026 Formal Amendment.
- If the Metro Council does not adopt the resolution, the required programming actions will not be completed, the projects will not move forward with next steps, and the amendment will return to JPACT for further consideration.

## **STAFF RECOMMENDATIONS**

Metro staff recommend approval of Resolution 26-5599.

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

1. **Metro's Strategic Framework or Core Mission:** The 2024-2027 MTIP follows transportation policy established in the development of the 2023 RTP. Projects programmed in the MTIP must be consistent with the RTP to ensure federal requirements are met. Metro staff have confirmed that a complete build of the IBR program is included in the 2045 fiscally constrained model for the 2023 RTP.
2. **Metro's racial equity and climate action goals:** While the package of investments in the adopted 2024-27 MTIP make very slight progress towards the 2023 RTP goals, which include Equitable Transportation and Climate Action, the individual projects and programs within the MTIP are likely to make better progress to the local communities in which they are located.

Metro staff assessed how the IBR program advances the RTP investment priorities of Mobility Options, Thriving Economy, Safe System, Equitable Transportation, and Climate Action and Resilience. (See Attachment 1: Staff memo on IBR Program Major Project Assessment).

Model results for RTP Investment Priorities for addressing Equitable Transportation and Climate Action and Resilience show neutral or no significant change towards the desired outcome with one exception: model results show a positive trend towards completing active transportation infrastructure gaps.

3. **Known Opposition/Support/Community Feedback:** The Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation

(WSDOT) have jointly agreed to develop and implement the IBR Program and the agencies support the proposed programming changes in this amendment.

A number of groups and individuals have expressed opinions about elements of the IBR Program through past comments. This includes the Bridgeton Neighborhood Association, Vote Before Tolls, Neighbors for a Better Crossing, and the Just Crossing Alliance. Tolling, project costs, bridge type, number of travel lanes, active transportation design and access, visual design of the bridge, and project impacts are topics that have appeared in the comments.

Metro staff will present the results of the 30-day public comment period to JPACT and Metro Council prior to considering action in June 2026.

**4. Legal Antecedents:**

- a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
- b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
- c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

**5. Anticipated Effects:** Enables the amendments to the projects in the MTIP and STIP.

**6. Financial Implications:** The proposed amendments have no impact to the Metro budget.

## **BACKGROUND**

The 2024-2027 MTIP is a program implementation tool. It includes an investment profile and performance analysis of the progress expected toward the 2023 RTP's regionally significant transportation investments. The MTIP must accurately maintain project information throughout the life of a project, from initial award/allocation to funding obligation and through all phases of project delivery. If a change emerges to a project's scope, schedule or budget, the MTIP may need to be amended to reflect the change. As new federally funded and regionally significant projects emerge and are funded, the MTIP is amended to include the projects.

**Amend Existing MTIP/STIP Programmed Projects:**

Project Number: 1	Key Number: 21570	Status: Existing Project
Project Name:	I-5: Columbia River (Interstate) Bridge	
Lead Agency:	ODOT	
Description:	Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.	
Funding Summary:	<p>The project is currently programmed with a total funding of \$554,629,000.</p> <p>Project funding includes Advance Construction funds, Bridge Program funds, Highway Improvement (HIP) Bridge program funds, National Highway Freight Performance (NHFP) funds, National Highway Performance Program (NHPP) funds, Surface Transportation Block Grant (STBG) State funds, ODOT funds, and WSDOT funds.</p>	
Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> <li>• Increase the Preliminary Engineering (PE) phase by \$300,493,000</li> <li>• Increase the Utility Relocation (UR) phase by \$26,926,000</li> <li>• Decrease Right-of-Way (RW) phase by \$86,684,000</li> </ul> <p>Total project increases from \$554,629,000 to \$793,364,000 using Oregon federal grant funds, Oregon General Obligation (GO) Bonds, and Washington state and federal grant funds. All additional funds programmed are anticipated to be obligated in Federal Fiscal Year (FFY) 2026.</p> <p>Amendment also includes changes to project description to include Right-of-way acquisition for the demolition of the current Interstate Bridge.</p>	

<b>Project Number: 2</b>	<b>Key Number: 23877</b>	<b>Status: Existing Project</b>
<b>Project Name:</b>	I-5: Columbia River Bridge Replacement	
<b>Lead Agency:</b>	ODOT	
<b>Description:</b>	<p>Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570.</p>	
<b>Funding Summary:</b>	<p>The project is currently programmed with a total funding of \$1,478,642,000.</p> <p>Project funding includes Advance Construction funds, ODOT funds, and WSDOT funds.</p>	
<b>Added Notes:</b>	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> <li>• Update Mileposts for project location to match K21570. Final MPs for I-5 MP 306.70 to 308.38 (Northbound and Southbound)</li> <li>• Increase Preliminary Engineering phase by \$233,767,000</li> <li>• Increase Construction phase by \$3,071,479,000</li> </ul> <p>Total project increases from \$1,478,642,000 to \$4,783,888,000 using Oregon federal grant funds, Oregon GO Bonds, Tolling, and Washington state and federal grant funds. All additional funds programmed are anticipated to be obligated in FFY 2026.</p> <p>Amendment also includes a change in description to to expand scope to include Columbia River Bridge (CRB), CRB Approaches, Hayden Island Package A and SR 14 Package A , and design and construction for the removal of the existing structures.</p>	

<b>Project Number: 3</b>	<b>Key Number: 23876</b>	<b>Status: Existing Project</b>
<b>Project Name:</b>	I-5 OR & WA Pre-completion Tolling Signage	
<b>Lead Agency:</b>	ODOT	
<b>Description:</b>	<p>Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.</p>	
<b>Funding Summary:</b>	<p>The project is currently programmed with a total funding of \$24,590,000. Project funding includes ODOT and WSDOT state funds.</p>	

Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> <li>• Change project name</li> <li>• Change project description to include to include education, marketing, system integration, and customer service activities to support tolling launch</li> <li>• Update Mileposts for project location</li> <li>• Increase Construction phase by \$1,510,000</li> <li>• Increase Other phase by \$25,834,000</li> </ul> <p>Total project increase from \$24,590,000 to \$51,934,000 using Oregon GO bonds and Washington state funds. All additional funds programmed are anticipated to be obligated in FFY 2026.</p>
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**Adding New MTIP/STIP Projects:**

Project Number: 4	<b>Key Number: 24473</b>	Status: New Project
Project Name:	I-5: Columbia River Bridge Replacement Transit	
Lead Agency:	ODOT	
Description:	Advance post-NEPA transit design to complete 60% design for light rail transit (LRT) elements north and south of the Columbia River Bridge Replacement, as well as track, systems, and stations design throughout the LRT extension. Early project design pre-NEPA completion is covered under project key 21570.	
Funding Summary:	The new project is proposed to be programmed with \$50,701,000 of Washington Mega grant funds in FFY 2026.	
Added Notes:	The formal amendment adds the project to the MTIP and STIP. If approved, proposed project is anticipated to obligate all funds in FFY 2026.	

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Metro staff evaluate each project and its requested changes against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The evaluation process is designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in its updates, changes, and/or implementation.

**PROPOSED PROCESSING AND APPROVAL ACTIONS:**

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mailing.....	April 24, 2026
• Initiate the required public notification/comment process.....	April 27, 2026
• TPAC amendment overview – no action.....	May 1, 2026
• JPACT amendment overview – no action.....	May 21, 2026
• <b>Metro Council amendment overview – no action .....</b>	<b>May 26, 2026</b>
• TPAC action .....	June 5, 2026
• Completion of public notification/comment process.....	June 16, 2026
• JPACT action .....	June 18, 2026
• Metro Council action.....	June 23, 2026
• Final amendment package submission to ODOT & USDOT.....	Late June 2026
• USDOT clarification and final amendment approval.....	Early August 2026

Note: The above dates are anticipated and could change.

**ATTACHMENTS**

1. Draft Resolution 26-5599 For the Purpose of Amending or Adding Four Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements
2. Exhibit A to Resolution 26-5599: MTIP Project Detail Report
3. Exhibit B to Resolution 26-5599: Public Comment Period Summary
4. Staff memo on IBR Program Major Project Assessment
5. Modified Locally Preferred Alternative (July 2022)
6. Project Information and Maps
  - a. Projects in the STIP/MTIP Amendment (table)
  - b. Core Set of Projects: Columbia River Bridge with Light Rail Service to Waterfront Station in Vancouver (Total cost: \$7.65B (March 17 cost))
  - c. Funded Phase: Columbia River Bridge with Width for Future Light Rail Service (Total cost: \$5.68B)
7. Pre-Completion Tolling Signage and Toll Infrastructure Map

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF AMENDING OR  
ADDING FOUR I-5 INTERSTATE BRIDGE  
REPLACEMENT PROGRAM PROJECTS TO  
THE 2024-27 MTIP TO MEET FEDERAL  
PROJECT DELIVERY REQUIREMENTS** ) RESOLUTION NO. 26-5599  
)  
) Introduced by: Chief Operating  
) Officer Marissa Madrigal with  
) concurrence of Acting Council  
) President Duncan Hwang

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, Interstate 5 provides a critical connection between Oregon and Washington that supports local jobs and families, and is a vital trade route for regional, national and international economies; and

WHEREAS, bridge users are impacted by heavy congestion, safety issues, limited public transit options, and inadequate active transportation facilities; and

WHEREAS, the Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT) are working together to design, replace, and construct a new I-5 Interstate Bridge across the Columbia River; and

WHEREAS, the I-5 Interstate Bridge Replacement (IBR) Program will also include system upgrades that include reconstructed interchanges, new auxiliary lanes, active transportation upgrades, and an extension of the TriMet MAX light rail system line to Vancouver; and

WHEREAS, benefits from the new I-5 bridge are anticipated to provide earthquake resilience to the I-5 corridor, improve, safety, congestion, and reliability, improve freight movement and connections, expand transit options and alternatives to single-occupancy vehicles, plus support tens of thousands of jobs in the region; and

WHEREAS, the IBR Program's Supplemental Environmental Impact Statement has been signed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and the federal environmental process is expected to conclude this summer with the issuance of an amended Record of Decision (ROD) which will allow the program to proceed in construction and retain federal Bridge Investment Program (BIP) grant and Mega grant funding; and

WHEREAS, the IBR Program's 2026 Financial Plan estimates the total project cost between \$13.5 billion to \$15.2 billion dollars; and

WHEREAS, major infrastructure projects are often constructed in phases over time to align with available funding and workforce, and to minimize disruption to local communities; and

WHEREAS, in March 2026, the governors of Oregon and Washington reaffirmed their commitment to building the full IBR Program of investments over time and WSDOT and ODOT announced a core set of projects to advance while working toward building the full five-mile program; and

WHEREAS, the first step toward building the core set of projects is to complete the replacement Columbia River Bridge with space to accommodate light rail transit, construct bridge approaches to connect to I-5 in Oregon and Washington, construct modified SR 14 connections, construct tolling infrastructure, removal of existing structures, and advance design to complete 60% design for light rail transit elements; and

WHEREAS, having secured the necessary funding to begin construction, the IBR Program is requesting to program additional funds and scope in the MTIP and the Statewide Transportation Improvement Program (STIP); and

WHEREAS, the amendment programming will increase total funding from \$2,057,861,000 to \$5,681,887,000; and

WHEREAS, the I-5 IBR Program expects to implement bridge tolling in 2028 to help generate required bridge revenues to cover part of the replacement bridge's costs and future maintenance funding needs; and

WHEREAS, the formal amendment amends the **I-5: Columbia River (Interstate) Bridge** project to increase the Preliminary Engineering phase by \$300,493,000, increase the Utility Relocation phase by \$26,926,000, decrease the Right-of-Way phase by \$86,684,000, and change the project description; and

WHEREAS, the formal amendment amends the **I-5: Columbia River Bridge Replacement** project to increase the Preliminary Engineering phase by \$233,767,000, increase the Construction phase by \$3,071,479,000, and change the project description; and

WHEREAS, the formal amendment amends the **I-5 OR & WA Pre-completion Tolling Signage** project to increase the Construction phase by \$1,510,000, increase Other phase by \$25,834,000, and change the project name and description; and

WHEREAS, the formal amendment adds the **I-5: Columbia River Bridge Replacement Transit Design** with a Preliminary Engineering phase funded with \$50,701,000 of Mega grant funds awarded to WSDOT; and

WHEREAS; Oregon Transportation Commission (OTC) approval is required to program the funding in the STIP and is anticipated to occur on May 7, 2026; and

WHEREAS, the programming updates to the four projects are stated in Exhibit A to this resolution; and

WHEREAS, on June 5, 2026, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on June 16, 2026, Metro completed a 30-day public comment period, as summarized in Exhibit B to this resolution; and

WHEREAS, on June 18, 2026, JPACT approved and recommended that the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend or add the four projects, as stated within Exhibit A, to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this \_\_\_ day of \_\_\_\_\_ 2026.

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Duncan Hwang, Acting Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

**Exhibit A to Resolution 26-5599  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



**Proposed Amendment: MTIP ID 71083 - I-5: Columbia River (Interstate) Bridge**

ODOT Key 21570	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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Project Type Highway	System Investment Type Capital Project	Total Cost \$795,364,000
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Project Description

Planning, design, right of way, and utility relocation for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Project also includes right of way acquisition for the demolition of the current Interstate Bridge.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	State Match	\$1,641,917	\$0	\$0	\$0	\$0	\$0	\$1,641,917
Planning	STBG - State	\$6,567,667	\$0	\$0	\$0	\$0	\$0	\$6,567,667
<b>Total Planning</b>		<b>\$8,209,584</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,209,584</b>
Preliminary Engineering	Advance Construction	\$128,759,197	\$0	\$0	\$0	\$0	\$0	\$128,759,197
Preliminary Engineering	Bridge Program	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Preliminary Engineering	HB5005	\$172,141,000	\$0	\$0	\$0	\$0	\$0	\$172,141,000
Preliminary Engineering	HIP - Bridge Improvement Program 2022	\$950,000	\$0	\$0	\$0	\$0	\$0	\$950,000
Preliminary Engineering	Local Match	\$6,436,462	\$0	\$0	\$0	\$0	\$0	\$6,436,462
Preliminary Engineering	NHFP	\$18,800,000	\$0	\$0	\$0	\$0	\$0	\$18,800,000
Preliminary Engineering	NHPP	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$20,000,000
Preliminary Engineering	Other	\$249,401,000	\$0	\$0	\$0	\$0	\$0	\$249,401,000
Preliminary Engineering	State Match	\$7,725,757	\$0	\$0	\$0	\$0	\$0	\$7,725,757
<b>Total Preliminary Engineering</b>		<b>\$605,213,416</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,213,416</b>
Right of Way	Advance Construction	\$0	\$0	\$0	\$48,526,000	\$0	\$0	\$48,526,000
Right of Way	HB5005	\$0	\$0	\$0	\$56,715,000	\$0	\$0	\$56,715,000
Right of Way	Other	\$0	\$0	\$0	\$39,774,000	\$0	\$0	\$39,774,000
<b>Total Right of Way</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$145,015,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$145,015,000</b>
Utilities	HB5005	\$0	\$0	\$0	\$8,411,000	\$0	\$0	\$8,411,000
Utilities	Other	\$0	\$0	\$0	\$28,515,000	\$0	\$0	\$28,515,000
<b>Total Utilities</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,926,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,926,000</b>
<b>Total Prior Costs</b>		<b>\$613,423,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$613,423,000</b>
<b>Total Programmed</b>		<b>\$613,423,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$181,941,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$795,364,000</b>

**Previously Approved Amendment 71083 - I-5: Columbia River (Interstate) Bridge**

ODOT Key 21570	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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**Exhibit A to Resolution 26-5599  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



Project Type	System Investment Type	Total Cost
Highway	-	\$554,629,000

Project Description

Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	State Match	\$1,641,917	\$0	\$0	\$0	\$0	\$0	\$1,641,917
Planning	STBG - State	\$6,567,667	\$0	\$0	\$0	\$0	\$0	\$6,567,667
<b>Total Planning</b>		<b>\$8,209,584</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,209,584</b>
Preliminary Engineering	Advance Construction	\$50,964,333	\$0	\$0	\$0	\$0	\$0	\$50,964,333
Preliminary Engineering	Bridge Program	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Preliminary Engineering	HIP - Bridge Improvement Program 2022	\$950,000	\$0	\$0	\$0	\$0	\$0	\$950,000
Preliminary Engineering	Local Match	\$6,436,462	\$0	\$0	\$0	\$0	\$0	\$6,436,462
Preliminary Engineering	NHFP	\$18,800,000	\$0	\$0	\$0	\$0	\$0	\$18,800,000
Preliminary Engineering	NHPP	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$20,000,000
Preliminary Engineering	Other	\$75,179,038	\$0	\$0	\$0	\$0	\$0	\$75,179,038
Preliminary Engineering	State	\$110,949,500	\$0	\$0	\$0	\$0	\$0	\$110,949,500
Preliminary Engineering	State Match	\$20,441,083	\$0	\$0	\$0	\$0	\$0	\$20,441,083
<b>Total Preliminary Engineering</b>		<b>\$304,720,416</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304,720,416</b>
Right of Way	Advance Construction	\$0	\$0	\$0	\$72,036,000	\$0	\$0	\$72,036,000
Right of Way	Other	\$0	\$0	\$0	\$104,048,000	\$0	\$0	\$104,048,000
Right of Way	State	\$0	\$0	\$0	\$37,606,000	\$0	\$0	\$37,606,000
Right of Way	State Match	\$0	\$0	\$0	\$18,009,000	\$0	\$0	\$18,009,000
<b>Total Right of Way</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$231,699,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$231,699,000</b>
Utilities	Other	\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
Utilities	State	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
<b>Total Utilities</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Total Prior Costs</b>		<b>\$312,930,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$312,930,000</b>
<b>Total Programmed</b>		<b>\$312,930,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$241,699,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$554,629,000</b>

**Exhibit A to Resolution 26-5599  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Scope Change - Major - Cost and Funding Increase - Major
<b>PROJECT CHANGES</b>	<p>Description changed from "Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river." to "Planning, design, right of way, and utility relocation for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Project also includes right of way acquisition for the demolition of the current Interstate Bridge."</p> <p>Plan Revision Name changed from "JU25-11-JUN" to "FFY26-NO.7-JUN"</p> <p>FTA Conversion Code changed from "None" to "N/A"</p> <p>Flex Transfer to FTA changed from "None" to "No"</p> <p>Federal Functional Class changed from "None" to "Interstates"</p> <p>ODOT Work Class changed from "None" to "Structures"</p>
<b>FUNDING CHANGES</b>	<p><b>State Match</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2022 in PE from \$12,741,083 to \$25,757</li> <li>- Decrease funds in FY 2026 in RW from \$18,009,000 to \$0</li> </ul> <p><b>Advance Construction</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2022 in PE from \$50,964,333 to \$128,759,197</li> <li>- Decrease funds in FY 2026 in RW from \$72,036,000 to \$48,526,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2022 in PE from \$110,949,500 to \$0</li> <li>- Decrease funds in FY 2026 in RW from \$37,606,000 to \$0</li> <li>- Decrease funds in FY 2026 in UR from \$4,000,000 to \$0</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2022 in PE from \$75,179,038 to \$249,401,000</li> <li>- Decrease funds in FY 2026 in RW from \$104,048,000 to \$39,774,000</li> <li>+ Increase funds in FY 2026 in UR from \$6,000,000 to \$28,515,000</li> </ul> <p><b>HB5005</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2022 in PE from \$0 to \$172,141,000</li> <li>+ Increase funds in FY 2026 in RW from \$0 to \$56,715,000</li> <li>+ Increase funds in FY 2026 in UR from \$0 to \$8,411,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$170,318,000 to \$224,602,864 (31.87%)
<b>TOTAL PROJECT COST</b>	Increased from \$554,629,000 to \$795,364,000 (43.40%)

**Exhibit A to Resolution 26-5599  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



**Proposed Amendment: MTIP ID 71615 - I-5: Columbia River Bridge Replacement**

ODOT Key 23877	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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Project Type Highway	System Investment Type Capital Project	Total Cost \$4,783,888,000
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**Project Description**

Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, adjacent to the existing structure. Work will support construction of new bridges to accommodate highway, transit, and active transportation modes and the removal of the existing structures. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under project key 21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Advance Construction	\$0	\$0	\$0	\$361,709,000	\$0	\$0	\$361,709,000
Preliminary Engineering	HB5005	\$0	\$0	\$0	\$12,124,000	\$0	\$0	\$12,124,000
Preliminary Engineering	Other	\$0	\$0	\$0	\$81,731,000	\$0	\$0	\$81,731,000
<b>Total Preliminary Engineering</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$455,564,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$455,564,000</b>
Construction	Advance Construction	\$0	\$0	\$0	\$952,884,000	\$0	\$0	\$952,884,000
Construction	HB3055	\$0	\$0	\$0	\$720,356,000	\$0	\$0	\$720,356,000
Construction	Other	\$0	\$0	\$0	\$1,155,084,000	\$0	\$0	\$1,155,084,000
Construction	State Match	\$0	\$0	\$0	\$1,500,000,000	\$0	\$0	\$1,500,000,000
<b>Total Construction</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,328,324,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,328,324,000</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,783,888,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,783,888,000</b>

**Previously Approved Amendment 71615 - I-5: Columbia River Bridge Replacement**

ODOT Key 23877	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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Project Type Highway	System Investment Type -	Total Cost \$1,478,642,000
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**Project Description**

Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570.

**Exhibit A to Resolution 26-5599  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Advance Construction	\$0	\$0	\$0	\$177,437,000	\$0	\$0	\$177,437,000
Preliminary Engineering	Other	\$0	\$0	\$0	\$22,180,000	\$0	\$0	\$22,180,000
Preliminary Engineering	State	\$0	\$0	\$0	\$750	\$0	\$0	\$750
Preliminary Engineering	State Match	\$0	\$0	\$22,179,250	\$0	\$0	\$0	\$22,179,250
<b>Total Preliminary Engineering</b>		<b>\$0</b>	<b>\$0</b>	<b>\$22,179,250</b>	<b>\$199,617,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$221,797,000</b>
Construction	Advance Construction	\$0	\$0	\$0	\$1,005,474,000	\$0	\$0	\$1,005,474,000
Construction	Other	\$0	\$0	\$0	\$31,725,970	\$0	\$0	\$31,725,970
Construction	State	\$0	\$0	\$0	\$2,500	\$0	\$0	\$2,500
Construction	State Match	\$0	\$0	\$0	\$219,642,530	\$0	\$0	\$219,642,530
<b>Total Construction</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,256,845,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,256,845,000</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$22,179,250</b>	<b>\$1,456,462,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,478,642,000</b>

**Exhibit A to Resolution 26-5599  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Cost and Funding Increase - Major - Project limits change - Major - Scope Change - Major
<b>PROJECT CHANGES</b>	<p>Description changed from "Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570." to "Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, adjacent to the existing structure. Work will support construction of new bridges to accommodate highway, transit, and active transportation modes and the removal of the existing structures. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under project key 21570."</p> <p>Plan Revision Name changed from "JU25-11-JUN" to "FFY26-NO.7-JUN"</p> <p>FTA Conversion Code changed from "None" to "N/A"</p> <p>Flex Transfer to FTA changed from "None" to "No"</p>
<b>FUNDING CHANGES</b>	<p><b>Advance Construction</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in PE from \$177,437,000 to \$361,709,000</li> <li>- Decrease funds in FY 2026 in CN from \$1,005,474,000 to \$952,884,000</li> </ul> <p><b>State Match</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2026 in PE from \$22,179,250 to \$0</li> <li>+ Increase funds in FY 2026 in CN from \$0 to \$1,500,000,000</li> <li>- Decrease funds in FY 2026 in CN from \$219,642,530 to \$0</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2026 in PE from \$750 to \$0</li> <li>- Decrease funds in FY 2026 in CN from \$2,500 to \$0</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in PE from \$22,180,000 to \$81,731,000</li> <li>+ Increase funds in FY 2026 in CN from \$31,725,970 to \$1,155,084,000</li> </ul> <p><b>HB5005</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in PE from \$0 to \$12,124,000</li> </ul> <p><b>HB3055</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in CN from \$0 to \$720,356,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$1,182,911,000 to \$1,314,593,000 (11.13%)
<b>TOTAL PROJECT COST</b>	Increased from \$1,478,642,000 to \$4,783,888,000 (223.53%)

**Exhibit A to Resolution 26-5599  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



**Proposed Amendment: MTIP ID 71613 - I-5: Oregon & Washington Pre-completion Tolling**

ODOT Key 23876	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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Project Type Highway	System Investment Type Capital Project	Total Cost \$51,934,000
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**Project Description**

Install signage, toll gantries, electrical systems, and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Complete education, marketing, system integration, and customer service activities to support tolling launch. Design is completed in project key 21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	HB5005	\$0	\$0	\$0	\$11,800,000	\$0	\$0	\$11,800,000
Construction	Other	\$0	\$0	\$0	\$11,800,000	\$0	\$0	\$11,800,000
<b>Total Construction</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,600,000</b>
Other	HB5005	\$0	\$0	\$0	\$14,158,000	\$0	\$0	\$14,158,000
Other	Other	\$0	\$0	\$0	\$14,176,000	\$0	\$0	\$14,176,000
<b>Total Other</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,334,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,334,000</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51,934,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51,934,000</b>

**Previously Approved Amendment 71613 - I-5: Oregon & Washington Pre-completion Tolling**

ODOT Key 23876	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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Project Type Highway	System Investment Type -	Total Cost \$24,590,000
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**Project Description**

Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	Other	\$0	\$0	\$0	\$9,795,000	\$0	\$0	\$9,795,000
Construction	State	\$0	\$0	\$0	\$12,295,000	\$0	\$0	\$12,295,000
<b>Total Construction</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,090,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,090,000</b>
Other	Other	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
<b>Total Other</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,590,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,590,000</b>

**Exhibit A to Resolution 26-5599  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Project limits change - Major - Cost and Funding Increase - Major - Project Name Change (AM) - Scope Change - Major
<b>PROJECT CHANGES</b>	<p>Title changed from "I-5 OR &amp; WA Pre-completion Tolling Signage" to "I-5: Oregon &amp; Washington Pre-completion Tolling"</p> <p>Description changed from "Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570." to "Install signage, toll gantries, electrical systems, and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Complete education, marketing, system integration, and customer service activities to support tolling launch. Design is completed in project key 21570."</p> <p>Plan Revision Name changed from "JU25-11-JUN" to "FFY26-NO.7-JUN"</p> <p>FTA Conversion Code changed from "None" to "N/A"</p> <p>Flex Transfer to FTA changed from "None" to "No"</p>
<b>FUNDING CHANGES</b>	<p><b>State</b></p> <p>- Decrease funds in FY 2026 in CN from \$12,295,000 to \$0</p> <p><b>Other</b></p> <p>+ Increase funds in FY 2026 in CN from \$9,795,000 to \$11,800,000</p> <p>+ Increase funds in FY 2026 in OT from \$2,500,000 to \$14,176,000</p> <p><b>HB5005</b></p> <p>+ Increase funds in FY 2026 in CN from \$0 to \$11,800,000</p> <p>+ Increase funds in FY 2026 in OT from \$0 to \$14,158,000</p>
<b>FEDERAL PROJECT COST</b>	Stays the same \$0
<b>TOTAL PROJECT COST</b>	Increased from \$24,590,000 to \$51,934,000 (111.20%)

**Exhibit A to Resolution 26-5599  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



**Proposed New Project: MTIP ID 71646 - I-5: Columbia River Bridge Replacement Transit**

ODOT Key 24473	RTP ID 10866	RFFA ID -	Lead Agency Washington DOT
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Project Type Transit	System Investment Type Capital Project	Total Cost \$50,701,000
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**Project Description**

Advance post-NEPA transit design to complete 60% design for light rail transit (LRT) elements north and south of the Columbia River Bridge Replacement, as well as track, systems, and stations design throughout the LRT extension. Early project design pre-NEPA completion is covered under project key 21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Other	\$0	\$0	\$0	\$50,701,000	\$0	\$0	\$50,701,000
<b>Total Preliminary Engineering</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,701,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,701,000</b>
<b>Total Programmed</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,701,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,701,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	\$0
<b>TOTAL PROJECT COST</b>	\$50,701,000

## Exhibit B to Resolution 26-5599



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: May 18, 2026  
To: JPACT, Metro Council, and Interested Parties  
From: Gabriela Lopez, Senior Transportation Planner  
Subject: **Public Comment Period Summary  
June FFY 2026 MTIP IBR Program Formal Amendment (FFY26-NO.07-JUN)**

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The June FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes:

- Amends the I-5: Columbia River (Interstate) Bridge project
- Amends the I-5: Columbia River Bridge Replacement project
- Amends the I-5 OR & WA Pre-completion Tolling Signage project
- Adds the I-5: Columbia River Bridge Replacement Transit project

### **Public Comment Period Notice and Invitation to Participate**

Between April 27, 2026 and May 27, 2026, Metro conducted a 30-day public comment period on the proposed MTIP formal amendment. The notice and invitation to participate was distributed via the Metro News notification service and posted on the Metro website: <https://www.oregonmetro.gov/what-metro-does/transportation/metropolitan-transportation-improvement-program>

On May 18, 2026 Metro updated the Public Comment Period notice with programming changes to the formal amendment and extended the public comment period for 30 days to conclude on June 16, 2026.

Comments were accepted via email to [summer.blackhorse@oregonmetro.gov](mailto:summer.blackhorse@oregonmetro.gov).

**Draft Placeholder:**  
**Public Comment Period Summary**  
**to be provided upon completion**



# Memo

Date: Friday, May 18, 2026  
To: Metro Council and Interested Parties  
From: Blake Perez, Associate Transportation Planner  
Jean Senechal Biggs, Resource Development Manager  
Subject: 2024-27 MTIP Formal Amendment Request: Interstate Bridge Replacement Program  
Major Project Assessment

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**Purpose:** The purpose of this Major Project Assessment is to document how the proposed amendments to the 2024-27 Metropolitan Transportation Improvement Program (MTIP) for the Interstate Bridge Replacement Program (IBR Program) perform in accordance with local, regional, and state transportation policies, as well as how the project addresses the five goal areas of the 2023 Regional Transportation Plan (RTP).

## Overview

The MTIP is a federally required document that helps track and manage regionally significant transportation investments. The MTIP is a list of transportation projects and programs that are scheduled to receive federal transportation money for the four-year reporting period. An active MTIP may be amended if additional funding becomes available or to reflect changes in a project's scope, schedule or budget. The Metro Council adopted the 2024-27 MTIP in July 2023.

Major Project Assessments (MPAs) are conducted when a proposed MTIP amendment has at least one of the following:

- the project is capacity enhancing,
- the project is regionally significant, and/or
- the amendment is over \$100 million.

The proposed amendment for the IBR program is a regionally significant project and exceeds the \$100 million threshold, prompting the need for this assessment.

This assessment uses results from analysis that Metro completed in 2025. In July 2025, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved a formal amendment to the 2024-2027 MTIP to amend an existing project and add two new projects for the IBR Program. As part of that 2025 amendment process, Metro completed an MPA of the completed IBR program, also called the "full build." The analysis for this Major Project Assessment remains the same since the IBR Program is not proposing changes to the full build project.

This Major Project Assessment models, reviews, and evaluates a complete build of the IBR Program against local, regional, and state transportation policies, and the five goals of the adopted 2023 Regional Transportation Plan (RTP). This evaluation shows how adding the IBR program funds to the 24-27 MTIP influences the full package of investments in the 24-27 MTIP (Note: Metro included a complete build of the IBR Program in the 2045 fiscally constrained model for the 2023 RTP.)

The Oregon Department of Transportation (ODOT) and IBR Program staff provided project information, such as, but not limited to, project plans, finance, cost estimates, and programming, that supported this assessment. This assessment is provided to inform the amendment decision process regarding consistency with investment priority policies.

### **IBR Program Proposed Projects and Phases**

The proposed formal amendment for the IBR Program amends the three existing projects in the 2024-27 MTIP and adds one new project for transit design. Goals and objectives, along with major work elements and milestones, for each project and phase are described below. See attached maps for additional detail.

#### **I-5: Columbia River (Interstate) Bridge (ODOT Key Number 21570)**

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##### **Right of Way Phase**

- *Goals & Objectives:*  
Acquire property needed for construction, demolition of the existing Interstate Bridge, maintenance, and operation of the project.
- *Major Work Elements & Milestones:*  
To transition from NEPA work into ROW acquisition and the construction stage, the IBR Program has completed the Final SEIS and is working toward receiving a ROD. While the Program intended to transition into ROW acquisition in late 2025/early 2026 after the last STIP approval process, the time required to reach a Record of Decision and move into the construction phase has taken longer than anticipated. Review of the Final SEIS with our federal lead agencies has included additional rounds of feedback and refinement being added to ensure sufficient technical analysis.

##### **Utility Relocation Phase**

- *Goals & Objectives:*  
Enable the Program to provide payments to eligible utilities that need to relocate lines because of construction of the IBR Program.
- *Major Work Elements & Milestones:*  
The Program shared preliminary designs with utility companies in early 2026. Reimbursable utility design efforts will likely commence in 2027.

#### **I-5: Columbia River Bridge Replacement (ODOT Key Number 23877)**

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##### **Preliminary Engineering Phase**

- *Goals & Objectives:*  
Complete final design for the bridge replacement and connections to Oregon and Washington.
- *Major Work Elements & Milestones*  
This work is contingent upon completing the federal NEPA process and receiving an Amended ROD. Later this year, the Washington State Department of Transportation will issue a Request for Proposals (RFP) for a Progressive Design Build Contract to complete design and construction of the bridge replacement and demolition of the existing Interstate Bridge.

The requested MTIP amendment would enable the Program to advance transit work to continue progress needed to meet FTA CIG requirements.

### **Construction Phase**

- *Goals & Objectives*  
Construct the replacement I-5 bridge adjacent to the existing bridge shore to shore over the Columbia River. Work will support construction of new bridges to accommodate highway, transit, and active transportation modes, including connecting the new bridge to the existing I-5 facilities in Oregon and Washington. Removal of the existing Interstate Bridge.
- *Major Work Elements & Milestones*  
Construction of new bridges to accommodate highway, active transportation and transit modes. This work also includes construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety.

North of the bridge, work includes rebuilding the I-5/SR-14 interchange and nearby roads to shift traffic and create space for construction of the new bridge approaches.

Work on Hayden Island includes reconfiguring local roads and ramps to connect the new bridge to the island and improve access for people driving, walking, and biking.

Removal of the existing Interstate Bridge once the new bridges are open and operational.

This work is contingent upon completing the federal NEPA process and receiving an Amended ROD.

### **I-5: Oregon & Washington Pre-completion Tolling (ODOT Key Number 23876)**

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#### **Construction Phase**

- *Goals & Objectives*  
Construct toll signage and gantries and enable the Program to pay for all pre-launch costs, including education and marketing, and customer support services, and integrating the new facility into Washington's existing *Good to Go!* toll program to support tolling Go-Live.
- *Major Work Elements & Milestones*  
The IBR Program is funded through a diverse range of sources including federal funds, tolling, and state funds from both Oregon and Washington. Tolling is an integral part of the funding strategy for the IBR Program. Both states recently updated their toll funding analysis, based on the toll rates that both state transportation commissions approved for additional study, which showed an increase of toll funding capacity from the previously assumed \$1.25 billion to \$1.5 billion.

This STIP amendment would increase funding for construction of the toll signage and gantries. It would also add funding for all pre-launch activities, including integrating the new facility into Washington's existing *Good to Go!* Program and customer support services.

### **I-5: Columbia River Bridge Replacement Transit Design (NEW – ODOT Key Number 24473)**

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- *Goals & Objectives*  
Advance post-NEPA transit design for elements within the core set of projects to support the requirements of the Federal Transit Administration (FTA) Capital Investment Grant. Design for the width that will support transit on the Columbia River Bridge (step 1) is covered in the I-5: Columbia River Bridge Replacement project (ODOT Key Number 23877).
- *Major Work Elements & Milestones*

Early project design pre-NEPA completion is covered under the I-5: Columbia River (Interstate) Bridge Project (ODOT Key Number 21570).

## **Proposed MTIP Amendment Major Project Assessment**

### **Consistency with the Congestion Management Process and Oregon Highway Plan Policy 1G and Action 1G.1**

Regional and State policies give direction on prioritizing investments and when to consider adding motor vehicle capacity to the transportation system. Oregon Highway Plan (OHP) Policy 1G and Action 1G.1 direct ODOT to maintain highway performance and improve safety by improving system efficiency and management before adding capacity.

In the materials provided to Metro, the Interstate Bridge Replacement project has documented consistency with the state and regional policy by focusing the project scope on the first three steps of the Oregon Highway Plan (OHP) Action 1G.1. These three steps are:

1. Protect the existing system. The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
2. Improve efficiency and capacity of existing highway facilities. The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.
3. Add capacity to the existing system. The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.

### **Consistency with RTP Congestion Management Process**

The IBR project is consistent with the RTP Congestion Management Process, in prioritizing four of the six strategies as part of the project outcomes, which includes:

1. TSMO strategies, including localized Travel Demand Management (TDM), safety, operational and access management improvements. The IBR Program's Modified Locally Preferred Alternative (LPA) features integrated multimodal improvements with transportation management elements. The Program developed safety and operational improvements to I-5 to work in conjunction with high-capacity transit, active transportation facilities, variable rate tolling, transportation demand management and transportation systems management. The non-highway elements of the IBR Program (transit, active transportation, tolling, TDM and TSM) would all help provide multimodal choices and management tools to help reduce demand. They would also be tools the region could dynamically adjust over time to manage higher levels of highway demand if they were to occur.
2. Transit, bicycle and pedestrian system improvements. The IBR Program is adding transit only lanes for buses and an extension of the MAX light rail to Vancouver, Washington. New bike lanes and sidewalks are included in the project. Investments also include a system of shared use paths, bikeways, and sidewalks within the IBR Program area. Active transportation design is also expected to be ADA compliant and include other features, such as barriers, illumination, signing, and striping to enhance user experience, safety, comfort, and route directness.

3. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.3.4 and design classifications in Table 3.9 of the 2023 RTP, to provide alternative routes and encourage walking, biking and access to transit. The IBR Program proposed construction packages to incorporate alternative corridors that bypass busy freight and vehicle interchanges. For example, a shared-use path along the proposed extension of Expo Road provides an alternative route that bypasses the Marine Drive Interchange. Where separate corridors for active transportation use are impractical, active transportation facilities are designed in accordance with state and local agency standards for safety. Active transportation design is also expected to be ADA compliant and include other features, such as barriers, illumination, signing, and striping to enhance user experience, safety, comfort, and route directness.
4. Motor vehicle capacity improvements, consistent with the RTP Regional motor vehicle network vision and policies in Table 3.8 and section 3.3.3 of the 2023 RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs. The addition of one auxiliary lane in each direction will improve both the safety and efficiency of the three through travel lanes by providing drivers with more distance to speed up or slow down before entering or exiting mainline I-5, reducing bottlenecks and helping to optimize traffic flow by giving drivers space to merge safely. The addition of full safety shoulders will provide faster crash recovery, improve access for emergency vehicles, and provide a safe space for travelers recovering from an incident. The safety shoulders will also be able to accommodate express bus service, while dedicated space for light rail transit will further ensure that transit operations are separated from general purpose traffic to improve the efficiency of operations.

### **Consistency with Statewide Land Use Planning Goal 12.**

In Oregon's Statewide Land Use Planning Goals, Goal 12 requires cities, counties and the state to create a transportation system plan that considers all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian. The resulting plan should support a variety of transportation modes so residents are not limited in the ways they can access the jobs, goods, or services available in different parts of their community. A well-designed transportation plan conserves energy while also minimizing adverse social and economic impacts for disadvantaged areas. The IBR project aligns with these goals by:

- Serving statewide, regional, and local transportation needs.
- Serving the mobility and access needs of those who cannot drive and other underserved populations.
- Providing for affordable, accessible and convenient transit, pedestrian, and bicycle access and circulation, with improved connectivity.
- Helping to reduce pollution from transportation to meet statewide goals to reduce climate pollution.
- Facilitating the safe flow of freight, goods, and services within regions and throughout the state.

### **Consistency with Local Plans**

Metro's Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available over

the next 25 years to make those investments a reality. On Nov. 30, 2023, Metro Council adopted the 2023 Regional Transportation Plan, via Ordinance No. 23-1496. Metro included a complete build of the IBR Program in the 2045 fiscally constrained model for the 2023 RTP.

The City of Portland's 2035 Comprehensive Plan is built on the 2012 Portland Plan, the Climate Action Plan and Portland's 1980 Comprehensive Plan, which was Portland's first Comprehensive Plan developed under the statewide land use planning system. The new Plan continues the commitment to link land use and transportation decisions. The Plan continues Portland's commitment to compact development, with active employment centers, expanded housing choice, and access to parks and open space. The IBR Program advances multiple goals articulated by the Transportation component of the Comprehensive Plan, including:

- Create a coordinated, efficient, more affordable multimodal transportation system.
- Reduce service disparities and achieve equitable access to all types of facilities and transportation modes.
- Ensure safety of the most vulnerable users (people with disabilities, young people, the elderly).
- Guide the location and design of new street, pedestrian, bicycle, and trail infrastructure.

The City of Portland's 2035 Transportation System Plan, adopted in March 2020, is the City's 20-year plan to guide transportation policies and investments in Portland. The TSP helps implement the City's 2035 Comprehensive Plan. The 2035 TSP lists the Columbia River bridge replacement and interchange improvements as a financially constrained project to be completed within 1 to 10 years.

The IBR Program would provide transportation infrastructure to support the land use plans for Hayden Island. Specifically, the project would support the City of Portland's Hayden Island Plan, adopted in 2009, which seeks to protect the interests of the island, provide guidance to the former CRC project, as well as ensure that the amount and type of development on Hayden Island would not overload the proposed freeway improvements. The Hayden Island Plan was developed during the former CRC project and is referenced in its plan. The IBR Program's Modified LPA is consistent with the Hayden Island plan, supporting specific goals such as:

- Light-rail transit to, and a station on, Hayden Island.
- A light-rail transit alignment adjacent to the west side of I-5 instead of a separate alignment to
- minimize the barrier effects.
- Access to local street systems south of North Portland Harbor without using the freeway.

The IBR Final SEIS evaluates consistency with additional local plans in Chapter 3.4- Land use and Economics, which can be found online at: [IBR Final SEIS Chapter 3.4 – Land Use and Economic Activity](#)

### **Consistency with RTP Investment Priorities**

Metro staff assessed how the proposed MTIP project amendment advances the RTP investment priorities of Mobility Options, Thriving Economy, Safe System, Equitable Transportation, and Climate Action and Resilience and how the project impacts the package of MTIP investments towards those RTP goals.

Metro staff completed a similar assessment as part of the initial evaluation and adoption process for the 2021-24 MTIP. (Note: Thriving Economy was recently included in the 2023 RTP but was not part of the 2024-27 MTIP assessment process. It has been included in this assessment.)

DRAFT

Metro staff used three main tools to evaluate the 2024-2027 MTIP investment package and to prepare the PAE:

- the Regional Travel Demand Model (RTDM).
- The Motor Vehicle Emissions Simulator (MOVES) Model; and
- Geographic Information Systems (GIS).

The outputs for this analysis are for the entire area within the Metro jurisdiction or Metropolitan Planning Area (MPA) and the year modeled was 2027 (the last year of the current 2024-27 MTIP). This analysis does not include the level of detail covered by a full corridor study which typically includes current and future operating characteristics of the corridor and detailed impacts of the project at the corridor level.

In addition to evaluating the four projects included in the proposed amendment, staff performed a full build analysis of the IBR Program, even though a full build won't be completed during the current MTIP timeframe, to ensure consistency with the RTP. Table 1 summarizes the evaluation results based on the RTP investment priorities. An analysis by RTP investment priority for each performance measure, with detailed definitions, is outlined in summary tables that follow.

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**Table 1. Summary of RTP Investment Priorities Evaluation – Interstate Bridge Replacement Project Complete Build**

RTP Priority	Measure Description	Model Result
<b>Equitable Transportation</b>	1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute.	0
	2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute.	0
	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	0
<b>Climate Action and Resilience</b>	1. Projected daily metric tons of greenhouse gas emissions reduction per capita.	0
	2. Projected daily metric tons of greenhouse gas emissions reduction	0
	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	+
<b>Safe System</b>	1. Amount of investment of safety activities which address fatalities and serious injuries crashes.	^
	2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas.	^
<b>Mobility Options</b>	1. Mode split	0
	2. Miles traveled by mode	0
<b>Thriving Economy</b>	1. Is the project located in an area that is prioritized for future job growth?	+
	2. Is the project located in an area with higher-than-average job activity?	+

**Key:**

- 0 neutral or no significant change
- ^ not directly addressing the region’s desired outcome; has other related benefits
- + trending towards the desired outcome for that priority
- trending away from the desired outcome for that priority
- +/0 potential to trend toward desired outcome but still to be determined until further details are known
- /0 risk to trend away from desired outcome but still to be determined until further details are known

### Equitable Transportation

To measure equity in the context of the project, Metro staff evaluated whether the project increases access to travel options in Equity Focus Areas and how the project has been identified as a priority transportation improvement by BIPOC and low-income persons or communities.

Desired Outcome	Performance Measures	IBR Completion
Increase Access to jobs	1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute.	Results from the RTDM indicates a very small decrease (<-1%) of access via auto trips to medium wage jobs across the entire MPA area, non-equity focus areas, and equity focus area. There is a small increase (<1%) in access to medium wage jobs via transit across all areas.
Increase access to community places	2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute.	RTDM results indicate no change in access to community places such as grocery stores, medical facilities, and community gathering places.
Complete any gaps in the active transportation system in an equity focus area	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	Per GIS analysis, some gaps will be completed in this project in the vicinity of Marine Drive and on Hayden Island surface streets. While the areas studied in Oregon are not located in an Equity Focus Area, they are in Equity Focus Areas on the Washington side of the IBR Program.

**Climate Action and Resilience**

To measure climate action and resilience in the context of the project, Metro staff evaluated how the project aligns with Metro’s RTP climate goals and polices and whether the project includes elements that will increase access to and use of multi-modal options or increase motor vehicle travel.

Desired Outcome	Performance Measures	IBR Completion
Reduction of greenhouse gas emissions per capita	1. Projected daily metric tons of greenhouse gas emissions reduction per capita.	Using a combination of the RTDM and MOVES, results indicate a very small decrease in GHG per capita (-0.3%) at the regional level.
Reduction in daily metric tons of greenhouse gas emissions	2. Projected daily metric tons of greenhouse gas emissions reduction	Using a combination of the RTDM and MOVES, results indicate a very small decrease in daily tons of GHG (12,566 to 12,533) at the regional level.
Improves system completeness of active transportation network	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	Gaps in the bicycling network are addressed in the Marine Drive Package through a new path that connects Marine Drive to Expo Road. Additionally, gaps in the pedestrian network are addressed in Hayden Island Surface Streets and Marine Drive Interchange.

**Safe System**

To measure safety in the context of the project, Metro staff evaluated whether the project includes scope elements, including recognized safety counter measures, to address documented safety issues that contribute to crashes that result in fatal and serious injuries. Metro staff also assessed the scope of work against the region’s high injury corridor network to better understand whether the project is addressing the locations with a propensity of crashes leading to fatalities and serious injuries. IBR project staff provided additional relevant safety related information that is summarized in the table below.

Desired Outcome	Performance Measures	IBR Completion
Increase level of investment to address fatalities and serious injuries	1. Amount of investment of safety activities which address fatalities and serious injuries crashes.	<p>A GIS analysis of the project indicates Marine Dr &amp; MLK Blvd. are high-injury corridors. Neither of these projects are included at this time in the current proposed amendment but are part of the full build.</p> <p>The IBR Program Modified LPA proposes substantial changes to the configuration of the roadway network within the five-mile corridor, including but not limited to new or removed ramps, reconfigured interchanges, and access point changes. These changes would make I-5 more consistent with modern design standards and would reduce weaving, thereby improving safety According to information from the IBR Program, the IBR Program is anticipated to reduce crashes by 13-17% in 2045 compared to the No-Build Alternative.</p>
Increasing level of safety investment on high injury corridors, and high injury corridors in equity focus areas	2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas.	<p>Many of the projects within the IBR Program, including those in the proposed amendment, are not located in a high injury corridor. Nor are the projects located in an equity focus area on the Oregon side of the project. However, the project is within an equity focus area on the Washington side.</p>

**Mobility Options**

To measure mobility options in the context of the project, Metro staff assessed whether the project influences changes to mode split (e.g. driving, transit, bike) and miles traveled by mode per capita.

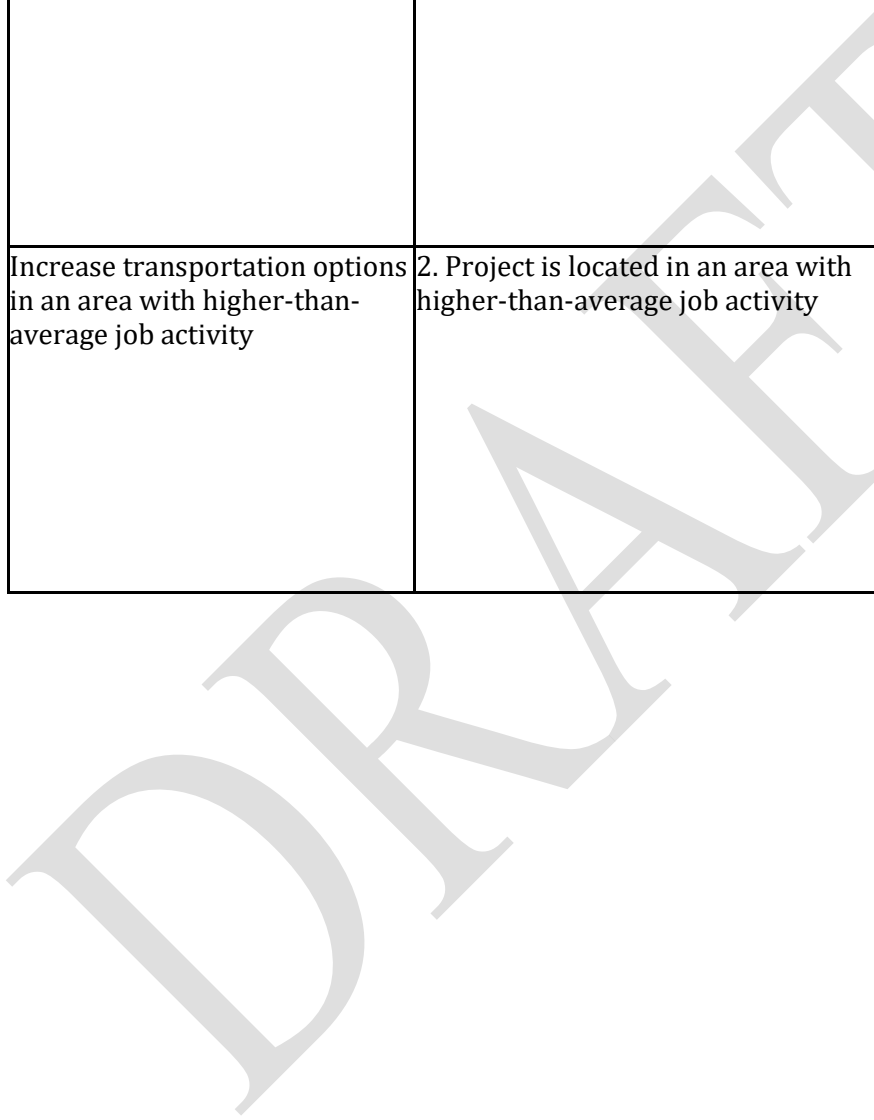
Desired Outcome	Performance Measures	IBR Completion
Achieve a more equitable mode split amongst driving, transit, and biking	1. Mode split	Results from the RTDM indicate no significant change in mode split.
Decrease miles traveled by vehicle and increase miles done by bike and transit	2. Miles traveled by mode	RTDM results indicate a very small increase in personal vehicle driver miles traveled (0.13%), personal vehicle passenger miles traveled (0.07%), and pedestrian miles traveled (0.09%). Model results show a small decrease in bike miles traveled (-0.11%) and transit miles traveled (-0.02%).

DRAFT

**Thriving Economy**

To measure economic vitality in the context of the project, Metro staff assessed whether the project is in an area that is prioritized for future job growth and if the project is in an area with higher-than-average job activity.

Desired Outcome	Performance Measures	IBR Completion
Increase transportation option in areas prioritized for future job growth.	1. Project is located in an area that is prioritized for future job growth	Multiple census tracts that are considered regionally significant industrial areas are located within the project area. Within the project area there are identified station communities, planned high-capacity transit, corridors, and employment land all identified in the 2040 Growth Concept Map.
Increase transportation options in an area with higher-than-average job activity	2. Project is located in an area with higher-than-average job activity	According to Metro’s 2022 Economic Value Atlas, the Census Tracts that are within the project area have job activity that are greater than the regional average. The two Census Tracts have a score of 8.9 and 5.2 compared to the regional average of 5.0.



DRAFT

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE	)	RESOLUTION NO. 22-5273
MODIFIED LOCALLY PREFERRED	)	
ALTERNATIVE FOR THE INTERSTATE	)	Introduced by Chief Operating Officer
BRIDGE REPLACEMENT PROGRAM	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, the Oregon and Washington sides of the metropolitan region are linked by critical transportation infrastructure vital to each community along the Columbia River; and

WHEREAS, the Interstate Bridge is part of a critical trade route for regional, national, and international commerce; and

WHEREAS, the Interstate Bridge carries more than 140,000 people each weekday by car, truck, bus, bicycle and on foot; and

WHEREAS, the existing structures were not designed to support the needs of today’s transportation system; and

WHEREAS, the segment of Interstate 5 in the vicinity of the Columbia River has extended peak-hour travel demand that exceeds capacity, includes bridge spans that are over 100 years old and do not meet current traffic safety or seismic standards; and

WHEREAS, congestion and bridge lifts slow auto, transit, and freight movement along Interstate 5; and

WHEREAS, the current bridge’s narrow shared-use paths, low railings, and lack of dedicated pathways impede safe travel for pedestrians and cyclists; and

WHEREAS, there are limited transit options across the bridge; and

WHEREAS, the current bridge could be significantly damaged in a major earthquake; and

WHEREAS, the Interstate Bridge Replacement Program (IBRP) is a collaboration between the Oregon and Washington Departments of Transportation, Metro, TriMet, C-TRAN, the Southwest Washington Regional Transportation Council, the Cities of Portland and Vancouver, the Ports of Portland and Vancouver, the Federal Highway Administration, and the Federal Transit Administration; and

WHEREAS, Metro is a Participating Agency in the federal environmental review process under the National Environmental Planning Act (NEPA); and

WHEREAS, Metro Council and staff participate in the IBRP Executive Steering Group, Equity Advisory Group, and staff level groups, and

WHEREAS, the Metro Council adopted the 2018 Regional Transportation Plan (RTP) with four primary priorities: Equity, Safety, Climate, and Congestion Relief; and

WHEREAS, the Metro Council strives for policies that promote climate resiliency, sustainability, economic prosperity, community engagement, and creating or preserving livable spaces; and

WHEREAS, the IBRRP has recommended a Modified Locally Preferred Alternative (LPA) that revises the original LPA adopted by Metro Council in 2008 as part of the Columbia River Crossing project; and

WHEREAS, the Modified LPA supports Metro's policies and strategies in the RTP that promote safety, equity, climate, and mobility; and

WHEREAS, the Modified LPA has been endorsed by the Executive Steering Group for the IBRRP; and

WHEREAS, Metro's Transportation Policy Alternatives Committee (TPAC) received an overview of the Modified LPA and recommended approval of Resolution 22-5273 to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on June 3, 2022; and

WHEREAS, at its meeting on June 16, 2022, JPACT recommended approval of Resolution 22-5273 to the Metro Council; now therefore

BE IT RESOLVED that:

The Metro Council hereby endorses the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program, attached as Exhibit A to this resolution.

ADOPTED by the Metro Council this 14<sup>th</sup> day of July 2022.



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Lynn Peterson, Council President

Approved as to Form:



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Carrie Maclaren, Metro Attorney



## MODIFIED LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

MAY 27, 2022

After regional support is reached on a Modified Locally Preferred Alternative for the Interstate Bridge Replacement (IBR) Program, the program commits to continuing work with the partner agencies and community to identify and refine program elements that have yet to be finalized. The **IBR Program** recommends the following components for the Modified LPA:

1. A replacement of the current I-5 Bridge with a seismically sound bridge.
2. A commitment to increase and implement attractive transit options across the Columbia River by supporting a variety of transit services that meet the needs of customers traveling between varied markets through:
  - i. Continuation of C-TRAN express bus service from markets north of the Bridge Influence Area (BIA) to the downtown Portland area utilizing new bus on shoulder facilities, where available, within the BIA.
  - ii. Continuation of C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans and known as the Vine.
  - iii. New Light Rail Transit (LRT) service as the preferred mode for the dedicated High-Capacity Transit improvement within the BIA.
  - iv. An alignment of LRT that begins with a connection at the existing Expo Center LRT station in Portland, OR, extends north, with a new station at Hayden Island, continues across the Columbia River on a new I-5 bridge, and generally follows I-5 with an interim Minimum Operable Segment not extending north of E. Evergreen Boulevard, in Vancouver, WA. There will be multiple stations in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, the Port of Vancouver, and TriMet.
3. Active transportation and multimodal facilities that adhere to universal design principles to facilitate safety and comfort for all ages and abilities. Exceptional regional and bi-state multi-use trail facilities and transit connections will be created within the BIA. Opportunities will be identified to enhance active transportation facilities, with specific emphasis on local and cross-river connections between the region's Columbia River Renaissance Trail and the 40-mile Loop.
4. The construction of a seismically sound replacement crossing for the North Portland Harbor Bridge with three through lanes, northbound and southbound.
5. The construction of three through lanes northbound and southbound on I-5 throughout the BIA.

6. The inclusion of one auxiliary lane northbound and one southbound between Marine Drive in Portland and E. Mill Plain Boulevard in Vancouver to accommodate the safe movement of freight and other vehicles.
7. A partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts on the Island's community; and improve freight, workforce traffic, and active transportation on Marine Drive.
8. A commitment to study improvements of other interchanges within the BIA.
9. Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.
10. A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.
11. A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

**COUNCIL MEETING STAFF REPORT****IN CONSIDERATION OF RESOLUTION NO. 22-5273, FOR THE PURPOSE OF ENDORSING THE MODIFIED LOCALLY PREFERRED ALTERNATIVE FOR THE INTERSTATE BRIDGE REPLACEMENT PROGRAM**

Date: June 27, 2022

Department: Planning, Development, and Research

Meeting Date: July 14, 2022

Prepared by: Matt Bihn,  
[matt.bihn@oregonmetro.gov](mailto:matt.bihn@oregonmetro.gov)

Presenter(s): Margi Bradway, Deputy Director, Planning, Development, and Research; Matt Bihn, Principal Transportation Planner

Length: 30 minutes

**WORK SESSION PURPOSE**

Purpose: Consider endorsement of the Interstate Bridge Replacement Program (IBRP) Modified Locally Preferred Alternative (LPA).

**BACKGROUND**

The IBRP has worked with project partners to develop a Modified LPA with project components that reflect changes since the Columbia River Crossing LPA was approved over a decade ago, with the goal of submitting the Modified LPA to the US Department of Transportation. The Modified LPA was developed with input of the project staff and was informed by technical analysis and ongoing community engagement including feedback from the Community Advisory Group (CAG) and Equity Advisory Group (EAG).

On May 5, 2022 the Executive Steering Group (ESG) supported agreement to bring the Modified LPA to their eight respective boards and councils for consideration. On June 3, 2022 TPAC recommended endorsement of Resolution No. 22-5273, and on June 16, 2022, JPACT endorsed Resolution No. 22-5273.

Below is the anticipated schedule for the eight IBR partners' endorsement of the Modified LPA:

June 22	TriMet Board of Directors
July 11	Vancouver City Council
July 12	CTran Board of Directors
July 12	Port of Vancouver Board of Commissioners
July 13	Port of Portland Board of Commissioners
July 13	Portland City Council
July 14	RTC Board of Directors
July 14	Metro Council

Later this summer the ESG will consider a consensus recommendation to move the Modified LPA forward to the Supplemental Environmental Impact Statement process.

**QUESTION FOR COUNCIL CONSIDERATION**

- Does Council agree to endorse the IBRP Modified Locally Preferred Alternative, with Conditions of Approval adopted by Council in advance of this decision?
- Does Council have questions about the next steps in the overall LPA process?

**PACKET MATERIALS**

- Would legislation be required for Council action X Yes  No
- If yes, is draft legislation attached? X Yes  No
- What other materials are you presenting today?
  - Resolution No. 22-5273
  - Exhibit A: IBR Recommended Modified LPA

# Projects in the STIP/MTIP Amendment

Package	Core Set of Projects	Step 1 (March 17th, revised to funded phase)	Funded Phase	STIP/MTIP Amendment
Columbia River Bridge	✓	✓	Combined Packages ✓	Combined Packages ✓
Approaches	✓	✓		
SR 14 Package A	✓	✓		
Hayden Island Package A	✓	✓		
Pre-Completion Tolling	✓	✓	✓	✓
Transit Design	✓	✓	✓	✓
Bridge Removal	✓		✓	<i>Outside the STIP cycle</i>
Light Rail from Expo Center to Waterfront	✓			

# Core Set of Projects: Columbia River Bridge with Light Rail Service to Waterfront Station in Vancouver



**DRAFT** 3.13.2026

Not shown on map: Pre-completion Tolling  
 \* Grade separation for light rail service  
 \*\*Light Rail includes: Hayden Island Guideway; North Portland Harbor Transit; Marine Drive A; Track, Systems, and Stations; WA and OR Station Finishes

Not to Scale



All graphics are conceptual and subject to change

Total cost: \$7.65 B\* (March 17 cost)

\*The Program will update the estimate for the core set of projects to reflect refinements.

# Funded Phase: Columbia River Bridge with Width for Future Light Rail Service



**DRAFT** 3.26.2026

Not shown on map: Pre-completion Tolling

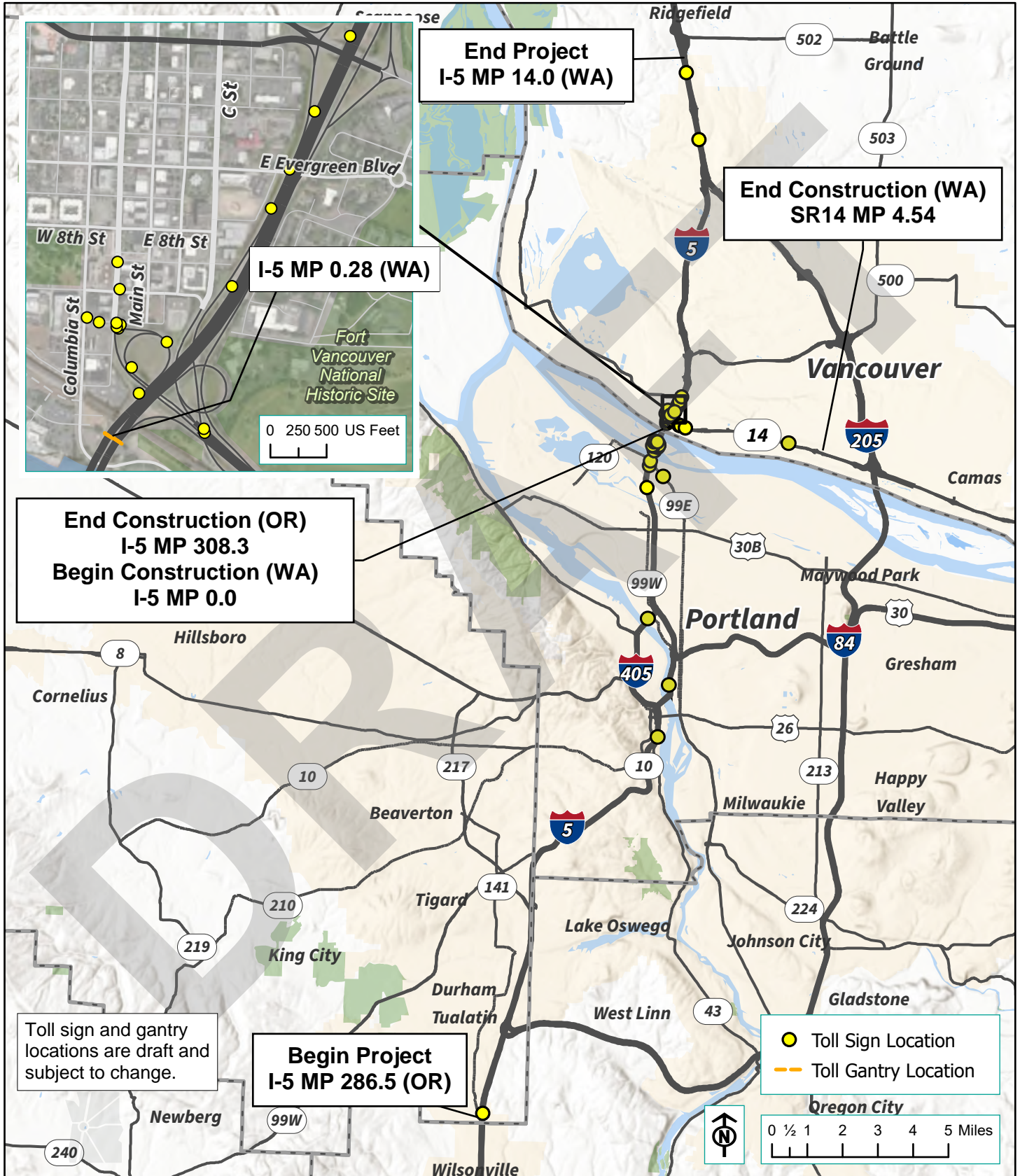
Not to Scale



All graphics are conceptual and subject to change

Total updated cost: \$5.68 B

# Pre-Completion Tolling Signage and Toll Infrastructure Map



Date: 4/22/2025 Path: U:\Port\Projects\Clients\1585-WSP\274-1585-058 IBR Program\95SVs\GIS\mapdocs\Ph\_T\Transportation\Fig\_X\_Tolling.aprx

Source: ODOT, WSDOT, Mapbox, OpenStreetMap



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**File #:** 26-6467

**Agenda Date:** 5/26/2026

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### **Supportive Housing Services County Fiscal Year 2026 Quarter Three Reports**

Yesenia Delgado (she/her), SHS Division Director  
Lizzie Cisneros (she/her), SHS Oversight Manager  
Punneh Abdolhosseini (she/her), SHS Policy Manager  
Cole Merkel (he/him), SHS Regional Capacity Manager

**SUPPORTIVE HOUSING SERVICES  
COUNTY FISCAL YEAR 2026 QUARTER THREE REPORTS**

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**Date:** May 19, 2026

**Department:** Housing

**Meeting Date:** May 26, 2026

**Prepared by:**

Daisy Quiñonez (she/ella),  
*Senior Program Analyst,*  
daisy.quinonez@oregonmetro.gov

Alice Hodge (she/her), *Council Liaison,*  
alice.hodge@oregonmetro.gov

**Presenters:**

Yesenia Delgado (she/her),  
*SHS Division Director*  
Lizzie Cisneros (she/her),  
*SHS Oversight Manager*  
Punneh Abdolhosseini (she/her),  
*SHS Policy Manager*  
Cole Merkel (he/him),  
*SHS Regional Capacity Manager*

**Length:** 60 minutes

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**ISSUE STATEMENT**

Metro Housing Department staff will present Quarter Three (Q3), Fiscal Year 2026 (FY26) Supportive Housing Services (SHS) reports from Metro, Clackamas, Multnomah, and Washington Counties, covering the period from January 1, 2026, through March 31, 2026.

Additionally, staff will provide an update on Employee Recruitment and Retention, and Training, two goal-areas established by the former Tri-County Planning Body.

**FY26 QUARTER THREE PROGRESS UPDATES AND HIGHLIGHTS**

**I. OVERVIEW**

Since SHS programming started in July 2021 through the recent quarter's end on March 31, 2026, Metro-funded programs have:

- Housed **10,468 households** in Permanent Supportive Housing (PSH), Rapid Rehousing (RRH) and Other Housing Programs.
- Prevented **21,823 households** from eviction or falling into homelessness.
- Expanded and/or sustained shelter capacity by **3,216 units**.

**II. Q3 PROGRAMMATIC HIGHLIGHTS**

- **Multnomah County** opened Cesar Apartments, offering 47 PSH units and culturally-specific services; distributed 43,000 cold weather outreach supplies;

improved program exit analysis to strengthen the Regional Long-Term Rent Assistance program; and made progress toward a modernized HMIS database.

- **Clackamas County** continued moving families into the newly completed Blossom & Community, a 100-unit affordable housing development that includes eight Permanent Supportive Housing units supported by SHS-funded services and project-based vouchers. Residents, including domestic violence survivors, older adults, and families reunifying after housing instability, have found increased safety, stability, and opportunities for long-term success in a supportive community environment.
- **Washington County** advanced major shelter and service infrastructure projects by announcing the future Central County Safe Rest Village location in Aloha, launching community engagement for a Good Neighbor Agreement, and beginning construction on the Hillsboro Access Center and phase II of the Just Compassion Resource Center to expand access to services and housing navigation.

### **III. REGIONAL STRATEGY: EMPLOYMENT RECRUITMENT AND RETENTION, AND TRAINING UPDATES**

- **Regional Employee Recruitment and Retention (ERR) goal:** In Q3, Metro staff and county representatives of the ERR Work Group agreed to a list of providers and provider coalition representatives to invite to quarterly ERR Work Group Provider convenings, the first of which took place in March, 2026. Metro's goal for these convenings is to engage with county staff and providers as Metro generates guidance memos focused on recommended regional contracting standards. This work is in alignment with Strategy 1 of the ERR Plan.
- **Regional Training goal:** In Q3, Metro staff finalized the curriculum for the Foundations of Housing Service Work Program, a two-class, forty-hour training being launched at Portland Community College intended to develop the skills of frontline housing and homeless service workers. To ensure the training program reflected the needs of the community, Metro staff engaged a group of seasoned frontline service workers to provide direct feedback on the presentation slides, activities and course notes for each class. Metro staff also completed an outreach process to select the initial cohort of 24 providers and received a total of 74 applications. Staff finalized the initial cohort to represent the diversity of the region (eight providers per county) and plan to host a second cohort by fall 2026.

## REGIONAL PROGRESS TOWARDS FY26 WORK PLAN GOALS

Counties are required to submit annual work plans to Metro, which include a consistent set of regional metrics for tracking quantitative housing and program goals. Their progress toward these goals is summarized below.

	<b>PSH</b>	<b>RRH</b>	<b>Prevention</b>	<b>Shelter</b>
<b>FY26 Goal</b>	<b>443</b> households	<b>757</b> households	<b>2,500</b> households	<b>* 2,137</b> units
<b>Progress to FY26 Goal Q3</b>	<b>593</b> households	<b>809</b> households	<b>2,688</b> households	<b>2,036</b> units
<b>**Program to Date</b>	<b>5,481</b> <b>households</b>	<b>4,603</b> <b>households</b>	<b>21,823</b> <b>households</b>	<b>3,216</b> <b>units</b>

\* Represents shelters created and sustained during Q3 of FY26.

\*\* Includes all placement numbers

## FINANCIAL UPDATE

**Revenue:** Cumulative tax revenue for Q3 FY26 year-to-date totaled \$170.8 million. Collections continue to trend above prior years for this same period due to the late business tax payments from previous tax years collected in October.

For more detail, interactive FY26 tax revenue and disbursement charts are published here: [SHS Revenue Collection Infographics](#)

**Spending:** Clackamas, Multnomah and Washington Counties reported combined expenditures of \$232.9 million through Q3 of FY26. Below is a breakdown by program category of those expenditures:

<b>Regional Spending by Program Type</b> FY26 Year-to-Date	
Permanent Supportive Housing (PSH)	\$80,264,467
Rapid Rehousing (RRH)	\$21,570,217
Other Housing and Services Programs	\$9,342,226
Eviction & Homelessness Prevention	\$7,687,421
Safety On/Off the Street	\$54,566,571
Other Supportive Services	\$6,978,118
System Support Costs (inc. Built Infrastructure)	\$35,774,012
Regional Strategy Implementation	\$5,661,265
County Admin Costs	\$11,045,973
<b>TOTAL</b>	<b>\$232,890,269</b>

**ACTION REQUESTED**

No Council action requests at this time.

**POLICY QUESTION(S)**

No policy questions for Council to consider. This presentation is informational.

**STAFF RECOMMENDATIONS**

No staff recommendations at this time.

**STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

In FY26 Q3, Metro advanced the implementation of SHS reforms adopted by Metro Council through several key actions:

- Staff successfully implemented a recruitment process for the SHS Regional Policy and Oversight Committee (SHS RPOC) and finalized member appointment recommendations to Acting Council President Hwang.
- Staff finalized a contract with an external facilitator to support SHS RPOC meetings.
- Metro convened listening sessions to inform administrative rules for program consistency and alignment.
- Metro convened a data work group with county staff to develop implementation processes and recommendations for Key Performance Indicators, Key Environmental Indicators and goals for SHS RPOC and Council consideration.
- Metro officially launched SHS RPOC and phased out the former SHS Regional Oversight Committee and Tri-County Planning Body, completing a major SHS reform milestone.

Meanwhile, each county continued to implement their annual FY26 workplan goals, working to prevent and end homelessness for the most vulnerable members of our community.

As implementation of the SHS reform areas directed by Metro Council progresses, Metro and regional partners continue advancing work across the regional strategy areas established by the former Tri-County Planning Body. In addition to Training and ERR, staff continue to strengthen regional coordination through Coordinated Entry, Healthcare System Alignment, Landlord Recruitment and Retention, and Technical Assistance.

## **BACKGROUND**

Approval of Measure 26-210 created a new tax that funds a regional system of care governed by four jurisdictions: Metro, and Clackamas, Multnomah and Washington counties. The tax took effect in January 2021 and will expire in 2031 unless reauthorized by voters.

In December 2020, the Metro Council adopted a SHS Work Plan to guide implementation. The Work Plan defines the fund’s guiding principles, racial equity goals, priority populations, service areas, accountability structures and funding allocations.

Within the framework of the regional Work Plan, each county’s specific SHS investments and activities are guided by local implementation plans informed by community engagement and adopted by Metro Council in spring 2021.

In December 2025 and March 2026, Metro Council adopted SHS reforms with the goal to strength regional governance and alignment.

## **ATTACHMENTS**

- A. Clackamas County FY26 Q3 SHS report
- B. Multnomah County FY26 Q3 SHS report
- C. Washington County FY26 Q3 SHS report

# SUPPORTIVE HOUSING SERVICES QUARTERLY REPORT

SUBMITTED BY (COUNTY): CLACKAMAS

FISCAL YEAR: 2025-2026

QUARTER: Q3

*The following information should be submitted 45 calendar days after the end of each quarter, per IGA requirements. When that day falls on a weekend, reports are due the following Monday.*

	Q1	Q2	Q3	Q4
<i>Report Due</i>	Nov 15	Feb 15	May 15	Aug 15
<i>Reporting Period</i>	Jul 1 – Sep 30	Oct 1 – Dec 31	Jan 1 – Mar 31	Apr 1 – Jun 30

*Please do not change the formatting of margins, fonts, alignment, or section titles.*

	<b>Permanent Supportive Housing</b> <i>(Households)</i>	<b>Rapid Re-Housing</b> <i>(Households)</i>	<b>Housing with Services</b> <i>(Households)</i>	<b>Prevention</b> <i>(Households)</i>	<b>Shelter Units</b>
<b>YTD Progress</b> <sup>1</sup>	60	186	69	1,480	246
<b>Goal</b>	20	200	40	1,500	230
<b>SHS Year 1 to Current Date</b>	1,171	568	69	4,815	246

## Section 1. Progress narrative

### Executive Summary

Supportive Housing Services programs are transforming Clackamas County’s residents’ lives, from preventing homelessness to stabilizing people in housing for good. By the end of the third quarter of this fiscal year Clackamas County is on track to exceed all of its quantitative goals and fulfill all qualitative goals set forth in the Annual Work Plan. Staff are working on budget development and contract renewals, which will frame our work for the upcoming fiscal year.

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<sup>1</sup>*The data received each quarter may be slightly different than the revised and most up-to-date information received in the Annual Report. Data from the Annual Report will be used for final year-end figures.*

## Training and Engagement

Throughout the fiscal year, Clackamas County has offered a diverse menu of trainings, technical assistance, and professional development opportunities, meeting our annual work plan commitment to do so. Service providers have deepened their expertise in subject matter areas from coordinated entry to case management to health and housing integration. Collectively, these trainings and engagements are advancing system-wide quality of service and reinforcing provider capacity.

The **Program Team** facilitated a range of trainings and technical assistance to address both skill development and day-to-day operational support for providers. Of note, the **Assertive Engagement** training series, in partnership with Clackamas Women's Services, El Programa Hispano Católico, and Northwest Family Services, were well-attended, drawing 45 to 70 trainees at each of the six 90-minute sessions. Assertive Engagement skills augment case management through strengths-based and trauma-informed practices. Attendees have embraced Assertive Engagement practices and reported the approach as helpful in both internal case conferencing and one-on-one meetings in which challenging situations are discussed. Additional trainings have featured topics including **domestic violence**, the social security benefits process, de-escalating interactions, home visit safety, **extreme weather shelter**, hoarding, and financial education. A **suicide prevention** training was also hosted in partnership with the County's Public Health division, teaching staff how to recognize warning signs of suicidality and intervene. Hands-on **technical assistance** was also provided to providers to support onboarding processes, policy review, program navigation, and capacity building.

The **Health-Housing Integration Team** launched new on-demand, self-paced **e-learning modules** for housing case managers on topics like privacy and security, terminations and evictions, and Oregon landlord-tenant law basics. Providers delivering Health-Related Social Needs (HRSN) services are also welcomed to monthly meetings to share best practices and navigate HRSN processes and policy changes; providers share their successes, troubleshoot immediate challenges, and problem-solve for systems level improvement. The Health-Housing Integration Team also provides step-by-step workflows, how-to documents, and standard communication templates with provider partners navigating HRSN service delivery.

Several equity-focused engagement events have reached providers across the county with opportunities to learn, reflect, and apply culturally responsive practices. Three **Equity Connections Lunch & Learn** sessions have focused on topics like elevating unheard voices, identity and belonging in service delivery, and supporting immigrants and refugees in housing systems. The sessions are consistently drawing participation from seven to eight service providers and are strengthening collaboration, peer learning, and practical strategies to incorporate culturally responsive approaches across housing programs. In addition to the Lunch & Learns, two **Housing Services Community Meetings** have engaged more than 50 participants each in structured dialogue on language access, documentation barriers, trauma-informed property management, and fair housing protections.

The **Data Team** hosts **Quarterly Data Quality Meetings**, covering a broad range of topics intersecting with HMIS such as service transactions, client profiles, and releases of information. Top performers in data quality and completeness are recognized and celebrated in the meetings, reinforcing the space as a community of practice. The Data Team also revamped their **HMIS new user orientation**, offering a standardized HMIS orientation with no registration necessary, held weekly, virtually and in-person, in the

mornings and afternoons, and in Spanish. Monthly **booster trainings** supplement learnings on topics like housing move-in dates, households and referrals, and reporting.

Finally, the **Coordinated Housing Access Team** hosted two **Housing First Response** trainings this year. Two cohorts have completed this intensive two-day training covering system mapping, diversion, crisis neuroscience, de-escalation, and resource navigation. By request, the team also offers a System Tour to new community partners, orienting them to the county's coordinated entry system, the By Name List process, and referral workflows.

### Health-Housing Case Conferencing

Health-Housing Case Conferencing is helping people experiencing and at risk of homelessness to meet their health needs, increase referrals to primary care, specialty care, and other programs and services, and coordinate care to help case managers and participants to navigate health systems. The forum brings together health system partners, including Health Share, CareOregon, Providence, Kaiser Permanente, OHSU, Trillium, ODHS Aging and People with Disabilities, Veterans Affairs, Clackamas Behavioral Health, and a peer representative from Mental Health & Addiction Association of Oregon, alongside housing providers who bring cases of people needing health services.

Households served typically face heightened barriers to health care access, including individuals who do not use English as their primary language, immigrants and refugees, and people of color. To habituate increased care and attention to these households, Clackamas County implemented a follow-along policy for all participants receiving Health-Housing Case Conferencing, engaging health care partners and housing managers, and ensuring equitable outcomes. In practice the Health-Housing Integration Team follows up with case managers to track past-conferenced participant outcomes and needs. Through Q3, 99% of all Health-Housing Case Conferencing households reported their needs were fully or partially met. The implementation of the follow-along policy marks the achievement of our annual work plan goal, and the results speak to the improvement of health and housing outcomes for some of our most vulnerable community members, while advancing equity and building lasting capacity across the provider network.

### Leveraged Funds

#### Continuum of Care

In April, Clackamas County was awarded \$2M in HUD Continuum of Care renewal funding, supporting our Homeless Management Information System, coordinated entry, and permanent housing and rapid rehousing projects. The renewal funds projects whose funding is expiring and is expected to be a partial award for the year. Funding advances the community-wide goal of ending homelessness by supporting community based organizations in permanent supportive housing and rapid rehousing programs, along with coordinated entry and system planning projects.

#### Resource Centers

Supported by state funds from Oregon House Bill 5202 and Senate Bill 5011, the Molalla and Estacada Resource Centers represent rural investment in homeless services. Grant agreements for architectural, design, and construction improvements were developed in Q3 and executed early in Q4. The resource centers will serve as a welcoming access point where people experiencing homelessness can connect with shelter placement, permanent housing, recovery services, public benefits, and employment services.

## Blossom & Community



*Blossom & Community*

In Q3 families continued moving into the newly completed Blossom & Community, a 100-unit affordable housing development, including 8 Permanent Supportive Housing units backed by project-based vouchers and services funded by SHS. One resident, a survivor of domestic violence, describes Blossom & Community as “a blessing” for herself and her young daughter, offering the safety and stability they needed after leaving temporary DV housing in Portland. Another resident, a longtime public housing resident in her late 70s, was initially nervous about leaving her old unit but has settled in comfortably and regularly welcomes family into her new apartment. Another resident credits Blossom & Community with transforming her family’s trajectory; after being selected from the waitlist, securing housing allowed her to fulfill the final requirement of her Child Protective Services reunification plan, resulting in dropped charges and a fresh start for her family. Across generations and circumstances, Blossom & Community is providing safe, stable, and affordable housing for the residents who call it home.

## Program Highlights

### City of Happy Valley HEART Program

The Happy Valley Empathy and Assistance Resource Team Program is a city-led initiative that provides direct engagement, service navigation, and community coordination through a community service officer who encounters individuals experiencing or at risk of homelessness. One recent success story involves L (name redacted for privacy), a chronically homeless individual with substance use challenges. At first, L declined assistance, but the HEART officer maintained a respectful, supportive presence. About two weeks later, L reinitiated contact following a relapse and expressed a genuine willingness to accept help. The HEART officer assessed L’s needs and identified addiction support, a stable environment free from negative influences, and access to reliable communication as priorities. L was connected with LoveOne’s outreach worker Hollie, who initiated services based on L’s needs. HEART has a patient, person-centered approach, meets people where they are, honors their autonomy, and is ready to help when the time is right.

### Resource Navigation Program

J (name redacted for privacy) is a Certified Nursing Assistant who was working two jobs 80 miles apart and had been living in his car for two months after leaving an unsafe, unsanitary housing situation that had harmed his health. Clackamas County Resource Navigator Kelley began working with J in January and

quickly recognized that immediate stabilization was essential to preserving his employment. Using SHS flexible funds, Kelley provided practical support, like a gas card for J's long commutes, an ice chest for food storage, and a camp stove for meal preparation. When J's car was towed while he was at work, putting both his belongings and his livelihood at risk, Kelley secured supervisor approval to retrieve the vehicle to prevent further crisis. Through consistent, creative problem-solving and steady engagement, J remained connected to services, and in April, he secured a small accessory dwelling unit, finally giving him a stable foundation from which to, in his own words, "focus on self and future tasks."

### Oregon City Caring Court

This fiscal year Oregon City launched its first Caring Court, a city-led initiative combining judicial supervision with coordinated supportive services. Caring Court is designed specifically to connect individuals that commit low level crimes with resources that will help them build accountability, resilience, and life skills, and reduce the rate of recidivism. Participants meet regularly with their support team, which includes their court judge, court staff, prosecutor, attorney, outreach specialists, and treatment providers, following structured plans often including counseling, substance use treatment, mental health care, job training, and community service. Those who meet their goals graduate from the program with greater stability and a significantly reduced risk of returning to the justice system.



*Oregon City Caring Court Team*

Although Caring Court is relatively new, outcomes align with national research on problem-solving courts. Studies consistently show that participants in these courts are significantly less likely to reoffend than those processed through traditional systems. Oregon City Caring Court has a recidivism rate of 0.03%, an extremely low rate that is reducing strain on law enforcement and emergency services, and increasing overall safety of the community.

Recent graduates illustrate the program's reach: one completed a substance use treatment program, celebrated 60 days of sobriety, reconnected with family, and secured six months of stable housing; another obtained identification and social security cards, reunited with family members, and secured a shelter bed. Another graduate created a resume, found employment, stabilized in housing, and applied to rental assistance waiting lists.

Caring Court has 30 current participants and 15 graduates, with an average court attendance rate of 85%. Average length of court engagement is 12 weeks, with follow-up services and support available for one year.

Caring Court Participants actively contribute to the community by completing community service while building pro-social skills, accountability, and a sense of belonging. Service projects are short in duration and tailored to participant abilities. To date Caring Court participants completed 244 hours of community service and contributed to projects including making cards for Meals on Wheels, assembling naloxone kits, organizing a clothing closet, and painting rocks for the Pioneer Community Garden.

Recognizing the importance of meeting people’s basic needs before they are able to engage in services, every Caring Court session begins with a large sack lunch—200 served to date through a partnership with The Father’s Heart. Additional food support is provided through Clackamas Service Center and a partnership with Ten O’Clock Church Food Pantry and OC Price.

Caring Court also functions as an open-door resource hub, with providers like LoveOne, Parrot Creek, NAMI, DHS, and 4D maintaining a steady presence. Individuals can check on their benefits, access treatment, or get hygiene supplies or a sack lunch. At least one service provider is present at every session, and 21 walk-in guests have accessed services since launch.

Caring Court reflects both the depth of need in the community and the effectiveness of a justice model built on barrier-reducing supportive interventions that meet people where they are.

**Section 2. Data and data disaggregation <sup>2</sup>**

*Please use the following table to provide and disaggregate data on Population A, Population B housing placement outcomes and homelessness prevention outcomes. Please use your local methodologies for tracking and reporting on Populations A and B. You can provide context for the data you provided in the context narrative below.*

**Section 2.A Housing Stability Outcomes: Placements & Preventions**

***Housing Placements By Intervention Type: Permanent Supportive Housing***

Number of housing placements-Permanent Supportive Housing	Current Quarter	Year to Date					
	Number	Subset-Population A placed into PSH	Percentage: Population A	Subset-Population B placed in PSH	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	36					118	--

<sup>2</sup> *The data received each quarter may be slightly different than the revised and most up-to-date information received in the Annual Report. Data from the Annual Report will be used for final year-end figures.*

<b>Total Households</b>	22	53	88.3%	7	11.7%	60	300.0%
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<b>Race &amp; Ethnicity</b>	<b>This Quarter</b>		<b>Year to Date</b>	
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
American Indian, Alaska Native or Indigenous	1	2.8%	2	1.7%
Asian or Asian American	--	--	1	0.8%
Black, African American or African	4	11.1%	6	5.1%
Hispanic/Latina/e/o	12	33.3%	27	22.9%
Middle Eastern or North African	--	--	--	--
Native Hawaiian or Pacific Islander	--	--	1	0.8%
White	30	83.3%	92	78.0%
Non-Hispanic White (subset of White category)	20	55.6%	67	56.8%
Client doesn't know	1	2.8%	1	0.8%
Client prefers not to answer	1	2.8%	1	0.8%
Data Not Collected	1	2.8%	2	1.7%
<b>Disability status</b>				
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Persons with disabilities	25	69.4%	65	55.1%
Persons without disabilities	10	27.8%	50	42.4%
Disability unreported	1	2.8%	3	2.5%
<b>Gender identity</b>				
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Woman (Girl, if child)	26	72.2%	76	64.4%
Man (Boy, if child)	10	27.8%	37	31.4%
Culturally Specific Identity	--	--	--	--
Non-Binary	--	--	2	1.7%
Transgender	--	--	2	1.7%
Questioning	--	--	--	--
Different Identity	--	--	--	--
Client doesn't know	--	--	----	--
Client prefers not to answer	--	--	----	--
Data not collected	--	--	1	0.8%

***(Only if Applicable) Housing Placements By Intervention Type: Housing with Services***

<b>Number of housing</b>	<b>Current Quarter</b>	<b>Year to Date</b>
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<b>placements- Housing with Services</b>	Number	Subset- Population A placed into PSH	Percentage: Population A	Subset- Population B placed in PSH	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	94					196	--
<b>Total Households</b>	34	9	13.0%	60	87.0%	69	172.5%

<b>Race &amp; Ethnicity</b>	<b>This Quarter</b>		<b>Year to Date</b>	
	#	%	#	%
American Indian, Alaska Native or Indigenous	5	5.3%	16	8.2%
Asian or Asian American	--	--	2	1.0%
Black, African American or African	27	28.7%	54	27.6%
Hispanic/Latina/e/o	11	11.7%	43	21.9%
Middle Eastern or North African	--	--	--	--
Native Hawaiian or Pacific Islander	7	7.4%	11	5.6%
White	63	67.0%	139	70.9%
Non-Hispanic White (subset of White category)	55	58.5%	89	45.4%
Client doesn't know	--	--	--	--
Client prefers not to answer	--	--	--	--
Data Not Collected	--	--	--	--
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	14	14.9%	34	17.3%
Persons without disabilities	80	85.1%	162	82.7%
Disability unreported	--	--	--	--
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	55	58.5%	135	68.9%
Man (Boy, if child)	39	41.5%	61	31.1%
Culturally Specific Identity	--	--	--	--
Non-Binary	--	--	--	--
Transgender	--	--	--	--
Questioning	--	--	--	--
Different Identity	--	--	--	--
Client doesn't know	--	--	--	--
Client prefers not to answer	--	--	--	--
Data not collected	--	--	--	--

***Housing Placements By Intervention Type: Housing Only***

N/A

**Housing Placements By Intervention Type: Rapid Re-Housing (all Rapid Re-Housing subtypes)**

Number of housing placements- Rapid Re-housing	Current Quarter	Year to Date					
	Number	Subset-Population A placed into PSH	Percentage: Population A	Subset-Population B placed in PSH	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	100					360	--
<b>Total Households</b>	52	19.9%	37	80.1%	149	186	93.0%

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	7	7.0%	20	5.6%
Asian or Asian American	--	--	4	1.1%
Black, African American or African	18	18.0%	73	20.3%
Hispanic/Latina/e/o	32	32.0%	110	30.6%
Middle Eastern or North African	--	--	--	--
Native Hawaiian or Pacific Islander	6	6.0%	9	2.5%
White	75	75.0%	237	65.8%
Non-Hispanic White (subset of White category)	45	45.0%	142	39.4%
Client doesn't know	--	--	--	--
Client prefers not to answer	--	--	3	0.8%
Data Not Collected	--	--	2	0.6%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	47	47.0%	153	42.5%
Persons without disabilities	53	53.0%	202	56.1%
Disability unreported	--	--	5	1.4%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	59	59.0%	211	58.6%
Man (Boy, if child)	37	37.0%	138	38.3%
Culturally Specific Identity	--	--	--	--
Non-Binary	1	1.0%	2	0.6%
Transgender	2	2.0%	4	1.1%
Questioning	1	1.0%	1	0.3%
Different Identity	--	--	--	--
Client doesn't know	--	--	--	--
Client prefers not to answer	--	--	1	0.3%
Data not collected	--	--	3	0.8%

**Housing Placements By Intervention Type: Eviction and Homelessness Prevention**

Number of Preventions	Current Quarter	Year to Date					
	Number	Subset-Population A placed into PSH	Percentage: Population A	Subset-Population B placed in PSH	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	886					3,070	--
<b>Total Households</b>	446	89	6.0%	1,391	94.0%	1,480	98.7%

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	31	3.5%	121	3.9%
Asian or Asian American	29	3.3%	57	1.9%
Black, African American or African	88	9.9%	368	12.0%
Hispanic/Latina/e/o	106	12.0%	608	19.8%
Middle Eastern or North African	1	0.1%	3	0.1%
Native Hawaiian or Pacific Islander	12	1.4%	47	1.5%
White	638	72.0%	2,085	67.9%
Non-Hispanic White (subset of White category)	270	30.5%	949	30.9%
Client doesn't know	8	0.9%	12	0.4%
Client prefers not to answer	43	4.9%	135	4.4%
Data Not Collected	8	0.9%	50	1.6%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	253	28.6%	796	25.9%
Persons without disabilities	516	58.2%	1,875	61.1%
Disability unreported	117	13.2%	399	13.0%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	490	55.3%	1,694	55.2%
Man (Boy, if child)	360	40.6%	1,163	37.9%
Culturally Specific Identity	--	--	--	--
Non-Binary	4	0.5%	17	0.6%
Transgender	2	0.2%	14	0.5%
Questioning	--	--	--	--
Different Identity	--	--	--	--
Client doesn't know	--	--	2	0.1%
Client prefers not to answer	24	2.7%	139	4.5%

Data not collected	6	0.7%	41	1.3%
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### Section 2.B Regional Long-Term Rent Assistance Program

The following data represents a **subset** of the above Housing Placements data. The Regional Long-term Rent Assistance Program (RLRA) primarily provides permanent supportive housing to SHS priority Population A clients (though RLRA is not strictly limited to PSH or Population A).

RLRA data is not additive to the data above. Housing placements shown below are duplicates of the placements shown in the data above.

*Please disaggregate data for the **total number of people in housing using an RLRA voucher during the quarter and year to date.***

Regional Long-term Rent Assistance Quarterly Program Data	Current Quarter	Year to Date				
	Number	Subset - Population A in RLRA	Percentage: Population A	Subset-Population B in RLRA	Percentage: Population B	Number
Number of RLRA vouchers issued during reporting period	1	4	100.0%	0	--	4
Number of <b>people</b> newly leased up during reporting period	18	36	90.0%	4	10.0%	40
Number of <b>households</b> newly leased up during reporting period	16	25	96.1%	1	3.9%	26
Number of <b>people</b> in housing using an RLRA voucher during reporting period	1,576	1,233	70.4%	519	29.6%	1,752
Number of <b>households</b> in housing using an RLRA voucher during reporting period	840	720	78.2%	201	21.8%	921

Program to Date – Since July 1, 2021						
	Subset - Population A in RLRA	Percentage: Population A	Subset-Population B in RLRA	Percentage: Population B	Number	
Number of <b>people</b> in housing using an RLRA voucher	1,384	70.6%	575	29.4%	1,959	
Number of <b>households</b> in housing using an RLRA voucher	826	78.6%	225	21.4%	1,051	

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	107	6.8%	126	7.2%
Asian or Asian American	28	1.8%	30	1.7%
Black, African American or African	244	15.5%	282	16.1%
Hispanic/Latina/e/o	351	22.3%	388	22.2%
Middle Eastern or North African	--	--	--	--
Native Hawaiian or Pacific Islander	52	3.3%	60	3.4%
White	1233	78.5%	1372	78.5%
Non-Hispanic White (subset of White category)	822	52.3%	904	51.7%
Client doesn't know	1	0.1%	1	0.1%
Client prefers not to answer	0	0.0%	0	0.0%
Data Not Collected	32	2.0%	33	1.9%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	758	48.2%	823	47.1%
Persons without disabilities	813	51.8%	925	52.9%
Disability unreported	--	--	--	--
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	1007	64.1%	1128	64.5%
Man (Boy, if child)	558	35.5%	611	35.0%
Culturally Specific Identity	--	--	--	--
Non-Binary	3	0.2%	5	0.3%
Transgender	--	--	--	--
Questioning	1	0.1%	1	0.1%
Different Identity	--	--	--	--
Client doesn't know	1	0.1%	1	0.1%
Client prefers not to answer	1	0.1%	2	0.1%

Data not collected	1	0.1%	1	0.1%
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### Section 2.C Other Data: Non-Housing Numeric Goals

This section shows progress to quantitative goals set in county annual work plans. Housing placement and prevention progress are already included in the above tables. This section includes goals such as shelter units and outreach contacts and other quantitative goals that should be reported on a quarterly basis. This data in this section may differ county to county, and will differ year to year, as it aligns with goals set in county annual work plans.

**Instructions: Please complete the tables below, as applicable to your annual work plans in Quarter 2 and Quarter 4 Reports.**

Number of people in Shelter*	Current Quarter	Year to Date				
	Number	Subset-Population A placed into PSH	Percentage: Population A	Subset-Population B placed in PSH	Percentage: Population B	Number
<b>Total People</b>	456					1,235
<b>Total Households</b>	385	543	57.6%	399	42.4%	942

\*(Includes Transitional Housing (TH), e.g., Recovery-Oriented Transitional Housing)

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	56	12.3%	157	12.7%
Asian or Asian American	8	1.8%	18	1.5%
Black, African American or African	32	7.0%	101	8.2%
Hispanic/Latina/e/o	59	12.9%	235	19.0%
Middle Eastern or North African	1	0.2%	1	0.1%
Native Hawaiian or Pacific Islander	14	3.1%	39	3.2%
White	266	58.3%	764	61.9%
Non-Hispanic White (subset of White category)	235	51.5%	628	50.8%
Client doesn't know	3	0.7%	6	0.5%
Client prefers not to answer	65	14.3%	96	7.8%
Data Not Collected	1	0.2%	3	0.2%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	185	40.6%	563	45.6%
Persons without disabilities	139	30.5%	418	33.8%
Disability unreported	132	28.9%	254	20.6%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	149	32.7%	510	41.3%

Man (Boy, if child)	293	64.3%	669	54.1%
Culturally Specific Identity	1	0.2%	5	0.4%
Non-Binary	1	0.2%	10	0.8%
Transgender	4	0.9%	8	0.6%
Questioning	--	--	--	--
Different Identity	--	--	1	0.1%
Client doesn't know	1	0.2%	2	0.2%
Client prefers not to answer	7	1.5%	28	2.3%
Data not collected	--	--	2	0.2%

Number of people in Outreach **, †	Current Quarter	Year to Date				
	Number	Subset - Population A Engaged	Percentage: Population A	Subset - Population B Engaged	Percentage: Population B	Number
<b>Total People</b>	481					1,603
<b>Total households</b>	399					1,388
Sub-Set – Total people “Engaged” during reporting period	210	589	61.0%	377	39.0%	966
Sub-Set – Total households “Engaged” during reporting period	207	545	60.2%	360	39.8%	905

\*\*The Following Section is only for participants that have a “Date of Engagement”

† Includes Access Centers and Navigation Centers

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	10	4.8%	58	6.0%
Asian or Asian American	3	1.4%	9	0.9%
Black, African American or African	13	6.2%	74	7.7%
Hispanic/Latina/e/o	17	8.1%	76	7.9%
Middle Eastern or North African	--	--	2	0.2%
Native Hawaiian or Pacific Islander	--	--	16	1.7%

White	173	82.4%	724	74.9%
Non-Hispanic White (subset of White category)	38	18.1%	427	44.2%
Client doesn't know	--	--	1	0.1%
Client prefers not to answer	--	--	37	3.8%
Data Not Collected	--	--	19	2.0%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	110	52.4%	472	48.9%
Persons without disabilities	58	27.6%	287	29.7%
Disability unreported	42	20.0%	207	21.4%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	105	50.0%	458	47.4%
Man (Boy, if child)	104	49.5%	485	50.2%
Culturally Specific Identity	--	--	--	--
Non-Binary	--	--	2	0.2%
Transgender	1	0.5%	3	0.3%
Questioning	--	--	--	--
Different Identity	--	--	--	--
Client doesn't know	--	--	--	--
Client prefers not to answer	--	--	13	1.3%
Data not collected	--	--	5	0.5%

### **Section 3. Financial Reporting**

*Please complete the quarterly financial report and include the completed financial report to this quarterly report, as an attachment.*

## **Glossary:**

**Supportive Housing Services:** All SHS funded housing interventions that include PSH, RRH, Housing Only, Housing with Services, Preventions, and RLRA Vouchers. This also includes shelter, outreach, navigation services, employment services or any other SHS funding to help households exit homelessness and transition into safe, stable housing.

**Supportive Housing:** SHS housing interventions that include PSH, Housing Only and Housing with Services.

**Regional Long Term Rent Assistance (RLRA):** provides a flexible and continued rent subsidy that will significantly expand access to housing for households with extremely and very low incomes across the region. RLRA subsidies will be available for as long as the household needs and remains eligible for the subsidy, with no pre-determined end date. Tenant-based RLRA subsidies will leverage existing private market and regulated housing, maximizing tenant choice, while project-based RLRA subsidies will increase the availability of units in new housing developments. RLRA program service partners will cover payments of move-in costs and provide supportive services as needed to ensure housing stability. A Regional Landlord Guarantee will cover potential damages to increase participation and mitigate risks for participating landlords.

**Shelter:** Overnight shelter, congregate shelter, alternative shelter, motel shelter, tiny houses, pod villages, recuperative centers, shelter, that consists of congregate shelter beds PLUS non/semi-congregate units. Shelter definition also includes Local Alternative Shelters that have flexibility around limited amenities compared to HUD defined overnight shelters. Includes in-reach services.

**Recovery Oriented Transitional Housing, Stabilization Transitional Housing, Transitional Housing:** Provides temporary lodging and is designed to facilitate the movement of individuals and families experiencing homelessness into permanent housing within a specified period, but normally no longer than 24 months. Requirements and limitations vary.

**Navigation Center, Access Center, Day Center, Access Services:** Provides indoor shelter during daytime hours, generally between 5am and 8pm. Primarily serve households experiencing homelessness. The facilities help connect people to a wide range of resources and services daily. Including on-site support services such as restrooms, showers, laundry, mail service, haircuts, clothing, nutrition resources, lockers, ID support, etc.

**Outreach:** Activities are designed to meet the immediate needs of people experiencing homelessness in unsheltered locations by connecting them with emergency shelter, housing, or critical services, and providing them with urgent, non-facility-based care. *Metro is using the HUD ESG Street Outreach model. The initial contact should not be focused on data. Outreach workers collect and enter data as the client relationship evolves. Thus, data quality expectations for street outreach projects are limited to clients with a date of engagement.*

**Outreach Date of Engagement “Engaged”:** the date an individual becomes engaged in the development of a plan to address their situation.

**Population A:** Extremely low-income; AND have one or more disabling conditions; AND Are experiencing or at imminent risk\* of experiencing long-term or frequent episodes of literal homelessness.

**Imminent Risk:** Head of household who is at imminent risk of long-term homelessness within 14 days of the date of application for homeless assistance and/or has received an eviction. The head of household will still need to have a prior history of experiencing long-term homelessness or frequent episodes of literal homelessness.

**Population B:** Experiencing homelessness; OR have a substantial risk\* of experiencing homelessness.

**Substantial risk:** A circumstance that exists if a household is very low income and extremely rent burdened, or any other circumstance that would make it more likely than not that without supportive housing services the household will become literally homeless or involuntarily doubled-up.

*The following list are HUD HMIS approved Project Types. Metro recognizes SHS programs do not align with these project types exactly, and value that flexibility. However, to ensure the interpretations and findings are based upon correct interpretations of the data in quarterly reports and HMIS reports, we will reference these Project Types by the exact HUD name.*

*Here are the HUD Standards if needed, <https://files.hudexchange.info/resources/documents/HMIS-Data-Standards-Manual-2024.pdf>*

**Permanent Supportive Housing, “PH - Permanent Supportive Housing (disability required for entry)”:** A long-term intervention intended to serve the most vulnerable populations in need of housing and supportive services to attribute to their housing success, which can include PBV and TBV programs or properties. Provides housing to assist people experiencing homelessness with a disability (individuals with disabilities or families in which one adult or child has a disability) to live independently.

**Housing with Services, “PH - Housing with Services (no disability required for entry)”:**

A project that offers permanent housing and supportive services to assist people experiencing homelessness to live independently but does not limit eligibility to individuals with disabilities or families in which one adult or child has a disability. May include any other type of housing, not associated with PSH/RRH, that does include supportive services.

**Housing Only, “PH - Housing Only”:**

A project that offers permanent housing for people experiencing homelessness but does not make supportive services available as part of the project. May include RLRA Only programs.

**Rapid Re-Housing, “PH - Rapid Re-Housing” (Services Only and Housing with or without services):**

A permanent housing project that provides housing relocation and stabilization services and/or short and/or medium-term rental assistance as necessary to help an individual or family experiencing homelessness move as quickly as possible into permanent housing and achieve stability in that housing. May include Move-In Only programs.

**Prevention, “Homelessness prevention”:**

A project that offers services and/or financial assistance necessary to prevent an individual or family from moving into an emergency shelter or living in a public or private place not meant for human habitation. Component services and assistance generally consist of short-term and medium-term tenant-based or project-based rental assistance and rental arrears. Additional circumstances include rental application fees, security deposits, advance payment of last month's rent, utility deposits and payments, moving costs, housing search and placement, housing stability case management, mediation, legal services, and credit repair. This term differs from retention in that it designed to assist nonsubsidized market rate landlord run units.

# SUPPORTIVE HOUSING SERVICES QUARTERLY REPORT

**SUBMITTED BY (COUNTY):** Multnomah

**FISCAL YEAR:** FY26

**QUARTER:** Q3

*SUPPORTIVE HOUSING  
SERVICES QUARTERLY REPORT  
TEMPLATE DRAFT*

*The following information should be submitted 45 calendar days after the end of each quarter, per IGA requirements. When that day falls on a weekend, reports are due the following Monday.*

	Q1	Q2	Q3	Q4
<i>Report Due</i>	Nov 15	Feb 15	May 15	Aug 15
<i>Reporting Period</i>	Jul 1 – Sep 30	Oct 1 – Dec 31	Jan 1 – Mar 31	Apr 1 – Jun 30

*Please do not change the formatting of margins, fonts, alignment, or section titles.*

	<b>Permanent Supportive Housing</b>	<b>Rapid Re-Housing</b>	<b>Housing with Services</b>	<b>Housing Only</b>	<b>Prevention</b>	<b>Shelter Units</b>
<b>YTD Progress</b> <sup>1</sup>	343 people / 309 households	691 people / 385 households	64 people / 32 households	15 people / 11 households	1,497 people / 981 households	124 new / 1,380 sustained
<b>Goal</b>	248 households	357 households	300 households <sup>2</sup>	35 households	700 households	283 total new / 1,224 sustained
<b>SHS Year 1 to Current Date</b> <sup>3</sup>	3,091 people /	4,979 people /	429 people / 303 households	125 people / 75 households	18,847 people /	2,560 total <sup>4</sup>

<sup>1</sup> *The data received each quarter may not add up exactly quarter over quarter. The data received each quarter is based on SHS funding percentages which fluctuate throughout the year as expenses occur. Consequently, data reported each quarter may differ from previous reports and may not be cumulative quarter over quarter. Data in the Annual Report will reflect accurate year-end figures.*

<sup>2</sup> *The Housing with Services goal was created prior to Metro reporting guidance changes. This goal will be updated to align with new reporting guidance in end of year SHS reporting.*

<sup>3</sup> *Outcomes in Year 1 of SHS implementation were primarily captured through provider reports due to limitations in capacity for HMIS outcomes reporting. Due to these data limitations and updates to data collection over time, there may be slight duplication across the service types.*

<sup>4</sup> *The shelter units shared represent fully or partially SHS-funded shelter units and are not representative of the entire shelter units available in Multnomah County, as some utilize funding sources other than SHS.*

	2,247 households	2,931 households			13,637 households	969 new / 1,591 sustained
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## Section 1. Progress narrative

*One of each category/work plan goal must be covered in at least one quarterly report during the year. Metro will assist each county by tracking accordingly to ensure each category is covered throughout the year. In no more than 3-5 pages, please provide an executive summary and additional narrative to include:*

- *A high-level snapshot of your quarterly outcomes that tells us if you are on track or not on track with your Annual Work Plan goals. Which can include overall challenges and barriers to implementation, opportunities in this quarter, success in this quarter, emerging challenges and opportunities with service providers.*
- *A focus on **one or two** of the following:*
  - *Behavioral health*
  - *New investments*
  - *Leverage*
  - *Service systems coordination*
  - *Any other topic connected to your local implementation plan*
- *A focus on **one** of the three annual work plan categories, with one or two highlights and/or progress updates:*
  - *Racial equity*
  - *Capacity building: lead agency/ systems infrastructure,*
  - *Capacity building: provider capacity.*
- ***Optional** narrative of the following regarding regional coordination:*
  - *Coordinated Entry*
  - *Landlord Recruitment*
  - *Healthcare System Alignment*
  - *Employee Recruitment and Retention*
  - *Training*
  - *Technical Assistance*

*\*As an addendum to this report, Metro will attach individual progress reports for each area of regional coordination, which will provide additional details on implementation—including deliverables and milestones, metrics and outcomes, and budget information.*

- *A reflection on your progress for the quarter that includes your investments and programming during the reporting period.*

- *Please also connect any of the above narratives to your data tables, as applicable.*

## **Executive Summary**

*What are we seeing in Q3 of year five of SHS implementation?*

Multnomah County is on track to meet or exceed the majority of our SHS annual goals as we near the end of year five of the SHS measure. At the end of Q3, we are able to report that 1,050 people representing 711 households have been able to use the resources of SHS to end their homelessness this year. While rapid growth and capacity building characterized the early years of implementation, both the natural maturation of our programs and the reality of decreased SHS funding have led to a new phase in which we are largely attempting to sustain the progress we have made while making strategic and targeted expansions to fulfill our remaining ten-year regional goals. Amid these successes, we also saw the impacts of an intensifying strain on Portland's housing and shelter system driven by ongoing financial reductions. As extremely challenging budget decisions take place in our County leading up to the adoption of the FY 2027 budget, our primary focus is on keeping people housed and ensuring that the thousands of people who have ended their homelessness thanks to the SHS measure can continue to thrive and build their lives in a safe and supportive environment.

We look forward to discussing our progress toward these big picture goals later this year in our SHS Annual Report, and are eager to highlight that in Q3 SHS funds allowed us to:

- House, across all housing types year-to-date, 711 households (1,050 individuals) who were experiencing homelessness. This milestone puts us at 76% of our annual goal to place 940 households.<sup>5</sup>
- Surpass our annual goals in PSH, RRH and homelessness prevention by housing 309 households year-to-date in PSH (125% of our annual goal), 385 households year-to-date in RRH (108% of our annual goal), and supporting 981 households year-to-date with homelessness prevention (140% of our annual goal).
- Add 47 new units of permanent supportive housing to our system through the opening of the Cesar Apartments.
- Distribute approximately 43,000 cold weather supplies to providers during enhanced outreach efforts in January and February.
- Lay the groundwork with our local housing authority for a detailed analysis of program exits to strengthen our Regional Long-Term Rent Assistance programs.
- Make progress toward the implementation of a modernized regional database for homelessness services data.

In alignment with Metro's guidance, this report highlights Multnomah County's progress on several quantitative and qualitative goals from our SHS Annual Work Plan, offers a snapshot of our SHS investments and programming in the third quarter, and discusses how we are operationalizing the priorities in our Local Implementation Plan.

## **Annual Work Plan**

*Over 700 households have been housed year-to-date with SHS funds*

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<sup>5</sup> This total doesn't include transitional housing, homelessness prevention, or shelter.

With the third quarter now behind us, Multnomah County has made significant strides toward our annual work plan goals for housing placement and homelessness prevention—in fact, surpassing most of them. Since the beginning of the fiscal year, a total of 711 households (1,050 individuals) experiencing homelessness have been housed with SHS funds across all four housing program types. This increase in placements brings us to 76% of our annual housing goal, a rise from the 42% reported at the end of the second quarter.

Permanent supportive housing (PSH) is a central component of the SHS measure. By newly providing PSH to 77 households this quarter, we have reached a year-to-date total of 309 household PSH placements. With one more quarter remaining in the fiscal year, we have already exceeded our annual PSH goal of 248 placements by 25%.

In addition to surpassing our annual work plan goal for PSH, we also successfully exceeded our annual goal for rapid re-housing (RRH) placements. With 97 households placed through RRH programs this third quarter, our year-to-date placement total has reached 385 households or 108% of our annual RRH goal.

Beyond PSH and RRH, Multnomah County currently funds a handful of housing programs that provide Housing with Services or Housing Only<sup>6</sup>. Year-to-date, SHS funding has supported a total of 32 households placed into Housing with Services and 11 households placed into Housing Only. Our initial annual work plan goal for Housing with Services was determined before Metro updated its reporting guidance on which program types fit within this housing category. This goal will be revised in year-end SHS reporting to align with this new guidance.

Alongside our progress toward our housing placement goals, Multnomah County successfully exceeded our annual homelessness prevention goal. By supporting 203 households with eviction prevention this quarter, we reached a year-to-date total of 981 households. This figure represents 140% of our 700-household goal and reflects a 121% increase in households served with homeless prevention from Q2. This uptick is on trend with previous years as SHS spending for homeless prevention tends to increase toward the end of the fiscal year.

*SHS employment programs fostering stable employment, housing for youth facing housing instability* SHS-funded employment services help people build essential skills, increase their incomes, and reduce or eliminate the need for ongoing rental assistance and long-term services. Seven community providers currently receive SHS funding to offer employment services, including SEI's Workforce Development Academy Program. This program provides culturally specific employment services for Black and African American communities and recently expanded to include a professional development cohort that supports young adults navigating early career pathways in the fields of construction, flagging, architecture, cosmetology, natural hair care, barbering, and more.

The inaugural cohort of 35 participants, including high school seniors and young adults up to age 25, participated in six weeks of group and individual learning designed for varying stages of career development. This included financial literacy workshops, goal setting and career navigation, hands-on support with resume building, career mapping, interview preparation, job readiness, and more.

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<sup>6</sup> Please see the Glossary located at the end of this report for definitions of these service areas.

Like many providers across our system, SEI has been affected by budget constraints, but will continue to leverage SHS investments next fiscal year to deepen individualized support for the young people in this program, expand employer connections, and strengthen the Workforce Development Academy as a pathway to sustainable employment outcomes for a population that has been disproportionately affected by housing displacement, homelessness, and housing instability. They noted that amid current financial and societal challenges, offering relationship-centered support has been essential in helping participants move forward. This was true for a recent participant, a single father of three who worked closely with an SEI pathway navigator to achieve several milestones, including obtaining his driver's license, stabilizing his housing, and beginning a meaningful career journey that offers long-term opportunity and security for his family.

*Qualitative goal focus: Other annual goals based on our Local Implementation Plan*

The SHS Regional Long-Term Rent Assistance (RLRA) program is a cornerstone of the SHS measure, providing flexible local funding for long-term rent assistance to over a thousand households residing in Multnomah County. This program is unique to our region and is especially crucial at this moment, as federal guidance for HUD-funded programs is shifting and long-term housing supports are becoming scarce. This quarter, there were 80 households (130 people) newly leased up—that is 2.6 times more than what we observed in Q2 and is the highest number of households newly leased-up in over a year. This increase is largely due to the lease-up of the Cesar Apartments and York Terrace.

When rolling out the RLRA program at the beginning of the measure, Multnomah County made a strategic decision to prioritize households with the highest needs. As a result, in Q3 81% of the households receiving RLRA in Multnomah County were experiencing chronic homelessness, which is the highest priority population for SHS measure funds.

Now that the RLRA program has had the opportunity to mature for several years, our goal is to conduct an evaluation through the lens of participant exits. Analyzing participant exits will allow us to identify potential service gaps and ongoing barriers to long-term stability for households receiving RLRA. Due to RLRA's long-term nature, exits are not meant to be frequent, but the departures that are taking place may give us key insights into who is leaving the program, where they are going, and how we can refine the RLRA program to improve outcomes.

In Q3 we made progress on this goal by:

- Launching coordination between data leads at the Homeless Services Department and our housing authority, Home Forward
- Identifying the reporting capabilities and limitations of our data sources, including the HMIS and Yardi databases
- Identifying initial data elements for the analysis

Collaboration with our housing authority, Home Forward, will be key to the success of this project, as they are the entity that administers our RLRA rent assistance vouchers. However, we use two different data systems, which adds a layer of complexity to the analysis. Home Forward enters RLRA participant data into a data system called Yardi, which has specific features that track leasing and portfolio management. On the other hand, the Homeless Services Department and community based providers use HMIS to track participants receiving homeless and housing services across our system. Although Yardi and HMIS fit our distinct needs, this project seeks to bring data from both

systems together to create a complete picture of how households are moving through RLRA programming and where they may be ending back up in the system upon exit. As a result, this project will require robust data reconciliation to ensure that information from the two systems can be compared and analyzed accurately.

In Q3 our data teams identified initial reporting capabilities and limitations for RLRA programming and key data elements to include in the project. These will include demographics such as age, race, ethnicity, disability status, population A/B designation, exit destination, and the listed circumstances for the exit. When identifying these elements, we prioritized demographic information that could shed light on racial and other identity-based inequities that may be present among participants exiting RLRA programming. Additionally, we are working toward a universal data tool that can combine RLRA data from HMIS and Yardi into one spreadsheet for more efficient comparison and analysis.

In addition to the challenges posed by the different data systems, Multnomah County's housing authority operates as a separate entity from the County's homeless services department (HSD). While we work closely and collaboratively with Home Forward, the separate structure requires more time and capacity to coordinate than if the Housing Authority/Home Forward was fully internal.

## **Investments & Programming**

*New Permanent Supportive Housing project serves refugee, immigrant communities*

The first residents of the Cesar Apartments, a 47-unit permanent supportive housing (PSH) project in SE Portland, began moving into their new homes in January of this year. One of two PSH projects in Multnomah County that offers culturally-specific services for the Somali-American community, the project is providing services to Somali, refugee and immigrant communities through the Somali American Council of Oregon (SACOO).

The building was acquired by Home Forward in December 2024 to bring new affordable housing online more quickly and cost effectively than new construction by taking advantage of favorable market conditions, as converting the project to Permanent Supportive Housing (PSH) required minimal changes to structure and layout.

One of the early successes we experienced was an in-person lease-up event at SACOO, a space that was familiar and felt safe for participants. This allowed future residents to complete all of the necessary paperwork at one time while enjoying food and community. We are hoping to host more in-person lease-up events in the future based on the success of this event.

It has not taken long for the project to have an impact. SACOO staff shared a recent story about a young woman who arrived in Portland with almost nothing and eventually fell into homelessness while struggling with mental health and substance abuse, often sleeping in cars or tents:

*"When she came to SACOO seeking help, she had no housing, limited resources, and no local support system. Our team worked with her to stabilize her situation by helping her apply for health insurance, set up a phone line, access temporary shelter, and receive care through the SACOO Clinic in partnership with Providence Health and started a drugs rehab program. Two weeks ago, she moved into a fully renovated, furnished apartment at Cesar Apartments. Since*

*then, she has continued her recovery and recently shared that she will be starting a new job. Her story shows how stable housing and community support can provide the foundation people need to rebuild their lives. [The] SACOO team became her community."*

#### *Building and maintaining capacity to serve families experiencing homelessness*

While our ongoing SHS capacity building efforts are now more focused on sustaining progress rather than continued expansion, HSD continues to remain responsive to provider needs and capacity gaps. Staff reported multiple examples of capacity building efforts in our family system of care this quarter, including providing technical assistance for permanent supportive housing providers, launching case conferencing, and temporarily expanding emergency shelter.

As with many of our systems of care, in the family system HSD and provider staff connect on a monthly basis to share updates, gather feedback, and participate in shared decision making. In Q3, many providers in this group who offer permanent supportive housing (PSH) voiced questions about these services and advocated for more technical assistance and training support. Around the same time, other family system providers requested a manual with information about working with households in PSH. In response, HSD staff collaborated on a potential manual and identified additional opportunities for providers to engage with PSH staff and ask questions. A PSH staff member attended one of the monthly coordination meetings to connect with organizations directly, share opportunities for engagement and technical assistance, and describe current avenues of support. Thanks to the tables and relationships that we have in place, HSD was able to quickly respond to this capacity building need and put more support in place for providers in real time.

Another example of capacity building in the family system during Q3 was our launch of case conferencing to improve the process of matching families with services. Case conferencing will be especially helpful for service areas such as navigation, rapid rehousing out of shelter, and PSH programming, along with multiple HUD Continuum of Care programs that receive a financial match through SHS. HSD coordinated access staff have been working with providers for the last four and a half years to create buy-in and ensure success. By gathering all providers that are part of the housing process in one room, regularly, and with a reliable and consistent structure, case conferencing will allow us to get families into the right service and into stable housing more quickly. It will also give providers more transparency and insight into how we pair people with services, allow them to be more engaged in the referral process, and increase their understanding of housing resources.

Additional capacity in the family system also came in the form of 68 new vouchers in the Emergency Motel Voucher program, launched in Q3. Families in rapid rehousing programs who need shelter while they are searching for housing will have access to the vouchers, as well as those waiting to get into year-round shelter. Eight providers, of which five are culturally specific, are utilizing the vouchers to give families a safe place to stabilize until they can obtain more permanent housing. One organization filled all 15 of their vouchers during Q3 and is experiencing great success, including one of their households that was able to use a voucher to move directly into motel shelter from the family shelter waitlist. This transitional period allowed the family to stabilize and work on securing housing without needing to go into a traditional shelter setting. Another voucher was used to give respite to a parent with two teenage boys, allowing her to re-enroll her sons in school after having to flee their previous housing situation.

We are serving approximately 49 families through the Emergency Motel Voucher program now and anticipate to serve at least 10 more by the end of the fiscal year. Because there is limited shelter in our

system that accommodates families, these vouchers will bring temporary capacity to our system to serve these households as they transition into housing or longer-term shelter stays.

*SHS support for enhanced outreach measures during cold weather*

SHS investments in Multnomah County's Office of Emergency Management allow us to provide survival supplies and support for people experiencing homelessness when weather conditions threaten human health. These investments help stock a warehouse of outreach supplies, fund staff positions that maintain those supplies and prepare for severe weather activations by leading trainings and procedures, and allow us to quickly set up emergency shelters during extreme cold or heat events.

Due to an unusually mild winter we did not experience any severe winter weather events in Q3, but SHS funds supported enhanced outreach twice during bouts of cold weather. Our supply center distributed 25,000 survival supplies to outreach providers for people experiencing homelessness during the week of January 19, and another 18,000 items between February 18 and 19.

Because this winter was relatively uneventful, emergency weather sheltering staff are anticipating a greater number of severe weather activations this summer and have begun planning for the upcoming season by taking inventory of supplies and replacing essential items. The County distributes standard outreach supplies year-round, including things like water, blankets, hygiene kits, and socks, with additional items included during enhanced outreach and severe weather events.

*Shelter Behavioral Health Team saving lives through mobile crisis support*

Due to a variety of social determinants of health and behavioral health concerns, individuals throughout Multnomah County may experience crises that cannot be addressed by traditional community-based outpatient services. However, SHS has allowed us to step in and fill this gap by funding a Shelter Behavioral Health Team (SBHT) in our Health Department's Behavioral Health Division. Shelters are able to call this team of crisis workers to support participants onsite who are experiencing behavioral health crises, which reduces the need for law enforcement intervention. In Q3 this team offered clinical services to 290 people and performed 563 deescalations. They worked closely with Homeless Services Department staff regarding shelter closing this quarter, proactively planning increased outreach and support to affected locations. The SBHT is holding ongoing meetings to strategize how best to meet the ongoing needs of participants as more shelters are slated to close.

Staff shared a particularly moving story of working with a participant this quarter that exemplifies the success they have had in meeting people where they are at:

*The Shelter Behavioral Health team dedicated significant effort to support a high-acuity client who was experiencing suicidal ideation with a plan to end their life on their birthday, but did not meet initial criteria for hospitalization. SBHT engaged in intensive safety planning, provided peer support, offered extensive in-person and phone support outside of standard hours, and worked on coping skills. The client was briefly open to respite care, but self-exited the day before their birthday, still intending to follow through with their plan.*

*Collaborating with the Crisis Team was essential at this critical juncture. Despite facing hospital barriers, Project Respond facilitated the client's admission. Once the birthday passed, the immediate plan for suicide was abandoned. The client was able to return safely to the shelter and has recently transitioned into housing with Blanchet House, with shelter staff reporting a*

*notable improvement in their well-being in the new placement. The team's success in meeting this individual's needs highlights the tremendous amount of support and personalized work required to maintain client safety. Additionally, the coordination among multiple crisis services supported this individual in successfully navigating a very challenging time.*

Based on a broad community survey of stakeholders during the formation of our Local Implementation Plan, the top service need across Multnomah County was more behavioral health services capacity. SHS has allowed us to significantly expand these services, and stories like these reaffirm why they are so important. At the same time, the severity of recent budget shortfalls for homeless services have meant that even our highest priority investments, including behavioral health programs, have been impacted in some way.

## **Local Implementation Plan**

*Homeless services database to be modernized with the support of SHS funds*

Data collection and sharing is listed as a systemwide investment priority in Multnomah County's LIP, which noted "a substantial need to strengthen and integrate existing data systems, in particular the HMIS database [...]." The tri-counties have been working on the HMIS Replacement Project since FY 2024, and the next year represents a critical period in which new system design and data migration will take place. Due to the regional reach of these efforts, the SHS Regional Investment Fund (RIF) is the primary funding source for the project. The updated system aims to provide better user experience, versatility, and transparency to support the region's ability to make data-driven decisions.

In the summer of 2025, Multnomah, Washington, and Clackamas counties selected a provider to deliver a modern system for tracking and reporting homelessness data. Bitfocus, a technology company with national experience providing homeless response technology systems, is working with the three counties and dozens of community providers to replace the current system. The counties are now at the beginning of a long process to move to a new platform, called Clarity HMIS.

Multnomah County's IT team is project managing the HMIS replacement project, which kicked off in Q3. All project support roles are now on board, including three project-dedicated business system analysts (one per County) and one change manager. During the reporting period the team began a series of configuration sessions with Bitfocus that will take place every other week through August 2026. Project teams are close to gaining access to Clarity HMIS test sites, and are currently in discussions about the earliest date that data from the current platform can be moved to the new one.

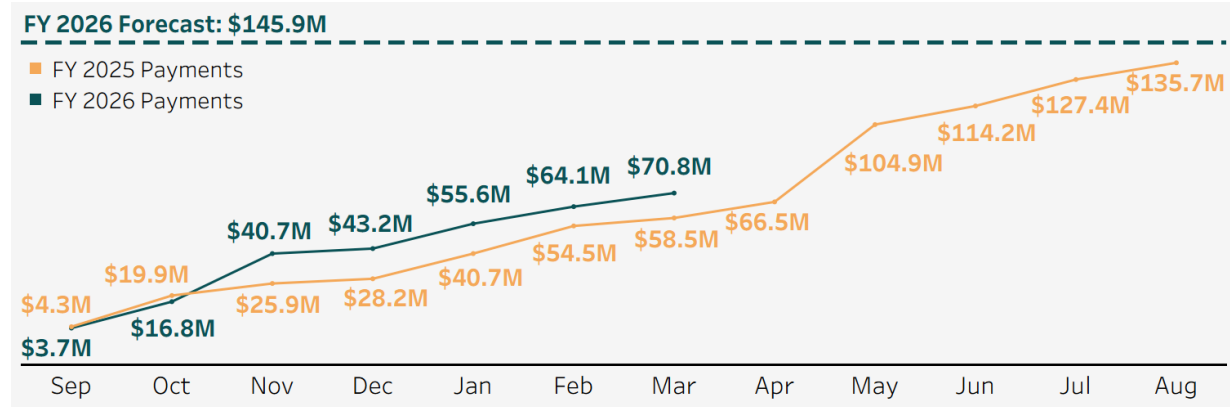
As we move forward with this effort, we will continue to engage community providers to ensure the new system meets their diverse needs. We look forward to sharing additional details about this monumental project in future quarters, as it is one of our SHS annual work plan goals for FY 2027.

## **Quarterly Financial Update**

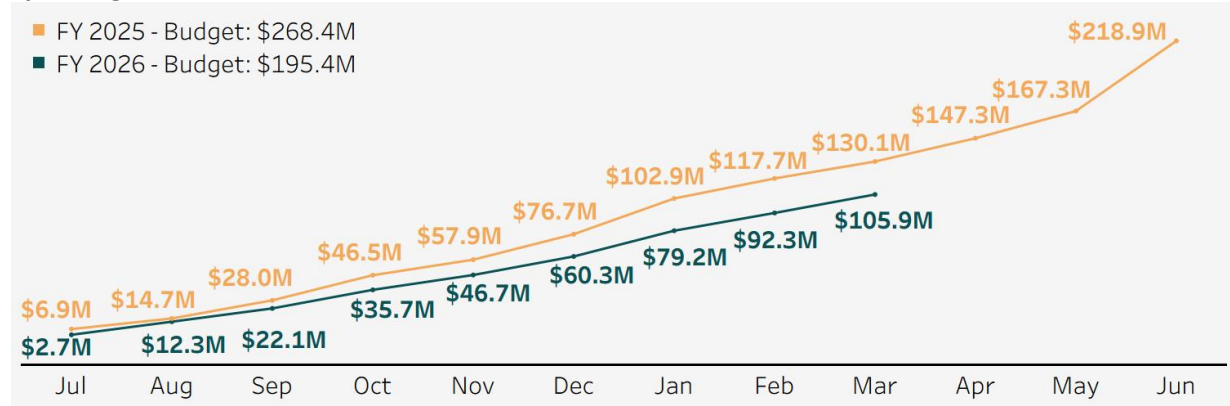
Metro's updated five year SHS revenue forecast, published on Monday, December 2nd, forecasted an increase in total SHS tax revenues for this fiscal year. Covering FY 2026-2030, the forecast shows a rise of \$22.3 million dollars in FY 2026, with approximately \$9.3 million designated for Multnomah County. This significant adjustment is primarily due to a one-time large business income tax payment.

Multnomah County has included this \$9.3 million in our projected \$26.1 million one-time-only carryover for FY 2027. The Board of County Commissioners is scheduled to vote on the adoption of the FY 2027 budget on June 4th, 2026. It is important to note that HSD is projected to have less one-time-only carryover in FY 2027 compared to previous years due to our spend down of existing funds. This leaves ongoing funding as the primary source of support for SHS programs in the future.

### Collections



### Spending



HSD has maintained a consistent spending rate throughout the third quarter of FY 2026, aligning with patterns established in FY 2025. This steady expenditure rate is a sign of effective resource management. Based on current projections and spending trends, we expect to meet our minimum spending goal of 80% of our overall program budget by the end of the fiscal year.

### Conclusion

As we enter the final months of the fiscal year, Multnomah County is close to achieving most of the quantitative goals we've set. These milestones represent hundreds of households exiting homelessness, maintaining stable housing, and accessing services to fit their individual needs. While SHS continues to make a difference in the lives of many, financial deficits are straining the systems we've worked to build with providers over the last five years. In this challenging season, Multnomah County remains committed to serving those experiencing homelessness by using SHS to create stability in a period of uncertainty.

## Section 2. Data and data disaggregation <sup>7</sup>

Please use the following table to provide and disaggregate data on Population A, Population B housing placement outcomes and homelessness prevention outcomes. Please use your local methodologies for tracking and reporting on Populations A and B. You can provide context for the data you provided in the context narrative below.

### Section 2.A Housing Stability Outcomes: Placements & Preventions

**Note for all data tables:** Race and ethnicity and gender identity responses can be selected alone or in combination, so the raw numbers added up can be greater than the total number of people. In addition, some Q1 percentages are based on a small population size and may experience significant shifts as the year progresses.

#### Housing Placements By Intervention Type: Permanent Supportive Housing

Number of housing placements-Permanent Supportive Housing	Current Quarter	Year to Date					
	Number	Subset-Population A placed into PSH	Percentage: Population A	Subset-Population B placed in PSH	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	87					343	138%
<b>Total Households</b>	77	260	84%	49	16%	309	125%

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	16	18%	62	18%
Asian or Asian American	6	7%	9	3%
Black, African American or African	14	16%	86	25%
Hispanic/Latina/e/o	12	14%	37	11%
Middle Eastern or North African	1	1%	1	0.3%
Native Hawaiian or Pacific Islander	1	1%	8	2%
White	60	69%	205	60%
Non-Hispanic White (subset of White category)	53	61%	191	56%
Client doesn't know	0	0%	3	1%
Client prefers not to answer	1	1%	3	1%

<sup>7</sup> The data received each quarter may be slightly different than the revised and most up-to-date information received in the Annual Report. Data from the Annual Report will be used for final year-end figures.

Data Not Collected	0	0%	1	0.3%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	73	84%	290	84%
Persons without disabilities	14	16%	47	14%
Disability unreported	0	0%	7	2%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	43	49%	156	46%
Man (Boy, if child)	42	48%	173	50%
Culturally Specific Identity	0	0%	0	0%
Non-Binary	2	2%	10	3%
Transgender	3	3%	7	2%
Questioning	1	1%	1	0.3%
Different Identity	0	0%	1	0.3%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	0	0%	1	0.3%
Data not collected	0	0%	0	0%

***(Only if Applicable) Housing Placements By Intervention Type: Housing with Services***

Number of housing placements- Housing with Services	Current Quarter	Year to Date					
	Number	Subset-Population A placed into Housing with Services	Percentage: Population A	Subset-Population B placed in Housing with Services	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	10					64	21%
<b>Total Households</b>	10	6	18%	26	82%	32	11%

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	0	0%	2	3%
Asian or Asian American	0	0%	0	0%
Black, African American or African	4	40%	5	8%
Hispanic/Latina/e/o	2	20%	6	9%
Middle Eastern or North African	0	0%	0	0%

Native Hawaiian or Pacific Islander	0	0%	3	5%
White	4	40%	54	84%
Non-Hispanic White (subset of White category)	4	40%	53	83%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	1	10%	1	2%
Data Not Collected	0	0%	1	2%
<b>Disability status</b>				
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Persons with disabilities	8	80%	19	30%
Persons without disabilities	2	20%	44	69%
Disability unreported	0	0%	1	2%
<b>Gender identity</b>				
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Woman (Girl, if child)	6	60%	31	48%
Man (Boy, if child)	2	20%	30	47%
Culturally Specific Identity	0	0%	0	0%
Non-Binary	1	10%	2	3%
Transgender	0	0%	0	0%
Questioning	0	0%	0	0%
Different Identity	0	0%	0	0%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	1	10%	1	2%
Data not collected	0	0%	0	0%

***Housing Placements By Intervention Type: Housing Only***

Number of housing placements- Housing Only	Current Quarter	Year to Date					
	Number	Subset-Population A placed into Housing Only	Percentage: Population A	Subset-Population B placed in Housing Only	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	3					15	43%
<b>Total Households</b>	3	3	27%	8	73%	11	31%

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	0	0%	4	27%
Asian or Asian American	0	0%	1	7%
Black, African American or African	1	33%	6	40%

Hispanic/Latina/e/o	1	33%	5	33%
Middle Eastern or North African	0	0%	0	0%
Native Hawaiian or Pacific Islander	0	0%	1	7%
White	1	33%	6	40%
Non-Hispanic White (subset of White category)	1	33%	4	27%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	0	0%	0	0%
Data Not Collected	0	0%	0	0%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	3	100%	10	67%
Persons without disabilities	0	0%	5	33%
Disability unreported	0	0%	0	0%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	2	67%	7	47%
Man (Boy, if child)	1	33%	8	53%
Culturally Specific Identity	0	0%	0	0%
Non-Binary	0	0%	0	0%
Transgender	0	0%	0	0%
Questioning	0	0%	0	0%
Different Identity	0	0%	0	0%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	0	0%	0	0%
Data not collected	0	0%	0	0%

**Housing Placements By Intervention Type: Rapid Re-Housing (all Rapid Re-Housing subtypes)**

Number of housing placements- Rapid Re-housing	Current Quarter	Year to Date					
	Number	Subset-Population A placed into RRH	Percentage: Population A	Subset-Population B placed in RRH	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	168					691	194%
<b>Total Households</b>	97	223	58%	162	42%	385	108%

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%

American Indian, Alaska Native or Indigenous	12	7%	52	8%
Asian or Asian American	3	2%	13	2%
Black, African American or African	66	39%	268	39%
Hispanic/Latina/e/o	38	22%	170	25%
Middle Eastern or North African	0	0%	0	0%
Native Hawaiian or Pacific Islander	5	3%	32	5%
White	63	38%	246	36%
Non-Hispanic White (subset of White category)	58	35%	213	31%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	0	0%	8	1%
Data Not Collected	1	1%	2	0%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	73	44%	268	39%
Persons without disabilities	76	45%	317	46%
Disability unreported	19	11%	105	15%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	99	59%	410	59%
Man (Boy, if child)	64	38%	267	39%
Culturally Specific Identity	0	0%	1	0%
Non-Binary	5	3%	8	1%
Transgender	4	3%	8	1%
Questioning	0	0%	0	0%
Different Identity	0	0%	4	1%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	1	1%	1	0%
Data not collected	0	0%	0	0%

***Housing Placements By Intervention Type: Eviction and Homelessness Prevention***

Number of Preventions	Current Quarter	Year to Date					
	Number	Subset- Population A served with HP	Percentage: Population A	Subset- Population B served with HP	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	365					1497	214%
<b>Total Households</b>	203	69	7%	912	93%	981	140%

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	21	6%	89	6%
Asian or Asian American	9	2%	67	4%
Black, African American or African	82	22%	330	22%
Hispanic/Latina/e/o	104	28%	319	21%
Middle Eastern or North African	24	7%	46	3%
Native Hawaiian or Pacific Islander	23	6%	79	5%
White	133	36%	677	45%
Non-Hispanic White (subset of White category)	116	32%	602	40%
Client doesn't know	0	0%	4	0%
Client prefers not to answer	3	1%	17	1%
Data Not Collected	5	1%	22	1%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	109	30%	348	23%
Persons without disabilities	181	50%	563	38%
Disability unreported	76	21%	586	39%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	198	54%	858	57%
Man (Boy, if child)	165	45%	608	41%
Culturally Specific Identity	0	0%	0	0%
Non-Binary	2	1%	18	1%
Transgender	0	0%	4	0%
Questioning	0	0%	0	0%
Different Identity	0	0%	2	0%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	0	0%	1	0%
Data not collected	1	0%	2	0%

## Section 2.B Regional Long-Term Rent Assistance Program

The following data represents a **subset** of the above Housing Placements data. The Regional Long-term Rent Assistance Program (RLRA) primarily provides permanent supportive housing to SHS priority Population A clients (though RLRA is not strictly limited to PSH or Population A).

RLRA data is not additive to the data above. Housing placements shown below are duplicates of the placements shown in the data above.

*Please disaggregate data for the **total number of people in housing using an RLRA voucher during the quarter and year to date.***

Regional Long-term Rent Assistance	Current Quarter	Year to Date				
	Number	Subset - Population A	Percentage: Population A	Subset- Population B	Percentage: Population B	Number

<b>Quarterly Program Data</b>		in RLRA		in RLRA		
Number of RLRA vouchers issued during reporting period	58	93	75.0%	13	10.5%	124
Number of <b>people</b> newly leased up during reporting period	130	175	65.8%	53	19.9%	266
Number of <b>households</b> newly leased up during reporting period	80	129	79.1%	16	9.8%	163
Number of <b>people</b> in housing using an RLRA voucher during reporting period	1907	1296	65.0%	567	28.4%	1995
Number of <b>households</b> in housing using an RLRA voucher during reporting period	1107	932	79.1%	163	13.8%	1179

Program to Date – Since July 1, 2021						
	Subset - Population A in RLRA	Percentage: Population A	Subset-Population B in RLRA	Percentage: Population B	Number	
Number of <b>people</b> in housing using an RLRA voucher	1587	68.0%	586	25.1%	2333	

Number of households in housing using an RLRA voucher	1196	81.1%	170	11.5%	1475	
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Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	192	10.1%	202	10.1%
Asian or Asian American	30	1.6%	32	1.6%
Black, African American or African	737	38.6%	769	38.5%
Hispanic/Latina/e/o	483	25.3%	502	25.2%
Middle Eastern or North African	5	0.3%	5	0.3%
Native Hawaiian or Pacific Islander	65	3.4%	65	3.3%
White	882	46.3%	930	46.6%
Non-Hispanic White (subset of White category)	525	27.5%	559	28.0%
Client doesn't know	20	1.0%	20	1.0%
Client prefers not to answer	47	2.5%	47	2.4%
Data Not Collected	17	0.9%	17	0.9%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	1034	54.2%	1100	55.1%
Persons without disabilities	873	45.8%	895	44.9%
Disability unreported	0	0.0%	0	0.0%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	1036	54.3%	1079	54.1%
Man (Boy, if child)	810	42.5%	852	42.7%
Culturally Specific Identity	1	0.1%	1	0.1%
Non-Binary	33	1.7%	34	1.7%

Transgender	26	1.4%	29	1.5%
Questioning	1	0.1%	1	0.1%
Different Identity	1	0.1%	1	0.1%
Client doesn't know	0	0.0%	0	0.0%
Client prefers not to answer	7	0.4%	7	0.4%
Data not collected	1	0.1%	1	0.1%

### **Section 2.C Other Data: Non-Housing Numeric Goals**

This section shows progress to quantitative goals set in county annual work plans. Housing placement and prevention progress are already included in the above tables. This section includes goals such as shelter units and outreach contacts and other quantitative goals that should be reported on a quarterly basis. This data in this section may differ county to county, and will differ year to year, as it aligns with goals set in county annual work plans.

***Instructions: Please complete the tables below, as applicable to your annual work plans in Quarter 2 and Quarter 4 Reports.***

In alignment with Metro reporting guidance and cadence, the outreach and shelter data tables will be reported on in Q4.

### **Section 3. Financial Reporting**

*Please complete the quarterly financial report and include the completed financial report to this quarterly report, as an attachment.*

The Q3 financial summary has been attached at the end of this report. Please see pages 24-27.

## **Glossary:**

**Supportive Housing Services:** All SHS funded housing interventions that include PSH, RRH, Housing Only, Housing with Services, Preventions, and RLRA Vouchers. This also includes shelter, outreach, navigation services, employment services or any other SHS funding to help households exit homelessness and transition into safe, stable housing.

**Supportive Housing:** SHS housing interventions that include PSH, Housing Only and Housing with Services.

**Regional Long Term Rent Assistance (RLRA):** provides a flexible and continued rent subsidy that will significantly expand access to housing for households with extremely and very low incomes across the region. RLRA subsidies will be available for as long as the household needs and remains eligible for the subsidy, with no pre-determined end date. Tenant-based RLRA subsidies will leverage existing private market and regulated housing, maximizing tenant choice, while project-based RLRA subsidies will increase the availability of units in new housing developments. RLRA program service partners will cover payments of move-in costs and provide supportive services as needed to ensure housing stability. A Regional Landlord Guarantee will cover potential damages to increase participation and mitigate risks for participating landlords.

**Shelter:** Overnight shelter, congregate shelter, alternative shelter, motel shelter, tiny houses, pod villages, recuperative centers, shelter, that consists of congregate shelter beds PLUS non/semi-congregate units. Shelter definition also includes Local Alternative Shelters that have flexibility around limited amenities compared to HUD defined overnight shelters. Includes in-reach services.

**Recovery Oriented Transitional Housing, Stabilization Transitional Housing, Transitional Housing:** Provides temporary lodging and is designed to facilitate the movement of individuals and families experiencing homelessness into permanent housing within a specified period, but normally no longer than 24 months. Requirements and limitations vary.

**Navigation Center, Access Center, Day Center, Access Services:** Provides indoor shelter during daytime hours, generally between 5am and 8pm. Primarily serve households experiencing homelessness. The facilities help connect people to a wide range of resources and services daily. Including on-site support services such as restrooms, showers, laundry, mail service, haircuts, clothing, nutrition resources, lockers, ID support, etc.

**Outreach:** Activities are designed to meet the immediate needs of people experiencing homelessness in unsheltered locations by connecting them with emergency shelter, housing, or critical services, and providing them with urgent, non-facility-based care. *Metro is using the HUD ESG Street Outreach model. The initial contact should not be focused on data. Outreach workers collect and enter data as the client relationship evolves. Thus, data quality expectations for street outreach projects are limited to clients with a date of engagement.*

**Outreach Date of Engagement “Engaged”:** the date an individual becomes engaged in the development of a plan to address their situation.

**Population A:** Extremely low-income; AND have one or more disabling conditions; AND Are experiencing or at imminent risk\* of experiencing long-term or frequent episodes of literal homelessness.

**Imminent Risk:** Head of household who is at imminent risk of long-term homelessness within 14 days of the date of application for homeless assistance and/or has received an eviction. The head of household will still need to have a prior history of experiencing long-term homelessness or frequent episodes of literal homelessness.

**Population B:** Experiencing homelessness; OR have a substantial risk\* of experiencing homelessness.

**Substantial risk:** A circumstance that exists if a household is very low income and extremely rent burdened, or any other circumstance that would make it more likely than not that without supportive housing services the household will become literally homeless or involuntarily doubled-up.

*The following list are HUD HMIS approved Project Types. Metro recognizes SHS programs do not align with these project types exactly, and value that flexibility. However, to ensure the interpretations and findings are based upon correct interpretations of the data in quarterly reports and HMIS reports, we will reference these Project Types by the exact HUD name.*

*Here are the HUD Standards if needed, <https://files.hudexchange.info/resources/documents/HMIS-Data-Standards-Manual-2024.pdf>*

**Permanent Supportive Housing, “PH - Permanent Supportive Housing (disability required for entry)”:**

A long-term intervention intended to serve the most vulnerable populations in need of housing and supportive services to attribute to their housing success, which can include PBV and TBV programs or properties. Provides housing to assist people experiencing homelessness with a disability (individuals with disabilities or families in which one adult or child has a disability) to live independently.

**Housing with Services, “PH - Housing with Services (no disability required for entry)”:**

A project that offers permanent housing and supportive services to assist people experiencing homelessness to live independently but does not limit eligibility to individuals with disabilities or families in which one adult or child has a disability. May include any other type of housing, not associated with PSH/RRH, that does include supportive services.

**Housing Only, “PH - Housing Only”:**

A project that offers permanent housing for people experiencing homelessness but does not make supportive services available as part of the project. May include RLRA Only programs.

**Rapid Re-Housing, “PH - Rapid Re-Housing” (Services Only and Housing with or without services):**

A permanent housing project that provides housing relocation and stabilization services and/or short and/or medium-term rental assistance as necessary to help an individual or family experiencing homelessness move as quickly as possible into permanent housing and achieve stability in that housing. May include Move-In Only programs.

**Prevention, “Homelessness prevention”:**

A project that offers services and/or financial assistance necessary to prevent an individual or family from moving into an emergency shelter or living in a public or private place not meant for human habitation. Component services and assistance generally consist of short-term and medium-term

tenant-based or project-based rental assistance and rental arrears. Additional circumstances include rental application fees, security deposits, advance payment of last month's rent, utility deposits and payments, moving costs, housing search and placement, housing stability case management, mediation, legal services, and credit repair. This term differs from retention in that it is designed to assist nonsubsidized market rate landlord run units.

Metro Supportive Housing Services  
 Financial Report for Quarterly Progress Report (IGA 7.1.2) and Annual Program Report (IGA 7.1.1)  
 Multnomah County  
 FY 2025-2026

**Financial Report (by Program Category)** COMPLETE THE SECTION BELOW EVERY QUARTER. UPDATE AS NEEDED FOR THE ANNUAL REPORT.

	Annual Budget	Q1 Actuals	Q2 Actuals	Q3 Actuals	Q4 Actuals	Total YTD Actuals	Variance Under / (Over)	% of Budget	Comments
<b>Metro SHS Resources</b>									
Beginning Fund Balance	62,967,179	62,967,180				62,967,180	(1)	100%	Counties will provide details and context on any unbudgeted amounts in Beginning Fund Balance in the narrative of their report, including the current plan and timeline for budgeting and spending it.
Metro SHS Program Funds	136,584,365	3,667,734	39,559,218	27,620,221		70,847,173	65,737,192	52%	
Interest Earnings <sup>(5)</sup>	-	493,221	440,907	305,467		1,239,595	(1,239,595)	N/A	
<i>insert add'l lines as necessary</i>								N/A	
Subtotal Program Revenue	136,584,365	4,160,955	40,000,125	27,925,689	-	72,086,768	64,497,597	53%	
<b>Total Metro SHS Resources</b>	<b>199,551,544</b>	<b>67,128,135</b>	<b>40,000,125</b>	<b>27,925,689</b>	<b>-</b>	<b>135,053,948</b>	<b>64,497,596</b>	<b>68%</b>	
<b>Metro SHS Requirements</b>									
<b>Program Costs</b>									
<b>Individual Support Costs</b>									
<b>Permanent Supportive Housing (PSH)</b>									
<i>Support to individuals who have extremely low incomes and one or more disabling conditions, who are experiencing long-term or frequent episodes of literal homelessness or imminent risk of experiencing homelessness</i>									
Permanent Supportive Housing Services	39,729,642	2,388,136	6,832,751	9,336,101		18,556,988	21,172,654	47%	
Long-term Rent Assistance (RLRA)	19,355,893	1,887,259	4,582,205	4,175,202		10,644,666	8,711,227	55%	
Long-term Rent Assistance Admin	434,110	83,366	194,827	111,598		389,791	44,319	90%	Administrative Costs for long-term rent assistance equals 4% of Partner's YTD expenses on long-term rent assistance.
Subtotal PSH	59,519,645	4,358,760	11,609,784	13,622,901	-	29,591,444	29,928,201	50%	
<b>Rapid Re-housing (RRH)</b>									
<i>Support to individuals experiencing a loss of housing</i>									
Rapid Re-housing (RRH)	11,641,206	1,350,338	3,219,237	3,646,146		8,215,721	3,425,485	71%	
Subtotal RRH	11,641,206	1,350,338	3,219,237	3,646,146	-	8,215,721	3,425,485	71%	
<b>Other Housing and Services Programs (not otherwise listed)</b>									
<i>Support to individuals who are experiencing homelessness or have substantial risk of homelessness</i>									
Housing Only	5,489,568	575,591	1,390,385	1,128,417		3,094,393	2,395,175	56%	
Housing Only - Long-term Rent Assistance (RLRA)	-	-	-	-		-	-	N/A	
Housing Only - Long-term Rent Assistance Admin	-	-	-	-		-	-	N/A	
Housing with Services	5,236,501	550,435	1,489,026	876,550		2,916,011	2,320,490	56%	
Subtotal Other Housing and Services Programs	10,726,069	1,126,026	2,879,411	2,004,967	-	6,010,403	4,715,666	56%	

<b>Eviction &amp; Homelessness Prevention</b>								
<i>Support to individuals experiencing a potential loss of housing</i>								
Eviction & Homelessness Prevention	3,794,157	311,421	428,152	432,331		1,171,903	2,622,254	31%
<b>Subtotal Eviction &amp; Homelessness Prevention</b>	<b>3,794,157</b>	<b>311,421</b>	<b>428,152</b>	<b>432,331</b>	<b>-</b>	<b>1,171,903</b>	<b>2,622,254</b>	<b>31%</b>
<b>Safety On/Off the Street</b>								
<i>Support to individuals unhoused or in temporary housing</i>								
Shelter and Transitional Housing	67,860,484	8,510,327	11,768,053	11,834,907		32,113,286	35,747,198	47%
Outreach and Access Services	7,801,925	1,360,215	2,058,312	1,344,766		4,763,293	3,038,632	61%
<b>Subtotal Safety On/Off the Street</b>	<b>75,662,409</b>	<b>9,870,542</b>	<b>13,826,365</b>	<b>13,179,672</b>	<b>-</b>	<b>36,876,579</b>	<b>38,785,830</b>	<b>49%</b>
<b>Other Supportive Services (not otherwise listed)</b>								
<i>Other supports to individuals not included in any of the above categories</i>								
Other Supportive Services	7,226,438	1,368,208	2,170,286	1,792,777		5,331,271	1,895,167	74%
<b>Subtotal Other Supportive Services</b>	<b>7,226,438</b>	<b>1,368,208</b>	<b>2,170,286</b>	<b>1,792,777</b>	<b>-</b>	<b>5,331,271</b>	<b>1,895,167</b>	<b>74%</b>
<b>System Support Costs</b>								
<b>System Support Costs</b>								
Systems Infrastructure	4,315,940	789,297	1,093,432	848,231		2,730,959	1,584,981	63%
Built Infrastructure	6,850,000	-	-	6,850,000		6,850,000	-	100%
Overall System Services	779,735	305,001	380,052	23,257		708,310	71,425	91%
<b>Subtotal System Support Costs</b>	<b>11,945,675</b>	<b>1,094,298</b>	<b>1,473,483</b>	<b>7,721,488</b>	<b>-</b>	<b>10,289,269</b>	<b>1,656,406</b>	<b>86%</b>
<b>Regional Strategy Implementation</b>								
<i>Investments to support SHS program alignment, coordination and outcomes at a regional level</i>								
Coordinated Entry	427,709	-	-	167,067		167,067	260,642	39%
Regional Landlord Recruitment	3,178,138	112,736	297,838	581,716		992,291	2,185,847	31%
Healthcare System Alignment	459,390	75,848	76,402	79,759		232,009	227,381	51%
Training	470,827	78,210	78,264	81,844		238,318	232,509	51%
Technical Assistance	232,252	40,963	40,943	43,734		125,640	106,612	54%
Employee Recruitment and Retention	-	-	-	-		-	-	N/A
Homeless Management Information System	2,480,356	239,282	239,731	274,825		753,838	1,726,518	30%
<b>Subtotal Regional Strategy Implementation</b>	<b>7,248,672</b>	<b>547,039</b>	<b>733,178</b>	<b>1,228,946</b>	<b>-</b>	<b>2,509,163</b>	<b>4,739,509</b>	<b>35%</b>

Q2 note: This built infrastructure already been used in January and will be reflected in Q3 Report  
Q2 Note: \$184,641.55 will be moved to RSIF Landlord Recruitment and

County Administrative Costs								
<b>County Administrative Costs</b>								
County Administrative Costs	7,621,543	2,047,948	1,880,731	1,976,105		5,904,784	1,716,759	77%
Subtotal County Administrative Costs	7,621,543	2,047,948	1,880,731	1,976,105	-	5,904,784	1,716,759	77%
<b>Subtotal Program Costs</b>								
	195,385,814	22,074,580	38,220,627	45,605,332	-	105,900,539	89,485,275	54%
<b>Ending Fund Balance (incl. Contingency and Reserves)</b>								
	4,165,730					29,153,409		
<b>Budgeted Contingency and Reserves</b>								
Contingency <sup>(1)</sup>	-					-		
Regional Strategy Implementation Contingency	251,426					251,426		
Stabilization Reserve <sup>(4)</sup>	3,292,625					3,292,625		
RLRA Reserves	621,679					621,679		
Other Programmatic Reserves	-					-		
insert add'l lines as necessary								
Subtotal Contingency and Reserves	4,165,730					4,165,730		

Service Provider Administrative Costs (including RLRA) are reported as part of Program Costs above. Counties will provide details and context

County SHS Administrative Costs equals 8% of County's annual Program Funds.

This section reflects budgeted contingency and reserve figures.

Contingency equals 0% of Partner's budgeted annual Program Funds.

Stabilization Reserve equals 2% of Partner's budgeted annual Program Funds.

### Metro Supportive Housing Services

Financial Report for Quarterly Progress Report (IGA 7.1.2) and Annual Program Report (IGA 7.1.1)

Multnomah County

FY 2025-2026

#### Spend-Down Report for Program Costs

This section compares the spending plan of Program Costs in the Annual Program Budget to actual Program Costs in the Financial Report.

Program Costs (excluding Built Infrastructure)	% of Spending per Quarter			Comments Explain any material deviations from the Spend-Down Plan, or any changes that were made to the initial Spend-Down Plan. <sup>(1)</sup>
	Budget	Actual	Variance	
Quarter 1:	5%	12%	7%	
Quarter 2:	10%	20%	10%	
Quarter 3:	25%	21%	-4%	
Quarter 4:	40%	0%	-40%	
Total	80%	53%	-27%	

Built Infrastructure	\$ Spending YTD			Comments Provide a status update for below. (required each quarter)
	Budget	Actual	Forecast	
Annual total:	6,850,000	6,850,000	-	

<sup>(1)</sup> A "material deviation" arises when the Program Funds spent in a given Fiscal Year cannot be reconciled against the spend-down plan to the degree that no reasonable person would conclude that Partner's spending was guided by or in conformance with the applicable spend-down plan.

Note: It is possible for actual spending against the Spend-Down Plan to exceed 100% without exceeding budget authority due to the use of savings in categories excluded from the Spend-Down Report calculation.

### Spend-Down Report for Carryover

This section compares the spending plan of investment areas funded by carryover to actual costs.

These costs are also part of the Spend-Down Report for Program Costs above. This section provides additional detail and a progress update on these investment areas.

Carryover Spend-down Plan	\$ Spending by investment area			Comments <i>Provide a status update for each Investment Area line below. (required each quarter)</i>
	Budget	Actual <sup>(2)</sup>	Variance	
Beginning Fund Balance (carryover balance)	62,967,179	62,967,180	(1)	
<b>Describe Investment Area</b>				
Permanent Supportive Housing Services	1,163,687	875,907	287,780	
Long-term Rent Assistance (RLRA)	3,257,020	655,316	2,601,704	
Rapid Re-housing (RRH)	7,533,737	6,605,002	928,735	
Housing Only	433,680	84,115	349,565	
Housing with Services	2,531,287	1,516,967	1,014,320	
Eviction & Homelessness Prevention	2,031,209	512,315	1,518,894	
Shelter and Transitional Housing	20,531,624	7,667,562	12,864,062	
Outreach and Access Services	4,592,008	2,349,298	2,242,710	
Other Supportive Services	780,726	448,681	332,045	
Systems Infrastructure	1,553,986	405,836	1,148,150	
Built Infrastructure	6,850,000	6,850,000	-	
Overall System Services	195,495	195,495	-	
RSIF: Coordinated Access	54,459	51,649	2,810	
RSIF: Regional Landlord Recruitment	2,313,288	566,903	1,746,385	
RSIF: Healthcare System Alignment	459,390	232,009	227,381	
RSIF: Training	470,827	238,318	232,509	
RSIF: Technical Assistance	232,252	125,640	106,612	
RSIF: Homeless Management Information S	2,480,356	753,838	1,726,518	
Regional Strategy Implementation Continge	251,426	-	251,426	
County Administrative Costs	1,336,418	1,265,803	70,615	
Stabilization Reserve <sup>[4]</sup>	3,292,625	-	3,292,625	
RLRA Reserves	621,679	-	621,679	
	62,967,179	31,400,655	31,566,524	
Remaining prior year carryover	-	31,566,525	(31,566,525)	
Estimated current year carryover	-	-	-	
Ending Fund Balance (carryover balance)	-	31,566,525	(31,566,525)	

<sup>(2)</sup> If the actual costs for any carryover investment areas are not tracked separately from existing program categories, use the Comments section to describe the methodology for determining the proportion of actual costs covered by carryover. For example: if service providers received a 25% increase in annual contracts for capacity building, and the costs are not tracked separately, the capacity building portion could be estimated as 20% of total actual costs (the % of the new contract amount that is related to the increase).

# SUPPORTIVE HOUSING SERVICES QUARTERLY REPORT

SUBMITTED BY (COUNTY):

FISCAL YEAR:

QUARTER: 3

SUPPORTIVE HOUSING  
SERVICES QUARTERLY REPORT  
TEMPLATE DRAFT

*The following information should be submitted 45 calendar days after the end of each quarter, per IGA requirements. When that day falls on a weekend, reports are due the following Monday.*

	Q1	Q2	Q3	Q4
<i>Report Due</i>	Nov 15	Feb 15	May 15	Aug 15
<i>Reporting Period</i>	Jul 1 – Sep 30	Oct 1 – Dec 31	Jan 1 – Mar 31	Apr 1 – Jun 30

*Please do not change the formatting of margins, fonts, alignment, or section titles.*

	Permanent Supportive Housing	Rapid Re-Housing	Housing with Services	Housing Only	Prevention	Shelter Units
<b>YTD Progress</b> <sup>1</sup>	224	238		89	227	410
<b>Goal</b>	175	200		100	300	385
<b>SHS Year 1 to Current Date</b>	2063	1086		162	3,370	361

## Section 1. Progress narrative

*One of each category/work plan goal must be covered in at least one quarterly report during the year. Metro will assist each county by tracking accordingly to ensure each category is covered throughout the year. In no more than 3-5 pages, please provide an executive summary and additional narrative to include:*

---

<sup>1</sup>*The data received each quarter may be slightly different than the revised and most up-to-date information received in the Annual Report. Data from the Annual Report will be used for final year-end figures.*

- *A high-level snapshot of your quarterly outcomes that tells us if you are on track or not on track with your Annual Work Plan goals. Which can include overall challenges and barriers to implementation, opportunities in this quarter, success in this quarter, emerging challenges and opportunities with service providers.*
- *A focus on **one or two** of the following:*
  - *Behavioral health*
  - *New investments*
  - *Leverage*
  - *Service systems coordination*
  - *Any other topic connected to your local implementation plan*
- *A focus on **one** of the three annual work plan categories, with one or two highlights and/or progress updates:*
  - *Racial equity*
  - *Capacity building: lead agency/ systems infrastructure,*
  - *Capacity building: provider capacity.*
- ***Optional** narrative of the following regarding regional coordination:*
  - *Coordinated Entry*
  - *Landlord Recruitment*
  - *Healthcare System Alignment*
  - *Employee Recruitment and Retention*
  - *Training*
  - *Technical Assistance*

*\*As an addendum to this report, Metro will attach individual progress reports for each area of regional coordination, which will provide additional details on implementation—including deliverables and milestones, metrics and outcomes, and budget information.*

- *A reflection on your progress for the quarter that includes your investments and programming during the reporting period.*
- *Please also connect any of the above narratives to your data tables, as applicable.*

## **Program Highlights**

Quarter 3 marked continued progress in housing placements, service refinement, and regional partnership. Washington County met our annual goals for Permanent Supportive Housing (serving 224 households). Washington County also met the Rapid Re-Housing goal (serving 238 households) and remains on track to achieve the prevention goals by year end. On top of meeting our annual goals, Washington County reached another big milestone, moving over 3,000 households out of homelessness and into stable housing total since Supportive Housing Services implementation began. The County also launched the Housing Resolutions Fund, creating a new flexible resource to help stabilize households with immediate one-time housing assistance and case management. These outcomes reflect steady system throughput and ongoing collaboration with provider partners over the last five years.

Major infrastructure and shelter milestones also advanced this quarter. Washington County publicly announced the future Central County Safe Rest Village location in Aloha and launched the first phase of community engagement to support development of a Good Neighbor Agreement for the program. At the same time, construction began on the Hillsboro Access Center, an important step toward expanding front door access to services and housing navigation, and phase II of the Just Compassion Resource Center.

Important regional infrastructure also progressed, with the Health Share Data Sharing Agreement officially going into effect and the first successful data transmission completed. This marks a significant milestone in integrating health and housing systems to improve service delivery and outcomes. In addition, Washington County was announced as the Regional Shelter Coordinator, a role that highlights our leadership across the region and strengthens system alignment and coordination statewide.

### **System Improvements**

Systems work continued to focus on strengthening internal processes, refining policy guidance, and preparing for long-term sustainability. The Homeless Services Division released ongoing improvements to invoicing tools and workflows while simultaneously integrating new countywide contracting and finance systems. These changes will support future efficiencies and greater alignment across Washington County departments. Work on the Program Manual also progressed, advancing clearer, more consistent guidance for providers and staff.

The Homeless Services Division prepared and submitted the PY 2026-27 Homeless Services budget with input from the Homeless Solutions Advisory Council in what has now become a routine element of our budgeting process. As the program reaches a point of leveling resources rather than significant annual expansion, the focus has shifted toward refinement, quality, and long-term sustainability: each with its own complexities and strategic considerations.

Regionally, the Health Share Data Sharing Agreement became operational this quarter, with the first data transmission completed successfully. This new capability enables deeper coordination across systems and supports more informed service planning. Washington County also participated in a regionwide HHI Provider Convening, creating space for shared learning, alignment, and continued collaboration across the tri-county region. We continue to deepen healthcare integration with homeless services.

### **Challenges and Areas of Focus**

Ongoing community engagement remains a central area of focus, particularly as planning continues for the Central County Safe Rest Village, transitional housing programs, and other capital developments. These efforts require sustained communication and relationship-building to be responsive to neighbor concerns and build trust with neighborhood partners ahead of program opening. In quarter 3, Washington County hosted three community meetings focused on sharing information with neighbors and listening to feedback about the future Central County Safe Rest Village and Cornell Road Recovery.

At the same time, federal uncertainty continues to present challenges. Evolving funding levels, shifting policy direction, and the lack of long-term federal commitments require ongoing monitoring and contingency planning to protect program stability. In March, the Homeless Solutions Advisory Council

voted to send a letter commenting on the Mixed Status Households rule change proposed by HUD. While this policy shift will not directly affect Supportive Housing Services recipients, the ripple effects cannot be understated.

Despite these challenges, Quarter 3 reflects steady progress, strategic alignment, and a continued commitment to leading a strong, resilient, and community-centered homeless response system.

## Section 2. Data and data disaggregation <sup>2</sup>

Please use the following table to provide and disaggregate data on Population A, Population B housing placement outcomes and homelessness prevention outcomes. Please use your local methodologies for tracking and reporting on Populations A and B. You can provide context for the data you provided in the context narrative below.

### Section 2.A Housing Stability Outcomes: Placements & Preventions

#### Housing Placements By Intervention Type: Permanent Supportive Housing

Number of housing placements-Permanent Supportive Housing	Current Quarter	Year to Date					
	Number	Subset-Population A placed into PSH	Percentage: Population A	Subset-Population B placed in PSH	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	74					290	
<b>Total Households</b>	60	213	96%	8	4%	221	

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	6	8%	17	6%
Asian or Asian American	3	4%	6	2%
Black, African American or African	9	12%	45	16%
Hispanic/Latina/e/o	0	0%	0	0%
Middle Eastern or North African	1	1%	3	1%
Native Hawaiian or Pacific Islander	8	11%	15	5%
White	42	57%	178	61%
Non-Hispanic White (subset of White category)	40	54%	160	55%
Client doesn't know	0	0%	0	0%

<sup>2</sup> The data received each quarter may be slightly different than the revised and most up-to-date information received in the Annual Report. Data from the Annual Report will be used for final year-end figures.

Client prefers not to answer	1	1%	10	3%
Data Not Collected	0	0%	0	0%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	63	85%	233	80%
Persons without disabilities	11	15%	52	18%
Disability unreported	0	0%	5	2%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	35	47%	140	48%
Man (Boy, if child)	39	53%	144	50%
Culturally Specific Identity	0	0%	0	0%
Non-Binary	0	0%	3	1%
Transgender	0	0%	1	0%
Questioning	0	0%	0	0%
Different Identity	0	0%	1	0%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	0	0%	0	0%
Data not collected	0	0%	1	0%

***(Only if Applicable) Housing Placements By Intervention Type: Housing with Services***

Number of housing placements- Housing with Services	Current Quarter	Year to Date					
	Number	Subset- Population A placed into PSH	Percentage: Population A	Subset- Population B placed in PSH	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	0					3	
<b>Total Households</b>	0	3	100%	0	0%	3	2%

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	0	0%	0	0%
Asian or Asian American	0	0%	0	0%
Black, African American or African	0	0%	0	0%
Hispanic/Latina/e/o	0	0%	0	0%
Middle Eastern or North African	0	0%	0	0%
Native Hawaiian or Pacific Islander	0	0%	0	0%

White	0	0%	3	100%
Non-Hispanic White (subset of White category)	0	0%	3	100%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	0	0%	0	0%
Data Not Collected	0	0%	0	0%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	0	0%	3	100%
Persons without disabilities	0	0%	0	0%
Disability unreported	0	0%	0	0%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	0	0%	2	67%
Man (Boy, if child)	0	0%	1	33%
Culturally Specific Identity	0	0%	0	0%
Non-Binary	0	0%	0	0%
Transgender	0	0%	0	0%
Questioning	0	0%	0	0%
Different Identity	0	0%	0	0%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	0	0%	0	0%
Data not collected	0	0%	0	0%

**Housing Placements By Intervention Type: Housing Only**

Number of housing placements- Housing Only	Current Quarter	Year to Date					
	Number	Subset-Population A placed into PSH	Percentage: Population A	Subset-Population B placed in PSH	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	46					219	
<b>Total Households</b>	23	71	80%	18	20%	89	89%

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	4	9%	18	8%
Asian or Asian American	0	0%	3	1%
Black, African American or African	3	7%	35	16%
Hispanic/Latina/e/o	0	0%	0	0%

Middle Eastern or North African	0	0%	0	0%
Native Hawaiian or Pacific Islander	1	2%	7	3%
White	27	59%	142	65%
Non-Hispanic White (subset of White category)	26	57%	102	47%
Client doesn't know	2	4%	2	1%
Client prefers not to answer	1	2%	3	1%
Data Not Collected	0	0%	0	0%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	27	59%	110	50%
Persons without disabilities	19	41%	102	47%
Disability unreported	0	0%	7	3%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	25	54%	126	58%
Man (Boy, if child)	20	43%	86	39%
Culturally Specific Identity	0	0%	0	0%
Non-Binary	1	2%	5	2%
Transgender	0	0%	2	1%
Questioning	0	0%	0	0%
Different Identity	0	0%	0	0%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	0	0%	1	0%
Data not collected	0	0%	0	0%

**Housing Placements By Intervention Type: Rapid Re-Housing (all Rapid Re-Housing subtypes)**

Number of housing placements- Rapid Re-housing	Current Quarter	Year to Date					
	Number	Subset-Population A placed into PSH	Percentage: Population A	Subset-Population B placed in PSH	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	83					450	
<b>Total Households</b>	51	78	33%	160	67%	238	119%

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	4	5%	14	3%
Asian or Asian American	1	1%	10	2%

Black, African American or African	14	17%	73	16%
Hispanic/Latina/e/o	0	0%	0	0%
Middle Eastern or North African	0	0%	2	0%
Native Hawaiian or Pacific Islander	7	8%	42	9%
White	40	48%	223	50%
Non-Hispanic White (subset of White category)	30	36%	187	42%
Client doesn't know	1	1%	2	0%
Client prefers not to answer	0	0%	9	2%
Data Not Collected	0	0%	2	0%
<b>Disability status</b>				
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Persons with disabilities	28	34%	154	34%
Persons without disabilities	53	64%	281	62%
Disability unreported	2	2%	15	3%
<b>Gender identity</b>				
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Woman (Girl, if child)	49	59%	238	53%
Man (Boy, if child)	33	40%	199	44%
Culturally Specific Identity	0	0%	1	0%
Non-Binary	1	1%	7	2%
Transgender	0	0%	0	0%
Questioning	0	0%	0	0%
Different Identity	0	0%	1	0%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	0	0%	5	1%
Data not collected	0	0%	0	0%

**Housing Placements By Intervention Type: Eviction and Homelessness Prevention**

Number of Preventions	Current Quarter	Year to Date					
	Number	Subset-Population A placed into PSH	Percentage: Population A	Subset-Population B placed in PSH	Percentage: Population B	Number	Percentage of Annual Goal
<b>Total People</b>	572					680	
<b>Total Households</b>	189	33	15%	194	85%	227	76%

	<b>This Quarter</b>	<b>Year to Date</b>
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<b>Race &amp; Ethnicity</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
American Indian, Alaska Native or Indigenous	12	2%	12	2%
Asian or Asian American	26	5%	26	4%
Black, African American or African	89	16%	102	15%
Hispanic/Latina/e/o	0	0%	0	0%
Middle Eastern or North African	22	4%	22	3%
Native Hawaiian or Pacific Islander	20	3%	26	4%
White	221	39%	289	43%
Non-Hispanic White (subset of White category)	112	20%	165	24%
Client doesn't know	1	0%	2	0%
Client prefers not to answer	2	0%	2	0%
Data Not Collected	0	0%	0	0%
<b>Disability status</b>				
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Persons with disabilities	106	19%	124	18%
Persons without disabilities	459	80%	549	81%
Disability unreported	7	1%	7	1%
<b>Gender identity</b>				
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Woman (Girl, if child)	303	53%	364	54%
Man (Boy, if child)	260	45%	306	45%
Culturally Specific Identity	1	0%	1	0%
Non-Binary	3	1%	4	1%
Transgender	3	1%	3	0%
Questioning	1	0%	1	0%
Different Identity	0	0%	0	0%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	2	0%	2	0%
Data not collected	3	1%	3	0%

### Section 2.B Regional Long-Term Rent Assistance Program

The following data represents a **subset** of the above Housing Placements data. The Regional Long-term Rent Assistance Program (RLRA) primarily provides permanent supportive housing to SHS priority Population A clients (though RLRA is not strictly limited to PSH or Population A). RLRA data is not additive to the data above. Housing placements shown below are duplicates of the placements shown in the data above.

*Please disaggregate data for the **total number of people in housing using an RLRA voucher during the quarter and year to date.***

<b>Regional Long-term Rent Assistance Quarterly Program Data</b>	<b>Current Quarter</b>	<b>Year to Date</b>				
	Number	Subset - Population A in RLRA	Percentage: Population A	Subset-Population B in RLRA	Percentage: Population B	Number

Number of RLRA vouchers issued during reporting period	82	202	90.9%	20	9.1%	222
Number of <b>people</b> newly leased up during reporting period	103	313	87.5%	45	12.5%	358
Number of <b>households</b> newly leased up during reporting period	63	208	91.6%	19	8.4%	227
Number of <b>people</b> in housing using an RLRA voucher during reporting period	2701	2254	80.7%	539	19.3%	2793
Number of <b>households</b> in housing using an RLRA voucher during reporting period	1589	1411	85.1%	246	14.9%	1657

Program to Date – Since July 1, 2021						
	Subset - Population A in RLRA	Percentage: Population A	Subset- Population B in RLRA	Percentage: Population B	Number	
Number of <b>people</b> in housing using an RLRA voucher	3421	2792	81.6%	629	18.4%	
Number of <b>households</b> in housing using an RLRA voucher	2064	1765	85.5%	299	14.5%	

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	173	6.4%	186	6.7%
Asian or Asian American	63	2.3%	66	2.4%
Black, African American or African	355	13.1%	363	13.0%
Hispanic/Latina/e/o	761	28.2%	786	28.1%
Middle Eastern or North African	7	0.3%	8	0.3%
Native Hawaiian or Pacific Islander	84	3.1%	90	3.2%
White	2114	78.3%	2187	78.3%
Non-Hispanic White (subset of White category)	1371	50.8%	1420	50.8%
Client doesn't know	7	0.3%	7	0.3%
Client prefers not to answer	22	0.8%	24	0.9%
Data Not Collected	28	1.0%	31	1.1%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	1302	48.2%	1358	48.6%
Persons without disabilities	1399	51.8%	1435	51.4%
Disability unreported	0	0.0%	0	0.0%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	1426	52.8%	1468	52.6%
Man (Boy, if child)	1244	46.1%	1291	46.2%
Culturally Specific Identity	0	0.0%	0	0.0%
Non-Binary	21	0.8%	23	0.8%
Transgender	11	0.4%	13	0.5%
Questioning	0	0.0%	0	0.0%
Different Identity	0	0.0%	0	0.0%
Client doesn't know	0	0.0%	0	0.0%
Client prefers not to answer	2	0.1%	2	0.1%
Data not collected	0	0.0%	0	0.0%

### Section 2.C Other Data: Non-Housing Numeric Goals

This section shows progress to quantitative goals set in county annual work plans. Housing placement and prevention progress are already included in the above tables. This section includes goals such as shelter units and outreach contacts and other quantitative goals that should be reported on a quarterly basis. This data in this section may differ county to county, and will differ year to year, as it aligns with goals set in county annual work plans.

**Instructions: Please complete the tables below, as applicable to your annual work plans in Quarter 2 and Quarter 4 Reports.**

Number of people in Shelter*	Current Quarter	Year to Date				
	Number	Subset-Population A placed into PSH	Percentage: Population A	Subset-Population B placed in PSH	Percentage: Population B	Number
<b>Total People</b>	896					1534
<b>Total Households</b>	636	794	69%	354	31%	1148

\*(Includes Transitional Housing (TH), e.g., Recovery-Oriented Transitional Housing)

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	51	6%	81	5%
Asian or Asian American	11	1%	18	1%
Black, African American or African	94	10%	182	12%
Hispanic/Latina/e/o	0	0%	0	0%
Middle Eastern or North African	4	0%	13	1%
Native Hawaiian or Pacific Islander	68	8%	98	6%
White	549	61%	929	61%
Non-Hispanic White (subset of White category)	504	56%	850	55%
Client doesn't know	0	0%	4	0%
Client prefers not to answer	15	2%	43	3%
Data Not Collected	0	0%	0	0%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	592	66%	974	63%
Persons without disabilities	277	31%	488	32%
Disability unreported	27	3%	72	5%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	376	42%	629	41%
Man (Boy, if child)	489	55%	845	55%
Culturally Specific Identity	0	0%	0	0%
Non-Binary	17	2%	27	2%
Transgender	3	0%	7	0%
Questioning	1	0%	1	0%
Different Identity	1	0%	3	0%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	2	0%	13	1%
Data not collected	7	1%	11	1%

Number of people in Outreach **,†	Current Quarter	Year to Date				
	Number	Subset - Population A Engaged	Percentage: Population A	Subset - Population B Engaged	Percentage: Population B	Number
<b>Total People</b>	637					992
<b>Total households</b>	477					764
Sub-Set – Total people “Engaged” during reporting period	126	247	22%	111	31%	357
Sub-Set – Total households “Engaged” during reporting period	110	228	71%	94	29%	322

\*\*The Following Section is only for participants that have a “Date of Engagement”

† Includes Access Centers and Navigation Centers

Race & Ethnicity	This Quarter		Year to Date	
	#	%	#	%
American Indian, Alaska Native or Indigenous	8	6%	15	4%
Asian or Asian American	3	2%	9	3%
Black, African American or African	10	8%	28	8%
Hispanic/Latina/e/o	0	0%	0	0%
Middle Eastern or North African	0	0%	1	0%
Native Hawaiian or Pacific Islander	3	2%	8	2%
White	74	59%	223	62%
Non-Hispanic White (subset of White category)	67	53%	191	54%
Client doesn’t know	0	0%	0	0%
Client prefers not to answer	0	0%	1	0%
Data Not Collected	0	0%	0	0%
<b>Disability status</b>				
	#	%	#	%
Persons with disabilities	85	67%	255	71%

Persons without disabilities	32	25%	92	26%
Disability unreported	9	7%	10	3%
<b>Gender identity</b>				
	#	%	#	%
Woman (Girl, if child)	54	43%	181	51%
Man (Boy, if child)	60	48%	154	43%
Culturally Specific Identity	0	0%	1	0%
Non-Binary	3	2%	6	2%
Transgender	2	2%	5	1%
Questioning	0	0%	0	0%
Different Identity	0	0%	1	0%
Client doesn't know	0	0%	0	0%
Client prefers not to answer	0	0%	0	0%
Data not collected	7	6%	10	3%

### **Section 3. Financial Reporting**

*Please complete the quarterly financial report and include the completed financial report to this quarterly report, as an attachment.*

**Glossary:**

**Supportive Housing Services:** All SHS funded housing interventions that include PSH, RRH, Housing Only, Housing with Services, Preventions, and RLRA Vouchers. This also includes shelter, outreach, navigation services, employment services or any other SHS funding to help households exit homelessness and transition into safe, stable housing.

**Supportive Housing:** SHS housing interventions that include PSH, Housing Only and Housing with Services.

**Regional Long Term Rent Assistance (RLRA):** provides a flexible and continued rent subsidy that will significantly expand access to housing for households with extremely and very low incomes across the region. RLRA subsidies will be available for as long as the household needs and remains eligible for the subsidy, with no pre-determined end date. Tenant-based RLRA subsidies will leverage existing private market and regulated housing, maximizing tenant choice, while project-based RLRA subsidies will increase the availability of units in new housing developments. RLRA program service partners will cover payments of move-in costs and provide supportive services as needed to ensure housing stability. A Regional Landlord Guarantee will cover potential damages to increase participation and mitigate risks for participating landlords.

**Shelter:** Overnight shelter, congregate shelter, alternative shelter, motel shelter, tiny houses, pod villages, recuperative centers, shelter, that consists of congregate shelter beds PLUS non/semi-congregate units. Shelter definition also includes Local Alternative Shelters that have flexibility around limited amenities compared to HUD defined overnight shelters. Includes in-reach services.

**Recovery Oriented Transitional Housing, Stabilization Transitional Housing, Transitional Housing:** Provides temporary lodging and is designed to facilitate the movement of individuals and families experiencing homelessness into permanent housing within a specified period, but normally no longer than 24 months. Requirements and limitations vary.

**Navigation Center, Access Center, Day Center, Access Services:** Provides indoor shelter during daytime hours, generally between 5am and 8pm. Primarily serve households experiencing homelessness. The facilities help connect people to a wide range of resources and services daily. Including on-site support services such as restrooms, showers, laundry, mail service, haircuts, clothing, nutrition resources, lockers, ID support, etc.

**Outreach:** Activities are designed to meet the immediate needs of people experiencing homelessness in unsheltered locations by connecting them with emergency shelter, housing, or critical services, and providing them with urgent, non-facility-based care. *Metro is using the HUD ESG Street Outreach model. The initial contact should not be focused on data. Outreach workers collect and enter data as the client relationship evolves. Thus, data quality expectations for street outreach projects are limited to clients with a date of engagement.*

**Outreach Date of Engagement “Engaged”:** the date an individual becomes engaged in the development of a plan to address their situation.

**Population A:** Extremely low-income; AND have one or more disabling conditions; AND Are experiencing or at imminent risk\* of experiencing long-term or frequent episodes of literal homelessness.

**Imminent Risk:** Head of household who is at imminent risk of long-term homelessness within 14 days of the date of application for homeless assistance and/or has received an eviction. The head of household will still need to have a prior history of experiencing long-term homelessness or frequent episodes of literal homelessness.

**Population B:** Experiencing homelessness; OR have a substantial risk\* of experiencing homelessness.

**Substantial risk:** A circumstance that exists if a household is very low income and extremely rent burdened, or any other circumstance that would make it more likely than not that without supportive housing services the household will become literally homeless or involuntarily doubled-up.

*The following list are HUD HMIS approved Project Types. Metro recognizes SHS programs do not align with these project types exactly, and value that flexibility. However, to ensure the interpretations and findings are based upon correct interpretations of the data in quarterly reports and HMIS reports, we will reference these Project Types by the exact HUD name.*

*Here are the HUD Standards if needed, <https://files.hudexchange.info/resources/documents/HMIS-Data-Standards-Manual-2024.pdf>*

**Permanent Supportive Housing, “PH - Permanent Supportive Housing (disability required for entry)”:** A long-term intervention intended to serve the most vulnerable populations in need of housing and supportive services to attribute to their housing success, which can include PBV and TBV programs or properties. Provides housing to assist people experiencing homelessness with a disability (individuals with disabilities or families in which one adult or child has a disability) to live independently.

**Housing with Services, “PH - Housing with Services (no disability required for entry)”:**

A project that offers permanent housing and supportive services to assist people experiencing homelessness to live independently but does not limit eligibility to individuals with disabilities or families in which one adult or child has a disability. May include any other type of housing, not associated with PSH/RRH, that does include supportive services.

**Housing Only, “PH - Housing Only”:**

A project that offers permanent housing for people experiencing homelessness but does not make supportive services available as part of the project. May include RLRA Only programs.

**Rapid Re-Housing, “PH - Rapid Re-Housing” (Services Only and Housing with or without services):**

A permanent housing project that provides housing relocation and stabilization services and/or short and/or medium-term rental assistance as necessary to help an individual or family experiencing homelessness move as quickly as possible into permanent housing and achieve stability in that housing. May include Move-In Only programs.

**Prevention, “Homelessness prevention”:**

A project that offers services and/or financial assistance necessary to prevent an individual or family from moving into an emergency shelter or living in a public or private place not meant for human habitation. Component services and assistance generally consist of short-term and medium-term tenant-based or project-based rental assistance and rental arrears. Additional circumstances include rental application fees, security deposits, advance payment of last month's rent, utility deposits and payments, moving costs, housing search and placement, housing stability case management, mediation, legal

services, and credit repair. This term differs from retention in that it designed to assist nonsubsidized market rate landlord run units.

Materials following this page were distributed at the meeting.



Interstate Bridge Replacement Program



Metro Council

**Carley Francis, Interim IBR Program Administrator**

# Advancing Bridge Replacement

- ▶ **A core set of projects were identified as the first steps toward building the IBR Program and are estimated to cost \$7.65 billion.**
  - Columbia River Bridge
  - Bridge connections to I-5
  - Light rail to Vancouver
  - Existing bridge removal
- ▶ **Available funding allows the Program to advance the bridge replacement contract this year, while pursuing additional funding.**
  - The updated range for five-mile corridor is \$13.5 to \$15.2 billion with a likely cost of \$14.4 billion. Of this, 45% of the total likely cost is inflation and risk.
- ▶ **Each phase of work must be able to demonstrate that it operates effectively and provides benefits to the traveling public independent of future phases.**

# Core Set of Projects: Columbia River Bridge with Light Rail Service to Waterfront Station in Vancouver



**DRAFT** 3.13.2026

Not shown on map: Pre-completion Tolling, Transit Design  
 \* Grade separation for light rail service  
 \*\*Light Rail includes: Hayden Island Guideway; North Portland Harbor Transit; Marine Drive A; Track, Systems, and Stations; WA and OR Station Finishes

Not to Scale All graphics are conceptual and subject to change

\*The Program will update the estimate for the core set of projects to reflect refinements.

• Total cost: \$7.65 B\* (March 17 cost)

# Step 1: Columbia River Bridge with Width for Future Light Rail Service



**DRAFT** 3.26.2026

Not shown on map:  
Pre-completion Tolling, Transit Design

Not to Scale

All graphics are conceptual and subject to change

# Updates Conducted Since Mid-March

- **Added bridge demolition** to step one, as required by federal partners.
- Identified **cost savings opportunities** for step one:
  - Consolidated the bridge, I-5 connections, and two interchange connections into one Progressive Design-Build contract resulting in:
    - *Cost and risk reductions due to the elimination of coordination between multiple contracts for design and construction.*
    - *Aligning contracting oversight staffing needs from four to one contract.*
    - *Refinements to interim toll site construction management.*
  - Updated risk assumptions and retiring appropriate risks.
- Updated total **available funding**:
  - Both states completed a toll funding analysis that confirmed the ability to increase toll funding capacity within existing rates.
    - *This updated amount is based on analysis conducted on the toll rates that both Transportation Commissions approved for additional study in late 2024.*
- Closed the funding gap to identify a **funded phase**

# Funded Phase: Columbia River Bridge with Width for Future Light Rail Service



- Total updated cost: \$5.68 B

# Available Funding

Funding Source	Total Amount
Mega (USDOT National Infrastructure Project Assistance Program) Grant	\$600 M
BIP (FHWA Bridge Investment Program) Large Bridge Grant	\$1,500 M
Move Ahead Washington - Federal Formula Funding	\$650 M
Move Ahead Washington - State Funding	\$350 M
Oregon HB 5005 - State Funding	\$1,000 M
Previous State Funding <sup>o</sup>	\$90 M
Projected Toll Funding Amount <sup>1</sup>	\$1,500 M
<b>Committed Funding Available for a Funded Phase</b>	<b>\$5,690 M</b>
CIG (FTA Capital Investment Grant Program) Full Funding Grant Agreement <sup>2</sup>	\$1,000 M
<b>Committed and Prospective Funding Available for a Funded Phase</b>	<b>\$6,690 M</b>
Connecting Washington Funding <sup>3</sup>	\$118 M
USDOT Reconnecting Communities Pilot (RCP) Program <sup>4</sup>	\$30 M
<b>Committed and Prospective Funding Available for the entire IBR Program</b>	<b>\$6,838 M</b>

Note: Funding amounts include historical expenditures.

<sup>o</sup> Updated amount to align with actual programmed amounts

<sup>1</sup> Reflects updated 2026 toll funding analysis conducted by WA State Treasurer and ODOT. Previous placeholder amount was \$1.25B.

<sup>2</sup> This competitive grant funding requires a light rail transit investment and will require local funds for match.

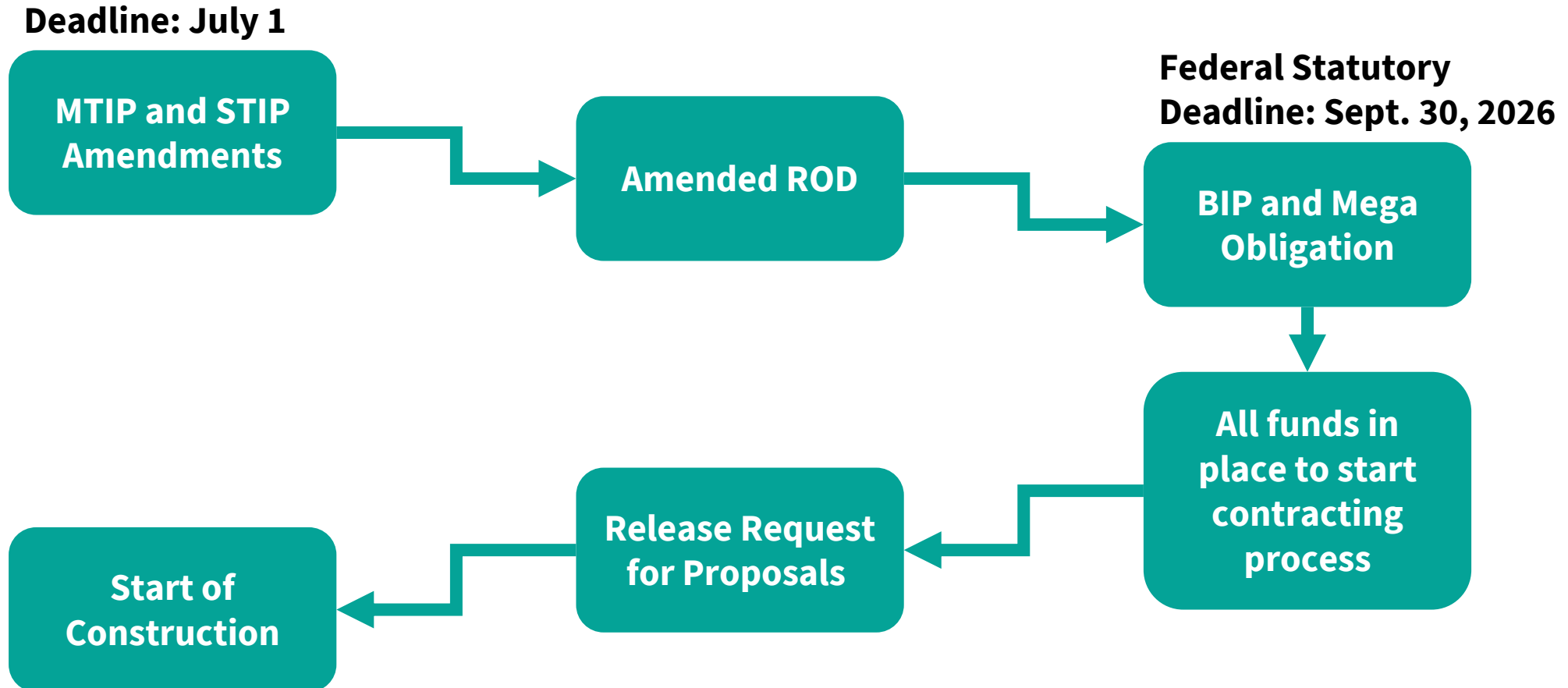
<sup>3</sup> This Washington State funding is currently budgeted for the Mill Plain / I-5 interchange only.

<sup>4</sup> This announced award of grant funding requires investment in the Evergreen Boulevard Community Connector Lid over I-5.

# Updated Program Schedule

Milestone	Anticipated Schedule
Final SEIS Published	April 17, 2026
Issue NEPA Record of Decision	Q2 2026
Columbia River Bridge RFQ	Q2 2026
Columbia River Bridge RFP	Q4 2026
Columbia River Bridge Contract Award & Negotiations	2027
Start of Construction	2028
Toll Commencement	2028
CIG Full Funding Grant Agreement	2030
New bridge open to traffic	6-7 years after construction starts <i>(We need to work with contractor before we can finalize timing)</i>
Light Rail Transit in Service <i>(pending additional funding)</i>	2036

# Why now?



# Projects in the MTIP Amendment

Package	Core Set of Projects	Step 1 (March 17th, revised to funded phase)	Funded Phase	STIP Amendment
Columbia River Bridge	✓	✓	Combined Packages ✓	Combined Packages ✓
Approaches	✓	✓		
SR-14 Connection	✓	✓		
Hayden Island Connection	✓	✓		
Bridge Removal	✓			
Pre-Completion Tolling	✓	✓	✓	✓
Transit Design	✓	✓	✓	✓
Light Rail from Expo Center to Waterfront	✓			

# MTIP Amendment Request

- ▶ The Program is seeking to program all funding for the **first funded phase** based on the latest cost estimate.
- ▶ **Increase funding** for the following projects in the MTIP:
  - [K21570] I-5: **Columbia River (Interstate) Bridge:** For program management, to complete right-of-way acquisitions, and to compensate for utility relocations.
  - [K23877] I-5: **Columbia River Bridge Replacement:** For preliminary engineering and construction work to build the new bridges and connections to existing facilities, with adequate bridge width to support light rail. Includes removal of the existing Interstate Bridge.
  - [K23876] I-5: **Oregon & Washington Pre-Completion Tolling:** To install toll signage and gantries and complete all other pre-launch activities before tolling begins.
- ▶ **Add a new project** to the MTIP:
  - [24473] I-5: **Columbia River Bridge Transit Design:** To advance design for light-rail on the bridge connections (north and south of the bridge) to stay on schedule for FTA's CIG process (pursuing \$1B funding).

# Advancing a Bridge Contract This Year

- ▶ **Delivery Method**
  - Progressive Design-Build
  - WSDOT is lead contracting agency
- ▶ **Timeline**
  - Publish Requests for Qualifications - Q2 2026
  - Publish Requests for Proposals – Q4 2026
  - Select Contractor – 2027
    - *Begin design and cost negotiation*
- ▶ **Benefits of Progressive Design-Build**
  - Allows innovation with early Design-Builder input in design and permitting
  - Bundling efficiencies and progressive construction packages
  - Reduces change order and claims through risk sharing





# Thank you!

**For more information contact:**

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May 26, 2026



May 26, 2026

# **June FFY 2026 I-5 IBR Program MTIP Formal Amendment**

Gabriela Lopez, Senior Transportation Planner, Metro



# Amendment Overview

- No approval recommendation today
- “Two-touch” approach with an action requested to occur at Metro Council’s June 23, 2026 meeting
- Meeting packet materials include Staff report, Draft Resolution, Exhibit A (Project Detail Report), Exhibit B (Public Comment Report placeholder), Staff memo on IBR Major Project Assessment, Modified LPA, and project maps

# Amendment Overview

The formal amendment amends three existing I-5 IBR Program projects and adds one new project:

- Amends I-5: Columbia River (Interstate) Bridge
- Amends I-5: Columbia River Bridge Replacement
- Amends I-5 OR & WA Pre-completion Tolling Signage
- (New Project) I-5: Columbia River Bridge Replacement Transit Design

# I-5: Columbia River (Interstate) Bridge – ODOT Key 21570

## Current Programming

## Proposed Amendment

**\$554,629,000**

(AC, Bridge program, HIP, NHFP, NHPP, STBG, ODOT state, and WSDOT state funds)

**Total project increases**

**from \$554,629,000 to \$793,364,000**

- **Change project description**
- Increase the PE phase by \$300,493,000
- Increase the UR phase by **\$26,926,000**
- Decrease the ROW phase by **\$86,684,000**

Sources include: Oregon federal grant funds, Oregon General Obligation (GO) HB5005 funds, and Washington state and federal grant funds.

AC – Advance Construction funds

HIP – Highway Improvement Program funds

NHFP – National Highway Freight Performance Program funds

NHPP - National Highway Performance Program funds

STBG – Surface Transportation Block Grant Program funds

## I-5: Columbia River Bridge Replacement – ODOT Key 23877

### Current Programming

**\$1,478,642,000**

(AC, ODOT state, and WSDOT state funds)

### Proposed Amendment

**Total project increases  
from \$1,478,642,000 to \$4,783,888,000**

- Change project description
- Update Mileposts for project location to match ODOT Key 21570
- Increase the PE phase by **\$233,767,000**
- Increase the CN phase by **\$3,071,479,000**

Sources include: Oregon federal grant funds, Oregon General Obligation HB5005 funds, Tolling, and Washington state and federal grant funds.

AC – Advance Construction funds

# I-5 OR & WA Pre-completion Tolling Signage – ODOT Key 23876

## Current Programming

## Proposed Amendment

**\$24,590,000**  
(ODOT state and WSDOT  
state funds)

**Total project increases  
from \$24,590,000 to \$51,934,000**

- Change project name
- Change project description
- Update Mileposts for project location
- Increase the CN phase by \$1,510,000
- Increase the OT phase by \$25,834,000

Sources include: Oregon General Obligation HB5005 funds and Washington state funds.

## I-5: Columbia River Bridge Replacement Transit – ODOT Key 24473

Proposed Programming

Proposed Amendment

**\$50,701,000**  
(WSDOT Mega grant funds)

**Adds new project  
with PE phase**

Sources include: Washington Mega grant funds

Mega Program – National Infrastructure Project Assistance program

# Major Project Assessment (MPA)

- Documents how the proposed amendments perform in accordance with local, regional, and state transportation policies
- Evaluates how the project addresses the five goal areas of the 2023 Regional Transportation Plan (RTP)
- This IBR Program MTIP amendment is not proposing changes to the full build project therefore, the analysis results for this MPA remain the same as the approved July 2025 formal amendment.

# Amendment Processing and Approval

April 27, 2026

Start of 30-Day Public Comment Period

May 1, 2026

TPAC amendment overview – no action

May 21, 2026

JPACT amendment overview

**May 26, 2026**

**Metro Council amendment overview**

June 5, 2026

TPAC action

**June 16, 2026 (Extended)**

**End of 30-Day Public Comment Period**

June 18, 2026

JPACT action

June 23, 2026

Metro Council action

# Discussion

- No approval recommendation today
- “Two-touch” approach with an action requested to occur at Metro Council’s June 23, 2026 meeting

May 26, 2026

# Supportive Housing Services

## Fiscal Year 2026 Quarter 3

### Progress Updates



# Agenda



- Quarter 3 regional progress
- County progress and highlights
- Financial update
- Regional goals Quarter 3 updates (*former TCPB*)

# Regional progress to FY26 Goals



- Supportive housing placements: **593 households, 134%** of goal
- Rapid rehousing placements: **809 households, 107%** of goal
- Homelessness prevention: **2,688 households, 108%** of goal
- Shelter units: **2,036 units, 95%** of goal
- **All placements from year one: 10,468 households**

# Clackamas County FY26 Progress

- Permanent housing placements: **60 households, 300%** of goal
- Rapid rehousing placements: **186 households, 93%** of goal
- Housing4Success: **69 households, 172.5%** of goal
- Homelessness prevention: **1,480 households, 98.7%** of goal
- Shelter units: **246 units, 120.7%** of goal
- **Housing placements from year one: 1,763 households**

# Multnomah County FY26 Progress

- Permanent housing placements: **309 households, 124.6%** of goal
- Rapid rehousing placements: **385 households, 107.8%** of goal
- Other housing placements: **43 households, 62%** of goal
- Homelessness prevention: **981 households, 140.1%** of goal
- Shelter units: **1380 units, 91.6%** of goal
- **Housing placements from year one: 5,556 households**

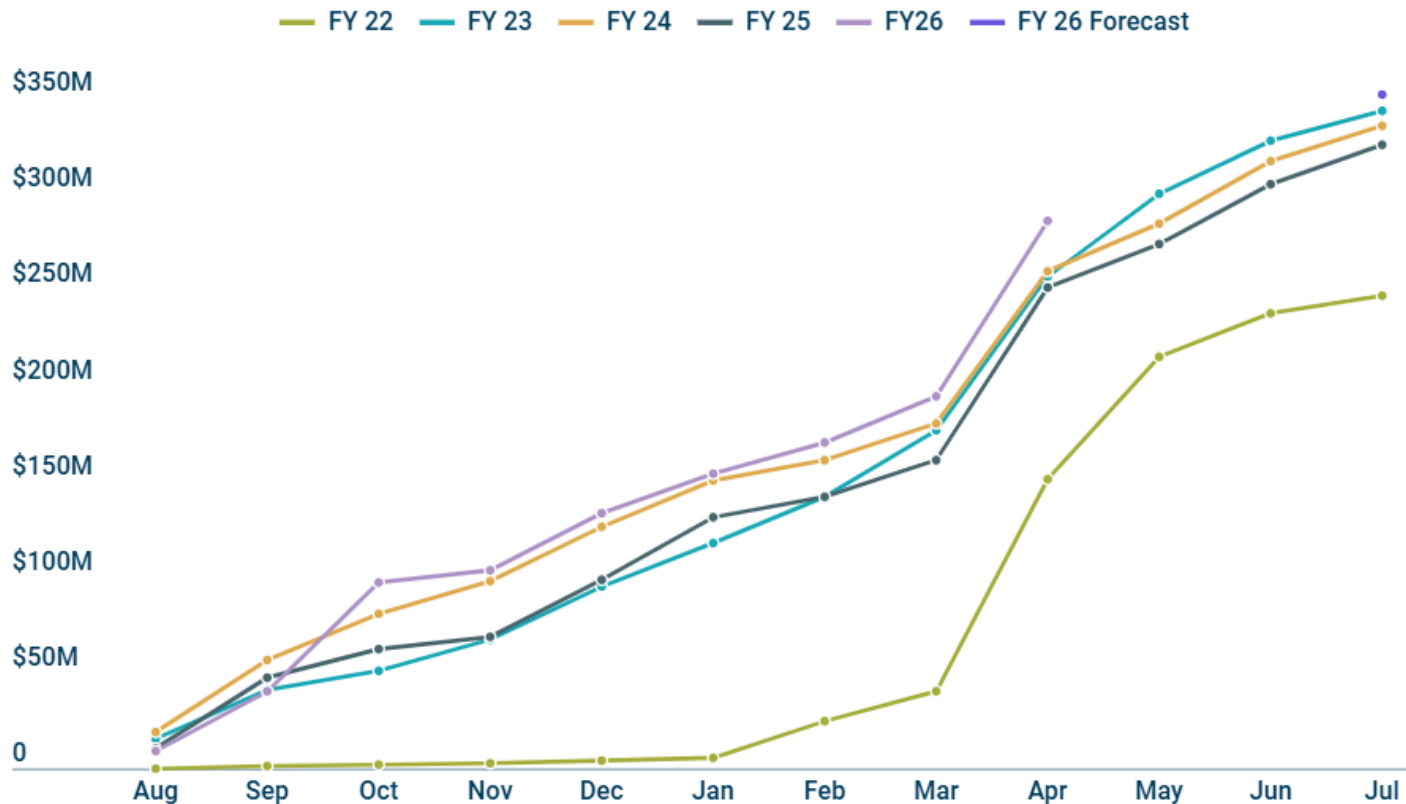
# Washington County FY26 Progress

- Permanent housing placements: **224 households, 128%** of goal
- Rapid rehousing placements: **238 households, 119%** of goal
- RLRA Rent Assistance Only: **89 households, 89%** of goal
- Shelter units: 410 **units, 102.5%** of goal
- Homelessness prevention: **227 households, 75.7%** of goal
- **Housing placements from year one: 3,149 households**

# SHS Tax Revenue FY26 Q3 YTD



Cumulative Collections from August 2021 through April 2026



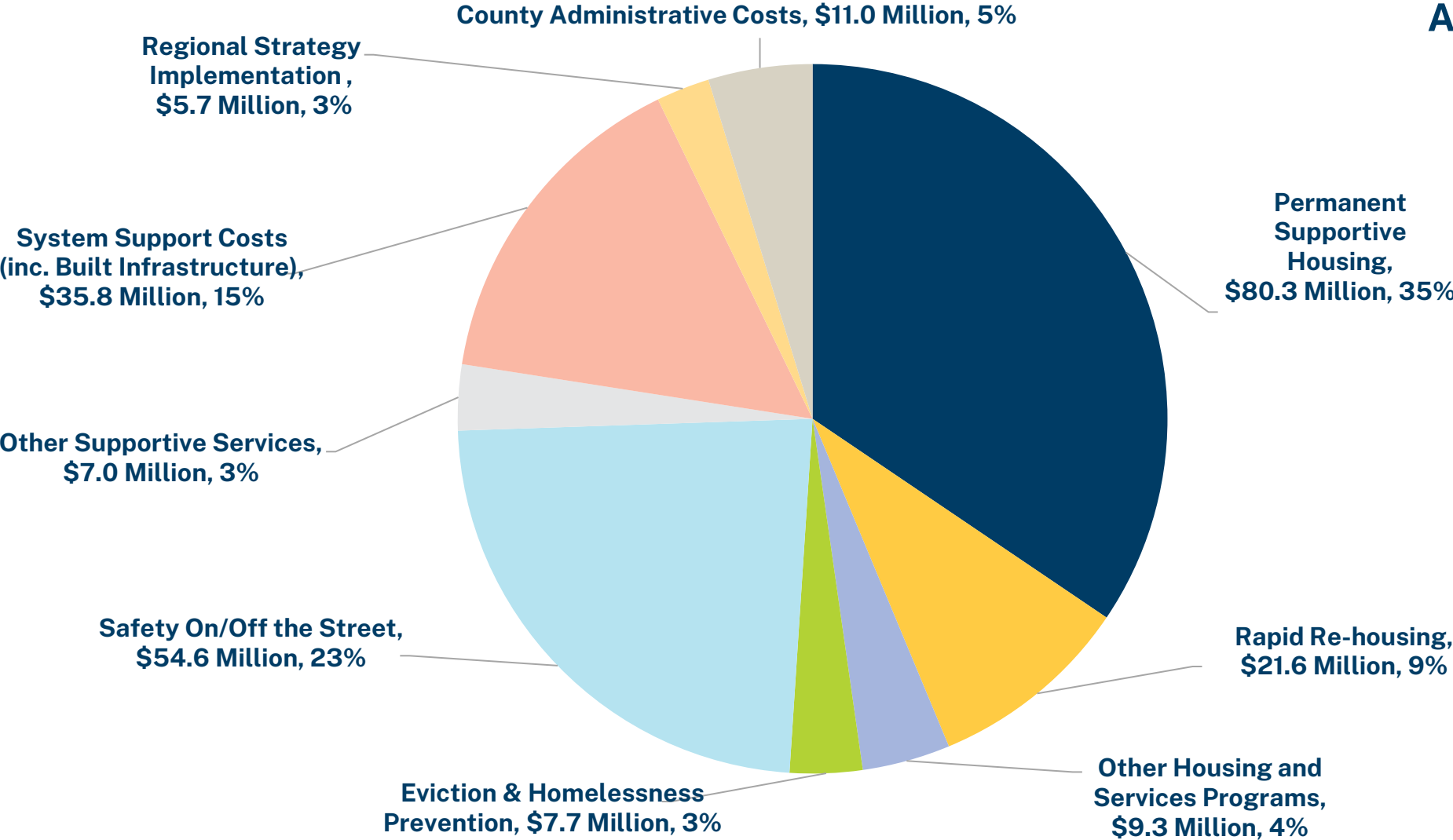
Late prior-year business tax payments collected in October continue to keep cumulative collections above prior years, even though monthly collections are in line with previous years.

Trend continues to indicate that FY26 forecast may be a high collection year. (\$351.1 million)

# Regional spending by program

## FY26 Q3 Year-to-Date

**ALL COUNTIES  
COMBINED**



# **Updates on former Tri-County Planning Body regional goals**

# Employee Recruitment and Retention

Establish regional standards for county contracts with SHS-funded agencies and providers to achieve livable wages for direct service staff.

*Goal adopted by the former Tri-County Planning Body*

# Employee Recruitment and Retention



- **Strategy one:** Contract improvements
- **Strategy two:** Regional roadmap to achieve livable compensation rates

# Implementation strategy 1: Develop Improved Contracting Policies and Procedures

**Use 15% de minimis  
or negotiated indirect  
cost rate**

**Advance payments**

**Timely invoice  
payments**

**Parallel pay**  
*(i.e. remove items from  
invoice that need fixing,  
pay the rest)*

**Simplified  
reimbursement  
paperwork; standardize  
documentation  
requirements**

**Contract terms  
transparency**

# Implementation strategy 2



**Strategy 2A:** Recommendation to Metro Council to convene advisory body focused on SHS workforce stabilization

**Strategy 2B:** Implement regional SHS wage and demographics survey to monitor progress toward livable wages

## Progress:

- Completed first regional SHS wage/demographics survey (with counties)
- Presented results to TCPB (December 2025)

# Training

Support regional training that provides service providers with access to the knowledge and skills required to operate at a high level of program functionality, prioritizing the needs of culturally specific providers.

*Goal adopted by the former Tri-County Planning Body*

# Training

- **Portland Community College** develops curriculum, delivers trainings
- **Metro curriculum development workgroup:** 10 frontline workers with lived experience of homelessness provide input
- **Outreach and engagement to reflect our region:**
  - 8 workers per county
  - 8 workers representing culturally specific providers
  - 3 managers

# Fundamentals of Housing Service Work at Portland Community College

- **Two, four-week courses (20 hours):**
  - Housing service worker case management fundamentals
  - Housing system navigation essentials: Principles and Practice
- **Students receive non-credit certificate upon completion of both courses**

# Training topics covered

- Understanding systemic racism and homelessness in the region
- Housing systems: structures, partners, pathways and equity
- Resource navigation and barrier reduction
- Professional practice and sustainability
- Housing systems: structures, access points and county navigation
- Navigation skills and barrier reduction
- Specialized populations, equity and identity-responsive navigation
- Housing retention, eviction prevention and stability navigation



# Thank you

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