

Council meeting agenda

Thursday, October 17, 2019

2:00 PM

Metro Regional Center, Council chamber

1. Call to Order and Roll Call

2. Safety Briefing

3. Public Communication

4. Consent Agenda

- 4.1 Resolution No. 19-5018, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Thirteen Projects Impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County (SP20-01-SEP) [RES 19-5018](#)
- Attachments: [Resolution No. 19-5018](#)
[Exhibit A to Resolution No. 19-5018](#)
[Staff Report](#)
[Attach 1 to Staff Report](#)
[Attach 2 to Staff Report](#)
- 4.2 Resolution No. 19-5015, For the Purpose of Amending the Metro Affordable Housing Bond Measure Program Work Plan [RES 19-5015](#)
- Attachments: [Resolution No. 19-5015](#)
[Exhibit A to Resolution No. 19-5015](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
- 4.3 Consideration of the Council Meeting Minutes for September 26, 2019 [18-5294](#)
- 4.4 Consideration of the Public Hearing Minutes for September 26, 2019 [18-5293](#)

5. Resolutions

- 5.1 Resolution No. 19-5036, For the Purpose of Proclaiming [RES 19-5036](#)
October 14, 2019 as Indigenous Peoples' Day in the
Greater Portland Area and November as Native American
Heritage Month
Presenter(s): Kate Fagerholm, Metro
Attachments: [Resolution No. 19-5036](#)
[Staff Report](#)

6. Presentations

- 6.1 Office of the Auditor Annual Report for FY 2018-19 [18-5288](#)
Presenter(s): Brian Evans, Metro
Attachments: [Office of the Auditor Annual Report for FY 2018-19](#)

7. Resolutions

- 7.1 Resolution No. 19-5011, For the Purpose of Approving the [RES 19-5011](#)
Metro Affordable Housing Bond Site Acquisition Program
Implementation Strategy
Presenter(s): Emily Lieb, Metro
Attachments: [Resolution No. 19-5011](#)
[Exhibit A to Resolution No. 19-5011](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

Chief Operating Officer Communication

Councilor Communication

Adjourn

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

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Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.	Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.
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Agenda Item Number 4.1

Resolution No. 19-5018, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Thirteen Projects Impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County (SP20-01-SEP)

Consent Agenda

Metro Council Meeting
Thursday, October 17, 2019
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR	)	RESOLUTION NO. 19-5018
AMENDING EXISTING PROJECTS TO THE)	
2018-21 METROPOLITAN TRANSPORTATION	)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING	)	Andrew Scott in concurrence with
THIRTEEN PROJECTS IMPACTING METRO,	)	Council President Lynn Peterson
ODOT, PORTLAND, SMART, TRIMET, AND)	
WASHINGTON COUNTY (SP20-01-SEP)		

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, the Oregon Department of Transportation (ODOT) secured a Federal Highways Administration \$12 million discretionary grant from the Advance Transportation and Congestion Management (ATCMTD) program in support of statewide Intelligent Transportation System (ITS), and Active Transportation Management Systems (ATMS) improvements and successfully used the I-205 Johnson Creek to Glen Jackson Phase II project with \$14 million in planned ATMS improvements as the match; and

WHEREAS, the I-205 Johnson Creek to Glen Jackson Phase II project first requires a construction phase a programming correction as a result of a net cost change of 20.9% to the project from the construction phase obligation which now requires a formal amendment to correctly state the actual phase obligation amount; and

WHEREAS, ODOT is splitting the ATCMTD grant into nine separate child projects with six located in the Metro MPO boundary area; and

WHEREAS, \$25,000 of ATCMTD grant funds and \$25,000 of ODOT ITS funds will be added to the I-205 Johnson Creek to Glenn Jackson project, but programmed as a separate child project for accounting and tracking purposes titled "I-205 Active Traffic Management" in support of completing required Active Traffic Management improvements; and

WHEREAS, the ATCMTD grant will create a child project, “OR 212.224 Arterial Corridor Management” to implement a variety of ITS/ATMS treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County; and

WHEREAS, the city of Portland will participate and lead a ATCMTD grant child project, “NE Airport Way Arterial Corridor Management”, that will deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway and install message signs, update signal collectors, CCTV cameras, fiber communication, and other ITS improvements; and

WHEREAS, the ATCMTD grant will create a new child project for TriMet, “TriMet Next Generation Traffic Signal Priority”, that will Implement a Next Generation Transit Signal Priority System (TSP), which will allow for fast and reliable high occupancy vehicle travel in TriMet’s service area; and

WHEREAS, Washington County will participate and lead an ATCMTD grant child project, “Cornelius Pass Road Arterial Corridor Management”, that will Implement a variety of Intelligent Transportation System (ITS) treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County on Cornelius Pass Road; and

WHEREAS, as part of the ATCMTD awarded grant, Metro will lead an Intelligent Transportation System/Transportation System Management and Operations (ITS/TSMO) planning study to develop standardized TSMO/ITS policies for data access and sharing plus required architecture platform supporting shared data; and

WHEREAS, ODOT determined that upon review of their three OR217 improvement projects that they could be combined together for economies of scale and delivery efficiencies resulting in scope and funding combined from project Keys 20473 and 21179 along with adding the construction phase funding for the project into Key 18841 and renaming the project as “OR21: OR10 – OR99W through this formal MTIP amendment; and

WHEREAS, SMART received a discretionary Federal Transit Administration (FTA) Section 5339 funding award from ODOT’s Rail and Public Transit Division Bus Replacement funding program plus their Discretionary Facilities, Equipment, Signage and Shelters program totaling \$555,200 of FTA Section 5339 funds for bus replacements and expansion of their Compressed Natural Gas (CNG) facility; and

WHEREAS, TriMet also received a similar federal transit grant from ODOT’s Rail and Public Transit Division’s discretionary Surface Transportation Program (STP) Bus Replacement Program with a total federal amount of \$1,014,845 for bus replacements; and

WHEREAS, TriMet additionally secured a FTA Section 5339c discretionary grant from FTA’s Fiscal Year 2019 Low or No-Emission Bus Program with a total federal award amount of \$2,088,579 to purchase replacement zero-emission battery electric buses in place of diesel buses; and

WHEREAS, the amendment was subject to MTIP review factors that included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, completing a performance measurements assessment, and compliance with MPO MTIP federal management responsibilities to ensure the changes were in compliance with 23 CFR 450.300-338; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the September 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the September 2019 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, JPACT received their notification on September 19, 2019 and requested approval recommendation to Metro Council and recommended approval to the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on October 3, 2019 to formally amend the 2018-21 MTIP to include the September 2019 Formal Amendment bundle consisting of thirteen projects.

ADOPTED by the Metro Council this ____ day of _____ 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5018**



Proposed September 2019 Formal Amendment Bundle

Amendment Type: Formal/Full

Amendment #: SP20-01-SEP

Total Number of Projects: 13

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Child projects being added to the Metro MPO MTIP from the ODOT Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Statewide Grant include project entries #1 - #6. ATCMTD Project #0 represents the grant matching funds project in Key 21157 which also is being updated for a construction phase obligation correction					
ATCMTD Project #0 Key 21157	71030	ODOT	I-205 Johnson Creek - Glen Jackson Phase II	Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84 and rehab improvements to impacted interchanges plus implement Advance Traffic Management System (ATMS).	<u>COST DECREASE:</u> Key 21157 acts as the approved match to the ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program. The construction phase obligation decrease is also being updated and reflects a 20.9% cost decrease to the project which requires a formal amendment
ATCMTD Project #1 Key 21504 NEW	TBD	ODOT	I-205 Active Traffic Management	Include ops & safety improvements that combine ATMS freeways, active traffic signal management, & performance monitoring on I-205 (ATCMTD Child)	<u>ADD NEW PROJECT:</u> K21504 provides the I-205 System test and Evaluation component to the ATMS improvements. This will include operational and safety improvements that combine Active Traffic Management (ATM) systems on freeways, active traffic signal management, and performance monitoring to reduce crashes, improve travel time reliability, safety and operations on I-205.

<p>ATCMTD Project #2 Key 21495 NEW</p>	TBD	ODOT	<p>OR212/224 Arterial Corridor Management</p>	<p>The OR212/224 Arterial Corridor Management project will implement a variety of treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County. ATCMTD child project</p>	<p><u>ADD NEW PROJECT:</u> Key 21495 is a child project to the larger statewide ODOT ATCMTD grant. This project primarily includes modifications and additions to existing signalized intersections with improvements that include: (1) Upgrades up to 18 traffic signal controllers to advanced traffic controllers (ATC) (2) Enhanced mainline radar detection (3) Advance radar detection for improved freight operation (4) Battery back-up systems at select intersections to keep signal operational during power outages (5) Improved communication to traffic signals within the project corridor</p>
<p>ATCMTD Project #3 Key 21496 NEW</p>	TBD	Portland	<p>NE Airport Way Arterial Corridor Management</p>	<p>ATCMTD child project to deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway. Install message signs, update signal collectors, CCTV cameras, fiber communication, etc.</p>	<p><u>ADD NEW PROJECT:</u> Key 21496 is a child project to the larger statewide ODOT ATCMTD grant. The city of Portland will install Intelligent Transportation Systems (ITS) infrastructure along Airport Way from 82nd Avenue to Riverside Parkway. Awarded ATCMTD grants funds to this project total \$1,200,000. The match is covered in project 21157</p>
<p>ATCMTD Project #4 Key 21498 NEW</p>	TBD	TriMet	<p>TriMet Next Generation Traffic Signal Priority</p>	<p>Implement a Next Generation Transit Signal Priority System (TSP), that will allow for fast and reliable high occupancy vehicle travel in TriMet's service area (ATCMTD child)</p>	<p><u>ADD NEW PROJECT:</u> Key 21498 is added to the MTIP as a child project from the larger ODOT statewide ATCMTD grant. TriMet will implement a software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware.</p>

ATCMTD Project #5 Key 21500 NEW	TBD	Washington County	Cornelius Pass Road Arterial Corridor Management	Implement a variety of Intelligent Transportation System (ITS) treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County (Cornelius Pass Road from US 30 to OR 8, TV Highway	<u>ADD NEW PROJECT:</u> Key 21500 is a ATCMTD child project that will construct just under a mile of fiber optic communication interconnect between US 26 and West Union Road, install two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road, install two rural curve warning systems for locations with the most run off the road crashes, and two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road.
ATCMTD Project #6 21499 (#9 on Grant budget table) NEW	TBD	Metro	Multimodal Integrated Corridor Management Architecture	ATCMTD child project to develop standardized TSMO/ITS policies for data access and sharing plus required architecture platform supporting shared data	<u>ADD NEW PROJECT (ATCMTD Child Project):</u> The formal amendment adds this new child project to the larger ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program from Federal Highways Administration (FHWA). The Metro project is one of nine total subprojects to be implemented as part of the total grant. The Metro Multimodal Integrated Corridor Management Architecture project will support the Metro ITS Architecture Plan to develop appropriate policies and strategies supporting data sharing elements and toe recommended ITS architecture resulting in a TSMO/ITS data sharing formal policy, management procedures, partnering, reporting and evaluation leading to data sharing implementation
End of the ATCMTD Grant Projects					

Additional Projects Submitted as Part of the September 2019 Formal Amendment Bundle - Combining Projects					
Project #8 Key 20473	71001	ODOT	OR210 Over OR217	Deck overlay; replace joints; patch column spalls.	<u>COMBINED PROJECT:</u> OR 210 over OR 217 was initially authorized to be increased by #1 million (to the construction phase). Subsequent discussions as the amendment was in initial development phase determined that Key 20437 would be combined into Key 18841 and progress together with that project. This amendment shows the initial funding increase to the project and then corresponding d-programming action as Key 20437 is combined into Key 18841.

Project #9 Key 21179	71034	ODOT	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project \$54,000,000 original award)	<u>COMBINED PROJECT:</u> The formal amendment combines the ADVCON and local Other funds into Key 18841. Obligated and expended State funds in PE remain with Key 21179. All other funds are transferred through this amendment to Key 18841.
Project #10 Key 18841	70782	ODOT	OR217 Southbound: OR10 to OR99W	OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project) On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening (Combines Key 21179 and 20473 into Key 18841) (HB2017 \$44 million award)	<u>COMBINED PROJECT:</u> Keys 20473 and 21179 are combined into Key 18841 for streamlined delivery, costs, and improved delivery efficiencies. The three projects also were part of the STIP Re-balancing Amendment that occurred during July 2019. However, due to the complexities of combining the three projects with the current programming, unprogrammed approved committed funds, and the additional funds to cover the cost increase, Metro requested the projects proceed via a formal amend to allow additional details about the combining effort to be included.

Additional Project Submitted as Part of the September 2019 Formal Amendment Bundle - Transit Related					
Project #11 Key 21552	TBD	SMART	Bus and Bus Facilities - Rural SMART 2017	Vehicle/facilities replacement and expansion	<u>ADD NEW PROJECT:</u> SMART was awarded \$555,200 in FTA Section 5339 funds from the ODOT Rural Area Discretionary Awards program. The match requirement is 16% or \$106,800. Total project cost is \$662,000. Funding will support SMART's vehicle/facilities replacement needs.
Project #12 Key 21517	TBD	TriMet	TriMet Bus Replacement Award FFY2019	Replacement of 13 buses. Funding shifted from ODOT Non-MPO project grouping bucket Key 21424	<u>ADD NEW PROJECT:</u> TriMet was awarded \$1,014,845 in federal transit funds from ODOT's Public Transit Division's STP Vehicle Replacement Program for bus replacement needs
Project #13 Key TBD	TBD	TriMet	TriMet Low-No Bus Program FFY 2019	FFY 2019 FTA Low-No Bus Program (5339c) discretionary award to purchase zero-emission battery electric replacement buses	<u>ADD NEW PROJECT:</u> TriMet received a discretionary grant from FTA's Low or No-Emission Vehicle Program for the FFY 2019 Cycle. The grant will be used to purchase zero-emission electric replacement buses

Summary of the ODOT Statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant Program. ODOT was awarded \$12 million total federal grant funds and will implement eight child projects with the ninth project (Key I-205 Active Traffic Management in Key 21157 acting as the matching funds project

BUDGET

	PROJECT 1: ODOT I-205 Active Traffic Management		PROJECT 2: ODOT OR 212/224 Arterial Corridor Management		PROJECT 3: City of Portland NW Airport Way Arterial Corridor Management		PROJECT 4: TriMet Next Generation Traffic Signal Priority		PROJECT 5: Washington County Cornelius Pass Road Arterial Corridor Management		PROJECT 6: ODOT US 97 Road Weather Management		PROJECT 7: ODOT City of Bend Colorado/Arizona Couplet ASTPM's		PROJECT 8: ODOT Oregon State Police UAS Crash Reconstruction		PROJECT 9: ODOT Multimodal Integrated Corridor Management Architecture	
	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal
Design			\$300,000		\$110,000				\$440,000	\$104,100	\$245,000		\$250,000					
Construction		\$14,000,000	\$2,425,000		\$1,040,000				\$1,160,000	\$295,200	\$2,630,000		\$480,000					
Other*							\$2,330,000	\$4,000,000		\$700,700					\$51,000		\$75,000	
Evaluation	\$25,000		\$75,000		\$50,000		\$50,000		\$50,000	\$100,000	\$125,000		\$100,000		\$39,000			
SHARE SUBTOTALS:	\$25,000	\$14,000,000	\$2,800,000	\$0	\$1,200,000	\$0	\$2,380,000	\$4,000,000	\$1,600,000	\$1,200,000	\$3,000,000	\$0	\$830,000	\$0	\$90,000	\$0	\$75,000	\$0
PROJECT TOTAL:	\$14,025,000		\$2,800,000		\$1,200,000		\$6,380,000		\$2,800,000		\$3,000,000		\$830,000		\$90,000		\$75,000	

Total Federal Contribution: \$12,000,000
Total Non-Federal Contribution: \$19,200,000
Total: \$31,200,000

ATCMTD Project #0 - Key 21157



Metro 2018-21 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
COST DECREASE
4th Project Amendment**

Lead Agency: ODOT	Project Type:	TSMO/ITS	ODOT Key:	21157
Project Name: I-205 Johnson Creek - Glen Jackson Phase 2	ODOT Type	ITS/Ops	MTIP ID:	71030
Project Status: 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)	Capacity Enhancing:	Yes	Status:	8
Short Description: Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84, and rehab improvements to impacted interchanges, plus implement Active-Transportation-Management System (ATMS) (ATCMTD matching project)	Conformity Exempt:	No	RTP ID:	11305
	On State Hwy Sys:	I-205	RFFA ID:	N/A
	Mile Post Begin:	16.20	RFFA Cycle:	N/A
	Mile Post End:	25.60	UPWP:	No
	Length:	9.4	UPWP Cycle:	N/A
	1st Year Program'd:	2018	Past Amend:	4
	Years Active:	3	OTC Approval:	No
Detailed Description: On overall Limits of I-205 between SE Johnson Creek Blvd and across Glenn Jackson Bridge in eastern Portland, construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84, and include various rehab improvements to impacted interchanges, plus implement Active Traffic Management System (ATMS) improvements including variable speed and message signs from SE Johnson Creek Blvd to across Glenn Jackson Bridge (HB2017 awarded project, \$30.7 million original award) (ODOT ATCMTD grant matching project)				
STIP Description: Construct a northbound auxiliary lane (multiple segments) between US26 (Powell Boulevard) and Interstate 84, provide various noncapacity paving and rehabilitation improvements, and add Active Traffic Management System (ATMS) project improvements between the Glenn Jackson Bridge and Johnson Creek Boulevard.				

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
NHPP	Z001	2018		\$ 6,732,060				\$ 6,732,060
ADVCON	ACP0	2019			\$ 4,611			\$ 4,611
ADVCON	ACP0	2019				\$ 25,035,899		
ADVCON	ACP0	2019				\$ 19,809,239		\$ 19,809,239
ADVCON	ACP0	2018					\$ 3,000,000	\$ 3,000,000
								\$ -
							Federal Totals:	\$ 29,545,910
Federal Fund Obligations:				\$ 632,060	\$ 4,611	\$ 19,809,239	\$ 2,766,600	Federal Aid #
EA Number:				PE002888	R9447000	CON04176	None	S064(059)
Initial Obligation Date:				11/20/2017	12/11/2018	10/18/2018	5/18/2018	
State Funds								
State	Match	2018		\$ 567,940				\$ 567,940
State	Match	2019			\$ 389			\$ 389
State	Match	2019				\$ 2,112,116		
State	Match	2019				\$ 1,671,176		\$ 1,671,176
								\$ -
								\$ -
							State Total:	\$ 2,239,505
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 7,300,000	\$ 5,000	\$ 27,148,015	\$ 3,000,000	\$ 37,453,015
Phase Totals After Amend:			\$ -	\$ 7,300,000	\$ 5,000	\$ 21,480,415	\$ 3,000,000	\$ 31,785,415
Estimated Completion Date: 9/30/2023								Year Of Expenditure (YOE): \$ 31,785,415

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

> **The formal amendment adjusts the construction phase to reflect the actual phase obligation amount. Key 21157 acts as the ATCMTD matching funds and was approved by FHWA. The cost decrease to the Construction phase due to the actual fund obligation totals \$5,667,600 and equals a 20.9% cost change to the project which is technically above the 20% threshold. The total project cost decreases from \$37,453,015 to \$31,785,415. The cost change requires a formal amendment to complete.**

> Estimated Completion Date: 9/30/2023 (end of ATMS post construction system test and evaluation)

> Will Performance Measurements Apply: YES

RTP References:

> RTP ID:11305 - I-205 Active Traffic Management

> I-Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas.

Fund Codes:

> ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.

> NHPP = federal National Highway Performance Program funds allocated to ODOT for system improvements

. ADVCON = federal Advance Construction funds used as a funding placeholder requiring the state cover the project costs until the specific federal fund type code is committed to the project.

. State = General state funds committed to the project is support of the required matching funds to the federal funds.

Amendment Review and Development Personnel:

> Exemption Status: Non-exempt project as aux lanes are capacity enhancing. The aux lane portion to the project is covered under RTP project ID 11370 - I-205 Northbound Auxiliary Lane Powell to I-84. The ATMS portion is exempt.

> Project is located on the NHS: Yes. I-205 is identified as part of the Eisenhower Interstate System classification on the NHS system.

> Located on the Metro Modeling network: YES. I-205 is identified as a Throughway on the Metro Motor Vehicle Network

> Regionally Significant Project: YES. Federal funded + on-system improvements

> ODOT LAL: Not Applicable.

> Project Manager or Agency Contact(s): Amer Hmidan, ODOT

> Metro MTIP Programming Manager: Ken Lobeck.

> ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: ODOT					Project Type:	TSMO/ITS	ODOT Key: 21504	
Project Name: I-205 Active Traffic Management					ODOT Type	ITS/Ops	MTIP ID: TBD	
					Capacity Enhancing:	No	Status: 8	
Project Status: 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)					Conformity Exempt:	Yes	RTP ID: 11305	
					On State Hwy Sys:	I-205	RFFA ID: N/A	
Short Description: Include ops & safety improvements that combine ATMS freeways, active traffic signal management, & performance monitoring on I-205 (ATCMTD Child)					Mile Post Begin:	16.20	RFFA Cycle: N/A	
					Mile Post End:	25.60	UPWP: No	
					Length:	9.4	UPWP Cycle: N/A	
			1st Year Program'd:	2020	Past Amend: 0			
			Years Active:	1	OTC Approval: No			
Detailed Description: ATCMTD child project that will include operational and safety improvements that combine Active Traffic Management (ATM) systems on freeways, active traffic signal management, and performance monitoring to reduce crashes, improve travel time reliability, safety and operations on I-205 between the Glenn Jackson Bridge and the Johnson Creek Blvd structure.								
STIP Description: TBD								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
ATCMTD	Z44A	2020					\$ 25,000	\$ 25,000
ITS	QT80	2020					\$ 25,000	\$ 25,000
								\$ -
							Federal Totals:	\$ 50,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -

State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
							\$ -
							\$ -
						Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
<div> <div>Estimated Completion Date: 9/30/2023</div> <div>Year Of Expenditure (YOE): \$ 50,000</div> </div>							
Notes and Summary of Changes: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred. Amendment Summary: > The formal amendment adds this ATCMTD grant child project that will include operational and safety improvements that combine Active Traffic Management (ATM) systems on freeways, active traffic signal management, and performance monitoring to reduce crashes, improve travel time reliability, safety and operations on I-205 between the Glenn Jackson Bridge and the Johnson Creek Blvd structure. There are a total of 9 ATCMTD grant child projects. Six of them impact the Metro MPO boundary area and are included as part of this formal amendment bundle. Matching funds originate from Key 21157 also being updated as part of this amendment bundle. > Estimated Completion Date: 9/30/2023 > Will Performance Measurements Apply: YES RTP References: > RTP ID:11305 - I-205 Active Traffic Management > I-Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas. Fund Codes: > ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157. > ITS = Intelligent Transportation System federal funds that are allocated from ODOT ITS program in support of various approved technology upgrades to manage congestion and provide increased mobility. Amendment Review and Development Personnel: > Exemption Status: Exempt project per 40 CFR 93.126 Table 2 - Safety - Traffic Control Devices and Operating Assistance Other than Signalization Projects > Project is located on the NHS: Yes. I-205 is identified as part of the Eisenhower Interstate System classification on the NHS system. > Located on the Metro Modeling network: YES. I-205 is identified as a Throughway on the Metro Motor Vehicle Network > Regionally Significant Project: YES. Federal funded + on-system improvements > ODOT LAL: Not Applicable. > Project Manager or Agency Contact(s): Amir Hmiden, ODOT > Metro MTIP Programming Manager: Ken Lobeck. > ODOT Region 1 STIP Coordinator: Gabriela Garcia							



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: ODOT			<div style="display: flex; align-items: center; justify-content: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-weight: bold; margin-right: 5px;">224 8.16 8.16 0.01</div> <table border="1" style="border-collapse: collapse; text-align: center;"> <tr><td>Project Type:</td><td>TSMO/ITS</td></tr> <tr><td>ODOT Type</td><td>ITS/Ops</td></tr> <tr><td>Capacity Enhancing:</td><td>No</td></tr> <tr><td>Conformity Exempt:</td><td>Yes</td></tr> <tr><td>On State Hwy Sys:</td><td>212</td></tr> <tr><td>Mile Post Begin:</td><td>3.82</td></tr> <tr><td>Mile Post End:</td><td>3.82</td></tr> <tr><td>Length:</td><td>0.01</td></tr> <tr><td>1st Year Program'd:</td><td>2020</td></tr> <tr><td>Years Active:</td><td>1</td></tr> </table> </div>		Project Type:	TSMO/ITS	ODOT Type	ITS/Ops	Capacity Enhancing:	No	Conformity Exempt:	Yes	On State Hwy Sys:	212	Mile Post Begin:	3.82	Mile Post End:	3.82	Length:	0.01	1st Year Program'd:	2020	Years Active:	1	ODOT Key: 21495	
Project Type:	TSMO/ITS																									
ODOT Type	ITS/Ops																									
Capacity Enhancing:	No																									
Conformity Exempt:	Yes																									
On State Hwy Sys:	212																									
Mile Post Begin:	3.82																									
Mile Post End:	3.82																									
Length:	0.01																									
1st Year Program'd:	2020																									
Years Active:	1																									
Project Name: OR212/224 Arterial Corridor Management			MTIP ID: TBD																							
			Status: 1																							
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).			RTP ID: 11104																							
			RFFA ID: N/A																							
Short Description: The project will implement a variety of treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County. (ATCMTD child)			RFFA Cycle: N/A																							
			UPWP: No																							
			UPWP Cycle: N/A																							
			Past Amend: 0																							
			OTC Approval: No																							
Detailed Description: On OR 212/224, the project components primarily include modifications and additions to existing signalized intersections which include: (1) Upgrading up to 18 traffic signal controllers to advanced traffic controllers (ATC), (2) Enhanced mainline radar detection, (3) Advance radar detection for improved freight operation, (4) Battery back-up systems at select intersections to keep signal operational during power outages, (5), Improved communication to traffic signals within the project corridor																										
STIP Description: Implement a variety of treatments including upgrading traffic signal controllers and enhanced radar detection to improve safety, mobility and reliability along the congested industrial OR212/224 corridor.																										
PROJECT FUNDING DETAILS																										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total																		
Federal Funds																										
ATCMTD	Z44A	2020		\$ 300,000				\$ 300,000																		
ATCMTD	Z44A	2021				\$ 2,425,000		\$ 2,425,000																		
ATCMTD	Z44A	2021					\$ 75,000	\$ 75,000																		
							Federal Totals:	\$ 2,800,000																		
Federal Fund Obligations:																										
EA Number:																										
Initial Obligation Date:																										

State Funds							
							\$ -
							\$ -
						State Total:	\$ -
State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
							\$ -
							\$ -
						Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ 300,000	\$ -	\$ 2,425,000	\$ 75,000	\$ 2,800,000	
Estimated Completion Date: 9/30/2023				Year Of Expenditure (YOE): \$ 2,800,000			
Notes and Summary of Changes:							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
Amendment Summary:							
> The formal amendment adds \$2,800,000 of ATCMTD grant funds as a child project committed to ITS improvements on the OR212/224 corridors that will primarily involve modifications and additions to existing signalized intersections which include: (1) Upgrading up to 18 traffic signal controllers to advanced traffic controllers (ATC), (2) Enhanced mainline radar detection, (3) Advance radar detection for improved freight operation, (4) Battery back-up systems at select intersections to keep signal operational during power outages, (5), Improved communication to traffic signals within the project corridor.							
> Estimated Completion Date: 9/30/2023							
> Will Performance Measurements Apply: YES.							
RTP References:							
> RTP ID: 11104 - Regional TSMO Program Investments 2018- 2027							
> RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.							

Fund Codes:

> ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > Project is located on the NHS: YES. OR 212/224 arterials are defined on the NHS as "Other NHS Routes"
- > Located on the Metro Modeling network: YES. They are identified as Throughways and Major Arterials in the Metro Motor Vehicle Network
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Kate Freitag
- > Metro MTIP Programming Manager: Ken Lobeck. > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Initial Project Programming

Lead Agency: Portland					Project Type: TSMO/ITS		ODOT Key: 21496	
Project Name: NE Airport Way Arterial Corridor Management					ODOT Type: ITS/Ops		MTIP ID: TBD	
					Capacity Enhancing: No		Status: 1	
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).					Conformity Exempt: Yes		RTP ID: 10213	
					On State Hwy Sys: No		RFFA ID: N/A	
Short Description: ATCMTD child project to deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway. Install message signs, update signal collectors, CCTV cameras, fiber communication, etc.					Mile Post Begin: N/A		RFFA Cycle: N/A	
					Mile Post End: N/A		UPWP: No	
					Length: N/A		UPWP Cycle: N/A	
			1st Year Program'd: 2020		Past Amend: 0			
			Years Active: 1		OTC Approval: No			
Detailed Description: One of 9 child projects from the parent ODOT ATCMTD statewide ITS grant that will install electronic message signs, update traffic signal controllers, CCTV cameras, truck priority, traffic monitoring stations, fiber communication, and integrate these devices with the City's, ODOTS, and TriMet's Transportation Operation Centers. This project is part of the larger City and Regional Advanced Traffic Management System (ATMS) objectives								
STIP Description: Installation of electronic message signs, update traffic signal controllers, CCTV cameras, fiber communication and other infrastructure along Airport Way from 82nd Ave to Riverside Parkway which will be integrated into the City's, ODOT's and TriMet's Transportation Operation Centers.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
ATCMTD	Z44A	2020		\$ 110,000				\$ 110,000
ATCMTD	Z44A	2021				\$ 1,040,000		\$ 1,040,000
ATCMTD	Z44A	2021					\$ 50,000	\$ 50,000
							Federal Totals:	\$ 1,200,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								

State Funds							
							\$ -
							\$ -
						State Total:	\$ -
State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
							\$ -
							\$ -
						Local Total	\$ -
Phase Totals Before Amend:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:		\$ -	\$ 110,000	\$ -	\$ 1,040,000	\$ 50,000	\$ 1,200,000
<div> <div>Estimated Completion Date: 12/31/2022</div> <div>Year Of Expenditure (YOE): \$ 1,200,000</div> </div>							
Notes and Summary of Changes:							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
Amendment Summary:							
<p>> The formal amendment adds the Portland NE Airport Way child project to the ODOT statewide ATCMTD \$12 million grant. Because there are nine total child projects, the required match is split among the various child projects with most credited to the I-205 ATMS project in Key 21157. The project will install electronic message signs, update traffic signal controllers, CCTV cameras, truck priority, traffic monitoring stations, fiber communication, and integrate these devices with the City's, ODOTS, and TriMet's Transportation Operation Centers. This project is part of the larger City and Regional Advanced Traffic Management System (ATMS) objectives.</p> <p>> Estimated Completion Date: 12/31/2022</p> <p>> Will Performance Measurements Apply: YES</p>							
RTP References:							
<p>> RTP ID:10213 - Airport Way ITS</p> <p>> RTP Description: Install ITS infrastructure (communication network, enhanced bus detection, truck priority detection, Bluetooth detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people and goods more effectively.</p>							
Fund Codes:							
<p>> ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.</p>							

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects
- > Project is located on the NHS: YES. About half of the NE Airport Way in the project limits is identified as a MAP-21 NHS Principle Arterial and/or intermodal connector
- > Located on the Metro Modeling network: YES. NE Airport Way in the project limits is identified as a Regional intermodal connector and in the eastern limit area as a Roadway Connector.
- > Regionally Significant Project: YES - ID on the network + the arterial is located in a RTP defined industrial area.
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Willie Rotich
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: TriMet					Project Type:	TSMO/ITS			ODOT Key:	21498
Project Name: TriMet Next Generation Traffic Signal Priority Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). Short Description: Implement a Next Generation Transit Signal Priority System (TSP), that will allow for fast and reliable high occupancy vehicle travel in TriMet's service area (ATCMTD child)					ODOT Type	ITS/Ops			MTIP ID:	TBD
					Capacity Enhancing:	No			Status:	1
					Conformity Exempt:	Yes			RTP ID:	11104
					On State Hwy Sys:	No			RFFA ID:	N/A
					Mile Post Begin:	N/A			RFFA Cycle:	N/A
					Mile Post End:	N/A			UPWP:	No
					Length:	N/A			UPWP Cycle:	N/A
					1st Year Program'd:	2020			Past Amend:	0
			Years Active:	1	OTC Approval:	No				
Detailed Description: ATCMTD child project that will implement a software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware.										
STIP Description: Implement a Next Generation Transit Signal Priority System (TSP) that allows for fast and reliable high occupancy vehicle travel in TriMet's service area.										
PROJECT FUNDING DETAILS										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total		
Federal Funds										
ATCMTD	Z44A	2020					\$ 2,380,000	\$ 2,380,000		
								\$ -		
							Federal Totals:	\$ 2,380,000		
Federal Fund Obligations:										
EA Number:										
Initial Obligation Date:										

State Funds							
							\$ -
							\$ -
							State Total: \$ -
State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
Local	Match	2020					\$ 2,380,000
Other	OVM	2020					\$ 1,620,000
							Local Total \$ 4,000,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 6,380,000
Estimated Completion Date: 2/28/2022							Year Of Expenditure (YOE): \$ 6,380,000
Notes and Summary of Changes:							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
Amendment Summary:							
> The formal amendment adds \$2,380,000 of ATCMTD grant funds. TriMet is providing \$4 million local matching funds. The TriMet Next Generation Signal Priority project is one of a total of nine child projects to ODOT's statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) \$12 million dollar FHWA grant. The project will implement a software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware.							
> Estimated Completion Date: 2/28/2022							
> Will Performance Measurements Apply: YES.							
RTP References:							
> RTP ID: 11104 - Regional TSMO Program Investments 2018- 2027							
> RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.							

Fund Codes:

- > ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs.
- > Other = General local funds provided by the lead agency above the match requirement.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > Project is located on the NHS: Yes. The project implementation will be on various NHS identified routes
- > Located on the Metro Modeling network: YES. The project will implement improvement throughout the regional and be included in various identified Metro transit system routes.
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): A.J. O'Connor
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: Washington County					Project Type:	TSMO/ITS			ODOT Key:	21500
Project Name: Cornelius Pass Road Arterial Corridor Management Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). Short Description: Implement a variety of ITS treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County (Cornelius Pass Road from US 30 to OR 8, TV Highway) (ATCMTD child)					ODOT Type	ITS/Ops			MTIP ID:	TBD
					Capacity Enhancing:	No			Status:	1
					Conformity Exempt:	Yes			RTP ID:	11104
					On State Hwy Sys:	No			RFFA ID:	N/A
					Mile Post Begin:	N/A			RFFA Cycle:	N/A
					Mile Post End:	N/A			UPWP:	No
					Length:	N/A			UPWP Cycle:	N/A
			1st Year Program'd:	2020	Past Amend:	0	OTC Approval:	No		
			Years Active:	1						
Detailed Description: ATCMTD child project that will implement just under a mile of fiber optic communication interconnect between US 26 and West Union Road, two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road, two rural curve warning systems for locations with the most run off the road crashes, and two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road.										
STIP Description: TBD										
PROJECT FUNDING DETAILS										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total		
Federal Funds										
ATCMTD	Z44A	2020		\$ 440,000				\$	440,000	
ATCMTD	Z44A	2021				\$ 1,160,000		\$	1,160,000	
							Federal Totals:	\$	1,600,000	
Federal Fund Obligations:										
EA Number:										
Initial Obligation Date:										

State Funds							
							\$ -
							\$ -
						State Total:	\$ -
State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
Local	Match	2020		\$ 104,100			\$ 104,100
Local	Match	2021			\$ 295,200		\$ 295,200
Other	OVM	2021				\$ 800,700	\$ 800,700
						Local Total	\$ 1,200,000
Phase Totals Before Amend:		\$ -	\$	\$ -	\$	\$	\$
Phase Totals After Amend:		\$ -	\$ 544,100	\$ -	\$ 1,455,200	\$ 800,700	\$ 2,800,000
<div> <div>Estimated Completion Date: 12/31/2022</div> <div>Year Of Expenditure (YOE): \$ 2,800,000</div> </div>							
Notes and Summary of Changes:							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
Amendment Summary:							
> The formal amendment adds \$1,600,000 of ATCMTD grant funds. Washington is providing \$1,200,000 in local matching funds. The remaining match support will originate from Key 21157. Components to be constructed are just under a mile of fiber optic communication interconnect between US 26 and West Union Road, two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road, two rural curve warning systems for locations with the most run off the road crashes, and two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road.							
> Estimated Completion Date: 12/31/2022							
> Will Performance Measurements Apply: YES.							

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments 2018- 2027
- > RTP Description: Implement and maintain Transportations System

Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.

Fund Codes:

- > ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs.
- > Other = Gener local funds committed to the project by the lead agency above the required local matching funds.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > Project is located on the NHS: Yes. Cornelius Pass Rd in the project limits is defined as a Other NHS Routes and Map 21 Principal Arterials in the NHS system
- > Located on the Metro Modeling network: YES. NE Cornelius Pass Rd from West Union Rd south to OR8 is defined as a "Major Arterial" in the Metro Motor Vehicle modeling network
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Dan Erpenbach (Galen McGill)
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: Metro			<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 5px;">Project Type: TSMO/ITS</div> <div style="margin-bottom: 5px;">ODOT Type: ITS/Ops</div> <div style="margin-bottom: 5px;">Capacity Enhancing: No</div> <div style="margin-bottom: 5px;">Conformity Exempt: Yes</div> <div style="margin-bottom: 5px;">On State Hwy Sys: No</div> <div style="margin-bottom: 5px;">Mile Post Begin: N/A</div> <div style="margin-bottom: 5px;">Mile Post End: N/A</div> <div style="margin-bottom: 5px;">Length: N/A</div> <div style="margin-bottom: 5px;">1st Year Program'd: 2020</div> <div style="margin-bottom: 5px;">Years Active: 1</div> </div>		ODOT Key: 21499			
Project Name: Multimodal Integrated Corridor Management Architecture Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). Short Description: ATCMTD child project to develop standardized TSMO/ITS policies for data access and sharing plus required architecture platform supporting shared data					MTIP ID: TBD			
					Status: 1			
					RTP ID: 12024			
					RFFA ID: N/A			
					RFFA Cycle: N/A			
					UPWP: No			
					UPWP Cycle: N/A			
			Past Amend: 0					
			OTC Approval: No					
Detailed Description: ATCMTD child project in support of the Metro ITS Architecture Plan to develop appropriate policies and strategies supporting data sharing elements and to recommended ITS architecture resulting in a TSMO/ITS data sharing formal policy, management procedures, partnering, reporting and evaluation leading to data sharing implementation.								
STIP Description: Design a data system architecture to seamlessly interface with multiple data formats, allowing support for such things as dynamic transit capacity assignment , predictive traveler information and traffic incident decision support.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
ATCMTD	Z44A	2020					\$ 75,000	\$ 75,000
								\$ -
							Federal Totals:	\$ 75,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds							
							\$ -
							\$ -
							Local Total \$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ 75,000
<div> <div>Estimated Completion Date: 12/31/2022</div> <div>Year Of Expenditure (YOE): \$ 75,000</div> </div>							
Notes and Summary of Changes: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
Amendment Summary: > The formal amendment adds this new child project to the larger ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program from Federal Highways Administration (FHWA). The Metro project is one of nine total subprojects to be implemented as part of the total grant. The Metro Multimodal Integrated Corridor Management Architecture project will support the Metro ITS Architecture Plan to develop appropriate policies and strategies supporting data sharing elements and toe recommended ITS architecture resulting in a TSMO/ITS data sharing formal policy, management procedures, partnering, reporting and evaluation leading to data sharing implementation. A total \$75,000 of the ATCMTD grant funding is being committed to this project. The matching funds requirement is being provided through Key 21157 per FHWA approval for the ATCMTD grant. No matching funds are required to be shown in this project. > Estimated Completion Date: 12/31/2022 > Will Performance Measurements Apply: YES > Match: Provided through approved Key 21157							
RTP References: > RTP ID:12024 - Regional TSMO Corridors Priority Investments for 2018-2027 > RTP Description: Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.							
Fund Codes: > ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.							

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects
- > Project is located on the NHS: No. The project is more of a policy and process development study.
- > Located on the Metro Modeling network: YES. NE Airport Way in the project limits is identified as a Regional intermodal connector and in the eastern limit area as a Roadway Connector.
- > Regionally Significant Project: YES - ID on the network + the arterial is located in a RTP defined industrial area.
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Caleb Winter
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
COMBINED PROJECT
1st Amendment to Project

Lead Agency: ODOT					Project Type:	O&M		ODOT Key:	20473
Project Name: OR210 Over OR217					ODOT Type	Bridge		MTIP ID:	71001
					Capacity Enhancing:	No		Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).					Conformity Exempt:	Yes		RTP ID:	Nov 27 Ltr
					On State Hwy Sys:	OR210		RFFA ID:	N/A
Short Description: Deck overlay; replace joints; patch column spalls.					Mile Post Begin:	9.16		RFFA Cycle:	N/A
					Mile Post End:	9.24		UPWP:	No
					Length:	0.08		UPWP Cycle:	N/A
			1st Year Program'd:	2020	Past Amend:	0			
			Years Active:	1	OTC Approval:	No			
Detailed Description: None									
STIP Description: Deck overlay; replace joints; patch column spalls.									
PROJECT FUNDING DETAILS									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	
Federal Funds									
NHPP	Z001	2020		\$ 215,352					
NHPP	Z001	2020		\$ -				\$ -	
NHPP	Z001	2021					\$ 1,456,644		
NHPP	Z001	2021					\$ 2,353,944		
NHPP	Z001	2021					\$ -	\$ -	
							Federal Totals:	\$ -	
Federal Fund Obligations:									
EA Number:									
Initial Obligation Date:									

State Funds							
State	Match	2020		\$ 24,648			
State	Match	2020		\$ -			\$ -
State	Match	2021				\$ 166,719	
State	Match	2021				\$ 269,419	
State	Match	2021				\$ -	\$ -
							\$ -
						State Total:	\$ -
State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
							\$ -
							\$ -
						Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 240,000	\$ -	\$ 1,623,363	\$ 1,863,363
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -
Estimated Completion Date: N/A							Year Of Expenditure (YOE): \$ -
Notes and Summary of Changes:							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
Amendment Summary:							
> The formal amendment first was to add \$1 million in approved ODOT funding to the project's construction phase. Subsequent to the developing the amendment, ODOT decided to combine the scope and increased funding into Key 18841. The notification table shows the initial funding increase and then the final decision to combine the scope and funding into Key 18841. As a result, Key 20473 is now zeroed programmed and cancelled.							
> Estimated Completion Date: N/A - Project is being combined into Key 18841							
> Will Performance Measurements Apply: Applicable to Key 18841							
RTP References:							
> RTP ID: November 27 2018 O&M Project Grouping s for the RTP Letter							
> RTP Description: O&M Project Groupings - Bridge Projects to repair/rehabilitate bridges.							

Fund Codes:

- > NHPP = federal National Highway Performance Program funds award to ODOT annually which are then applied to various regional on-network system projects.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Pavement resurfacing and/or rehabilitation..
- > Project is located on the NHS: Yes. OR 210 is identified as a MAP 21 NHP Principal Arterial. OR 217 is an Other NHS Route
- > Located on the Metro Modeling network: YES. OR210 is defined as a Major Arterial in the Metro Motor Vehicle modeling network
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Talena Adams
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
COMBINED PROJECT
4th Amendment to Project

Lead Agency: ODOT		Project Type:	Capacity		ODOT Key:	21179
Project Name: OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave		ODOT Type	Modern		MTIP ID:	71034
		Capacity Enhancing:	Yes		Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Conformity Exempt:	No		RTP ID:	12019 11986
		On State Hwy Sys:	OR217		RFFA ID:	N/A
Short Description: On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)		Mile Post Begin:	1.77		RFFA Cycle:	N/A
		Mile Post End:	6.32		UPWP:	No
		Length:	4.55		UPWP Cycle:	N/A
		1st Year Program'd:	2018		Past Amend:	3
		Years Active:	3		OTC Approval:	No
Detailed Description: On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)						
STIP Description: Deck overlay; replace joints; patch column spalls.						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2018		\$ 8,434,620				
ADVCON	ACP0	2018		\$ -				\$ -
ADVCON	ACP0	2020			\$ 1,794,600			\$ -
ADVCON	ACP0	2020			\$ -			\$ -
								\$ -
Federal Totals:							\$	-
Federal Fund Obligations:				\$ 7,717,704				Federal Aid ID
EA Number:				PE002895				S144(031)
Initial Obligation Date:				2/6/2018				

State Funds							
State	Match	2018		\$ 965,380			
State	S070	2018		\$ 798,970			\$ 798,970
State	Match	2020			\$ 205,400		
State	Match	2020		\$ -			\$ -
							\$ -
							\$ -
						State Total:	\$ 798,970
State Fund Obligations:				\$ 798,970			
EA Number:				PE002895			
Initial Obligation Date:				2/6/2018			
Local Funds							
Other	OVM	2018		\$ 2,500,000			
Other	OVM	2018		\$ -			\$ -
							\$ -
						Local Total	\$ -
Phase Totals Before Amend:		\$ -	\$ 9,400,000	\$ 2,000,000	\$ -	\$ -	\$ 11,400,000
Phase Totals After Amend:		\$ -	\$ 798,970	\$ -	\$ -	\$ -	\$ 798,970
Estimated Completion Date: N/A							Year Of Expenditure (YOE): \$ 798,970
Notes and Summary of Changes:							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
Amendment Summary:							
> The formal amendment combines the ADVCON and local Other funds into Key 18841. Obligated and expended State funds in PE remain with Key 21179. All other funds are transferred through this amendment to Key 18841.							
> Estimated Completion Date: N/A - Project is being combined into Key 18841							
> Will Performance Measurements Apply: Applicable to Key 18841							
RTP References:							
> RTP IDs: 12019 - OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (PE, ROW)							
> RTP Description: Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. ROW and PE phase							
> RTP ID: 11986 - OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (Cons)							
> RTP Description: Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. Construction (CON) phase							
Fund Codes:							
> ADVCON = Advance Construction system projects.							
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							
> Other = Additional local funds contributing to the project beyond the required match.							

Other: Additional comments concerning the project and the request item:

Amendment Review and Development Personnel:

- > Exemption Status: Nonexempt project .
- > Project is located on the NHS: Yes. OR 210 is identified as a MAP 21 NHP Principal Arterial. OR 217 is an Other NHS Route
- > Located on the Metro Modeling network: YES. OR210 is defined as a Major Arterial in the Metro Motor Vehicle modeling network
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Talena Adams
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
COMBINED PROJECT
9th Amendment to Project

Lead Agency: ODOT		Project Type:	Capacity		ODOT Key:	18841
Project Name: OR217 Southbound: OR10 to OR99W OR217: OR10 to OR99W		ODOT Type	Modern		MTIP ID:	70782
		Capacity Enhancing:	Yes		Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Conformity Exempt:	No		RTP ID:	12019 11986
	OR217	On State Hwy Sys:	OR217		RFFA ID:	N/A
Short Description: OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project) On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening (Combines Key 21179 and 20473 into Key 18841) (HB2017 \$44 million award)	9.16	Mile Post Begin:	1.77		RFFA Cycle:	N/A
	9.24	Mile Post End:	6.32		UPWP:	No
	0.08	Length:	4.55		UPWP Cycle:	N/A
		1st Year Program'd:	2018		Past Amend:	8
		Years Active:	3		OTC Approval:	Yes
<p>Detailed Description: OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane, (HB 2017 Awarded Project, \$44 million) On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143) . Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes. (HB2017 \$44 million award)(Combines Keys 21179 and 20473 into Key 18841)</p>						
<p>STIP Description: Add a southbound Auxiliary Lane from the intersection of OR10 to 99W. Replace with: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143) . Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes.</p>						

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
Federal Funds								
HSIP	MS30	2014		\$ 758,254				\$ 758,254
HSIP (100%)	ZS30	2014		\$ 1,934,451				\$ 1,934,451
ADVCON	ACP0	2014		\$ 1,525,410				
ADVCON	ACP0	2014		\$ 9,994,311				\$ 9,994,311
ADVCON	ACP0	2019			\$ 179,460			
ADVCON	ACP0	2020			\$ 2,063,790			\$ 2,063,790
ADVCON	ACP0	2021					\$ 37,731,465	\$ -
ADVCON	ACP0	2021					\$ 101,356,296	\$ 101,356,296
								\$ -
							Federal Totals:	\$ 116,107,102
Federal Fund Obligations:				\$ 4,260,445				Federal Aid ID
EA Number:				PE002386				S144(026)
Initial Obligation Date:				5/5/2014				
State Funds								
State (ADV)	Match	2014		\$ 174,590				
State (ADV)	Match	2014		\$ 1,096,719				\$ 1,096,719
State (ADV)	Match	2019			\$ 20,540			
State (ADV)	Match	2020			\$ 236,210			\$ 236,210
HB2017	S070	2019				\$ 50,000		\$ 50,000
State	Match	2021					\$ 4,318,535	
State	Match	2021					\$ 11,600,682	\$ 11,600,682
							State Total:	\$ 12,983,611
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
Local (HSIP)	Match	2014	\$ 63,969					\$ 63,969
Other	OVM	2014		\$ 546,158				
Other	OVM	2014		\$ 3,046,158				\$ 3,046,158
Other	OTH0	2019				\$ 50,000		
Other	OVM	2021					\$ 2,000,000	\$ 2,000,000
								\$ -
								\$ -
							Local Total	\$ 5,046,158
Phase Totals Before Amend:		\$ -	\$ 5,002,832	\$ 200,000	\$ 50,000	\$ 42,050,000	\$ 47,302,832	
Phase Totals After Amend:		\$ -	\$ 16,893,862	\$ 2,300,000	\$ 50,000	\$ 114,956,978	\$ 134,200,840	
Estimated Completion Date: 12/31/2023					Year Of Expenditure (YOE):		\$ 134,200,840	

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

> The formal amendment combines scope and funding from Keys 20473 and 21179. This adds \$12,464,393 from Keys 20473 and 21179 to Key 18841. Key 21179 had only PE and a small amount of ROW programmed which totaled \$11,400,000. However, this HB217 project was awarded \$54,000,000 in HB 2017 funds. The funds remain committed to the project and are now combined into Key 18841.

The original programming for Key 18841 total \$47,302,832. Combining the three projects together with all approved committed funds (\$1,863,363 from Key 20473 + \$54,000,000 from Key 21179 + \$47,302,832 from Key 18841 now totals \$103,166,215. During the STIP Re-balancing Amendment, the updated total project cost for the three combined projects (Keys 20473, 21179 and 18841 now combined into 18841) was increased to \$134,200,840. This requires a cost increase of \$31,034,625 or 30.1% to the combined project. The additional funds have been secured through other projects pushed out into the next STIP Cycle through the STIP Re-balancing Amendment.

Full programming and combining the three project is occurring to streamline project delivery costs and improve delivery efficiencies. The need for additional funds to complete all three projects was approved by the OTC during their June 2019 meeting. Because of the complexity of the cost increase and combining effort, Metro requested the three projects proceed under MTIP formal amendment rules to help explain the combining effort and how the total project cost break-out among the three combined projects.

- > Estimated Completion Date: 12/31/2023
- > Project is being combined into Key 18841
- > Will Performance Measurements Apply: Yes, applicable to Key 18841

RTP References:

- > RTP IDs: 12019 - OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (PE, ROW)
- > RTP Description: Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. ROW and PE phase
- > RTP ID: 11986 - OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (Cons)
- > RTP Description: Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. Construction (CON) phase

Fund Codes:

- > HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT for major safety improvements to the state highway system
- > ADVCON = Advance Construction system projects.
- > HB217 = State authorized funds from HB2018 allocated to ODOT and committed to various named projects.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs
- > Other = Additional local funds contributing to the project beyond the required match.

Amendment Review and Development Personnel:

- > Exemption Status: Nonexempt project .
- > Project is located on the NHS: Yes. OR 217 is identified as a MAP 21 NHP Principal Arterial. OR 217 is an Other NHS Route
- > Located on the Metro Modeling network: YES. OR217 is defined as a Major Arterial in the Metro Motor Vehicle modeling network
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Talena Adams
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: SMART					Project Type:	Transit		ODOT Key:	21522
Project Name: Bus and Bus Facilities - Rural SMART 2017					ODOT Type	Transit		MTIP ID:	TBD
					Capacity Enhancing:	No		Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP					Conformity Exempt:	Yes		RTP ID:	11109
					On State Hwy Sys:	N/A		RFFA ID:	N/A
Short Description: Replacement/right sizing vehicle purchase plus expansion of SMART's CNG facility (ODOT 2017 discretionary rural award, contract 32844)					Mile Post Begin:	N/A		RFFA Cycle:	N/A
					Mile Post End:	N/A		UPWP:	No
					Length:	N/A		UPWP Cycle:	N/A
			1st Year Program'd:	2020	Past Amend:	0			
			Years Active:	1	OTC Approval:	No			
Detailed Description: ODOT 2017 Rural program discretionary award to SMART to purchase replacement transit vehicles as follows: One 30-35 ft/25-35 seat/2 ADA securement stations/CNG powered bus, two 25-30 ft/16-30 seat/2 ADA securement stations/CNG buses, and one 20 ft/3-6 seat/1 ADA securement station/gas powered van, plus construct one compressed natural gas refueling station to support the transportation needs of the general public (contract 32844)									
STIP Description: Vehicle/Facilities replacement and expansion									
PROJECT FUNDING DETAILS									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
Federal Funds									
5339	FF30	2020					\$ 555,200	\$ 555,200	
							\$	-	
							Federal Totals:	\$ 555,200	
Federal Fund Obligations:									
EA Number:									
Initial Obligation Date:									
State Funds									
							\$	-	
							State Total:	\$ -	
State Fund Obligations:									
EA Number:									
Initial Obligation Date:									

Local Funds							
Local	Match	2020				\$ 106,800	\$ 106,800
							\$ -
						Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -		\$ 662,000	\$ 662,000
Estimated Completion Date: 12/31/2021						Year Of Expenditure (YOE):	\$ 662,000
Notes and Summary of Changes:							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
Amendment Summary:							
> The formal amendment adds the new project for SMART to the 2018 MTIP. The funds originate from the ODOT 2018 Rural Area Discretionary Awards program. Funding is shifted from ODOT's Key 18933 Bus and is Facilities (5339 MAP-21) 2017 project grouping bucket that is outside of the MPO boundary. The discretionary award will allow SMART to purchase replacement transit vehicles as follows: One 30-35 ft/25-35 seat/CNG powered vehicle, two 25-30 ft/16-30 seat/CNG vehicles, and one 20 ft/3-6 seat/1 ADA securement station/gas powered vehicle, plus construct one compressed natural gas refueling station to support the transportation needs of the general public (contract 32844)							
> Estimated Completion Date: 12/31/2021							
> Will Performance Measurements Apply: Yes.							
RTP References:							
> RTP ID: 11109 - Bus Replacements - including Alternative Fuel Vehicles							
> RTP Description: Purchase buses to replace those that are out of date, unreliable or inoperable. Replacements buses could include alternative fuel vehicles or autonomous vehicles.							
Fund Codes:							
> 5339 = Federal Section 5339 funds allocated on a discretionary award basis from the Federal Transit Administration (FTA) to states and transit agencies based on specific funding programs, These funds are allocated in support of rural transit needs.							
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							
Amendment Review and Development Personnel:							
> Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.							
> Project is located on the NHS:							
> Located on the Metro Modeling network:							
> Regionally Significant Project: YES. Federal funded + transit system							
> ODOT LAL: Not Applicable.							
> Project Manager or Agency Contact(s): Elli Work							
> Metro MTIP Programming Manager: Ken Lobeck.							
> ODOT Region 1 STIP Coordinator: Gabriela Garcia							



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: TriMet					Project Type: Transit		ODOT Key: 21517	
Project Name: TriMet Bus Replacement Award FFY2019					ODOT Type: Transit		MTIP ID: TBD	
					Capacity Enhancing: No		Status: T22	
Project Status: T22 = Programming actions in progress or programmed in current MTIP					Conformity Exempt: Yes		RTP ID: 10928	
					On State Hwy Sys: N/A		RFFA ID: N/A	
Short Description: Replacement of buses. Funding shifted from ODOT Non-MPO project grouping bucket Key 21424					Mile Post Begin: N/A		RFFA Cycle: N/A	
					Mile Post End: N/A		UPWP: No	
					Length: N/A		UPWP Cycle: N/A	
			1st Year Program'd: 2020		Past Amend: 0			
			Years Active: 1		OTC Approval: No			
Detailed Description: None								
STIP Description: Replacement of 13 buses								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2020					\$ 1,014,845	\$ 1,014,845
							\$	-
							Federal Totals:	\$ 1,014,845
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds									
Local	Match	2020						\$ 116,154	\$ 116,154
								\$	-
							Local Total	\$	-
Phase Totals Before Amend:	\$	-	\$	-	\$	-	\$	-	\$
Phase Totals After Amend:	\$	-	\$	-	\$	-	\$	1,130,999	\$ 1,130,999
Estimated Completion Date: 12/31/2021							Year Of Expenditure (YOE):	\$	1,130,999

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

> The formal amendment adds the new project for TriMet to the 2018 MTIP. The funds originate from the ODOT 2018 STP Vehicle Replacement Program Award. Funding is shifted from ODOT's Key 21424 Bus Replacement Program project grouping bucket that is outside of the MPO boundary.

> Estimated Completion Date: 12/31/2021

> Will Performance Measurements Apply: Yes.

RTP References:

> RTP IDs: 10928 - Operating Capital: Fleet Vehicles Phase 1

> RTP Description: Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles.

Fund Types

> 5310 = Federal Section 5310 funds allocated on a discretionary award basis for elderly and disabled population needs.

> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

Amendment Review and Development Personnel:

≥ Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1. .

> Project is located on the NHS: N/A

- > Located on the Metro Modeling network: Transit network

> Regionally Significant Project: YES. Federal funded + transit system

> ODOT LAL: Not Applicable.

> Project Manager or Agency Contact(s): Alison Langton

> Metro MTIP Programming Manager: Ken Lobeck.

> ODOT Region 1 STIP Coordinator: Gabriela Garcia

Project #13 - Key TBD New TrMet Transit Project



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: TriMet					Project Type:	Transit			ODOT Key:	TBD
Project Name: TriMet Low-No Bus Program FFY 2019					ODOT Type	Transit			MTIP ID:	TBD
Project Status: T22 = Programming actions in progress or programmed in current MTIP					Capacity Enhancing:	No			Status:	T22
Short Description: FFY 2019 FTA Low-No Bus Program (5339c) discretionary award to purchase zero-emission battery electric replacement buses					Conformity Exempt:	Yes			RTP ID:	10928
					On State Hwy Sys:	N/A			RFFA ID:	N/A
					Mile Post Begin:	N/A			RFFA Cycle:	N/A
					Mile Post End:	N/A			UPWP:	No
					Length:	N/A			UPWP Cycle:	N/A
					1st Year Program'd:	2020			Past Amend:	0
					Years Active:	1			OTC Approval:	No
Detailed Description: FTA 2019 Low or No-Emission Bus Program (5339c) cycle discretionary award to TriMet to purchase zero emission electric battery replacement buses										
STIP Description: TBD										
PROJECT FUNDING DETAILS										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total		
Federal Funds										
5339c	F390	2020					\$ 2,088,579	\$	2,088,579	
								\$	-	
							Federal Totals:	\$	2,088,579	
Federal Fund Obligations:										
EA Number:										
Initial Obligation Date:										

State Funds							
							\$ -
						State Total:	\$ -
State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
Local	Match	2020				\$ 368,573	\$ 368,573
Other	OVM	2020				\$ 1,790,848	\$ 1,790,848
						Local Total	\$ 2,159,421
Phase Totals Before Amend:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:		\$ -	\$ -	\$ -	\$ -	\$ 4,248,000	\$ 4,248,000
<div> <div>Estimated Completion Date: 12/31/2021</div> <div>Year Of Expenditure (YOE): \$ 4,248,000</div> </div>							
Notes and Summary of Changes:							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
Amendment Summary:							
> The formal amendment adds the new project for TriMet to the 2018 MTIP. The funds represent a discretionary grant award from FTA's Low or no-Emission Vehicle Program for the FFY 2019 cycle. TriMet will use the FTA Section 5339c funds to purchase zero emission battery replacement buses.							
> Match percent set at 15% per FTA guidance. Remaining local contribution programmed as Other local overmatch funds.							
> Estimated Completion Date: 12/31/2021							
> Will Performance Measurements Apply: Yes.							
RTP References:							
> RTP IDs: 10928 - Operating Capital: Fleet Vehicles Phase 1							
> RTP Description: Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles.							
Fund Types:							
> 5339c = Federal Section 5339c funds allocated on a discretionary award basis from the Federal Transit Administration (FTA) in support of FTA's Low or No-Emission Vehicle Program							
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							
> Other = Additional local funds committed to the project cost above the required minimum match to the federal funds.							

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1. .
- > Project is located on the NHS: N/A
- > Located on the Metro Modeling network: Transit network
- > Regionally Significant Project: YES. Federal funded + transit system
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Alison Langton
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, September 19, 2019
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: September 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5018

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING THIRTEEN PROJECTS IMPACTING METRO, ODOT, PORTLAND, SMART, TRIMET, AND WASHINGTON COUNTY (SP20-01-SEP)

BACKGROUND

What This Is:

The September 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2019) contains required changes and updates impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County. Thirteen projects comprise the amendment bundle.

What is the requested action?

JPACT recommends Metro Council approval of the September 2019 formal amendment and Resolution 19-5018, enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT. Note: The September 2019 Formal MTIP Amendment represents the first formal amendment for federal fiscal year (FFY) 2020. The summary of the thirteen projects is shown in the below table:

September 2019 Formal Amendment Project Summary					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Child projects being added to the Metro MPO MTIP from the ODOT Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Statewide Grant include project entries #1 - #6. ATCMTD Project #0 represents the grant matching funds project in Key 21157 which also is being updated for a construction phase obligation correction					
ATCMTD Project #0 (or #7) Key 21157	71030	ODOT	I-205 Johnson Creek - Glen Jackson Phase II	Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84 and rehab improvements to impacted interchanges plus implement Advance Traffic Management System (ATMS).	<u>COST DECREASE:</u> Key 21157 acts as the approved match to the ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program. The construction phase obligation decrease is also being updated and reflects a 20.9% cost decrease to the project which requires a formal amendment

ATCMTD Project #1 Key 21504 NEW	TBD	ODOT	I-205 Active Traffic Management	Include ops & safety improvements that combine ATMS freeways, active traffic signal management, & performance monitoring on I-205 (ATCMTD Child)	<u>ADD NEW PROJECT:</u> K21504 provides the I-205 System test and Evaluation component to the ATMS improvements. This will include operational and safety improvements that combine Active Traffic Management (ATM) systems on freeways, active traffic signal management, and performance monitoring to reduce crashes, improve travel time reliability, safety and operations on I-205.
ATCMTD Project #2 Key 21495 NEW	TBD	ODOT	OR212/224 Arterial Corridor Management	The OR212/224 Arterial Corridor Management project will implement a variety of treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County. ATCMTD child project	<u>ADD NEW PROJECT:</u> Key 21495 is a child project to the larger statewide ODOT ATCMTD grant. This project primarily includes signalized intersections with improvements that include: (1) Upgrades up to 18 traffic signal controllers to advanced traffic controllers (ATC) (2) Enhanced mainline radar detection (3) Advance radar detection for improved freight operation (4) Battery back-up systems at select intersections to keep signal operational during power outages (5) Improved communication to traffic signals within the project corridor
ATCMTD Project #3 Key 21496 NEW	TBD	Portland	NE Airport Way Arterial Corridor Management	ATCMTD child project to deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway. Install message signs, update signal collectors, CCTV cameras, fiber communication, etc.	<u>ADD NEW PROJECT:</u> Key 21496 is a child project to the larger statewide ODOT ATCMTD grant. The city of Portland will install Intelligent Transportation Systems (ITS) infrastructure along Airport Way from 82nd Avenue to Riverside Parkway. Awarded ATCMTD grants funds to this project total \$1,200,000. The match is covered in project 21157
ATCMTD Project #4 Key 21498 NEW	TBD	TriMet	TriMet Next Generation Traffic Signal Priority	Implement a Next Generation Transit Signal Priority System (TSP), that will allow for fast and reliable high occupancy vehicle travel in TriMet's service area (ATCMTD child)	<u>ADD NEW PROJECT:</u> Key 21498 is added to the MTIP as a child project from the larger ODOT statewide ATCMTD grant. TriMet will implement a software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware.

ATCMTD Project #5 Key 21500 NEW	TBD	Washington County	Cornelius Pass Road Arterial Corridor Management	Implement a variety of Intelligent Transportation System (ITS) treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County (Cornelius Pass Road from US 30 to OR 8, TV Highway	<u>ADD NEW PROJECT:</u> Key 21500 is a ATCMTD child project that will construct just under a mile of fiber optic communication interconnect between US 26 and West Union Road, install two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road, install two rural curve warning systems for locations with the most run off the road crashes, and two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road.
ATCMTD Project #6 21499 (#9 on Grant budget table) NEW	TBD	Metro	Multimodal Integrated Corridor Management Architecture	ATCMTD child project to develop standardized TSMO/ITS policies for data access and sharing plus required architecture platform supporting shared data	<u>ADD NEW PROJECT:</u> The formal amendment adds this new child project to the larger ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program from Federal Highways Administration (FHWA). The Metro project is one of nine total subprojects to be implemented as part of the total grant. The Metro Multimodal Integrated Corridor Management Architecture project will support the Metro ITS Architecture Plan to develop appropriate policies and strategies supporting data sharing elements and toe recommended ITS architecture resulting in a TSMO/ITS data sharing formal policy, management procedures, partnering, reporting and evaluation leading to data sharing implementation
End of the ATCMTD Grant Projects					

Additional Projects Submitted as Part of the September 2019 Formal Amendment Bundle - Combining Projects					
Project #8 Key 20473	71001	ODOT	OR210 Over OR217	Deck overlay; replace joints; patch column spalls.	<u>COMBINED PROJECT:</u> OR 210 over OR 217 was initially authorized to be increased by #1 million (to the construction phase). Subsequent discussions as the amendment was in initial development phase determined that Key 20437 would be combined into Key 18841 and progress together with that project. This amendment shows the initial funding increase to the project and then corresponding d-programming action as Key 20437 is combined into Key 18841.

Project #9 Key 21179	71034	ODOT	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project \$54,000,000 original award)	COMBINED PROJECT: The formal amendment combines the ADVCON and local Other funds into Key 18841. Obligated and expended State funds in PE remain with Key 21179. All other funds are transferred through this amendment to Key 18841.
Project #10 Key 18841	70782	ODOT	OR217 Southbound: OR10 to OR99W	OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project) On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening (Combines Key 21179 and 20473 into Key 18841) (HB2017 \$44 million award)	COMBINED PROJECT: Keys 20473 and 21179 are combined into Key 18841 for streamlined delivery, costs, and improved delivery efficiencies. The three projects also were part of the STIP Re-balancing Amendment that occurred during July 2019. However, due to the complexities of combining the three projects with the current programming, un-programmed approved committed funds, and the additional funds to cover the cost increase, Metro requested the projects proceed via a formal amend to allow additional details about the combining effort to be included.

Additional Project Submitted as Part of the September 2019 Formal Amendment Bundle - Transit Related					
Project #11 Key 21552	TBD	SMART	Bus and Bus Facilities - Rural SMART 2017	Vehicle/facilities replacement and expansion	ADD NEW PROJECT: SMART was awarded \$555,200 in FTA Section 5339 funds from the ODOT Rural Area Discretionary Awards program. The match requirement is 16% or \$106,800. Total project cost is \$662,000. Funding will support SMART's vehicle/facilities replacement needs.
Project #12 Key 21517	TBD	TriMet	TriMet Bus Replacement Award FFY2019	Replacement of 13 buses. Funding shifted from ODOT Non-MPO project grouping bucket Key 21424	ADD NEW PROJECT: TriMet was awarded \$1,014,845 in federal transit funds from ODOT's Public Transit Division's STP Vehicle Replacement Program for bus replacement needs
Project #13 Key TBD	TBD	TriMet	TriMet Low-No Bus Program FFY 2019	FFY 2019 FTA Low-No Bus Program (5339c) discretionary award to purchase zero-emission battery electric replacement buses	ADD NEW PROJECT: TriMet received a discretionary grant from FTA's Low or No-Emission Vehicle Program for the FYY 2019 Cycle. The grant will be used to purchase zero-emission electric replacement buses

A detailed summary of the amended projects is provided in the tables on the following pages.

Amendment Section Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)



The FAST Act established the Advanced Transportation and Congestion Management Technologies Deployment Program to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.

ODOT submitted an application and was successful in obtaining an ATCMTD grant award. The total grant award is \$12 million. The required minimum match is 50% or greater. Eligibility areas enable the grant award agencies the ability to deploy advanced transportation and congestion management technologies which include:

- Advanced traveler information systems
- Advanced transportation management technologies
- Infrastructure maintenance, monitoring, and condition assessment
- Advanced public transportation systems
- Transportation system performance data collection, analysis, and dissemination systems
- Advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure Communications
- Technologies associated with autonomous vehicles, and other collision avoidance technologies
- Includes systems using cellular technology
- Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems
- Electronic pricing and payment systems, or
- Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals. [23.U.S.C. 503(c)(4) (E)]

ODOT's grant submittal is called the Smart Mobility Network. The Smart Mobility Network uses smart technologies statewide in both urban and rural regions to ease the impacts of rapid growth, guide infrastructure investments, and promote optimal mobility for all modes. Overall, the project uses 30 smart technologies, including advanced traveler information systems and infrastructure maintenance, monitoring, and condition assessment to create an integrated and cohesive transportation planning and management program in Oregon serving all modes.

ODOT's Smart Mobility Network grant will be partitioned into nine separate sub-projects as shown in the below grant budget table. Including the matching project in Key 21157, six additional sub-projects will be programmed and implemented in the Metro MPO boundary area. Each ATCMTD sub-project that will be programmed in the MTIP is summarized after this section.

	PROJECT 1:		PROJECT 2:		PROJECT 3:		PROJECT 4:	
	ODOT I-205 Active Traffic Management		ODOT OR 212/224 Arterial Corridor Management		City of Portland NW Airport Way Arterial Corridor Management		TriMet Next Generation Traffic Signal Priority	
	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal
Design			\$300,000		\$110,000			
Construction		\$14,000,000	\$2,425,000		\$1,040,000		\$2,330,000	\$4,000,000
Other*							\$50,000	
Evaluation	\$25,000		\$75,000		\$50,000			
SHARE SUBTOTALS:	\$25,000	\$14,000,000	\$2,800,000	\$0	\$1,200,000	\$0	\$2,380,000	\$4,000,000
PROJECT TOTAL:	\$14,025,000		\$2,800,000		\$1,200,000		\$6,380,000	
Total Federal Contribution: \$12,000,000								
Total Non-Federal Contribution: \$19,200,000								
Total: \$31,200,000								

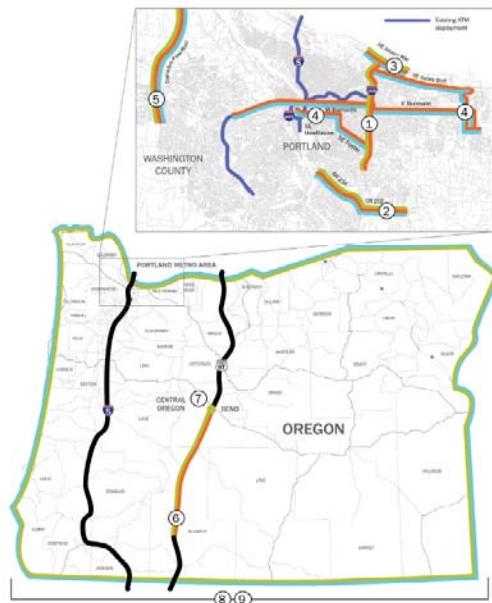
BUDGET

PROJECT 5: Washington County Cornelius Pass Road Arterial Corridor Management		PROJECT 6: ODOT US 97 Road Weather Management		PROJECT 7: ODOT City of Bend Colorado/Arizona Couplet ASTPM's		PROJECT 8: ODOT Oregon State Police UAS Crash Reconstruction		PROJECT 9: ODOT Multimodal Integrated Corridor Management Architecture	
Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal
\$440,000	\$104,100	\$245,000		\$250,000					
\$1,160,000	\$295,200	\$2,630,000		\$480,000				\$75,000	
	\$700,700					\$51,000			
	\$100,000	\$125,000		\$100,000		\$39,000			
\$1,600,000	\$1,100,000	\$3,000,000	\$0	\$830,000	\$0	\$90,000	\$0	\$75,000	\$0
\$2,800,000		\$3,000,000		\$830,000		\$90,000		\$75,000	

OREGON SMART MOBILITY NETWORK

Advanced Transportation and Congestion Management Technologies Deployment Initiative
Notice of Funding Opportunity 693UJ318NF00010

Exhibit 1: Program Geographic Area



NO.	PROJECT DESCRIPTION	RESPONSIBLE AGENCY	PREPARE	MANAGE	RECOVER	SOLUTIONS
1	I-205 Active Traffic Management	ODOT	X	X	X	Automatic Traffic Recorders Adaptive Ramp Metering Dynamic Speed Limits Queue Warning System ATSPMs
2	OR 212/224 Arterial Corridor Management	ODOT	X	X	X	Bluetooth Travel Time System CCTV Monitoring Cameras Freight Signal Priority Next-Gen TSP
3	NE Airport Way Arterial Corridor Management	Portland	X	X	X	ATSPMs Bluetooth Travel Time System CCTV Monitoring Cameras Freight Signal Priority Dynamic Routing
4	Next-Generation Transit Signal Priority	TriMet	X	X	X	Next-Gen TSP ATSPMs
5	Cornelius Pass Road Arterial Corridor Management	Washington County	X	X	X	Bicycle and Pedestrian Counters Bluetooth Travel Time System Road Weather Decision Support Adaptive Pedestrian Safety System Freight Signal Priority Next-Gen TSP Road Weather Information Dissemination SPaT Dynamic Routing Battery Back-Up Systems Red-Light-Running Crash Mitigation System
6	US 97 Road Weather Management	ODOT	X	X	X	Road Weather Decision Support Dynamic Speed Limits Road Weather Information Dissemination
7	City of Bend Colorado/Arizona Couplet ATSPMs	ODOT	X	X	X	ATSPMs
8	UAS Crash Reconstruction	ODOT	X	X	X	UAS Crash Reconstruction System
9	Multimodal Integrated Corridor Management Architecture	ODOT	X	X	X	Multimodal ICM Architecture

Project 0: I-205 Johnson Creek - Glen Jackson Phase II (also #7 in bundle) (ATCMTD match project)	
Lead Agency:	ODOT
ODOT Key Number:	21157 MTIP ID Number: 71030
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: <ul style="list-style-type: none"> Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84 Rehab improvements to impacted interchanges Implement Advance Traffic Management System (ATMS). Source: Existing MTIP project Funding: FHWA National Highway Performance Program (NHPP) and federal advance construction funds appropriated to ODOT from the FAST Act Type: Operations/Preservation – O&M, + ATMS Location: On I-205 from US26 (Powell Blvd in the south then north to beyond EB I-84 to about Airport Way Cross Streets: US26 north to EB I-84 Mile Post Limits: 16.20 to 26.60 = 9.40 miles Current Status Code: 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.) STIP Amendment Number: TBD MTIP Amendment Number: SP20-01-SEP
What is changing?	<p>AMENDMENT ACTION: COST DECREASE</p> <p>Key 21157 acts as the matching project to the \$12 million ATCMTD grant. A significant part of the project scope involved Active Transportation Management System (ATMS) improvements. FHWA determined these improvements which total over \$14 million could count towards them ATCMTD match requirement.</p> <p>For this formal amendment, the construction phase funding amount is being updated to reflect the actual phase obligation amount. The correction is large enough (net change of 20.9%) to require a formal amendment.</p>
Additional Details:	The use of planned improvements from one project as the match for the grant funds is a creative approach to meeting the match requirements. ODOT staff is involved in the grant development is to be commended for obtaining approval from FHWA with this approach for the ATCMTD grant.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, projects that exceed \$1 million in total costs and experience a cost change above 20% require a formal MTIP Amendment to be completed
Total Programmed Amount:	The total project programming amount decreases from \$37,453,015 to \$31,785,415
Added Notes:	Child project to the parent statewide ODOT ATCMTD grant

Project 1: I-205 Active Traffic Management (New Project)	
Lead Agency:	ODOT
ODOT Key Number:	21504 MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Source: New MTIP project. Funding: ATCMTD grant awarded sub-project Type: TSMO/ITS Location: On I-205 from US26 (Powell Blvd in the south then north to beyond EB I-84 about at Airport Way. Cross Streets: US26 north to EB I-84


	<ul style="list-style-type: none"> • Overall Mile Post Limits: 16.20 to 26.60 = 9.40 miles • Current Status Code: 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.) • STIP Amendment Number: TBD • MTIP Amendment Number: SP20-01-SEP
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>This project includes operational and safety improvements that combine Active Traffic Management (ATM) systems on freeways, active traffic signal management, and performance monitoring to reduce crashes, improve travel time reliability, safety and operations on I-205 between the Glenn Jackson Bridge and the Johnson Creek Blvd structure. \$25,000 of ATCMTD grant funds and \$25,000 of ODOT ITS finds are committed to this project. Key 21157 acts as the match. The overall improvements run parallel to the ATMS improvements in Key 21157.</p> <p>Together, the following ATMS improvements which total over \$14 million are planned to be implemented along the I-205 corridor within the project limits:</p> <p><u>Project Construction Scope:</u></p> <ul style="list-style-type: none"> • Active Traffic Management (ATM) system; variable message signs and their structures and foundations, electrical services, mainline detection. • Traffic control • Ramp meters, traffic signals, signal poles and foundations, and traffic detection • Illumination • Automatic traffic recorders • ITS telecommunications • Signs and sign supports • Striping • Staging and containment system for work over waters of the US and State • Interstate paving and subgrade construction • Interstate widening, interstate milling, SE Stark St. / SE Washington St. reconfiguration to a two lane exit • Adjust and replace all inlets and drainage as needed • New barrier • Affected impact attenuators will be replaced • Guardrail and/or barrier removal and replacement as needed • Tall barrier or other engineered structure as needed • Replace AC wearing surface on end panels, bridge joint and wheel-rut repair work at I-205 & SE Powell Blvd., Structure No. 13531 and at I-205 & SE Division St., Structure No. 13528 • Water quality treatment • Erosion control • Utility coordination and relocation
Additional Details:	The \$50,00 of additional funds for ATMS improvements are being added as a separate project for tracking and accounting purposes
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding a new project to the MTIP requires a formal amendment

Total Programmed Amount:	The total project programming amount is \$50,000
Added Notes:	Child to the parent statewide ODOT ATCMTD grant

Project 2:	OR212/224 Arterial Corridor Management (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	21495	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: On OR 212/224, the project components primarily include modifications and additions to existing signalized intersections which include: <ul style="list-style-type: none"> Upgrading up to 18 traffic signal controllers to advanced traffic controllers (ATC) Enhanced mainline radar detection, Advance radar detection for improved freight operation Battery back-up systems at select intersections to keep signal operational during power outages Improved communication to traffic signals within the project corridor Source: New MTIP project. Funding: ATCMTD grant awarded project Type: TSMO/ITS Location: On OR224 and OR 212 Cross Streets: Corridor wide I-205 south east to OR 212 (at SE 122nd Ave) and then east to SB OR224 in the Milwaukie and Happy Valley areas Overall Mile Post Limits - Site locations identified at: <ul style="list-style-type: none"> OR212: at 3.82 OR224: At 8.16 Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). STIP Amendment Number: 18-21-2523 MTIP Amendment Number: SP20-01-SEP 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds this child project from the larger ATCMTD grant.</p> <p>The OR212/224 Arterial Corridor Management project will implement a variety of treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County.</p> <p>Project components primarily include modifications and additions to existing signalized intersections:</p> <ul style="list-style-type: none"> Upgrading up to 18 traffic signal controllers to advanced traffic controllers (ATC) Enhanced mainline radar detection Advance radar detection for improved freight operation Battery back-up systems at select intersections to keep signal operational during power outages Improved communication to traffic signals within the project corridor <p>The project elements allow for increased signal performance measurement capabilities and enhanced detection, which will provide signal operators better insight into arterial conditions and allow for more proactive corridor management.</p>		

	Advance detection for freight priority will improve freight mobility and reliability within the corridor.
Additional Details:	<p>The objectives of the project are to develop, design, implement, and operate the OR212/224 Arterial Corridor Management treatments within budget, on-schedule, and accomplishing the expected safety and mobility benefits along this corridor.</p> <p>The modifications proposed provide opportunities to collect data related to corridor performance, improve vehicle and freight detection at signalized intersections, improve network communication,</p> <p>The treatments should enhance corridor reliability and safety by:</p> <ul style="list-style-type: none"> • Increasing signal capabilities at individual locations (ATC controllers) • Updating corridor signal timing • Improving signal detection, including freight detection at priority locations • Improving signal communications and accessibility for signal operators to identify and address signal timing concerns remotely
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding a new project to the MTIP requires a formal amendment
Total Programmed Amount:	The total project programming amount is \$2,800,000 which is 100% ATCMTD grant funds. The match is sourced from Key 21157
Added Notes:	Child to the parent statewide ODOT ATCMTD grant

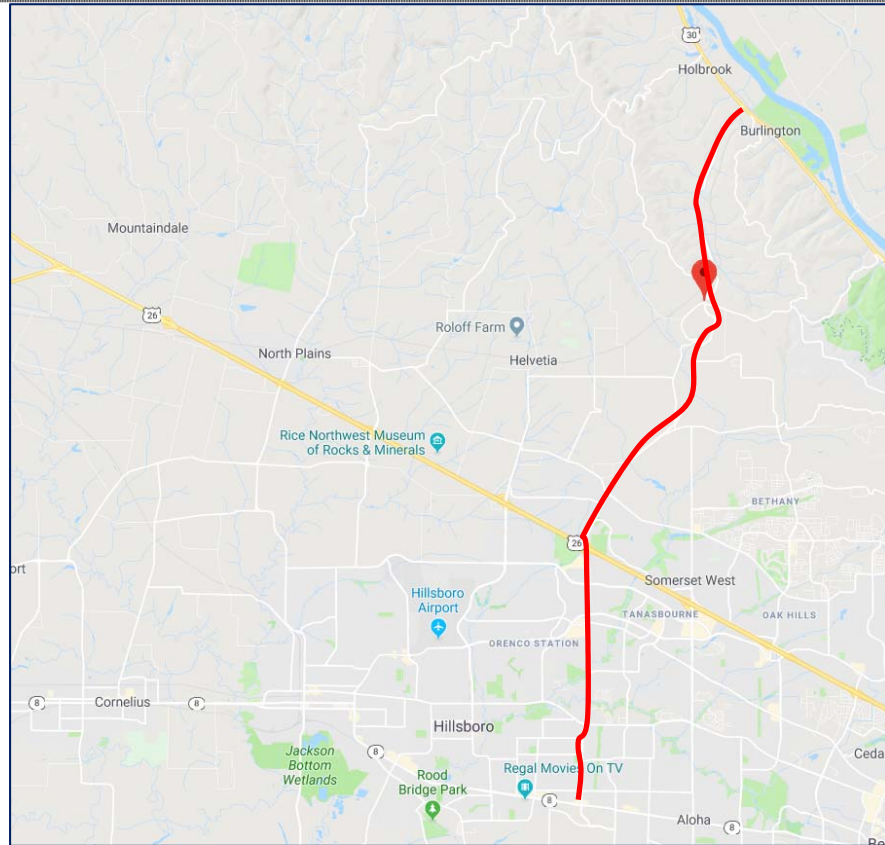
Project 3:	NE Airport Way Arterial Corridor Management (New Project)		
Lead Agency:	Portland		
ODOT Key Number:	21496	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: ATCMTD child project that will <ul style="list-style-type: none"> ○ Install electronic message signs ○ Update traffic signal controllers ○ Install CCTV cameras ○ Install truck priority, traffic monitoring stations ○ Install fiber communication ○ Integrate these devices with the City's, ODOT's, and TriMet's Transportation Operation Centers. ○ This project is part of the larger City and Regional Advanced Traffic Management System (ATMS) objectives • Source: New MTIP project • Funding: ATCMTD grant awarded project • Type: TSMO/ITS • Location: On NE Airport Way • Cross Street Limits: From west of 82nd Ave at PDX east to and past Riverside Pkwy to the NE Sandy Blvd intersection • Overall Mile Post Limits: N/A (arterial) • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-2524 • MTIP Amendment Number: SP20-01-SEP 		

What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The City is proposing to install Intelligent Transportation Systems (ITS) infrastructure along Airport Way from 82nd Avenue to Riverside Parkway. The project will install electronic message signs, update traffic signal controllers, CCTV cameras, truck priority, traffic monitoring stations, fiber communication, and integrate these devices the City's, ODOTS, and TriMet's Transportation Operation Centers. This project is part of the larger City and Regional Advanced Traffic Management System (ATMS) and provides the minimum project elements that will yield significant benefits to the corridor. It will also allow us to provide more efficient and safe operation of our traffic signal system.</p> 
Additional Details:	<p>Specific proposed improvements include:</p> <ul style="list-style-type: none"> • <u>CCTV installations along Airport Way:</u> Riverside, 158th, 148th, 138th, 122nd, Win Sivers/Glenn Widing, and at Holman • <u>Traffic Controller Updates:</u> I-205 SB ramp, I-205 SB ramp, Hollman, Glen Widing, 122nd, 138th, 148th, 158th, and Riverside • <u>Fiber installation:</u> 288 Fiber run from 82nd Avenue to Riverside • <u>Variable Message Signs:</u> There will be three locations along Airport Way where Variable Message Signs (VMS) will be installed. • <u>Truck Priority and Count Stations:</u> Truck freight priority will be installed along NE Airport Way between Riverside and NE 82nd Avenue as part of the new detection installation. • <u>Detection and Count Stations:</u> New radar detection will be installed along NE Airport Way at every signalized intersection. The detection will allow for improvements to freight mobility via truck priority. Furthermore, the new detection allows us to gather data on the signal operation and efficiency by using Automated Traffic Signal Performance Measure (ATSPM) data. • <u>Travel Time devices:</u> There will be permanent Bluetooth data readers installed along NE Airport Way in order to measure travel time data along the corridor. It will help inform our signal timing and operations plan
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding a new project to the MTIP requires a formal amendment
Total Programmed Amount:	The total project programming amount is \$1,200,000 and reflects all ATCMTD funds. The match is sourced from Key 21157.
Added Notes:	Child project to the ATCMTD grant

Project 4:	TriMet Next Generation Traffic Signal Priority (New Project)
Lead Agency:	TriMet
ODOT Key Number:	21498
	MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements. The TriMet ATCMTD child project will: <ul style="list-style-type: none"> Implement a software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware. Source: New MTIP project Funding: ATCMTD grant awarded project Type: TSMO/ITS Location: Cornelius Pass Rd Cross Street Limits: US 30 south to OR 8 Overall Mile Post Limits: N/A (arterial) Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). STIP Amendment Number: 18-21-2526 MTIP Amendment Number: SP20-01-SEP
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds the ATCMTD child project to the 2018 MTIP.</p> <p>TriMet in close cooperation with regional traffic partners at Oregon Department of Transportation, the City of Portland, Metro and others suburban cities is seeking to implement a Next Generation Transit Signal Priority System (TSP), that will allow for fast and reliable high occupancy vehicle travel in TriMet's service area. TriMet must have the Next Generation Transit Signal Priority in place and operating as designed by June 1st, 2022 in preparation for the launch of the Division Transit Project. The Next Generation TSP system will be a central software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware</p>
Additional Details:	<p>The Intelligent Preemption and Priority Control Application shall be configured with the necessary vehicle provisions, relative priority settings, conditional preemption/priority parameters, and intersection location information. As supported vehicles travel throughout the supported region, vehicle data shall be sent to the Intelligent Preemption and Priority Control Application. The Intelligent Preemption and Priority Control Application shall process the vehicle data, applying any necessary relative priority and conditional factors to determine the appropriate time to send the preemption or priority request along with identifying the appropriate intersection to send the preemption or priority request to. Once determined, the Intelligent Preemption and Priority Control Application shall package the preemption or priority request data into the defined message structure and issue to the preconfigured traffic-side system. The traffic-side</p>

	system shall then process and act upon the preemption or priority request based on its pre-configured settings.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP requires a full/Formal Amendment
Total Programmed Amount:	The total MTIP project programming amount is \$6,380,000. The ATCMTD grant portion is \$2,380,000. TriMet is providing additional local matching funds totaling \$4,000,000 to the project resulting in the \$6,380,000 project total.
Added Notes:	Child project to the ATCMTD grant

Project 5:	Cornelius Pass Road Arterial Corridor Management (New Project)		
Lead Agency:	Washington County		
ODOT Key Number:	21500	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: ATCMTD child project: <ul style="list-style-type: none"> Implement just under a mile of fiber optic communication interconnect between US 26 and West Union Road Install two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road Install two rural curve warning systems for locations with the most run off the road crashes Add two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road. Source: New MTIP project Funding: ATCMTD grant awarded project Type: TSMO/ITS Location: Various locations Cross Street Limits: In Various arterials Overall Mile Post Limits: N/A (arterial) Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). STIP Amendment Number: 18-21-2528 MTIP Amendment Number: AP19-09-MAY 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds this ATCMTD child project to the MTIP.</p> <p>The Cornelius Pass Road Arterial Corridor Management project will implement a variety of Intelligent Transportation System (ITS) treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County (Cornelius Pass Road from US 30 to OR 8, TV Highway). All project work is expected within existing right-of-way.</p>		



Additional Details:

In addition to the improvement stated in the project snapshot the remaining ITS components will be additions to existing traffic signals to enhance their ability to sense and adapt for safety enhancement and multi-modal performance measures and including the following components:

- Seven battery back-up systems to keep major traffic signals operational in power outages,
- Pedestrian-bicycle counting and bike detection confirmation systems to aid multi-modal performance,
- An adaptive pedestrian safety system that will deploy high-resolution, all-weather sensors to conditionally extend the pedestrian service interval to reduce crash exposure for vulnerable pedestrian users, or cancel the pedestrian service if the pedestrian is no longer waiting to cross the road, thereby avoiding unnecessary vehicular stops, delays and emissions,
- Red light crash mitigation system which will leverage high-resolution radar and next generation traffic signal controllers to predict red light runners on approach and conditionally extend the red clearance interval (Manual on Uniform Traffic Control Devices, Section 4D.26.11) to reduce crash exposure and probability at six higher risk signalized intersections along Cornelius Pass Road, and
- Upgrade the 21 traffic signal controllers along Cornelius Pass Road to high-resolution, advanced traffic controllers (ATC), along with a connection to central management to stream Signal Phasing and Timing (SPaT) data to 3rd party subscribers to publish signal state data to Connected Vehicles. Examples are Traffic Technology Services, TTS, which will stream this data to Audi, BMW, and other auto original equipment manufacturers (OEMs).

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment
Total Programmed Amount:	The total project programming amount is \$2,800,000. The ATCMTD grant funds total \$1,600,000. The local match and overmatch funds committed to the project are \$1,200,000
Added Notes:	Child project to the ATCMTD grant

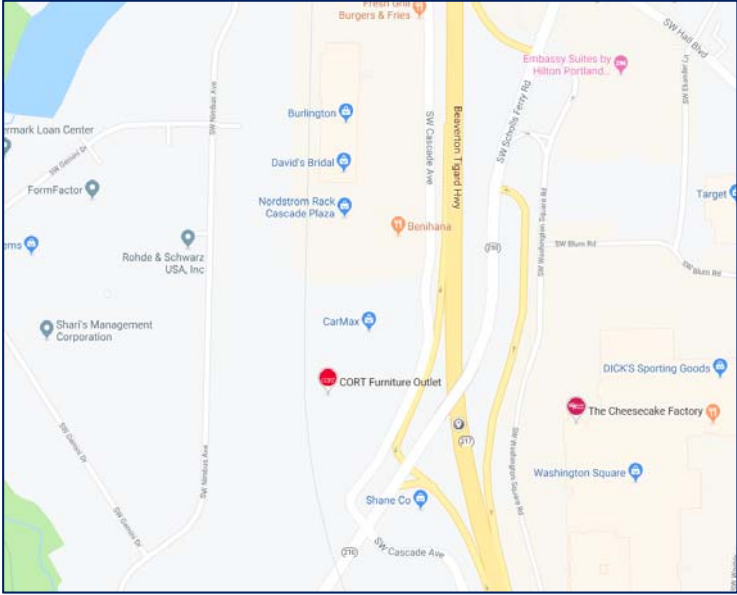

Project 6:	Multimodal Integrated Corridor Management Architecture (New Project)		
Lead Agency:	Metro		
ODOT Key Number:	21499	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: ATCMTD child project: <ul style="list-style-type: none"> Support of the Metro ITS Architecture Plan to develop appropriate policies and strategies Supporting data sharing elements and toe recommended ITS architecture resulting in a TSMO/ITS data sharing formal policy, management procedures, partnering, reporting and evaluation leading to data sharing implementation. Source: New MTIP project Funding: ATCMTD grant awarded project Type: TSMO/ITS Location: Various locations Cross Street Limits: In Various arterials Overall Mile Post Limits: N/A (arterial) Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). STIP Amendment Number: 18-21-2527 MTIP Amendment Number: SP20-01-SEP 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds this ATCMTD child planning project to the MTIP.</p> <p>The primary objective is to draft a policy that is agreeable and useful to sharing data across multiple agencies, operators and potential third parties, making any needed updates to the existing Intelligent Transportation Systems (ITS) Architecture and specifying a shared data platform and/or method, in order to serve travelers and freight in a corridor.</p> <p>The problem the study will address: Data to support future active demand management and traffic incident management on multimodal integrated corridors is in different formats.</p> <p>The solution the study will attempt to formulate: Data system architecture will be designed to seamlessly interface with multiple data formats, allowing support for such things as dynamic transit capacity assignment, predictive traveler information, and traffic incident decision support.</p> <p>This work reflects the region's and state's desire to move up in "capability maturity" from work performed in an ad-hoc fashion to work that is integrated between agencies.</p>		

Additional Details:	<p>The following tasks are sourced from the I-84 Multimodal ICM study from 2018 and will be incorporated into the study. Six Operations Alternatives relate to the strategies needed to develop capabilities for Multimodal ICM, one of which is to create a data-sharing policy. The tasks below borrow from the recommendations included in that study. The following is one way to broadly describe how the study flows into task work:</p> <ul style="list-style-type: none"> • What does the data need to look like? • What do agencies want to do? • What data do agencies need to do it? • Which needed data sets fill gaps? • Build a system around a shared understanding. • Identify future improvements. <p>Generally, partners of this project will work on:</p> <ul style="list-style-type: none"> • Understanding current data while developing use cases. • Considering data specifications (e.g., fields, variables, frequency of updates, etc.). • Identifying what platform supports the data in its intended use and for its intended users. • Agreeing on the processes and policies that partners will follow.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment
Total Programmed Amount:	The total project programming amount for the study is \$75,000.
Added Notes:	Child project to the ATCMTD grant

This ends the child projects which are part of the ODOT ATCMTD grant


Added note: Key 21157 is labeled as “project #0”. It was positioned first to help explain the project’s role as the match to the ATCMTD grant. It also acts as project #7 in the amendment bundle. This is why the next project listed in the amendment bundle is #8.

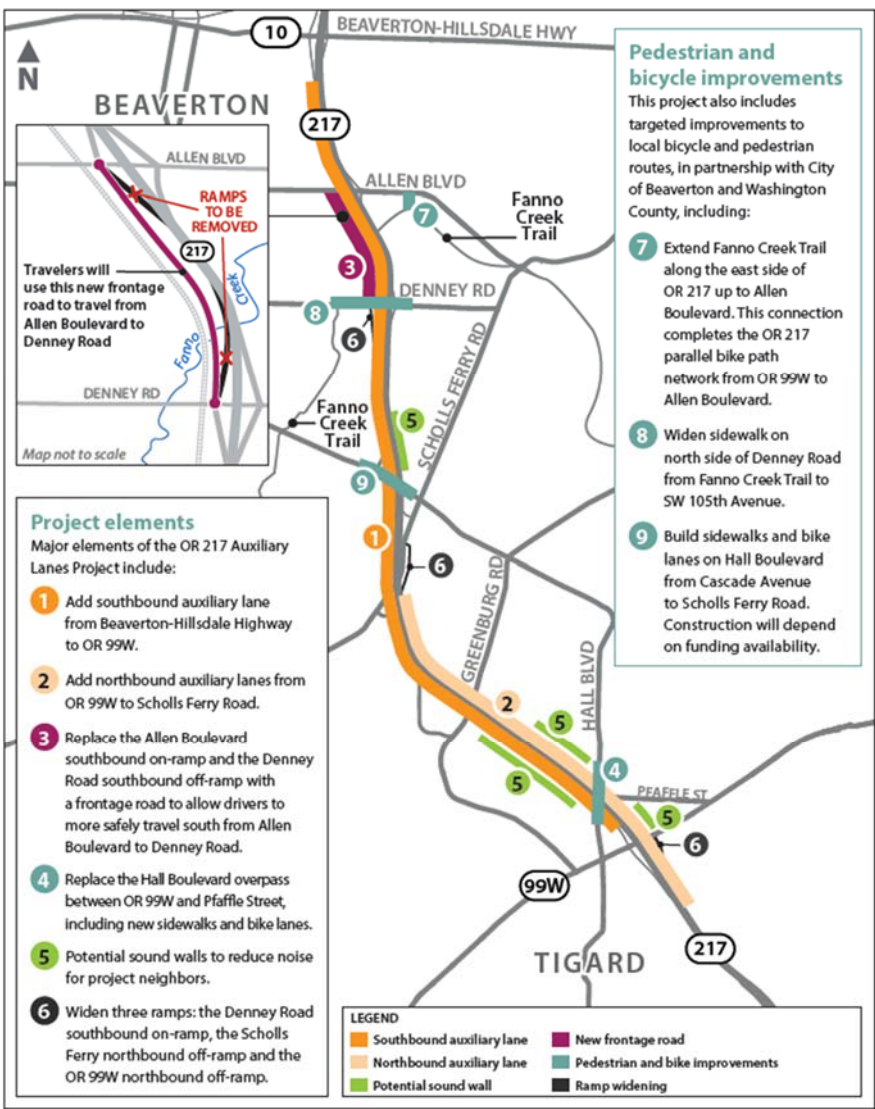
Project 8: OR210 Over OR217	
Lead Agency:	ODOT
ODOT Key Number:	20473 MTIP ID Number: 71001
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Operations and maintenance - deck overlay; replace joints; patch column spalls. • Source: Existing MTIP project • Funding: Federal National Highway Performance Program (NHPP) • Type: Operations & Maintenance/Bridge • Location: At the OR210 flyover at OR217 in south Beaverton • Cross Street Limits: OR210 at OR 217 • Overall Mile Post Limits: 9.16 to 9.24 = 0.08 total miles • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-2597 • MTIP Amendment Number: SP20-01-SEP

What is changing?	<p>AMENDMENT ACTION: COMBINED PROJECT</p> <p>The formal amendment began by first adding \$1 million in approved ODOT funding to the project's construction phase. Subsequent to the developing the amendment, ODOT decided to combine the scope and increased funding into Key 18841. The notification table shows the initial funding increase and then the final decision to combine the scope and funding into Key 18841. As a result, Key 20473 is now zeroed programmed and cancelled. The purpose of the combining will allow a streamline delivery of the planned improvements to OR217.</p>
Additional Details:	 <p>NB view of OR210 over OR217</p> 
Why a Formal amendment is required?	Due to the complex combining nature of the 217 projects of Keys 20473 and 21179 into Key 18841 along with the STIP funds re-balancing effort, Metro requested the three projects proceed under formal amendment rules to provide added clarification for the required changes
Total Programmed Amount:	The total project programming amount decreases from \$1,863,363 to \$0
Added Notes:	See revised project scope for NB and SB OR 217 improvements in Key 18841 as a result of the project combining.


Project 9: OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	
Lead Agency:	ODOT
ODOT Key Number:	21179 MTIP ID Number: 71034
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Construct New NB auxiliary lane segments Source: Existing MTIP project Funding: Federal Advance Construction funds Type: Highway/Capacity Enhancing Location: On OR 217 Cross Street Limits: From about 72nd Ave to SW Scholl's Ferry Rd Overall Mile Post Limits: 1.77 to 6.32 = 4.55 miles total Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-2597 MTIP Amendment Number: SP20-01-SEP
What is changing?	<p>AMENDMENT ACTION: COMBINED PROJECT</p> <p>The formal amendment combines the scope and funding of Key 21179 into Key 18841 with the exception of the expended state funds in the preliminary engineering phase. The funds will remain with the project in Key 21179. The purpose of combining effort to enable the planned improvements on OR217 to be delivered in more efficient and streamlined fashion.</p>
Additional Details:	See Key 18841 in this amendment package for the combined scope of work elements and project locations for the planned improvements.
Why a Formal amendment is required?	Due to the complex combining nature of the 217 projects of Keys 20473 and 21179 into Key 18841 along with the STIP funds re-balancing effort, Metro requested the three projects proceed under formal amendment rules to provide added clarification for the required changes.
Total Programmed Amount:	The total project programming amount decreases from \$11,400,000 to \$798,970
Added Notes:	See revised project scope for NB and SB OR 217 improvements in Key 18841 as a result of the project combining.

Project 10: OR217 Southbound: OR10 to OR99W OR217: OR10 to OR99W	
Lead Agency:	ODOT
ODOT Key Number:	18841 MTIP ID Number: 70782
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: <ul style="list-style-type: none"> OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project) On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening (Combines Key 21179 and 20473 into Key 18841) (HB2017 \$44 million award) Source: Combined existing MTIP project Funding: Federal Highway Safety Improvement Program (HSIP), Advance Construction funds, and state HB2017 funds Type: Highway/Capacity Enhancing Location: On OR 217

	<ul style="list-style-type: none"> • Cross Street Limits: From OR10 to OR99W • Overall Mile Post Limits: 1.77 to 6.32 = 4.55 miles total • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-2597 • MTIP Amendment Number: SP20-01-SEP
What is changing?	<p>AMENDMENT ACTION: COMBINED PROJECT</p> <p>The formal amendment combines the scope and funding of Keys 20473 and 21179 into Key 18841 enabling the planned improvements on OR217 to be delivered in more efficient and streamlined fashion.</p> <p>This adds \$12,464,393 from Keys 20473 and 21179 to Key 18841. Key 21179 had only PE and a small amount of ROW programmed which totaled \$11,400,000. However, this HB217 project was awarded \$54,000,000 in HB 2017 funds. The funds remain committed to the project and are now combined into Key 18841.</p> <p>The original programming for Key 18841 total \$47,302,832. Combining the three projects together with all approved committed funds (\$1,863,363 from Key 20473 + \$54,000,000 from Key 21179 + \$47,302,832 from Key 18841 now totals \$103,166,215. During the STIP Re-balancing Amendment, the updated total project cost for the three combined projects (Keys 20473, 21179 and 18841 now combined into 18841) was increased to \$134,200,840. This requires a cost increase of \$31,034,625 or 30.1% to the combined project. The additional funds have been secured through other projects pushed out into the next STIP Cycle through the STIP Re-balancing Amendment.</p> <p>Full programming and combining the three project is occurring to streamline project delivery costs and improve delivery efficiencies. The need for additional funds to complete all three projects was approved by the OTC during their June 2019 meeting. Because of the complexity of the cost increase and combining effort, Metro requested the three projects proceed under MTIP formal amendment rules to help explain the combining effort and how the total project cost break-out among the three combined projects.</p> <p>Project need</p> <p>OR 217 between Beaverton and Tigard has 10 interchanges in just over seven miles and some of the shortest merging spacing in the region. The interchange spacing, combined with 120,000 vehicles a day, leads to high crash rates and travel delays. The interchanges at Allen Boulevard and Denney Road are some of the worst bottleneck locations.</p>  <p>Schedule</p> <p>Public engagement throughout project</p> <p>2017: Design: Begins</p> <p>2018: Open house: Design progress (May 2018)</p> <p>2019: Open house: Design progress (May 21, 2019)</p> <p>2020: Design: Final</p> <p>2021: Open house: Pre-construction</p> <p>Construction Ends 2023</p> <p>We are here (pointing to May 21, 2019)</p>

Additional Details:	 <p>Project elements Major elements of the OR 217 Auxiliary Lanes Project include:</p> <ol style="list-style-type: none"> 1 Add southbound auxiliary lane from Beaverton-Hillsdale Highway to OR 99W. 2 Add northbound auxiliary lanes from OR 99W to Scholls Ferry Road. 3 Replace the Allen Boulevard southbound on-ramp and the Denney Road southbound off-ramp with a frontage road to allow drivers to more safely travel south from Allen Boulevard to Denney Road. 4 Replace the Hall Boulevard overpass between OR 99W and Pfaffle Street, including new sidewalks and bike lanes. 5 Potential sound walls to reduce noise for project neighbors. 6 Widen three ramps: the Denney Road southbound on-ramp, the Scholls Ferry northbound off-ramp and the OR 99W northbound off-ramp. <p>Pedestrian and bicycle improvements This project also includes targeted improvements to local bicycle and pedestrian routes, in partnership with City of Beaverton and Washington County, including:</p> <ol style="list-style-type: none"> 7 Extend Fanno Creek Trail along the east side of OR 217 up to Allen Boulevard. This connection completes the OR 217 parallel bike path network from OR 99W to Allen Boulevard. 8 Widen sidewalk on north side of Denney Road from Fanno Creek Trail to SW 105th Avenue. 9 Build sidewalks and bike lanes on Hall Boulevard from Cascade Avenue to Scholls Ferry Road. Construction will depend on funding availability. <p>LEGEND</p> <ul style="list-style-type: none"> Southbound auxiliary lane Northbound auxiliary lane Potential sound wall New frontage road Pedestrian and bike improvements Ramp widening
Why a Formal amendment is required?	Due to the complex combining nature of the 217 projects of Keys 20473 and 21179 into Key 18841 along with the STIP funds re-balancing effort, Metro requested the three projects proceed under formal amendment rules to provide added clarification for the required changes.
Total Programmed Amount:	The total project programming amount decreases from \$47,302,832 to 134,200,840
Added Notes:	Project includes the transfer of funds through the STIP re-balancing amendment

Project 11:	Bus and Bus Facilities – Rural SMART 2017 (New Project)
Lead Agency:	SMART
ODOT Key Number:	21522
	MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Vehicle/facilities replacement and CNG station expansion to include: <ul style="list-style-type: none"> Purchase one 30-35 ft./25-35 seat/2 ADA securement stations/CNG powered transit bus

	<ul style="list-style-type: none"> ○ Purchase two 25-30 ft./16-30 seat/2 ADA securement stations/CNG powered transit buses ○ Purchase one 20 ft./3-6 seat/1 ADA securement station/gas powered van ○ Construct one compressed natural gas refueling station to support the transportation needs of the general public <ul style="list-style-type: none"> • Source: New MTIP project • Funding: FTA Section 5339 funding from the ODOT 2017 Rural Discretionary Program • Type: Transit • Location: City of Wilsonville area within the SMART transit network • Cross Street Limits: N/A • Overall Mile Post Limits: N/A (Transit) • Current Status Code: T22 = Programming actions in progress or programmed in current MTIP • STIP Amendment Number: 18-21-2602 • MTIP Amendment Number: SP20-01-SEP
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>Through this amendment, SMART's rural 2017 discretionary grant award project is being added to the MTIP</p> <p>SMART applied for and was awarded a discretionary transit grant from ODOT's 5339 Bus and Bus Facilities Discretionary Application to purchase replacement transit vehicles (buses and vans) and support expansion of SMART's CNG refueling station. The expansion of the CNG facility will reduce re-fueling bottlenecks, ensuring buses stay on schedule.</p>
Additional Details:	<p>The grant award will support the purchase of replacement buses and vans as follows:</p> <ul style="list-style-type: none"> • Purchase One 30-35 ft., 25-35 seats with 2 estimated ADA securement stations, CNG powered bus • Purchase two 25-30 ft., 16-30 seats with 2 estimated ADA securement stations, CNG powered buses • Purchase one less than 20 feet, 3-6 seats with 1 estimated ADA securement station transit van  <p>The grant also provides funding to support expansion of SMART's existing CNG refueling station to add a refueling station</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment
Total Programmed Amount:	The total project programming amount totals \$662,000. The FTA Section 5339 federal grant portion totals \$555,200.
Added Notes:	

Project 12: TriMet Bus Replacement Award FFY 2019 (New Project)	
Lead Agency:	TriMet
ODOT Key Number:	21517 MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Bus replacements Source: New MTIP project Funding: FTA Section 5310 funding from 2019-2021 Enhanced Mobility of Seniors and Individuals with Disabilities (5310) program Type: Transit Location: TriMet area transit network Cross Street Limits: N/A Overall Mile Post Limits: N/A (Transit) Current Status Code: T22 = Programming actions in progress or programmed in current MTIP STIP Amendment Number: 18-21-2592 MTIP Amendment Number: SP20-01-SEP
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>Federal FTA section 5310 funding award to TriMet for replacement bus purchases</p>
Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment
Total Programmed Amount:	The total project programming amount totals \$1,130,999. The FTA Section 5310 federal grant portion totals 1,014,845.
Added Notes:	

Project 13: TriMet Bus Replacement Award FFY 2019 (New Project)	
Lead Agency:	TriMet
ODOT Key Number:	TBD MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Bus replacements Source: New MTIP project Funding: FTA Section 5339c funding from FTA FY 2019 Low or No-Emission Bus Program (5339c) Discretionary Program Type: Transit Location: TriMet area transit network Cross Street Limits: N/A Overall Mile Post Limits: N/A (Transit) Current Status Code: T22 = Programming actions in progress or programmed in current MTIP STIP Amendment Number: TBD MTIP Amendment Number: SP20-01-SEP
What is changing?	AMENDMENT ACTION: ADD NEW PROJECT

	<p>ODOT discretionary FTA section 5339c funding award to TriMet for replacement bus purchases</p> <p>The Low or No Emission Competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities</p>
Additional Details:	<p>Eligible projects include:</p> <ul style="list-style-type: none"> • Purchasing or leasing low- or no-emission buses • Acquiring low- or no-emission buses with a leased power source • Constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses • Constructing new public transportation facilities to accommodate low- or no-emission buses • Rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment
Total Programmed Amount:	The total project programming amount totals \$4,248,000. The FTA Section 5339c federal grant portion totals 2,088,579. TriMet's required minimum match is \$368,573. TriMet also is providing \$1,790,848 in local overmatching funds for a total local match of \$2,159,421.
Added Notes:	TriMet has been successful over the last several years in obtaining discretionary 5339c grant awards from FTA.

Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

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. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket

- RTP project cost consistent with requested programming amount in the MTIP
- If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts
 - RTP Priority Investment Areas support
 - Climate Change/Greenhouse Gas reduction impacts
 - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the September 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	August 30, 2019
• TPAC notification and approval recommendation.....	September 6, 2019
• JPACT approval and recommendation to Council.....	September 19, 2019*
• Completion of public notification process.....	September 30, 2019
• Metro Council approval.....	October 3, 2019**

Notes:

- * If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.
- ** Confirmation for the Metro Council meeting on Thursday, October 3, 2019 is not firm. The specific Metro Council date for final approval of formal amendment SP20-01-SEP may be delayed one week to Thursday, October 10, 2019 depending upon the decision for the October 3rd meeting date.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	October 8, 2019
• Amendment bundle submission to ODOT for review.....	October 9, 2019
• Submission of the final amendment package to USDOT.....	October 9, 2019
• ODOT clarification and approval.....	Late October, 2019
• USDOT clarification and final amendment approval.....	Late October to early November, 2019

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

TPAC and JPACT recommend the approval of Resolution 19-5018.

- TPAC approval: September 6, 2019
- JPACT approval: September 19, 2019

Attachments:

1. Project Location Maps
2. Additional Project Support Materials

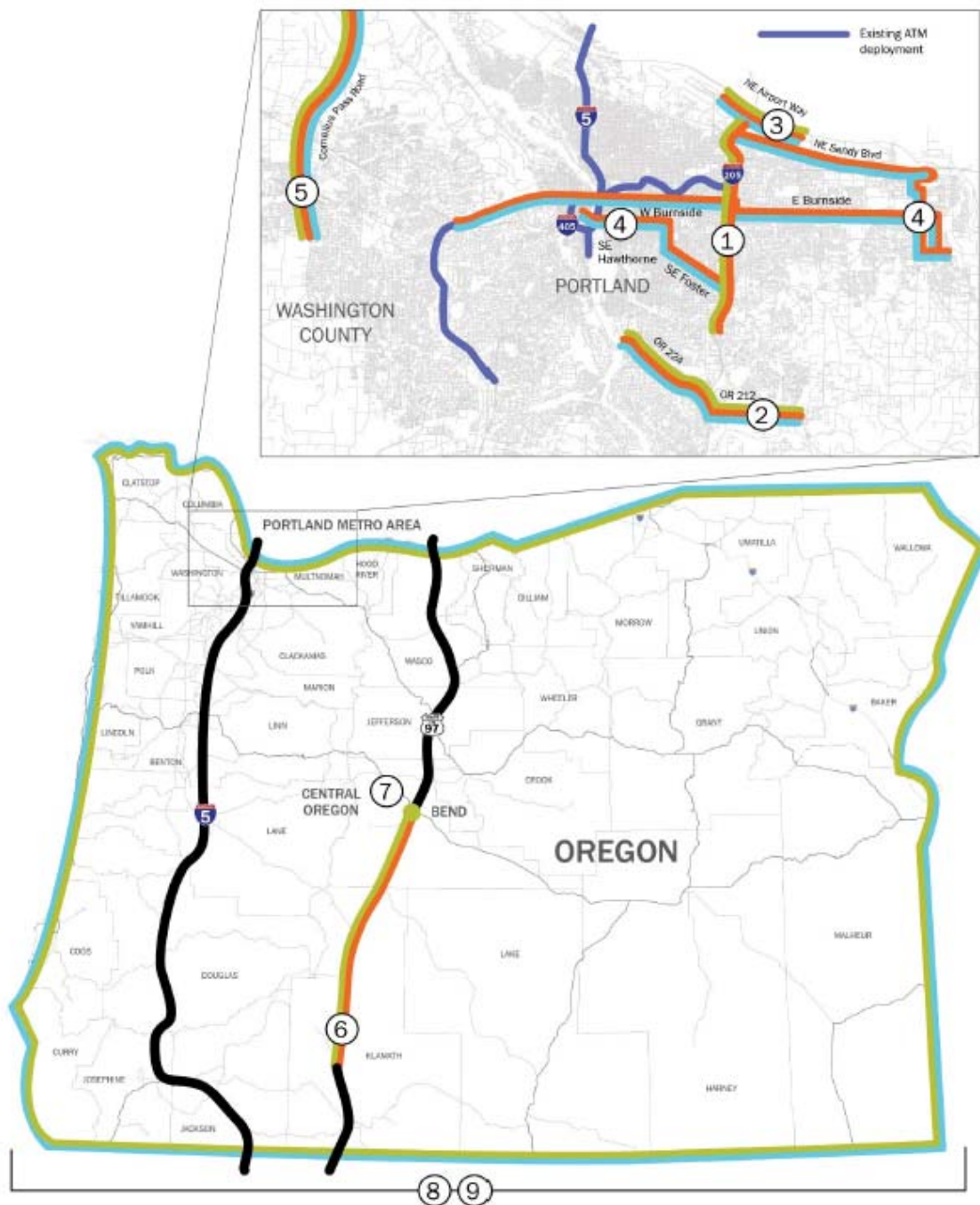
Date: Thursday, September 19, 2019
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the September 2019 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

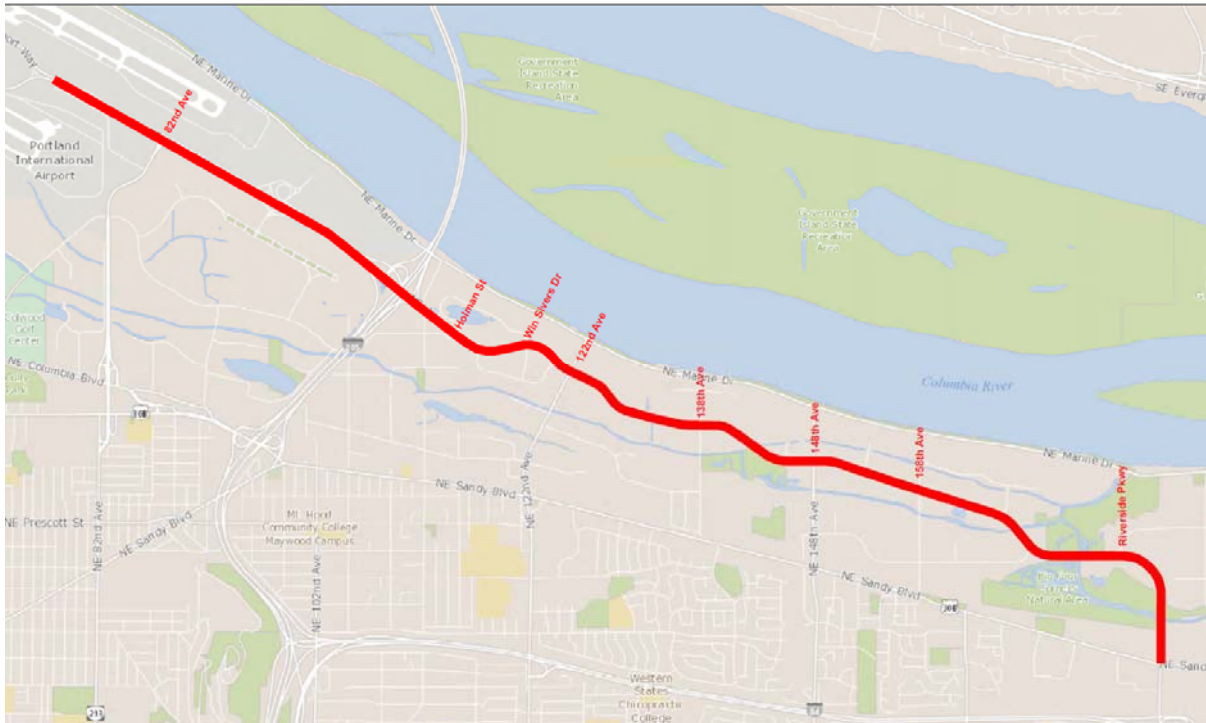
Available project location maps are included for reference to their applicable projects and include:

- Page 2 - Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) project locations map pertaining to the ODOT Oregon Smart Mobility Network grant. Applies to:
 - Key 21157: I-205 Johnson Creek - Glen Jackson Phase II
 - Key 21504: I-205 Active traffic Management
 - Key 21495: OR212/224 Arterial Corridor Management
 - Key 21496: NE Airport Way Arterial Corridor Management
 - Key 21500: Cornelius Pass Road Arterial Corridor Management
- Page 3 - Key 21496: NE Airport Way Arterial Corridor limits map
- Pages 4 to 6 – OR217 combining projects improvement maps. Applies to:
 - Key 20473: OR210 Over OR217
 - Key 21179: OR217: OR 210 SW Scholl's Ferry Rd – SW 72nd Ave
 - Key 18841: OR217: Or210 o OR99W

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) project locations map pertaining to the ODOT Oregon Smart Mobility Network grant.



Key 21496
Portland
NE Airport Way Arterial Corridor Management

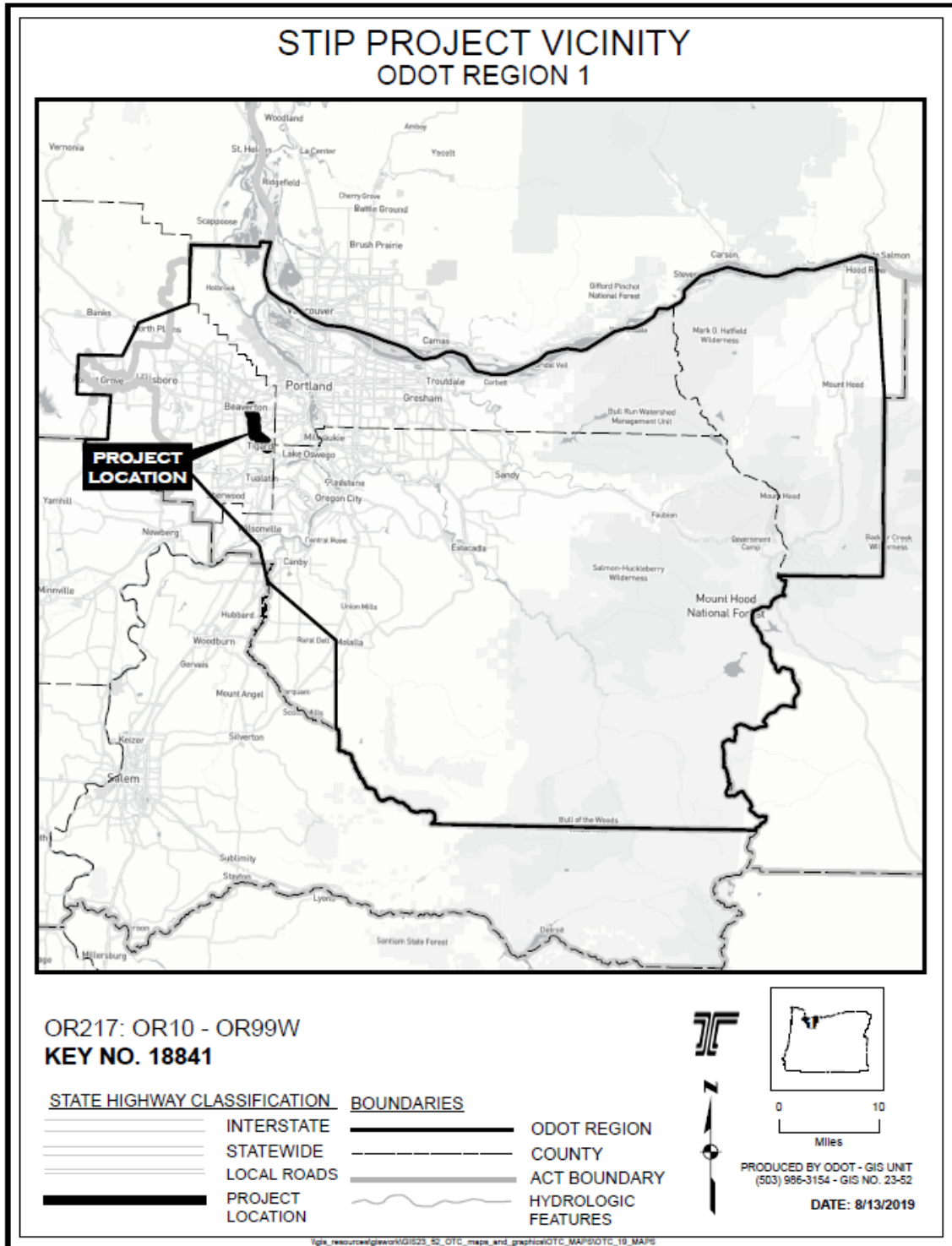


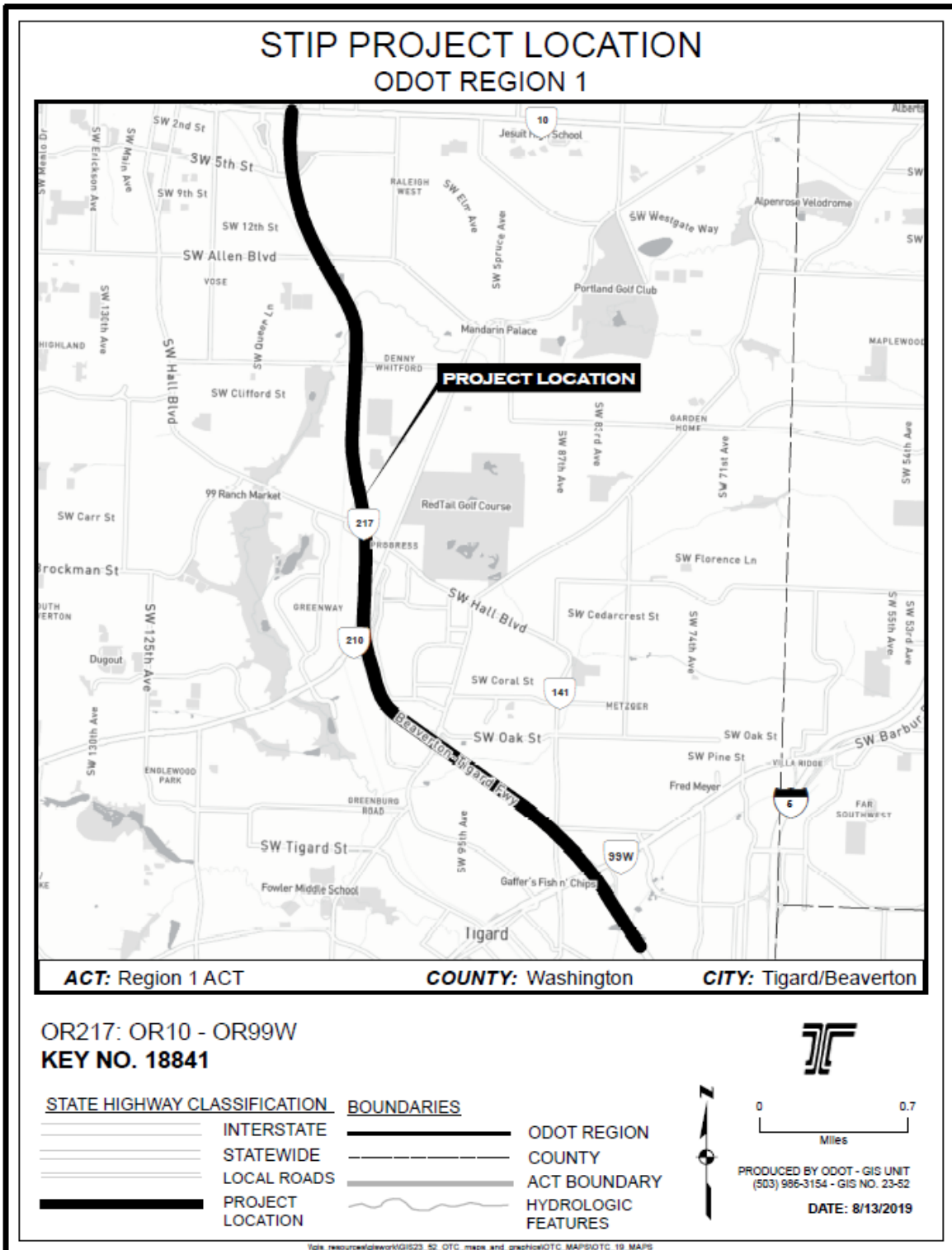
Keys 20473, 21179, and 18841

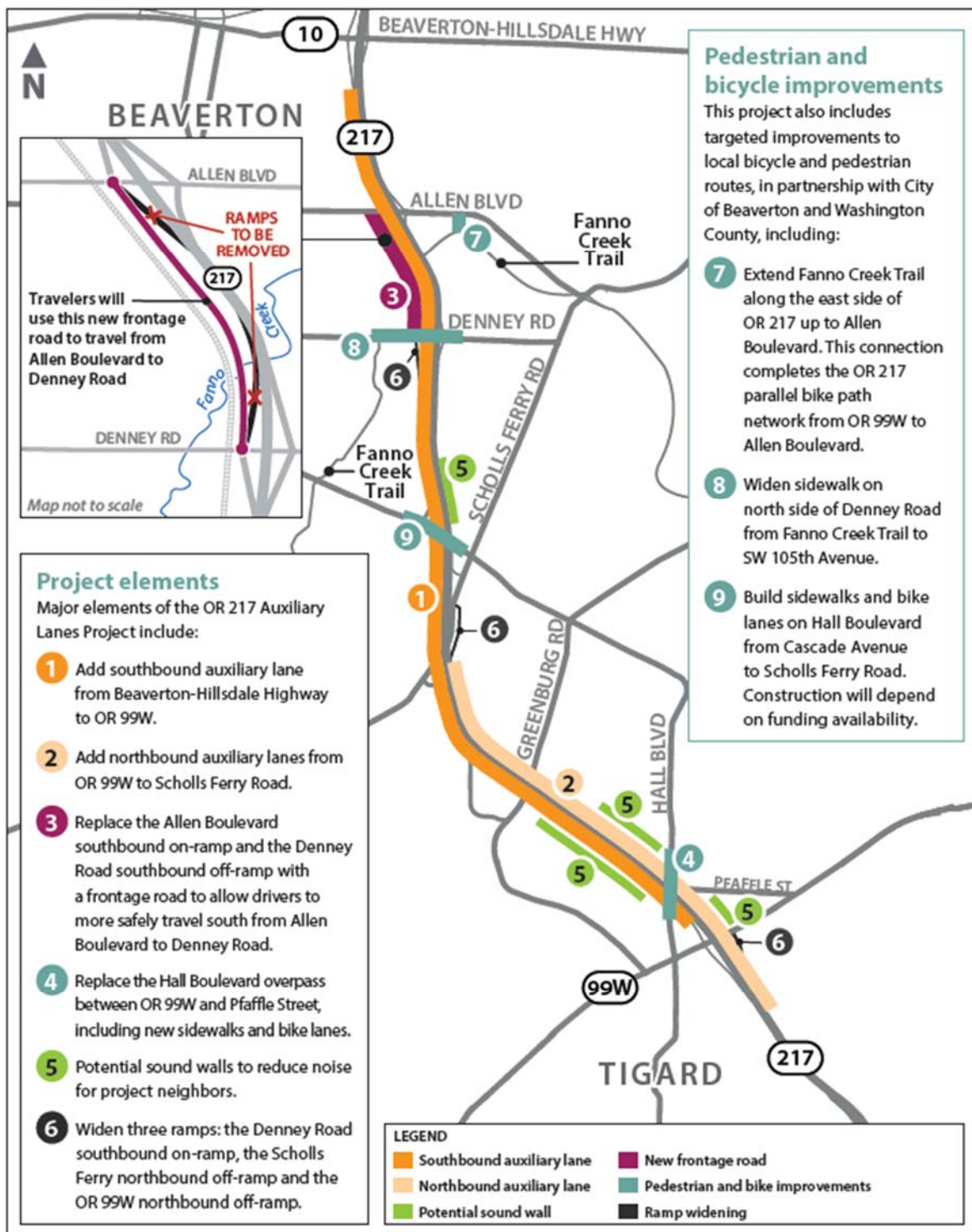
Key 20473: OR210 Over OR217

Key 21179: OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave

Key 18841: OR217: OR210 to OR99W







Date: Thursday, September 19, 2019
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 2 to the September 2019 MTIP Formal Amendment Staff Report – Project Support Materials

BACKGROUND

Relevant project support materials for reference include the following:

- Pages 2 to 4 - Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant award documents for the ODOT Oregon Smart Mobility Network grant. Applies to:
 - Key 21157: I-205 Johnson Creek - Glen Jackson Phase II
 - Key 21504: I-205 Active traffic Management
 - Key 21495: OR212/224 Arterial Corridor Management
 - Key 21496: NE Airport Way Arterial Corridor Management
 - Key 21500: Cornelius Pass Road Arterial Corridor Management
 - Key 12499: Multimodal Integrated Corridor Management Architecture
- ODOT Rail and Public Transit Division grant award documentation. Applies to:
 - Pages 5-9: Key 21552: SMART – Bus and Bus Facilities Rural SMART 2017
 - Page 10: Key 21517: TriMet Bus Replacement Award FFY 2019
- Key TBD – TriMet New Low or No Emission Bus Program FFY 2019 grant documentation:
 - Page 11: Key TBD – FTA Section 5339c awards

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant award/proof of funding verification for the ODOT Oregon Smart Mobility Network grant.

FY 2018 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Project Awards

[FAST Act](#)

[Awards](#)

[ATCMTD Applicants 2018](#)

Awards

[Advanced Connected Transportation Infrastructure & Operations Network \(ACTION\)](#)

University of Alabama

Award: \$8,034,003

The funds will be used to deploy advanced technologies – including camera, communications, sensor, and data-collection technologies — on roadways in and around Tuscaloosa.

[Contra Costa Transportation Authority \(CCTA\)](#)

Bay Area Mobility-On-Demand

Award: \$8,000,000

The Contra Costa Transportation Authority will enhance Bay Area MOD applications to reduce traffic congestion on the I-880 Corridor and surrounding communities.

[Wolf Creek Pass Advanced Technology Deployment](#)

Colorado Department of Transportation (CDOT)

Award: \$2,366,298

CDOT will use the funds on the Wolf Creek Pass Technology Deployment project to improve safety and operations for commercial and passenger vehicles by integrating connected vehicle technology with Intelligent Transportation Systems in southwestern Colorado.

[Artificial Intelligence Enhanced Integrated Transportation Management System \(AIITMS\) Deployment Program](#)

Delaware Department of Transportation

Award: \$4,998,949

AIITMS is a multi-modal AI transportation management and control system that collects and analyzes high-resolution data collected from freeways, traffic signals, and connected and autonomous vehicles.

[GDOT Connected Vehicles](#)

Georgia Department of Transportation (GDOT)

Award: \$2,500,000

GDOT will use the funds on roadside infrastructure to support the operation of connected vehicle technologies, including 1,700 additional traffic signals and metered ramps in the Atlanta-metro area.

[Multi-State Rural Integrated Corridor Management](#)

Nebraska Department of Transportation (NDOT)

Award: \$2,755,000

NDOT will use the funds to demonstrate the full-scale application of information and communication management technologies and regional data-sharing to improve safety and mobility on Interstate 80 along more than one thousand miles.

[Oregon Smart Mobility Network](#)

Oregon Department of Transportation (ODOT)

Award: \$12,000,000

ODOT's Smart Mobility Network uses smart technologies statewide in both urban and rural regions to ease the impacts of rapid growth, guide infrastructure investments, and promote optimal mobility for all modes.

[Work Zone Reservation and Traveler Information System \(WZRTIS\)](#)

Pennsylvania Department of Transportation

Award: \$2,697,750

WZRTIS will enhance work zone operations and safety by providing accurate, standardized, and real-time work zone information across nearly 41,000 miles of roadway through Pennsylvania and Ohio.

[I-10 Corridor Coalition Truck Parking Availability System \(I-10 Corridor Coalition TPAS\)](#)

Texas Department of Transportation (TxDOT)

Award: \$6,850,000

TxDOT and the I-10 Corridor Coalition will use the funding to implement a truck parking availability detection and information dissemination system at 37 public truck parking locations along I-10 from California to Texas.

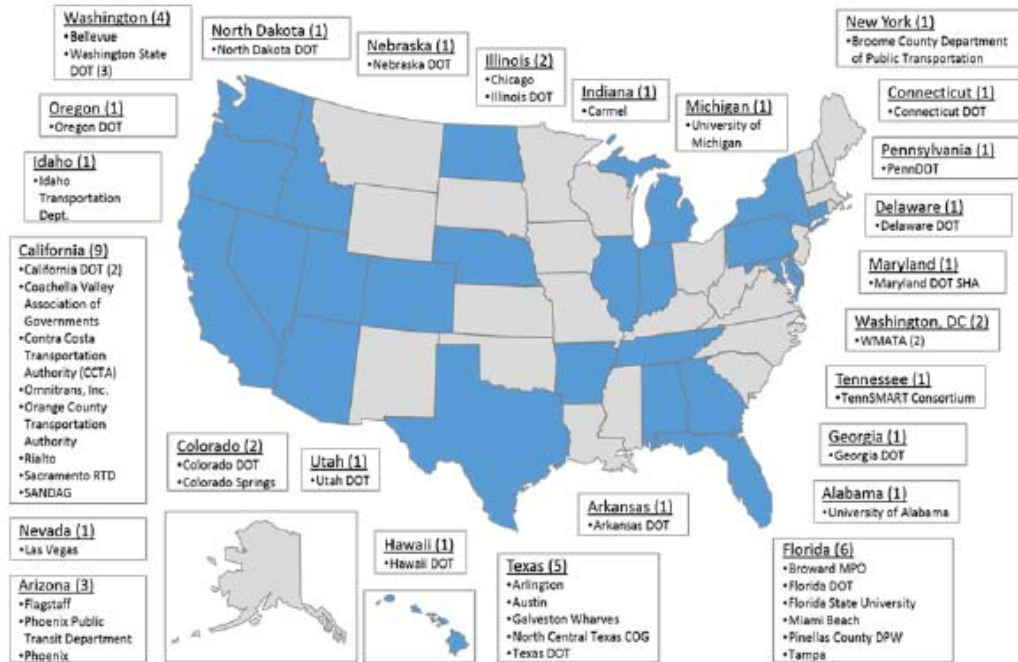
[Utah Connected](#)

Utah Department of Transportation (UDOT)

Award: \$3,000,000

With this grant, UDOT will fund data-sharing portals used by public and private sectors and industry and connected and autonomous vehicle applications.

ATCMTD Applicants 2018





Memorandum

Subject: **ACTION:** Advanced Transportation and Congestion Management Technologies Deployment Program FY 2018 Grant Award

Date: JUN 24 2019

From: Martin C. Knopp *Mart CK*
Associate Administrator for Operations

In Reply Refer To:
HOTM-1

To: Mr. Phillip Ditzler
Division Administrator (HDA-OR)
Salem, OR

Based upon the application received from the Oregon Department of Transportation (ODOT) for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program, please complete the Federal-aid project agreement process between the Federal Highway Administration (FHWA) and ODOT to obligate funding for the "Oregon Smart Mobility Network" project in accordance with the requirements of Section 503(c)(4) of Title 23 of the United States Code (23 USC 503(c)(4)). This allocation is based on the executed project agreement for this project between the FHWA and ODOT, and that funds will be entered as an obligation in the FMIS shortly after receipt of this funding allocation.

This memorandum allocates \$12,000,000 of Federal budget authority as identified in the table below, and provides an equal amount of obligation authority. Below are the FMIS particulars for this project that are required for proper entry into the FMIS:

State	Title	Funding Amount	FMIS Code	CFDA No.
OR	Oregon Smart Mobility Network	FY 2018 \$12,000,000	Z44A	20.200

This allocation of funds and accompanying obligation authority are available only for the purposes of implementing the "Oregon Smart Mobility Network" project. Please note, we will de-allocate the funds should they not be obligated by August 30, 2019.

By copy of this memorandum, the Office of the Chief Financial Officer, FMIS Team, is requested to process this allocation.

If there are any questions related to this project, please contact David Harris, ATCMTD Program Manager, at 202-366-2825. Your assistance on this matter is very much appreciated.

ODOT Rail and Public Transit Division
2018-20 Discretionary Grant Program
Advance Notice
September 2017

5310 Enhanced Mobility of Seniors and
Individuals with Disabilities Program
5339 Bus and Bus Replacement Program
5307 Mass Transit Vehicle Replacement Program
STP Bus Replacement Program



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: May 8, 2018
TO: Oregon Transportation Commission

[Original signature on file]
FROM: Matthew L. Garrett
Director
SUBJECT: **Agenda I – 2018-2020 Public Transit Discretionary Grant Awards**

Requested Action:

Request approval of 2018-2020 Public Transit Discretionary Grant Awards.

Background:

The Oregon Department of Transportation (ODOT) Rail and Public Transit Division (RPTD) conducts periodic discretionary grant solicitations. For the July 1, 2018 to June 30, 2020 biennium, several federal funding sources were used to conduct discretionary project solicitations, with the majority of the approximately \$15 million recommended grant awards being awarded for capital items in three separate categories.

Enhanced Mobility of Seniors and Individuals with Disabilities Program: Funding comes from the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Program. The FTA allocates funds to states in separate rural (less than 50,000 population) and small urban area (50,000-199,999) allocations. For this solicitation, RPTD offered program funding of \$1.7 million for public transportation services provided in rural areas. Eligible projects for this solicitation included operations, mobility management, purchased service and preventive maintenance for transportation providers serving seniors and individuals with disabilities in rural areas.

Bus and Bus Facilities Program: RPTD offered \$8.5 million in funding for replacement and expansion of vehicles, facilities, equipment, signage and shelters for transportation providers in small urban and rural areas and for Mass Transit District vehicle replacement, using a mix of FTA funds and Federal Highway Administration (FHWA) funds in the Statewide Transportation Improvement Program (STIP).

STP Vehicle Replacement Program: As part of the 2018-2021 STIP, the Commission awarded RPTD \$5 million per year for three years beginning in 2018 to replace transit vehicles for which ODOT is the security interest holder on the vehicle title.

Award Process:

Applications for discretionary funds were submitted to RPTD over a three-month period, from January to March 2018 and underwent a review process.

Agenda_I_2018-2020 Discretionary Grant_Ltr.doc
5/10/2018

Oregon Transportation Commission

May 8, 2018

Page 2

Enhanced Mobility of Seniors and Individuals with Disabilities requests were reviewed by a diverse review committee that included one external Public Transportation Advisory Committee (PTAC) member and ODOT staff including all regional transit coordinators, program managers and policy staff. Each project was scored utilizing RPTD's guiding principles of Access, Availability, Connectivity and Economic Development.

Bus and Bus Facilities requests were reviewed by RPTD staff using both state and regional criteria. Vehicle replacement projects were reviewed and scored by RPTD staff using a numeric system based on vehicle age, miles and condition. Facilities, signage and vehicle expansion projects were awarded based on how well they met one or more of the ODOT guiding principles of access, availability, connectivity and economic development. RPTD staff took into consideration all of the 2018 grant awards and matching requirements, regional needs and resources, agencies' project need and capacity when awarding these projects.

STP Vehicle Replacement requests were reviewed and scored by RPTD staff using a numeric system based on vehicle age, miles and condition. Geographical balance was also considered.

Recommended Award Summary:

Based on this review, ODOT recommends the following awards.

Enhanced Mobility of Seniors and Individuals with Disabilities: 25 projects were recommended for award totaling \$1.7 million.

Bus and Bus Facilities Program:

- *Bus Replacement:* 27 projects are recommended for award totaling \$3 million.
- *Bus Expansion:* 8 projects are recommended for award totaling \$718,432.
- *Facilities, Equipment, Signage and Shelters:* 9 projects are recommended for award totaling \$811,546.
- *Mass Transit Vehicle Replacement:* 10 projects are recommended for award totaling \$4 million.

STP Vehicle Replacement Program: 51 projects are recommended for award totaling \$5 million.

Action:

RPTD requests approval of these recommended discretionary awards. The recommended 2018-2020 Discretionary Grant Awards are attached and are also posted on the RPTD website: www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx. These recommendations of awarded projects were reviewed and approved by the PTAC on March 12, 2018, and public comment period for those recommendations will run until May 31, 2018. Attachments also reflect projects submitted but not recommended for funding.

If an awarded project is not able to be completed, the unused federal funds will be returned to the program, and either added to the formula fund distribution or allocated for the next discretionary solicitation.

Key 21552: SMART Bus and Bus Facilities – Rural SMART 2017

Misc. Contracts and Agreements
 Agreement No. 32844
 Capital 5339

RAIL AND PUBLIC TRANSIT DIVISION
 OREGON DEPARTMENT OF TRANSPORTATION

This Agreement is made and entered into by and between the **State of Oregon**, acting by and through its Department of Transportation, Rail and Public Transit Division, hereinafter referred to as "State," and **Wilsonville, City of**, hereinafter referred to as "Recipient," and collectively referred to as the "Parties."

Project Description/Statement of Work

Project Title: 5339 City of Wilsonville (SMART) 32844				
<i>Replacement/Right Sizing Vehicle Purchase</i>				
Item #1: Bus STD 35ft				
	Total	Grant Amount	Local Match	Match Type(s)
	\$240,000.00	\$204,000.00	\$36,000.00	Local
Item #1: Bus 30ft				
	Total	Grant Amount	Local Match	Match Type(s)
	\$220,000.00	\$187,000.00	\$33,000.00	Local
Item #1: Vans				
	Total	Grant Amount	Local Match	Match Type(s)
	\$52,000.00	\$44,200.00	\$7,800.00	Local
Sub Total	\$512,000.00	\$435,200.00	\$76,800.00	
Project Title: 5339 City of Wilsonville 32844				
<i>Expansion of SMART's CNG refueling station</i>				
Item #1: Yards & Shops				
	Total	Grant Amount	Local Match	Match Type(s)
	\$150,000.00	\$120,000.00	\$30,000.00	Local
Sub Total	\$150,000.00	\$120,000.00	\$30,000.00	
Grand Total	\$662,000.00	\$555,200.00	\$106,800.00	

Attachment 2

Bus Replacement (§5339) Recommended Awards				
Small Urban				
Region	Agency	Grant Amount	Vehicle Quantity	Vehicle Category
1	South Metro Area Regional Transit (SMART), City of Wilsonville	\$435,200	1	Category B
2	Benton County	\$148,750	2	Category C
2	Yamhill County	\$331,500	1	Category E
4	Central Oregon Intergovernmental Council	\$142,849	2	Category C
Small Urban Recommended Award		\$1,058,299	10	Vehicles
Rural				
	Agency	Grant Amount	Vehicle Quantity	Vehicle Category
1	City of Sandy	\$544,000	1	Category A
1	South Clackamas transportation District	\$251,600	2	Category D
		\$795,600		
2	Benton County	\$168,725	1	Category C
2	Columbia County	\$136,000	2	Category B
2	City of Lebanon	\$66,300	1	Category E
2	Senior Citizens of Sweet Home	\$83,586	1	Category D
2	Sunset Empire	\$174,250	1	Category E
2	City of Woodburn	\$34,658	1	Category B
		\$663,519		
3	Josephine County	\$166,617	2	Category E
		\$166,617		
4	Basin Transit	\$30,974	1	Category B
4	Central Oregon Intergovernmental Council	\$142,849	1	Category D
		\$173,823		
5	Community Connection of Northeast Oregon, Inc.	\$97,750	1	Category D
		\$97,750		
Rural Recommended Award		\$1,897,309	17	Vehicles
5339 Total Recommended Award				Vehicles Recommended for Award
\$2,955,608				27
<i>47 Vehicles requested, 27 recommended for award.</i>				
<i>20 vehicles not awarded, 3 were not eligible, 17 were awarded in other grants</i>				

Attachment 4

Discretionary Facilities, Equipment, Signage and Shelters (\$5339)

Facilities, Equipment and Shelters Recommended for Award			
Region	Agency	Grant Amount	Recommended
1	SMART - City of Wilsonville	\$120,000	CNG fueling station expansion
2	Tillamook County Transportation District	\$24,000	Bus shelter design, pad, bollards & Shelter
3	Coos County	\$15,840	Bus stop seating
3	Josephine County	\$79,200	E Pass System 3 year license
4	Basin Transit Service Transportation District	\$23,680	Benches Simme Seat Concrete Work for Simme Seat
4	Central Oregon Intergovernmental Council	\$170,000	Automated Vehicle Announcement Systems Automated Passenger Counter Systems
4	Mid-Columbia Economic Development District	\$61,226	Poles and reflective bus stop signs 5*12 3 sided shelter with bench, trash can, solar lights 5*8 3 sided shelter with bench, trash can, solar lights 8*4 sidewalk shelter with bench, trash can, solar lights Port of Hood River custom built shelter for winter use at the Event Site. 5*12* 3 sided shelter with bench, trash can, solar lights and site preparation
5	Harney County	\$255,200	Building Permits Work site prep Building and construction Land for building
5	Malheur Council on Aging & Community Services	\$62,400	Design & Plans, City/County Meetings Boundary & Topographic Survey for Design Permit & Fees Purchase Land
		\$811,546	9 projects
<i>R1-City of Sandy, \$179,760 Wash bay Repair Awarded in 5310 funding</i>			

Key 21517: TriMet Bus Replacement Award FFY 2019

Attachment 6

REVISED - STP Vehicle Replacement Program Award Recommendation

Region	Agency	Grant Amount	Vehicle Quantity	Vehicle Category
1	Clackamas County	\$77,168	1	Category C
1	Hood River	\$98,703	1	Category D
1	City of Sandy	\$394,812	1	Category A
	South Clackamas			
1	Transportation District	\$127,417	1	Category C
1	Trimet	\$1,014,845	13	Category D
		\$1,712,945		
2	Columbia County	\$161,514	2	Category E
2	City of Lebanon	\$69,989	1	Category D
2	Salem Area Mass Transit	\$484,542	6	Category D
2	Sunset Empire	\$457,623	3	Category C
			2	Category B
2	Tillamook County	\$610,164	2	Category C
2	Yamhill County	\$240,270	2	Category C
		\$2,024,102		
3	Coos County	\$148,055	1	Category C
	Rogue Valley			
3	Transportation District	\$177,665	3	Category E
		\$325,720		
4	Lake County	\$62,811	1	Category D
4	Wheeler County	\$43,070	1	Category E
		\$105,881		
	Community Connection of Northeast Oregon, Inc.		1	Category D
5	Union County	\$161,514	1	Category E
	Community Connection of Northeast Oregon, Inc.			
5	Wallowa	\$103,190	1	Category D
	Community Connection of Northeast Oregon, Inc.		1	Category D
5		\$143,568	1	Category E
	Confederate Tribe Umatilla Indian Reservation			
5		\$287,136	2	Category C
5	Grant County	\$44,865	1	Category E
5	Harney County	\$166,896	2	Category D
		\$907,169		
Total Award:		\$5,075,817	Total Vehicles Awarded 51	
87 requested 10 not eligible; 77 eligible, 51 awarded 26 not awarded				


REVISED - STP Award Recommendation

Not Recommended for Award at this time				
<u>Region</u>	<u>Agency</u>	<u>Vehicle</u>	<u>Category</u>	
1	Trimet	18	Category D	
1	Clackamas County	1	Category D	
1	City of Sandy	2	Category D	
1	South Clackamas			
	Transportation District	2	Category C	
2	Benton County	1	Category B	
2	Yamhill County	1	Category C	
5	Lake County	1	Category D	

Key TBD: New TriMet Low or No Emissions Bus Program FFY 2019**Fiscal Year 2019 Low or No-Emission (Low-No) Bus Program Projects**

Click on a header to sort by that column.

State	Project Sponsor	Project Description	Funding Amount
AK	City and Borough of Juneau (Capital Transit)	The City and Borough of Juneau will receive funds to purchase new electric buses to replace aging diesel buses, associated charging infrastructure, and a back up generator.	\$2,600,000
AL	Alabama A&M University	Alabama A&M University will receive funds to replace diesel buses that have reached the end of useful life with zero-emission electric buses, including all related electrical charging station infrastructure.	\$1,700,000



State	Project Sponsor	Project Description	Funding Amount
		needed to charge zero-emission battery-powered electric buses as they begin to be introduced into the Metro Bus fleet.	
OH	Central Ohio Transit Authority	The Central Ohio Transit Authority will receive funds to purchase electric vehicles and infrastructure to replace buses at the end of their useful life.	\$2,600,000
OK	Metropolitan Tulsa Transit Authority	The Metropolitan Tulsa Transit Authority will receive funds to purchase electric buses and charging infrastructure.	\$2,991,000
OR	Tri-County Metropolitan Transportation District of Oregon	TriMet will receive funds to purchase zero-emission battery electric buses in lieu of purchasing replacement diesel buses.	\$2,088,579
PA	Port Authority of Allegheny County	The Port Authority of Allegheny County will receive funds to purchase battery electric buses as well as pay for associated	\$1,912,000

Agenda Item Number 4.2

Resolution No. 19-5015, For the Purpose of Amending the
Metro Affordable Housing Bond Measure Program Work Plan

Consent Agenda

Metro Council Meeting
Thursday, October 17, 2019
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE METRO	)	RESOLUTION NO. 19-5015
AFFORDABLE HOUSING BOND MEASURE PROGRAM WORK)	
PLAN)	
	)	Introduced by Interim Chief
	)	Operating Officer Andrew Scott
	)	with the Concurrence of Metro
	)	Council President Lynn
	)	Peterson

WHEREAS, on June 7, 2018, the Metro Council adopted Resolution No. 18-4898, referring to the Metro area voters a ballot measure authorizing the issuance of general obligation bonds for the purpose of funding affordable housing (the "Housing Bond Measure"); and

WHEREAS, on June 28, 2018, the Metro Council passed Ordinance 18-1423 establishing that affordable housing is a "matter of metropolitan concern" and exercising jurisdiction over functions related thereto; and

WHEREAS, on November 6, 2018, the voters approved the Housing Bond Measure, providing Metro with the authority under the laws of the State of Oregon and the Metro Charter to issue bonds and other obligations payable from ad valorem property taxes for the purpose of financing and identifying funds to be used for affordable housing; and

WHEREAS, on January 31, 2019, the Metro Council adopted Resolution No. 19-4956, approving the Metro Affordable Housing Bond Measure Program Work Plan (the "Work Plan") that serves as a framework for the Metro Housing Bond Measure implementation activities; and

WHEREAS, after collaborating with jurisdictional partners and stakeholders, Metro staff proposes to amend the Work Plan to clarify details related to the implementation of Metro's Regional Site Acquisition Program; now therefore,

BE IT RESOLVED, that the Metro Council hereby adopts the Amended and Restated Metro Affordable Housing Bond Measure Program Work Plan attached hereto as Exhibit A.

ADOPTED by the Metro Council this ____ day of October, 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Affordable Housing Bond Program Work Plan

Amended October 2019

Public service

*We are here to serve the public
with the highest level of
integrity.*

Excellence

*We aspire to achieve exceptional
results*

Teamwork

*We engage others in ways that foster
respect and trust.*

Respect

*We encourage and appreciate
diversity in people and ideas.*

Innovation

*We take pride in coming up with
innovative solutions.*

Sustainability

*We are leaders in demonstrating
resource use and protection.*

Metro's values and purpose

We inspire, engage, teach and invite people to
preserve and enhance the quality of life and the
environment for current and future generations.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Metro Council President

Lynn Peterson

Metro Councilors

Shirley Craddick, District 1

Christine Lewis, District 2

Craig Dirksen, District 3

Juan Carlos Gonzales, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

2019 AFFORDABLE HOUSING BOND PROGRAM WORK PLAN

Adopted by Resolution No. 19-4956 on January 31, 2019 by the Metro Council.

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1. INTRODUCTION

On November 6, 2018, voters approved a \$652.8 million bond measure (“Bond Measure”), directing Metro to fund affordable housing throughout the Metro region. As defined in the Bond Measure, the term “affordable housing” means “land and improvements for residential units occupied by low-income families making 80% or less of area median income.” Such housing may be of any type, including but not limited to single-family, multi-family, houses, apartments, and/or the land on which such facilities are located or may be constructed.

In June of 2018, the Metro Council adopted the Metro Chief Operating Officer’s recommended program framework, as set forth in Regional Investment Strategy: Affordable Homes for Greater Portland (“Initial Housing Bond Framework”), which included recommendations for unit production goals, commitments to advancing racial equity, and implementation guidelines developed in collaboration with stakeholders, jurisdictions, housing providers and other partners.

This Affordable Housing Program Work Plan (“Work Plan”) provides a comprehensive plan for implementing Metro’s Bond Measure program (referred to herein as the “Housing Bond Program” or “Program”). This document incorporates and supplements the Initial Housing Bond Framework, and is the governing document for Program implementation, addressing how Bond Measure proceeds will be administered to ensure delivery of the outcomes described in the Bond Measure.

2. UNIT PRODUCTION TARGETS AND GUIDING PRINCIPLES

The primary goal of the Housing Bond Program is create at least **3,900 new affordable homes**, of which:

- At least 1,600 homes will be affordable to households making 30% of area median income (AMI) or below;
- At least 1,950 homes will be sized for families, with 2 or more bedrooms; and
- No more than 10 percent of homes will be provided for households making 61-80% of AMI.

For acquired rental properties, the above targets and cap on homes for households making 61-80% of AMI will be applied upon turnover.

In its efforts to achieve the Program unit production targets referenced above (“Unit Production Targets” or “Targets”), Metro is guided by four principles (“Guiding Principles”), which were derived from (a) existing Metro policies, including the agency’s Strategy to Advance Racial Equity, Diversity, and Inclusion and (b) conversations with key stakeholders who participated in a six month public process convened prior to the referral of the Bond Measure. Those Guiding Principles are:

- 1) Lead with racial equity.** Ensure that racial equity considerations guide and are integrated throughout all aspects of Program implementation, including community engagement, project location prioritization, tenant screening and marketing, resident and/or supportive services, and inclusive workforce strategies.

- 2) Create opportunity for those in need.** Ensure that Program investments serve people currently left behind in the region’s housing market, especially: communities of color, families with children and multiple generations, people living with disabilities, seniors, veterans, households experiencing or at risk of homelessness, and households at risk of displacement. Incorporate commitments for tracking and reporting on Program outcomes for people of color and other historically marginalized groups.
- 3) Create opportunity throughout the region.** Ensure that Program investments are distributed across the region to (a) expand affordable housing options in neighborhoods that have not historically included sufficient supply of affordable homes, (b) increase access to transportation, employment, education, nutrition, parks and natural areas, and (c) help prevent displacement in changing neighborhoods where communities of color live today.
- 4) Ensure long-term benefits and good use of public dollars.** Provide for community oversight to ensure transparency and accountability in Program activities and outcomes. Ensure financially sound investments in affordable, high quality homes. Allow flexibility and efficiency to respond to local needs and opportunities, and to create immediate affordable housing opportunities for those in need.

These Guiding Principles will be implemented consistent with applicable requirements of the federal Fair Housing Act and ORS Chapter 659a and, as appropriate, in consultation with the Fair Housing Council of Oregon.

3. GOVERNANCE

3.1 BOND MEASURE; GENERAL OBLIGATION BOND REQUIREMENTS

On June 7, 2018, the Metro Council adopted Resolution 18-4898 referring to Metro area voters the Bond Measure authorizing Metro to issue general obligation bonds in the amount of \$652.8 million to fund affordable housing. The Program and this Work Plan must comply with the promises made to the voters in the Bond Measure. In addition, in accordance with Oregon law, the bond funds may be used only to pay for capital costs, including costs associated with acquisition, construction, improvement, remodeling, furnishing, equipping, maintenance or repair having an expected useful life of more than one year. Bond funds may not be used to pay for general project maintenance and repair, supplies, or equipment that are not intrinsic to a structure or for any other costs that do not meet the definition of “capital costs” under the Oregon Constitution and Oregon law.

3.2 METRO COUNCIL

The Metro Council provides policy direction for the Housing Bond Program through:

- A. Adoption of this Work Plan;
- B. Appointment of Community Oversight Committee members, chair and/or co-chairs, collectively charged with monitoring program implementation;
- C. Approval of Local Implementation Strategies and Metro Regional Site Acquisition Strategy;

- D. Approval of intergovernmental agreements for implementation (each, an “Implementation IGA”) with Local Implementation Partners; and
- E. Monitoring of Program outcomes, with guidance from the Community Oversight Committee.

3.3 METRO CHIEF OPERATING OFFICER AND STAFF

The Metro Chief Operating Officer (COO) is authorized by the Metro Council to implement this Work Plan, and the COO will direct staff to conduct all program administration activities referenced herein, including (without limitation) the following:

- A. Acquisition of real property and associated project funding in accordance with the Metro Regional Site Acquisition Strategy and the criteria and conditions set forth in this Work Plan;
- B. Authorization of Metro Bond Measure funding for projects and program administration activities of Local Implementation Partners in accordance with the criteria and conditions set forth in this Work Plan; and
- C. Convening meetings and providing administrative support for the Community Oversight Committee.

3.4 LOCAL IMPLEMENTATION PARTNERS

Government agencies that are eligible to become Local Implementation Partners include counties, public housing authorities, and cities with populations over 50,000 that receive and administer their own federal Community Development Block Grant (CDBG) funding. To be eligible to receive Metro Bond Measure funds, Local Implementation Partners that receive Bond funding must:

- A. Adopt a Local Implementation Strategy, informed by community engagement, that includes a development plan to achieve the unit production targets, a strategy for advancing racial equity, and ensuring community engagement in implementation (see Section 5.2 and Exhibit C);
- B. Enter into an Implementation IGA with Metro, obligating the Local Implementation Partner to comply with this Work Plan and enter into certain covenants required to ensure compliance with the Bond Measure and other applicable law; and
- C. Provide adequate assurances to Metro that Metro Bond Measure funds will be expended solely to make permitted capital investments to create affordable housing in accordance with this Work Plan.

4. COMMUNITY OVERSIGHT COMMITTEE

In accordance with Metro Code Section 2.19, Metro will appoint a Community Oversight Committee (“Oversight Committee”) to ensure Program transparency and accountability. The Oversight Committee will be charged with the following duties:

- A. Review local implementation strategies and Metro’s Regional Site Acquisition Implementation Strategy for alignment with the Guiding Principles and clear plan to achieve the local share of Unit Production Targets, and recommend strategies for Metro Council approval; and
- B. Monitor program expenditures and outcomes and provide an annual report and presentation to Metro Council. The Committee may recommend changes to implementation strategies as necessary to achieve Unit Production Targets and adhere to the Guiding Principles.

Metro staff will consult members of the Community Oversight Committee as needed to advise on projects prior to the Metro COO’s authorization of funding.

5. DISTRIBUTION OF FUNDS AND TARGETS AND REQUIREMENTS FOR LOCAL IMPLEMENTATION PARTNERS

The Housing Bond Program is guided by regional goals and oversight, but implemented by the Local Implementation Partners, who are best positioned to respond to community affordable housing needs. Successful implementation requires flexibility for local jurisdictions to create and nimbly pursue strategies that respond to local community priorities and market contexts. Metro and the Local Implementation Partners must work together to ensure that Local Implementation Strategies, actions and investments advance desired regional outcomes that honor the commitments made to the region’s voters.

5.1 ALLOCATION OF BOND FUNDS

Metro Bond Measure funds will be allocated to Local Implementation Partners on the basis of assessed value of property, as described in Exhibit B. Except for permitted Program administration funding disbursements, Program funds will be committed and disbursed on a project-by-project basis following execution of Implementation IGAs. Distribution of Bond Measure funds will be conditioned on a Local Implementation Partner’s ongoing demonstration of progress toward its assigned share of the Unit Production Targets set forth in Exhibit B.

5.2 LOCAL IMPLEMENTATION STRATEGIES

To be eligible to receive Bond Measure funds, a Local Implementation Partner must create a Local Implementation Strategy outlining strategies for achieving its allocated share of Unit Production Targets. Each Local Implementation Strategy will be aligned with the Guiding Principles.

Each Local Implementation Strategy must include the following components, described in more detail in Exhibit C:

- A. Development Plan to achieve the Unit Production Targets, including criteria and selection process(es);
- B. Strategy for advancing racial equity throughout implementation;

- C. Engagement report summarizing how stakeholder input shaped the development of the Local Implementation Strategy; and
- D. Plan for ongoing community engagement to inform project implementation.

Approval and Revision Process

The Community Oversight Committee will review Local Implementation Strategies and recommend them for approval by the Metro Council. One Local Implementation Strategies have been approved by local governing bodies and Metro Council, they will be incorporated into Implementation IGAs.

As needed, the Oversight Committee and/or Local Implementation Partners may recommend changes to Local Implementation Strategies based on annual evaluation of Program outcomes. Local Implementation Strategies may be revised only following approval by the Metro Council and local governing bodies.

6. METRO REGIONAL SITE ACQUISITION PROGRAM

The Regional Site Acquisition Program will seek to support Local Implementation Partners in achieving the overall Unit Production Targets. Program funds will primarily be used to purchase regionally significant sites. Program funds may also be used to help ensure the development of affordable housing on regionally significant sites owned by Metro, including but not limited to sites previously acquired by Metro's Transit Oriented Development Program

6.1 REGIONAL SITE ACQUISITION IMPLEMENTATION STRATEGY

Up to ten percent of Bond Measure funds will be retained by Metro for the Regional Site Acquisition Program. Metro will create a Regional Site Acquisition Implementation Strategy outlining commitments and strategies for ensuring that regional site acquisitions and the expenditure of program funds are coordinated with Local Implementation Partners to support regional progress toward Unit Production Targets. The Regional Site Acquisition Implementation Strategy will be aligned with the Guiding Principles.

The Regional Site Acquisition Implementation Strategy must include the following components, consistent with applicable required elements of Local Implementation Strategies, as described in Exhibit C:

- A. Development plan including criteria and selection process(es), including a process for engaging relevant Local Implementation Partners;
- B. Strategy for advancing racial equity throughout implementation, in alignment with applicable Local Implementation Strategy approaches; and
- C. Engagement report summarizing how stakeholder input shaped the development of the Regional Site Acquisition Implementation Strategy.

Metro will engage Local Implementation Partners throughout the development of the Regional Site Acquisition Strategy to ensure alignment and coordination with Local Implementation Strategies and approaches.

Approval and Revision Process

The Community Oversight Committee will review the Regional Site Acquisition Implementation and recommend such strategy for approval by Metro Council.

As needed, the Oversight Committee and/or Metro staff may recommend changes to the Regional Site Acquisition Implementation Strategy based on annual evaluation of Program outcomes. The Regional Site Acquisition Implementation Strategy may be revised only following approval by the Metro Council.

7. CAPITAL INVESTMENT ACTIVITIES

Affordable housing projects proposing to use Bond Measure funds must be selected using a process and criteria consistent with the applicable Local Implementation Strategy and/or Metro Site Acquisition Implementation Strategy. Funding will be authorized by the Metro COO based on consistency with applicable strategy and compliance with this Work Plan. Metro staff will consult members of the Community Oversight Committee as needed to advise on projects prior to authorization of funding by the COO.

Once a project is approved by the Metro COO, Bond Measure funds will be released to the Local Implementation Partner in accordance with the terms of the Implementation IGA, which may require the release of funds in stages upon completion of construction and development benchmarks. Local Implementation Partners may directly utilize the Bond Measure funds for public improvement projects, or loan, grant or otherwise contribute these funds to a non-governmental entity, such as a Low Income Housing Tax Credit (LIHTC) Partnership or LLC for private projects.

7.1 NONGOVERNMENTAL REHABILITATION AND NEW CONSTRUCTION

Local Implementation Partners may contribute Metro Bond Measure funds to private for-profit and nonprofit development entities to pay for new construction of privately owned affordable housing or for the acquisition and rehabilitation of existing market rate/unregulated housing being converted to regulated affordable housing. Bond Measure funds may be contributed to projects as either the primary source of project funding or as “gap funding” as described below.

Gap Funding

Local Implementation Partners may use Bond Measure funds to provide grants and make loans to qualified private for-profit or nonprofit entities developing, owning and operating affordable housing projects, including LIHTC Partnerships or LLCs, to assist these entities in closing funding gaps between all other available sources of funding (including but not limited to LIHTC equity, senior secured project indebtedness, other state and local loan and grant proceeds and programs, and private and/or philanthropic sources), and the actual project development and construction costs. Local Implementation Partners may provide Bond Measure funds to such private entities in the form of loans or grants. Loans may be “cash-flow-only,” or “soft loans” and may include below market or no interest, non-recourse, extended amortization or fully “forgivable” repayment terms.

Eligible Costs

Bond Measure funds may be used to pay for qualified capital costs associated with the following:

- Construction of new affordable housing for households earning 80% area median income (AMI) or less;
- Acquisition and rehabilitation of residential buildings with no existing form of public affordability restriction;
- Construction of new affordable housing as part of the redevelopment of a residential property with existing public affordability restrictions, as long as the redevelopment results in a substantial net increase in the total number of affordable homes. In such cases, Program funding may only be used for the portion of new homes that are not replacing regulated affordable homes currently on the site and related project/site improvements, such as parking, infrastructure improvements, and community space;
- Construction of ancillary commercial space, community space, and resident amenities, as long as ancillary spaces and amenities are part of buildings that contribute toward Unit Production Targets;
- All necessary and required site work and infrastructure for the above projects;
- Predevelopment costs, including third party reports, design studies, financial modeling and community outreach, which may be reimbursed upon closing of construction financing of an affordable housing project. Prior to closing, these costs are an eligible use of bond program administration funding, but will count toward administrative funding caps prior to reimbursement through a project closing; and
- Administrative costs that comply with requirements laid out in Section 9.2.

Ineligible Costs

Bond proceeds must be used to finance projects that constitute capital construction, capital improvement or a capital cost as those terms are defined by the relevant provisions or the Oregon Constitution, Oregon law (including ORS 310.140) and the parameters of the Bond Measure.

Costs that are ineligible for bond funding include but are not limited to:

- Acquisition of housing with existing public affordability restrictions;
- Rehabilitation of housing with existing public affordability restrictions;
- Redevelopment of residential properties with existing public affordability restrictions that does not result in a substantial net increase in the number of affordable homes on the site;
- Project operating costs, including the provision of resident support services;
- Rental assistance; and
- Administrative costs that do not comply with requirements laid out in Section 9.2.

7.2 PUBLIC REHABILITATION AND NEW CONSTRUCTION

Local Implementation Partners may utilize Bond Measure funds only to pay qualified capital costs to develop, finance, construct and equip new affordable housing and to acquire and rehabilitate market rate housing with no existing public affordability restriction for conversion to affordable housing with a public affordability restriction. Metro housing bond funds may not be used to acquire and/or rehabilitate any housing with an existing public affordability restriction.

Eligible and ineligible costs are set forth in Section 7.1, above.

7.3 PROJECT APPROVAL AND FUNDING PROCESS

The Metro COO will approve funding commitments for all qualified projects identified by Local Implementation Partners at two stages: (1) a Concept Endorsement and (2) a Final Approval. The Concept Endorsement is a preliminary commitment of funding on the basis of consistency of the early project concept with the Local Implementation Strategy. The Concept Endorsement is optional for acquisition and rehabilitation projects (to be pursued at the Local Implementation Partner's discretion), but is mandatory for new construction projects.

Stage 1: Concept Endorsement (optional for acquisition/rehabilitation; required for new construction)

The Metro COO will provide Concept Endorsements for preliminary development and acquisition/rehabilitation projects. Presented concepts should consist of, at minimum, an identified site which the Local Implementation Partner or the private developer/sponsor controls, a preliminary development or rehabilitation plan, a preliminary unit and affordability mix, preliminary estimates of total development costs, preliminary estimate of requested Metro Housing bond funds and an identified development team.

The Concept Endorsement will be made based upon the following criteria:

- Endorsement of Local Implementation Partner;
- Concept's contribution to Unit Production Targets relative to requested amount of bond funding **or** demonstration of how proposed project will contribute to Local Implementation Partner's portfolio of planned or completed projects to achieve the local share of Unit Production Targets; and
- Consistency with Local Implementation Strategy.

Stage 2: Funding Authorization and Release of Funds

The Metro COO will authorize project funding only after a finalized development program, design development drawings and confirmed funding sources have been provided. Metro staff will consult members of the Community Oversight Committee as needed to advise on projects prior to authorization of funding by the COO. The Metro COO's authorization of funding will be based on the satisfaction of the following criteria:

- Continued support for the project by Local Implementation Partner;
- Development program's contribution to Unit Production Targets (including affordability and bedroom size targets) relative to requested amount of bond funding; **or** demonstration of how proposed project will contribute to Local Implementation Partner's portfolio of planned or

completed projects to achieve the local share of Unit Production Targets;

- Consistency with Local Implementation Strategy; and
- Provision of requested documentation to demonstrate project feasibility.

Prior to the release of funds to the Implementation Partner, a Regulatory Agreement (as defined below) approved by the Office of the Metro Attorney and meeting the criteria described further in Section 8.1 will be executed. The Regulatory Agreement will be recorded against the property at or prior to the time of closing.

7.4 REAL PROPERTY ACQUISITIONS

Bond funds may be used by Metro or Local Implementation Partners to acquire real property (including land and buildings) for the development, rehabilitation, or adaptive reuse as affordable housing consistent with this Work Plan (hereinafter referred to as “Property Acquisitions”).

Property Acquisition costs that may be paid for with Bond funds include the purchase price and all costs related to pre-purchase due diligence including appraisals, purchase of options, earnest money for purchase and sale agreements, environmental assessments, geotechnical reports, preliminary development cost estimates, zoning capacity studies, physical capital needs assessments for acquired buildings, and other third party reports. Eligible pre-purchase due diligence costs will be reimbursed to Local Implementation Partners only upon completion of the Property Acquisition, although bond Program Administration funds may be applied to due diligence costs prior to reimbursement.

Bond Measure funds may also be loaned or granted to projects sited on real property previously acquired by a project sponsor or Local Implementation Partner using non-Bond funds. For these projects, the costs of previous real property acquisition will be included in overall project costs, subject to Metro appraisal requirements.

Property Acquisition Parameters

Bond Measure funds may be used for Property Acquisition provided the following criteria are met:

- The property is owned by a willing seller;
- An appraised value has been obtained in accordance with applicable Uniform Standards of Professional Appraisal Practice (USPAP) standards. In general, the purchase price should not exceed 10 percent over appraised value. However, exceptions may be made at the discretion of the Metro COO if it can be demonstrated that the site presents unique opportunities to advance the Unit Production Targets and Guiding Principles;
- The anticipated project on the site will contribute proportionately to Unit Production Targets (including affordability and bedroom size targets) relative to the forecasted bond funding; or the Local Implementation Partner demonstrates how the anticipated project will contribute to that Partner’s portfolio of planned or completed projects to achieve the local share of Unit Production Targets;
- The property consists of a development-ready site, with zoned capacity to support the preliminary development concept, road access, utility connections, buildable soils, and mitigation

plan for any environmental conditions; and

- The acquisition is consistent with the applicable Implementation Strategy.

The requirement for zoned capacity, utility connections, and other infrastructure improvements may be waived in cases where an approved plan provides for needed improvements and such improvements are expected within two years.

Funding Authorization and Release of Funds

Funding authorizations for Property Acquisitions will be authorized by the Metro COO. Metro staff will consult members of the Community Oversight Committee as needed to advise on projects prior to authorization of funding by the COO.

Prior to the release of funds, a Regulatory Agreement (as defined in Section 8.1) will be recorded against the property at or prior to the time of closing. The Local Implementation Partner will provide a copy of the recorded Regulatory Agreement to Metro promptly after closing.

8. AFFORDABILITY COVENANTS AND MONITORING

8.1 METRO AFFORDABILITY COVENANTS

Each Implementation IGA will require that a regulatory agreement or similar affordability/restrictive covenant (the “Regulatory Agreement”), in form and substance acceptable to Metro, must be recorded on the title of every property that receives Bond project funding. The Regulatory Agreement will acknowledge the use of Bond Measure funds and the restrictions associated with the use of such funds, including the affordability restrictions and other policies upon which the funding was conditioned, provide monitoring and access rights to Metro, and be enforceable by the Local Implementation Partner and Metro.

The Regulatory Agreement will have a term of not less than 60 years for newly constructed projects and existing market-rate projects that are converted to affordable/regulated projects, except in the case of converted projects where the project is more than 10 years old at the date of acquisition, in which case the minimum term will be not less than 30 years. The Regulatory Agreement will provide a first right of refusal for qualified nonprofit organizations or government entities to acquire the project upon expiration of the affordability period.

In the case of Property Acquisitions, the Regulatory Agreement will ensure development of the property consistent with the requirements set forth in this Work Plan.

8.2 MONITORING RESPONSIBILITIES

Owners of private projects receiving Bond Measure funds will be required to enter into a Regulatory Agreement, or similar agreement for the benefit of both Metro and the Local Implementation Partner, to periodically provide tenant income verification data to ensure compliance with affordability restrictions. Project owners will also be required to provide certain information, including voluntarily

collected tenant demographic data, to support evaluation of program outcomes. Finally, owners will be required to provide Metro with access to asset management data, including financial performance and physical condition of the project, and to provide physical access to the property when requested by Metro and/or the Local Implementation Partner. Metro will work with Local Implementation Partners, Oregon Housing and Community Services, or other public agencies to develop shared monitoring and reporting requirements and functions that align with established funding programs, including LIHTC.

9. PROGRAM OPERATIONS

9.1 PROCEDURES MANUAL

A Program procedures manual (“Procedures Manual”) will be maintained by Metro to support fair and consistent consideration of Program funding requests, clear standards for reporting on Program outcomes, and continuous improvements in Program operations. Revisions to the Procedures Manual require Planning and Development Department Director approval.

The Affordable Housing Program procedures will include, at a minimum, guidance related to:

1. *Concept Endorsement and Final Approval Guidelines:* Guidelines related to Metro staff project evaluation based on contribution to the Unit Production Targets relative to the amount of bond funding proposed, and consistency with the LIS, Bond Measure, and this Work Plan;
2. *Risk Controls:* Preconditions for contractual commitments and release of funds, procedures for funding disbursement and updates during project construction, and recurring investment policies;
3. *Project Documentation Checklists and Templates:* List of required documents for Property Acquisition, Concept Endorsement, and Project Funding Authorization;
4. *Local Implementation Partner and Metro Site Acquisition Program Project and Program Outcomes Reporting:* Metrics, protocol, and templates for Local Implementation Partners and Metro’s Site Acquisition Program to submit (a) post-construction and post-occupancy project reports and (b) annual reports on program outcomes for review by the Community Oversight Committee; and
5. *Local Implementation Partner Financial Reporting Guidelines:* Protocol and templates for Local Implementation Partners to submit annual end-of-year reporting on project and administrative expenditures, to demonstrate compliance with the Bond Measure and this Work Plan.

9.2 CAPITAL EXPENDITURES - ADMINISTRATIVE COST CAP

Bond Measure funds must be used to pay for or reimburse prior expenditures that constitute qualified capital costs, consistent with the requirements of the Bond Measure, the Oregon Constitution and other applicable law.

The purpose and focus of the Affordable Housing Program is to expand the region's supply of affordable housing. Consistent with requirements set forth in the Bond Measure, no more than five percent of total Bond Measure proceeds may be expended on administrative costs associated with the implementation of Program activities, including Program development and administration, financial administration, and monitoring and oversight functions prior to the completion of the Unit Production Targets. All administrative and Program costs funded with Metro Bond Measure proceeds must be capital costs, as defined by the Oregon Constitution and Oregon Statutes, allocable to affordable housing projects.

Subject to compliance with Oregon law and the Bond Measure, Local Implementation Partners are eligible to receive funding for administrative costs associated with Program implementation according to the distribution described in Exhibit B. Each Local Implementation Partner must submit an annual report demonstrating use of the previous year's funding as well as certification that Metro Bond Measure funds have been and will be applied solely to the payment or reimbursement of capital costs consistent with Oregon law and the Bond Measure. A partial year allocation will be made available to eligible Local Implementation Partners for FY2018-19 in February 2019. Further allocations will be available following execution of Implementation IGAs. All distributions of administrative funding will be conditioned on Local Implementation Partners making reasonable progress towards their Unit Production Targets.

9.3 PROGRAM AMENDMENTS

This Work Plan may be amended, as needed, by Metro staff with approval of the Metro Council to ensure compliance with Bond Measure covenants, applicable law, achievement of Unit Production Goals, and alignment with Guiding Principles.

EXHIBIT A
BOND MEASURE BALLOT TITLE

Attachment to SEL 805

Caption:	Bonds to fund affordable housing in Washington, Clackamas, Multnomah counties.
Question:	Shall Metro issue bonds, fund affordable housing for low-income families, seniors, veterans, people with disabilities; require independent oversight, annual audits? If the bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of sections 11 and 11b, Article XI of the Oregon Constitution
Summary:	<p>Measure authorizes \$652.8 million in general obligation bonds to fund affordable housing in Washington, Clackamas, and Multnomah counties.</p> <p>Bonds will be used to build affordable housing for low-income households; purchase, rehabilitate, and preserve affordability of existing housing; buy land for affordable housing; help prevent displacement.</p> <p>Affordable housing means land and improvements for residential units occupied by low-income households making 80% or less of area median income, which in 2018 for a family of four was \$65,120; improvements may include a mix of unit sizes, spaces for community and resident needs and services. Some units will be accessible for people with disabilities and seniors; flexibility for existing tenants and hardship.</p> <p>Requires community oversight and independent financial audits. Creates affordable housing function for Metro, implemented by Metro and local housing partners. Local and regional administrative costs capped at 5% of bond proceeds. Bond costs estimated at \$0.24 per \$1,000 of assessed value annually, approximately \$5.00/month for the average homeowner. Bonds may be issued over time in multiple series.</p>
Explanatory Statement:	<p>In the Metro region, rents and housing prices are rising faster than wages. Between 2010 and 2016, the median income for a renter increased 19% while the average rent increased 52%. The need for affordable housing continues to increase, with demand for affordable housing outpacing supply. This is especially true for people on fixed incomes, working families, and seniors and disabled people in our region.</p> <p>This measure will authorize Metro to issue \$652.8 million in general obligation bonds to provide affordable housing for low-income families, seniors, veterans and</p>

	<p>people with disabilities in the Metro region which includes Washington, Clackamas and Multnomah counties.</p> <p>The bond funds will be used to build affordable housing for low-income households, to purchase and rehabilitate existing housing to preserve its affordability and prevent displacement, and to buy land for the immediate or future construction of new affordable housing.</p> <p>The measure will create an affordable housing function for Metro, and will be implemented by Metro and local governments. The administrative costs of Metro and local housing providers paid for by the measure will not exceed 5% of bond funds. Metro may issue the bonds over time in multiple series. Metro estimates that the cost of the measure to the average homeowner to be 24 cents per \$1,000 of assessed value annually, or approximately \$5.00/month. An independent community oversight committee will review bond expenditures and provide annual reports, and an independent public accounting firm will perform an annual financial audit of the expenditure of bond funds.</p> <p>For purposes of the bond measure, “Affordable Housing” means land and improvements for residential units occupied by low-income households making 80% or less of the area median income, which in 2018 for a family of four was \$65,120. The improvements constructed or purchased with bond funds may be composed of a mix of unit sizes, and may include spaces for community and resident needs and services, such as, without limitation, spaces for childcare services, healthcare services, grocery, onsite utility and building facilities, and other commercial, office and retail uses. Some units will be accessible for people with disabilities and seniors. The income eligibility rules may provide for a waiver or temporary relief from the limitations on qualifying income, if needed to avoid undue hardship or displacement of persons living in existing housing.</p>
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On behalf of:

Metro Council President Tom Hughes
Councilor Shirley Craddick
Councilor Betty Dominguez
Councilor Craig Dirksen
Councilor Kathryn Harrington
Councilor Sam Chase
Councilor Bob Stacey

Submitted by: Metro Council President Tom Hughes

EXHIBIT B
BREAKDOWN OF UNIT PRODUCTION TARGETS AND
FUNDING ELIGIBILITY

Distribution of targets and eligible project and administration funding*

Jurisdiction	Percent of assessed value	Unit Production Targets**			Total Project Funding Available	Total Admin. Funding Available***
		Total	30% AMI	Family-Size		
Beaverton	5.58%	218	89	109	\$31,140,595	\$655,591
Clackamas County	20.82%	812	333	406	\$116,188,094	\$2,446,065
Gresham	4.79%	187	77	93	\$26,756,995	\$563,305
Hillsboro	7.28%	284	117	142	\$40,657,081	\$855,939
Home Forward (balance of Multnomah County)	2.84%	111	46	55	\$15,879,123	\$334,297
Portland	37.81%	1,475	605	737	\$211,056,579	\$4,443,296
Washington County (balance of county)	20.87%	814	334	407	\$116,465,532	\$2,451,906
Metro Site Acquisition Program****	<i>n/a</i>	<i>Contributes to above targets</i>			\$62,016,000	\$1,305,600
Metro accountability and financial transaction costs	<i>n/a</i>	<i>n/a</i>			<i>n/a</i>	\$13,056,000
Reserved for future allocation as determined necessary to achieve targets	<i>n/a</i>	<i>n/a</i>			<i>n/a</i>	\$6,528,000
Total	100%	3,900	1,600	1,950	\$620,016,000	\$32,640,000

*The Initial Housing Bond Framework calls for distribution of targets and funding to counties on the basis of assessed value, but provides flexibility for how partners within each county further distribute targets and funding. If an alternative distribution is not agreed to by partners for distribution of funding within a county, assessed value will be used as the basis of distribution to all partners.

Exhibit A to Resolution No. 19-5015

** For acquired rental properties, the targets and cap on homes for households making 61-80% of AMI will be applied upon turnover.

*** Any administrative funding from bond proceeds must be consistent with the requirements of Oregon law and the Bond Measure and Metro will, in consultation with bond and tax counsel, request certification from jurisdictions that proceeds are being applied to qualified capital costs.

**** The Regional Site Acquisition Program aims to distribute investments proportionately across the region to support local progress toward the Unit Production Targets. In the event that regional investments are not proportionately distributed, the above Unit Production Targets may be adjusted pursuant to a Work Plan amendment.

EXHIBIT C

LOCAL IMPLEMENTATION STRATEGY REQUIREMENTS

1. Development Plan to achieve the Unit Production Targets that includes the following elements:
 - a. Anticipated number, size, and range of project types (estimates are acceptable) and cost containment strategies to achieve local share of unit production targets (including 30% AMI and family-size unit goals and the cap on units at 61-80% AMI) using local share of eligible funding;
 - b. Consideration for how new bond program investments will complement existing regulated affordable housing supply and pipeline;
 - c. Goals and/or initial commitments for leveraging additional capital and ongoing operating and/or service funding necessary to achieve the local share of Unit Production Targets;
 - d. Strategy for aligning resident or supportive services with housing investments, including [optional] any local goals or commitments related to permanent supportive housing; and
 - e. Description of project selection process(es) and prioritization criteria, including anticipated timing of competitive project solicitations and how existing or new governing or advisory bodies will be involved in decisions regarding project selection.
2. Strategy for advancing racial equity in implementation that includes:
 - a. Location strategy that considers geographic distribution of housing investments, access to opportunity, strategies to address racial segregation, and strategies to prevent displacement and stabilize communities;
 - b. Fair housing strategies and/or policies to eliminate barriers in accessing housing for communities of color and other historically marginalized communities, including people with low incomes, seniors and people with disabilities, people with limited English proficiency, immigrants and refugees, and people who have experienced or are experiencing housing instability;
 - c. Strategies and/or policies, such as goals or competitive criteria related to diversity in contracting or hiring practices, to increase economic opportunities for people of color; and
 - d. Requirements or competitive criteria for projects to align culturally specific programming and supportive services to meet the needs of tenants.
3. Engagement report summarizing engagement activities, participation and outcomes, including:
 - a. Engagement activities focused on reaching communities of color and other historically marginalized communities, including people with low incomes, seniors and people with disabilities, people with limited English proficiency, immigrants and refugees, and people who have experienced or are experiencing housing instability;
 - b. Summary of key community engagement themes related to local housing needs and priority outcomes for new affordable housing investments, approach to geographic distribution and location strategies, acknowledgement of historic/current inequitable

access to affordable housing and opportunities for stakeholders to identify specific barriers to access, and opportunities to advance racial equity through new investments;

- c. Summary of how the above themes are reflected in the Local Implementation Strategy.
4. Plan to ensure ongoing community engagement to inform project implementation, including:
- a. Strategies for ensuring that ongoing engagement around project implementation reaches communities of color and other historically marginalized community members, including: people with low incomes, seniors and people with disabilities, people with limited English proficiency, immigrants and refugees, existing tenants in acquired buildings, and people who have experienced or are experiencing housing instability; and
 - b. Strategy for ensuring community engagement to shape project outcomes to support the success of future residents.

IN CONSIDERATION OF RESOLUTION NO. 19-5015 FOR THE PURPOSE OF
AMENDING THE METRO AFFORDABLE HOUSING BOND MEASURE PROGRAM
WORK PLAN

Date: October 3, 2019
Department: Planning & Development
Meeting date: October 17, 2019

Prepared by: Emily Lieb, Jonathan Williams
Presenter(s): n/a (consent agenda)
Length: n/a (consent agenda)

ISSUE STATEMENT

On Nov. 6, 2018, Metro-area voters approved a \$652.8 million regional general obligation bond to create affordable homes for thousands of people in our communities (the “Housing Bond Measure”). On January 17, 2019, Metro Council adopted the Housing Bond Measure Program Work Plan to ensure delivery of the outcomes described in the Housing Bond Measure and Initial Housing Bond Framework.

Staff have recommended a Work Plan amendment to incorporate revisions to two sections of the Work Plan: Section 6, describing Metro’s Regional Site Acquisition Program, and Section 9, describing Program Operations.

Metro Regional Site Acquisition Program

The Work Plan established a Regional Site Acquisition Program, reserving up to ten percent of Housing Bond Measure funds for use by Metro to acquire “regionally significant” sites and subsequently support the development of affordable housing on these sites. In developing the Regional Site Acquisition Program Implementation Strategy, staff have identified properties that have already been acquired by Metro’s Transit Oriented Development (TOD) Program that are highly suitable for affordable housing. Additionally, Metro Council has directed staff to seek opportunities to coordinate investments in affordable housing with other regional investments, including parks and transportation. Because the existing Work Plan does not contemplate utilizing Regional Site Acquisition Funds to support affordable housing on land acquired by Metro using sources other than the Housing Bond, staff proposes a Work Plan amendment to allow Regional Site Acquisition Program funds to be deployed to support affordable housing development on any suitable Metro owned site—not just those acquired with Housing Bond Measure funds.

Program Operations

The Work Plan includes sections describing a procedures manual to be created by staff and a description of eligible capital expenditures and the administrative cost cap. These items have been updated to align with operational clarity achieved as staff, in coordination with Local Implementation Partners, have continued building out the systems and structures needed for program implementation.

ACTION REQUESTED

Adopt Resolution 19-5015, approving Housing Bond Measure Work Plan Amendment

IDENTIFIED POLICY OUTCOMES

Metro Site Acquisition Program

The proposed Work Plan amendment will support the development of affordable housing on highly desirable properties owned by Metro, therefore leveraging additional Metro resources and programs. The ability to support affordable housing development on suitable sites already in Metro's portfolio is expected to:

- speed the development of needed housing;
- support the creation of housing in locations prioritized by Metro and implementation partners;
- create opportunities for coordinating housing investments with regional parks investments; and
- allow Metro to partner more effectively with other implementing jurisdictions in achieving their local share of housing unit production targets.

An immediate expected outcome of the proposed amendment will be for Metro to utilize Regional Site Acquisition Program funds to support the development of affordable housing on a 1.1 acre parcel located at 17030 SW Baseline Road. This site was acquired by Metro's TOD program in June 2018 and is located approximately 900 feet from TriMet's Elmonica/SW 170th Avenue MAX Station. The site has been identified as an anticipated affordable housing project in the City of Beaverton's Local Implementation Strategy. Staff has identified other properties either acquired or controlled by the TOD program that could also align with Metro's Regional Site Acquisition program. The proposed Work Plan Amendment will allow Metro to support affordable housing development on these already identified sites in Metro's TOD program portfolio, as well as other sites that may be owned or controlled by Metro now or in the future.

Program Operations

The changes to Section 9 of the Work Plan are intended to provide operational clarity for Metro staff and Local Implementation Partners, support efficient implementation systems, and ensure transparency and accountability for the outcomes committed to voters. They do not have significant anticipated policy outcomes beyond providing greater clarity.

POLICY QUESTION(S)

Is the authority to use Metro Regional Site Acquisition Program funds to support affordable housing development on all suitable Metro owned property consistent with the Metro Council's goals for the Regional Site Acquisition Program?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

- Approve the proposed work plan amendment by adopting Resolution No. 19-5015.
- Reject the proposed work plan amendment.

STAFF RECOMMENDATIONS

Staff recommends adoption of Resolution No. 19-5015.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The proposed Work Plan amendment responds to opportunities that have been identified in discussions with Local Implementation Partners and in outreach associated with preparation of the Regional Site Acquisition Program Implementation Strategy. This outreach identified the need to align Metro investments in affordable housing with other regionally significant investments in transit and parks, and to invest in affordable housing in locations that provide future residents with access to high quality transit.

ATTACHMENTS

Attachment 1 – Proposed Work Plan Changes

Attachment 1- Proposed Work Plan Changes

Staff proposes the following **Work Plan Changes** relating to Section 6 of the Housing Bond Work Plan, relating to eligible activities of the Metro Regional Site Acquisition Program, and Section 9 of the Work Plan, relating to procedures and protocols related to Program Operations, Capital Expenditures, and the Administrative Cost Cap. Proposed deletions are shown in ~~bold-red strikethrough~~ and additions are shown **blue bold**. The full sections 6 and 9 with proposed changes are shown below:

6. METRO REGIONAL SITE ACQUISITION PROGRAM

The Regional Site Acquisition Program will seek to support Local Implementation Partners in achieving the overall Unit Production Targets. Program funds will **primarily** be used to purchase regionally significant sites. Program funds may also be used to help ensure ~~subsequent project development~~. **the development of affordable housing on regionally significant sites owned by Metro, including but not limited to sites acquired by Metro's Transit Oriented Development Program.**

6.1 REGIONAL SITE ACQUISITION IMPLEMENTATION STRATEGY

Up to ten percent of Bond Measure funds will be retained by Metro for the Regional Site Acquisition Program. Metro will create a Regional Site Acquisition Implementation Strategy outlining commitments and strategies for ensuring that regional site acquisitions **and the expenditure of program funds** are coordinated with Local Implementation Partners to support regional progress toward Unit Production Targets. The Regional Site Acquisition Implementation Strategy will be aligned with the Guiding Principles.

The Regional Site Acquisition Implementation Strategy must include the following components, consistent with applicable required elements of Local Implementation Strategies, as described in Exhibit C:

- A. Development plan including criteria and selection process(es), including a process for engaging relevant Local Implementation Partners;
- B. Strategy for advancing racial equity throughout implementation, in alignment with applicable Local Implementation Strategy approaches; and
- C. Engagement report summarizing how stakeholder input shaped the development of the Regional Site Acquisition Implementation Strategy.

Metro will engage Local Implementation Partners throughout the development of the Regional Site Acquisition Strategy to ensure alignment and coordination with Local Implementation Strategies and approaches.

Approval and Revision Process

The Community Oversight Committee will review the Regional Site Acquisition Implementation and recommend such strategy for approval by Metro Council.

As needed, the Oversight Committee and/or Metro staff may recommend changes to the Regional Site Acquisition Implementation Strategy based on annual evaluation of Program outcomes. The Regional Site Acquisition Implementation Strategy may be revised only following approval by the Metro Council.

9. PROGRAM OPERATIONS

9.1 PROCEDURES MANUAL

A Program procedures manual (“Procedures Manual”) will be maintained by Metro to support fair and consistent consideration of Program funding requests, clear standards for reporting on Program outcomes, and continuous improvements in Program operations. Revisions to the Procedures Manual require Planning and Development Department Director approval.

The Affordable Housing Program procedures will include, at a minimum, guidance related to:

1. ***Funding Concept Endorsement and Final Approval Guidelines***: Guidelines related to **Metro staff project evaluation based on contribution to the Unit Production Targets relative to the amount of bond funding proposed, and consistency with the LIS, Bond Measure, and this Work Plan; performance targets relative to the amount of Bond Funds contributed to a project and standards for replacement reserve funding;**
2. ***Risk Controls***: Preconditions for contractual commitments and release of funds, procedures for funding disbursement and **updates monitoring** during project construction, and recurring investment policies;
3. ***Project Documentation Checklists and Templates***: List of required documents for Property Acquisition, Concept Endorsement, and Project Funding Authorization;
4. ***Local Implementation Partner and Metro Site Acquisition Program Project and Program Outcomes Reporting***: Metrics, protocol, and templates for Local Implementation Partners and Metro’s Site Acquisition Program to submit **(a) post-construction and post-occupancy project reports and (b) annual reports on program outcomes** for review by the Community Oversight Committee; and
5. ***Local Implementation Partner Administration Funding Financial Reporting Guidelines***: Protocol and templates for Local Implementation Partners to submit **work plan in order to receive administrative funding at the beginning of each fiscal year, including requirements for annual** end-of-year reporting **on project and administrative expenditures,** to demonstrate compliance with **the Bond Measure and** this Work Plan.

9.2 CAPITAL EXPENDITURES - ADMINISTRATIVE COST CAP

Bond Measure funds must be used to pay for or reimburse prior expenditures that constitute qualified capital costs, consistent with the requirements of the Bond Measure, the Oregon Constitution and other applicable law.

The purpose and focus of the Affordable Housing Program is to expand the region's supply of affordable housing. Consistent with requirements set forth in the Bond Measure, no more than five percent of total Bond Measure proceeds may be expended on administrative costs associated with the implementation of Program activities, including Program development and administration, financial administration, and monitoring and oversight functions prior to the completion of the Unit Production Targets. All administrative and Program costs funded with Metro Bond Measure proceeds must be capital costs, as defined by the Oregon Constitution and Oregon Statutes, allocable to affordable housing projects.

Subject to compliance with Oregon law and the Bond Measure, Local Implementation Partners are eligible to receive funding for administrative costs associated with Program implementation according to the distribution described in Exhibit B. Each Local Implementation Partner must submit ~~an annual~~ **a spending plan for the allocated annual funds and a** report demonstrating use of the previous year's funding ~~by April 1 of each year, including certifying as well as certification~~ that Metro Bond Measure funds have been and will be applied solely to the payment or reimbursement of capital costs consistent with Oregon law and the Bond Measure. ~~Once Metro has approved the spending plan, funding will be released on or after July 1 for the fiscal year commencing on July 1 and ending the following June 30.~~ A partial year allocation will be made available to eligible Local Implementation Partners for FY2018-19 in February 2019. **Further allocations will be available following execution of Implementation IGAs. All distributions of administrative funding will be conditioned on Local Implementation Partners making reasonable progress towards their Unit Production Targets. In order to maintain eligibility to receive Metro Bond Measure funds in advance for program implementation activities, all administrative expenditures must result in funding authorization for bond-funded affordable housing projects or assets within three years from the date of disbursement.**

Agenda Item Number 4.3

Consideration of the Council Meeting Minutes for September 26, 2019

Consent Agenda

Metro Council Meeting
Thursday, October 17, 2019
Metro Council Chamber

Agenda Item Number 4.4

Consideration of the Public Hearing Minutes for September 26, 2019

Consent Agenda

Metro Council Meeting
Thursday, October 17, 2019
Metro Council Chamber

Agenda Item Number 5.1

Resolution No. 19-5036, For the Purpose of Proclaiming October 14, 2019 as
Indigenous Peoples' Day in the Greater Portland Area
and November as Native American Heritage Month

Resolutions

Metro Council Meeting
Thursday, October 17, 2019
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROCLAIMING OCTOBER)
14, 2019 AS INDIGENOUS PEOPLES' DAY IN THE)
GREATER PORTLAND AREA AND NOVEMBER AS)
NATIVE AMERICAN HERITAGE MONTH)

RESOLUTION NO. 19-5036

Introduced by Councilor Shirley Craddick

WHEREAS, Metro recognizes that American Indians and Alaska Natives have lived on these lands we all cherish since time immemorial; and

WHEREAS, it is important for us to never forget American history through the perspective of Native people in our country because it reminds us of forced migration, broken treaties, and other injustices that should never be repeated. This history is a lesson to all of us of the perseverance and resilience of Native people in the face of these injustices and the continued integrity and vitality of their cultures and their governments. As we work together to forge a brighter future, we cannot shy away from the difficult aspects of our past; and

WHEREAS, Metro recognizes that Oregon's tribal people were impacted by the Western Oregon Indian Termination Act that was passed by the U.S. Congress in 1954. As a result of this act, many tribal governments were abolished and their members were relocated to urban areas, making Portland the 9th largest urban Indian population in the United States, with over 40,000 tribal people representing 380 tribes; and

WHEREAS, Native people have contributed to the unique culture of the greater Portland area and this country, with a special emphasis on traditional ecological knowledge and core values that go beyond materialism. Today, Native Americans are leaders in every aspect of our society – from the classroom, to the boardroom, to the battlefield; and

WHEREAS, Indigenous Peoples Day transforms a celebration of colonialism into an opportunity to recognize the thriving traditions and deeply rooted values of the Indigenous people who reside in the greater Portland area, and their ancestors before them; and

WHEREAS, November is Native American Heritage Month originating in 1990 the month is to celebrate rich and diverse cultures, traditions, and histories and to acknowledge the important contributions of Native people; now therefore:

BE IT RESOLVED that the Metro Council proclaims October 14, 2019 as Indigenous Peoples' Day in the greater Portland area and November Native American Heritage Month to honor and celebrate the many contributions made by the Indigenous peoples throughout our vibrant community. We encourage other businesses, organizations, public institutions, and community members to recognize Indigenous Peoples' Day and take time to learn and teach others about the history and cultural significance of the American Indian and Alaska Native community.

ADOPTED by the Metro Council this seventeenth day of October 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 19-5036, FOR THE PURPOSE OF PROCLAIMING OCTOBER 14, 2019 AS INDIGENOUS PEOPLES' DAY IN THE GREATER PORTLAND AREA AND NOVEMBER AS NATIVE AMERICAN HERITAGE MONTH

Date: October 2, 2019
Department: Council Office
Meeting Date: October 17, 2019

Prepared by: Kate Fagerholm,
kate.fagerholm@oregonmetro.gov,
503-517-6912
Presenter: Cassie Salinas

ISSUE STATEMENT

The Metro Council has an opportunity honor, acknowledge, and celebrate the resiliency of Indigenous communities in this region and beyond by adopting Resolution No. 19-5036, proclaiming October 14, 2019 as the fifth annual Indigenous Peoples' Day in the greater Portland area and proclaiming November 2019 as Native American Heritage Month.

ACTION REQUESTED

Consideration and vote on Resolution No. 19-5036.

IDENTIFIED POLICY OUTCOMES

Advancing the Metro Council's proclamation for October 14, 2019 to be the fifth annual Indigenous Peoples' Day in the greater Portland area to opportunity honor, acknowledge, and celebrate the resiliency of Indigenous communities in this region and beyond.

STAFF RECOMMENDATIONS

Staff recommends the Metro Council adopt Resolution No. 19-5036.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

- Council adoption of this resolution will further Metro's commitment to the goals stated in the Strategic Plan to advance Racial Equity, Diversity and Inclusion, in particular:
 - Metro meaningfully engages communities of color
 - Metro hires, trains and promotes a racially diverse workforce
 - Metro creates safe and welcoming services, programs and destinations
- Known Opposition/Support/Community Feedback
None

- Legal Antecedents
Metro Council Resolution No. 15-4663; Metro Council Resolution No. 16-4748; Metro Council Resolution No. 17-4851; Metro Resolution No. 18-4936; Metro Resolution 19-4992.
- Anticipated Effects
October 14, 2019 to be the fifth annual Indigenous Peoples' Day in the greater Portland area
- Financial Implications
None

BACKGROUND

Native and Indigenous people in our country have suffered forced migration, broken treaties, and other injustices that should never be repeated. This history is a lesson to all of us of the perseverance and resilience of Native people in the face of these injustices and the continued integrity and vitality of their cultures and their governments.

The second Monday in October is recognized by the federal government as Columbus Day. However, Columbus Day is not recognized by the State of Oregon. Since 2015, Metro has joined other local governments from around the greater Portland area in recognizing the important history and culture of Indigenous People in our community, country, and around the world.

In May 2017, the Metro Council adopted an updated Diversity Action Plan, following Council's adoption of the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion in 2016. Together, these policies seek to address systemic inequities and create a more equitable region for all by focusing on racial equity, diversity and inclusion of historically marginalized communities in every aspect of Metro's work. Several Metro departments, including the Oregon Zoo, Parks and Nature, Planning and Development, and Property and Environmental Services, have been completing departmental racial equity action plans to implement the strategic plan.

Declaring October 14, 2019 as the fifth annual Indigenous Peoples' Day in the greater Portland area will honor and acknowledge the resiliency of Indigenous communities in this region and beyond and proclaiming and November Native American Heritage Month to honor and celebrate the many contributions made by the Indigenous peoples throughout our vibrant community.

ATTACHMENTS

None

Agenda Item Number 6.1

Office of the Auditor Annual Report for FY 2018-19

Presentations

Metro Council Meeting
Thursday, October 17, 2019
Metro Council Chamber



Metro

Office of the Auditor
Annual Report

FY 2018-2019

Brian Evans
Metro Auditor
October 2019

Message from the Metro Auditor

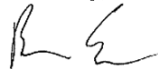
Residents of the Metro region:

You deserve transparent and accountable government. This report provides five-year trends for each of the performance measures I use to assess the efficiency and effectiveness of the Auditor's Office. Continuous improvement is a common theme in the recommendations we make in audit reports. The annual report is a chance to apply the same approach to our own efforts. I use the information to manage resources and make adjustments when needed. I hope you find it informative.


Last year we completed audits of emergency management, and information security and technology. We also completed follow-up audits to determine the status of previous audit recommendations related to capital project planning and Metro's equity in contracting program. Our audits identified opportunities to improve Metro's ability to reach its goals, and provide benefits to residents of the region.

In March 2019, the article we wrote about auditing culture received an award from the Association of Local Government Auditors. Our office also contributed to the audit profession in a number of other ways. Last year, we led training sessions at two conferences and served on various committees to support and improve local government auditing through advocacy, collaboration, and education. As in past years, I have been impressed with the dedicated service to the region employees in my office show, as well as their willingness to share their expertise and experiences with others in the auditing profession.

Sincerely,



Brian Evans
Metro Auditor

 503-797-1892



auditor@oregonmetro.gov



[@MetroAuditor](https://twitter.com/MetroAuditor)

www.oregonmetro.gov/regionalleadership/metro-auditor

Accountability Hotline: 888-299-5460 or www.metroaccountability.org

About the Auditor's Office

The office is led by the Metro Auditor; an elected position serving the entire Metro region. Performance audits are the primary work conducted by the office and follow Generally Accepted Government Auditing Standards. Performance audits provide independent and objective analysis to help management and the Metro Council be accountable to the public, improve program performance, reduce costs, and assist decision-making. The office also oversees the contract for the annual financial audit of Metro's financial statements and administers the Accountability Hotline where employees or the public can report concerns about Metro's programs and services.

Brian Evans is the third elected auditor since the position was created in the Metro Charter in 1995. Prior to being elected, Brian worked in the Auditor's Office for six years. The office includes the elected auditor, management auditors, and an administrative assistant:

- Brian Evans, CGAP, CIA, *Metro Auditor*
- Tracy Evans, *Auditor's Administrative Assistant*
- Angela Owens, CFE, *Principal Management Auditor*
- Simone Rede, CGAP, *Senior Management Auditor*
- Elliot Shuford, *Senior Management Auditor*

To meet audit standards, auditors are required to complete 80 hours of continuing professional education every two years. Staff attended forums, workshops, and conferences on performance auditing, as well as participated in an annual retreat to plan our work, and enhance communication and teamwork.

Mission and Values

Our mission is to:

- Ensure that Metro is accountable to the public,
- Ensure that Metro's activities are transparent, and
- Improve the efficiency and effectiveness of Metro programs and services.

It is our vision to be relevant and efficient, choosing the right areas to audit, and completing audits quickly so Metro can continually improve its services and be accountable to the public. Audit findings and recommendations are presented publicly before the Council and are intended to assist the Council and Chief Operating Officer in making improvements that will better serve the public. Reports are published on the Metro Auditor's web page.

Our values are:

- | | | |
|---------------------------------------|-------------------------|---------------------|
| • Professionalism | • Ethical behavior | • Credibility |
| • Wise and equitable use of resources | • Being open minded | • Respecting others |
| • Supporting findings with fact | • Balanced perspectives | • Teamwork |

Performance measures

The performance of the Auditor's Office is measured by reviewing results in the following areas:

- Average hours to complete an audit and number of audits completed;
- Number of audits completed per full time equivalent (FTE) employee;
- Audit hours per department;
- Auditee feedback; and
- Recommendation implementation rate.

Average audit hours and number of audits

Average audit hours and the number of audits completed measure the office's efficiency. In FY 2018-19, four audits were completed. The hours required to complete each audit ranged from 600 to 1,885. The average was 1,240 hours.

Audits vary in length, depending on their scope and complexity. Average hours in FY 2014-15 were lower than other years due to several audits that had a narrow scope of work. Average hours per audit increased last year because of two larger audits. This led to fewer audits being completed, but with more hours devoted to each.



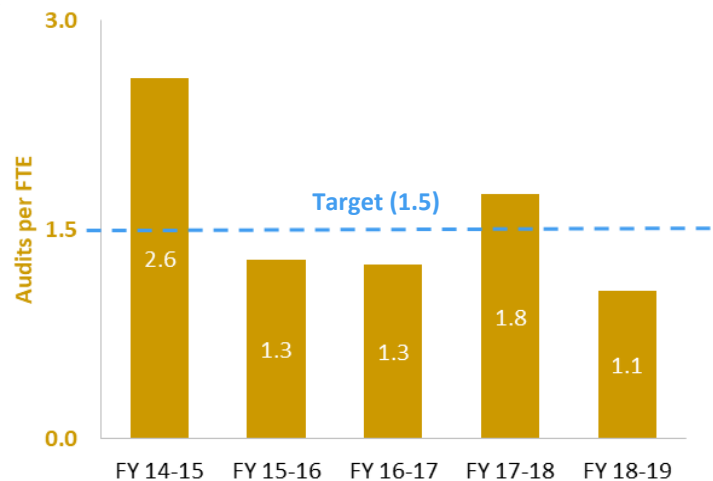
The four audit reports published in FY 2018-19 included two full audits and two follow-up audits. A total of 27 recommendations were made. The audit reports released were:

- Emergency Management (October 2018)
- Information Security and Technology (March 2019)
- Capital Project Planning Follow-up (April 2019)
- Minority-owned, woman-owned, service-disabled veteran-owned, and emerging small businesses (MWESB) Procurement Follow-up (May 2019)

Audits per FTE

Another way to measure efficiency is by looking at the number of audits completed per full-time equivalent (FTE) employee. In FY 2018-19, 1.1 audits per FTE were completed, which was less than the previous year. Available staff hours and the scope of the audit determine the number of audits that can be completed each year. The length is affected by the complexity of the subject and size of the program. Generally, the office tries to complete one and a half audits per FTE each year.

We did not meet our performance target last year. Smaller scoped audits will help us improve in this area this year. We are also evaluating ways to increase our efficiency.

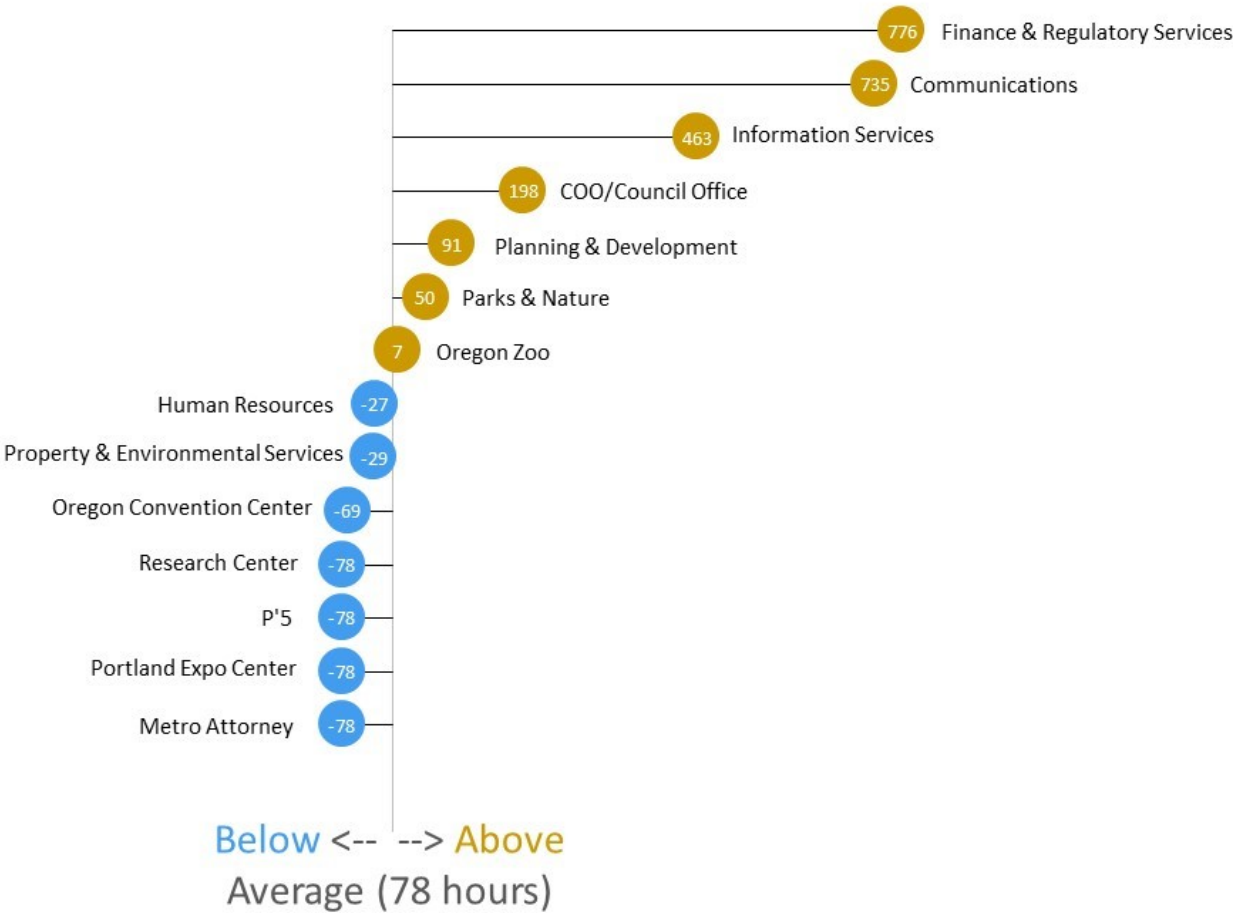


Audit hours per \$1 million expenditure, FY 2014-15 to FY 2018-19

This measure is used to evaluate the office’s effectiveness by analyzing how audit hours were distributed among Metro departments. It is calculated by dividing the total audit hours spent in each department by the department’s size, as measured by annual expenditures. In the last five years, about 78 audit hours were used for each \$1 million spent annually by Metro departments. If our office was able to provide equal coverage, each department would be stacked along the average line. In reality, more time is spent in some departments than others for a variety of reasons, including audit timing and greater risks in some programs and services.

Over the last five years, audit hours have been somewhat unevenly distributed between departments based on their level of expenditure. More time was spent in Finance and Regulatory Services, Communications, Information Services, Chief Operating Officer (COO)/Council Office, Planning and Development, and Parks and Nature relative to their level of expenditure. Conversely, other parts of the organization such as Research Center, P’5 Centers for the Arts (P’5), Portland Expo Center, and Metro Attorney had no audits completed in the last five years. While some unevenness is expected, this type of analysis is one consideration when audits are placed on the schedule. In FY 2019-20 some audits were scheduled, in part, to rebalance audit coverage.

Some departments had **fewer audit hours** than expected and some had **more audit hours** than expected



Auditee feedback

Surveys are a way to get input on the quality of our work. After an audit is published, we ask those involved to provide feedback through an anonymous survey. Survey questions are designed to get information about the audit process, staff, report, and overall satisfaction.

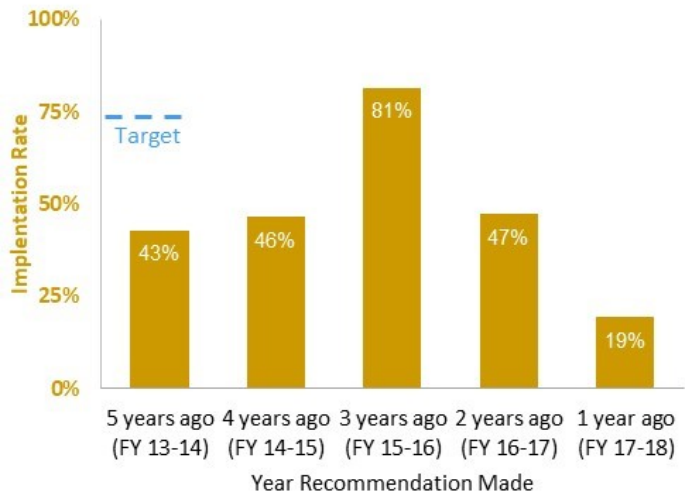
In FY 2018-19, the average level of agreement about the value of our work was 4.5 out of 5. This indicated satisfaction with our reports, staff, and process. The overall response rate for all post-audit surveys was 71%. That was almost double our response rate from two years ago, which indicates the online survey tool has been effective to get more feedback.



Recommendation implementation rate

The percentage of recommendations that are implemented shows how much impact audits have on the organization. Each year, the office asks directors to report on the status of recommendations made in the last five years. That information, combined with our conclusions from follow-up audits, is used to track the percent of recommendations implemented after the audit was released.

The performance target is that at least 75% of the recommendations will be implemented within five years. According to the most recent information, 43% of our recommendations were implemented for the audits released in FY 2013-14. Management reported that all of the recommendations from our audit of Opt In were implemented. Three recommendations from the Organic Waste System and MWESB Procurement audits were also implemented based on our follow-ups. We found work had been done on all the remaining recommendations from that year, but they were not fully implemented. After two years of steady improvement, last year's performance indicates a need to work with management to increase the implementation rate.



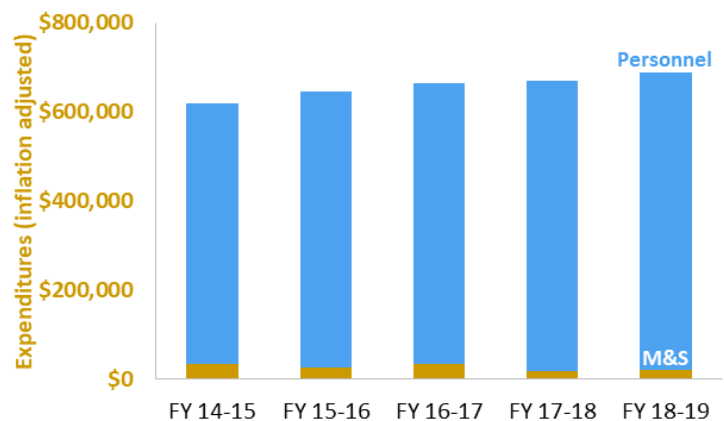
Audit schedule

The following audits are in process or scheduled to be started in FY 2019-20. Audit topics are selected based on input from Metro Council, department management, audit staff, and the public. In addition, we conduct a risk assessment to identify high priority topics.

Audit Title	Start Date	Expected Completion Date
Research Center	February 2019	December 2019
Code of Ethics	March 2019	November 2019
Employment Agreements	June 2019	December 2019
Background Check Process	June 2019	December 2019
Solid Waste Service Equity	TBD	TBD
Affordable Housing Bond Preparedness	TBD	TBD
Financial Condition of Metro FY09-19	TBD	TBD
Zoo Organizational Culture Follow-up	TBD	TBD

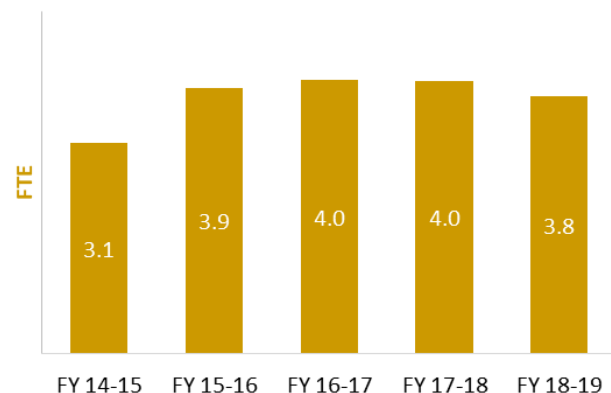
Expenditures

Expenditures were about 3% higher than last year. This was the result of higher spending on materials and services, which increased by about 23%. Spending on personnel also increased by about 2.5% compared to the previous year.



Staffing available

This graph represents actual staff hours available. In FY 2018-19, there were 7,880 audit hours available, the equivalent of 3.8 FTE. This was lower than the previous year due to a vacancy in one of the auditor positions for part of the year.



Accountability Hotline summary

The Accountability Hotline gives employees and the public a way to report waste, inefficiency, or abuse of resources. The Metro Auditor administers the Accountability Hotline. Last year, the process for reviewing incoming reports changed. All reports are now reviewed first by the Metro Auditor to determine the accuracy and significance of the information reported. After the initial review, the Metro Auditor consults with upper management, the Metro Attorney, or the Human Resources Director to determine the appropriate investigation method and priority. Cases may be handled by Human Resources personnel if disciplinary action could result. In some cases, upper management will assign an investigation to a department director if the report involves a service or program in their department. The Auditor reserves the right to conduct an audit on any report received.

Thirty-four reports were received in FY 2018-19. There is a wide variety in the nature of the reports in terms of specificity and issues identified. As a result, they cannot be categorized or summarized easily. The Oregon Zoo (33%) and Oregon Convention Center (33%) were tied for the highest number of reports. Metro Regional Center (12%) and agency-wide (9%) reports were the next highest.

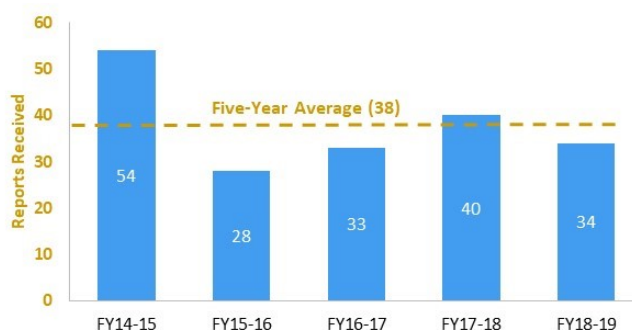
Twenty-three reports were successfully investigated or were in the process of being investigated at the end of the fiscal year. Thirteen reports were not investigated because they did not provide enough information to investigate, the incident was out of Metro's jurisdiction, or the reporter withdrew their concern.

Of the 23 reports that were successfully investigated, four were substantiated and 18 were unfounded or inaccurate. One report was still in process at the time of this report. The most frequent action taken in response to a report was to relay information to the person reporting the concern to provide context or additional information about what occurred.

Corrective actions were made in response to eight reports. This total is larger than the number of substantiated reports. During some investigations, some inaccurate reports revealed issues that needed to be addressed, even though they were not the primary concern initially raised.

Reports received

The number of Accountability Hotline reports received decreased by about 15% last year. In FY 2018-19, a total of 34 reports were received. That was lower than the average number of reports (38) that have been received over the last five-years.



Average days to close a case

According to best practices, cases should be resolved in 30 days or less to be responsive to the person reporting. The performance target was achieved in four of the last five years. Longer close times last year were caused by several factors. The new initial review process takes longer to complete, but should eventually result in a more efficient investigation process. In addition, there were several complicated cases last year that required specialized expertise to evaluate the significance of the information reported.



Agenda Item Number 7.1

Resolution No. 19-5011, For the Purpose of Approving the Metro Affordable
Housing Bond Site Acquisition Program Implementation Strategy

Resolutions

Metro Council Meeting
Thursday, October 17, 2019
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE	)	RESOLUTION NO. 19-5011
METRO AFFORDABLE HOUSING BOND SITE)	
ACQUISITION PROGRAM	)	Introduced by Interim Chief Operating
IMPLEMENTATION STRATEGY	)	Officer Andrew Scott in concurrence
	)	with Council President Lynn Peterson

WHEREAS, on June 7, 2018, the Metro Council adopted Resolution No. 18-4898, referring to the Metro area voters Ballot Measure 26-199 authorizing general obligation bond indebtedness to fund affordable housing (the "Housing Bond Measure"); and

WHEREAS, on June 28, 2018, the Metro Council passed Ordinance 18-1423 establishing that affordable housing is a "matter of metropolitan concern" and exercising jurisdiction over functions related thereto; and

WHEREAS, on November 6, 2018, the voters approved the Housing Bond Measure, providing Metro with the authority under the laws of the State of Oregon and the Metro Charter to issue bonds and other obligations payable from ad valorem property taxes for the purpose of financing and identifying funds to be used for affordable housing; and

WHEREAS, on January 31, 2019, the Metro Council adopted Resolution No. 19-4975, approving the Metro Housing Bond Measure Program Work Plan (the "Work Plan"), which, among other things, provided that up to ten percent of Bond Measure funds will be retained by Metro for the Regional Site Acquisition Program including criteria and plans for acquiring for development in coordination with Local Implementation Partner jurisdictions, strategies for advancing racial equity in alignment with Local Implementation Strategies, and an engagement report summarizing how stakeholder input shaped Strategy Development; and

WHEREAS, Metro staff have created a Program Implementation Strategy, which strategy was reviewed by the Affordable Housing Bond Community Oversight Committee and has been recommended to the Metro Council for approval;

BE IT RESOLVED that the Metro Council:

Approves the Site Acquisition Program Implementation Strategy in the form attached hereto as Exhibit A.

ADOPTED by the Metro Council this _____ day of October, 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Metro Site Acquisition Program Implementation Strategy

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INTRODUCTION

Housing is a critical piece of regional infrastructure. Where individuals live affects their ability to access jobs, education, community, and nature. Of the region's nearly 700,000 housing units only 37,000 or five percent are regulated and reserved for low-income households. Metro is choosing to address this historic housing crisis affecting thousands of families and individuals through the Metro Affordable Housing Bond. The Bond will lead to the investment of over \$652 million dollars into the region's built environment and will have a significant impact on future growth. Metro's Site Acquisition Program will help ensure that new affordable housing investments support the regional growth policies and values the region has worked to establish over the previous decades.

As Metro plans for the decades ahead, this is an opportunity to invest in Metro's commitment to collaboratively build communities where everyone has stable housing and a sense of belonging. The Site Acquisition Program will not only reaffirm the region's commitment to compact development that contributes to a healthy economy, a balanced transportation system and the protection of the region's natural resources, but it will also be rooted in the understanding that inequities have prevented many communities from fully enjoying these benefits.

Across the region, communities of color struggle disproportionately with unaffordable housing costs, displacement and homelessness. This history of housing in America and greater Portland is marked with systemic, ongoing racism and discrimination. Metro's racial equity strategy explicitly includes stable and affordable housing in its definition of racial equity: *"Our region is stronger when all individuals and communities benefit from quality jobs, living wages, a strong economy, stable and affordable housing, safe and reliable transportation, clean air and water, a healthy environment, and sustainable resources that enhance our quality of life."* To advance racial equity, the Site Acquisition Program will follow the principles of the Metro Affordable Housing Bond Framework and make site investments that will create homes in places where communities of color live today to prevent further displacement and in neighborhoods historically not accessible to these communities.

METRO'S ROLE IN HOUSING

Metro has long supported a robust and diverse regional housing supply through its growth management and transportation plans, research, grant funding, and development of properties along the region's transit network. This precedent of work is the foundation of the principles and expertise upon which Metro's Site Acquisition Program will draw.

Regional Policy and the 2040 Growth Concept

In Oregon, urban growth boundaries (UGBs) are used to encourage efficient use of land. In Greater Portland, the Metro Council is charged with managing the UGB, which can only be expanded when there is a demonstrable regional need in order to accommodate the next 20 years of household growth. Regional policies such as the 2040 Growth Concept reflect an intent to incorporate population growth in existing urban areas as much as possible in order to protect important natural resources outside of the UGB. Explicit in the 2040 Growth Concept is the understanding that compact development focused in urban centers is ultimately more sustainable, livable, and fiscally responsible than urban sprawl. Metro works with jurisdictions, communities, advocates, and the private sector to direct growth into areas that can support a range of housing options that are well-connected to transportation and jobs.

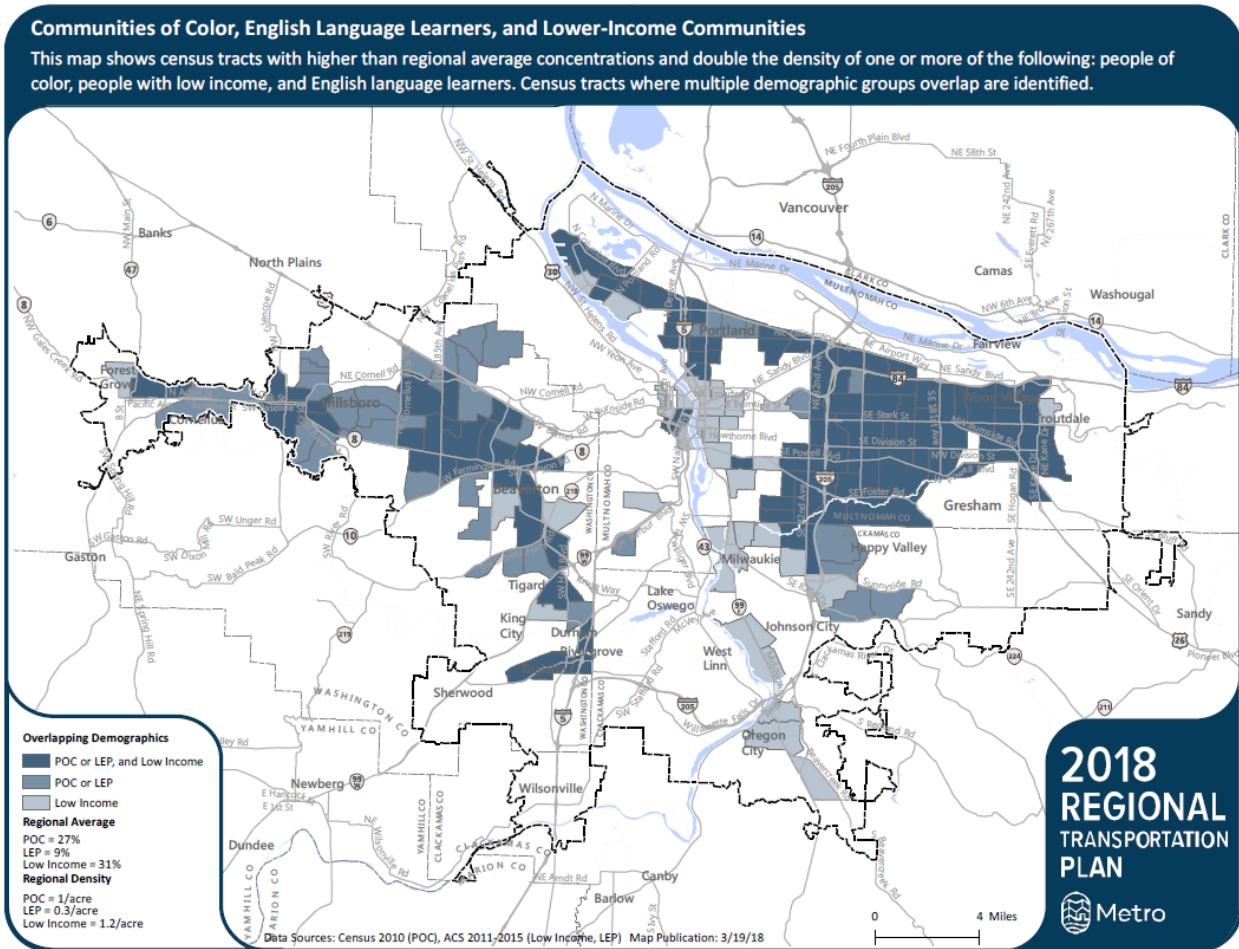
Exhibit A to Resolution No. 19-5011

Regional Transportation Plan

Affordability is intimately linked to the transportation system people use every day to get to work and other destinations. If housing is affordable but the cost of commuting is too high, people can still struggle to get by. A core part of the Regional Transportation Plan (RTP), the 20-year blueprint for a safe, reliable, and efficient system of roads, transit, and pedestrian facilities is to integrate the transportation system with the region's 2040 Growth Concept and vision. The RTP framework supports the production and preservation of affordable housing in the region by investing in transportation infrastructure that connects communities. The RTP's first objective is to support the implementation of the 2040 Growth Concept by focusing transportation investments in 2040 growth areas that include the Portland central city, regional and town centers, corridors, main streets, and employment areas (*RTP Objective 1.1*).

Regional Transportation Equity Policies	
Policy 1	Embed equity into the planning and implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate disparities and barriers experienced by historically marginalized communities, particularly communities of color and people with low income.
Policy 2	Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts on historically marginalized communities, with a focus on communities of color and people with low income.
Policy 3	Prioritize transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low income.
Policy 4	Use inclusive decision-making processes that provide meaningful opportunities for communities of color, people with low income and other historically marginalized communities to engage and participate in the development and implementation of transportation plans, projects and programs.
Policy 5	Use engagement and other methods to collect and assess data to understand the transportation-related disparities, barriers, needs and priorities of communities of color, people with low income and other historically marginalized communities.
Policy 6	Evaluate transportation plans, policies, programs and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low income and other historically marginalized communities and the extent disparities are being eliminated.
Policy 7	Support family-wage job opportunities and a diverse construction workforce through inclusive hiring practices and contracting opportunities for investments in the transportation system.

In addition to supporting the 2040 Growth Concept goal of focusing investment in regional growth areas, the RTP also directly supports transportation and housing equity throughout its framework. The plan calls for the increase in the number of regulated affordable housing units within walking distance to current and planned frequent transit service (*RTP Objective 1.3*) and establishes seven additional policies related to eliminating disparities and barriers to transportation in communities of color, areas with people of lower income, and communities with English language learners (*RTP Chapter 3.1.2.4, Transportation Equity Policies*). Through these policies regional transportation investments will actively work to anticipate and minimize the effects of displacement on historically marginalized communities, prioritize investments that eliminate transportation barriers for these communities, and use an inclusive decision-making process that provides meaningful opportunities to participate. Metro's Site Acquisition Strategy will complement these transportation policies to ensure housing and transportation investments support Metro's already established regional goals for the transportation system.



High Capacity Transit Planning

Metro's Investment Areas program plays a lead role in planning the region's light rail and other rapid transit lines to serve a broad range of residential, commercial, and employment centers. Past experience has shown that these major transit investments can have a big impact on housing costs. By working to better understand the impact transportation investments can have on housing costs, Metro and its partners can maximize opportunities to plan transit investments while also addressing housing stability and affordability.

For example, Metro's plan for the Division Transit Project, a major investment that will improve travel between Downtown Portland, East Portland, and Gresham, exposed several opportunity sites with potential to expand the supply of affordable housing along the future transit corridor. Coordination between Metro's Investment Areas and Transit-Oriented Development program allowed Metro to acquire one of these sites and ultimately facilitate the development of the Orchards at 82nd, a 48 unit affordable housing project and new headquarters for the Asian Pacific American Network of Oregon (APANO). By leading the Southwest Corridor Equitable Development Strategy (SWEDS), Metro is continuing this work while planning the Southwest Corridor MAX line. SWEDS is leveraging a federal transit-oriented development grant to work closely with housing advocates to create proactive strategies to preserve and develop affordable housing while connecting lower-income residents to living wage jobs through high-quality transit service. Metro's Site Acquisition Program will continue this close

Exhibit A to Resolution No. 19-5011

coordination with regional high-capacity transit plans to better complement large scale investments in transportation with housing.

Transit-Oriented Development

Metro's Transit-Oriented Development (TOD) program acquires land and provides gap funding for nonprofit and for-profit private developers to support the construction of higher density buildings in areas served by frequent service bus, streetcar, or light rail. This program is supported by federal transportation funds and catalyzes development of new TOD projects that increase transit ridership above and beyond what a market based project would generate. Since 1998 the program has helped create more than 3,600 housing units, including 1,600 regulated affordable housing units, and over a half million square feet of commercial space throughout the region. Staff updated the TOD program's procedures in 2016 to better reflect the higher propensity of lower income residents to use transit. The program also adjusted the legal agreements used to create partnerships with developers to make it easier to contribute TOD funding to affordable housing projects. As a result, these changes helped develop 825 new affordable units in the past three years in addition to the 729 already completed.

The program has also purchased over 21 acres throughout the region and has worked closely with local jurisdictional partners and developers to plan and/or construct 1,100 units on sites purchased by Metro. Metro has significant experience and capacity in mitigating property of environmental hazards, coordinating with adjacent transportation infrastructure, negotiating public-private partnerships, and structuring competitive bids for qualified developers. Metro's experience acquiring sites and funding housing projects through the TOD program provides the foundation to ensure the successful implementation of the Site Acquisition Program.

Equitable Housing Initiative

Metro created the Equitable Housing Initiative (EHI) in 2015 to better coordinate efforts already underway and find shared understanding of needs, opportunities and best practices in affordable housing. The initiative supports local jurisdictions, housing developers, and advocates to put those best practices to work and to build their own capacity to conduct research and develop policies and resources. EHI kicked off its work by creating a partnership with Oregon Opportunity Network and a technical work group with diverse expertise on housing issues. In 2016, Metro and these partners convened a regional housing summit to dig deeper into the affordable housing emergency, eventually creating an affordable housing framework offering five strategies on how to respond to the crisis, including increasing and aligning funding/incentives for affordable housing, increasing and diversifying all types of housing development, ensuring that affordable housing is incorporated into market rate housing development, mitigating displacement of renters, and expanding access to homeownership. In addition to the framework, the Equitable Housing Initiative funded seven jurisdiction-led projects designed to identify and implement strategies to increase the supply of affordable housing. These included identifying and eliminating barriers to developing different types of housing choices, evaluating funding and incentive tools for supporting affordable housing development and preservation, and planning for affordable housing development on specific sites. The Equitable Housing Initiative also helped Metro's research staff develop an ongoing basis database of the region's affordable housing inventory which could help target locations for future investment. Through the work of Metro's Equitable Housing Initiative, it became clear that tackling the region's shortage of affordable housing would require new dedicated revenue tools and coordinated investment strategies. The partners and

Exhibit A to Resolution No. 19-5011

coalitions created through this initiative became the foundation that eventually would create the Metro Affordable Housing Bond that was passed by voters in 2018.

Metro Regional Affordable Housing Bond

On November 6th, 2018, voters approved a \$652.8 million general obligation bond to create affordable housing for approximately 12,000 people in the greater Portland region. Metro worked with partners and community members to create a set a goal to create at least 3,900 new affordable homes of which:

- At least 1,600 homes will be affordable to households making 30 percent of area median income (AMI) or below;
- At least 1,950 homes will be sized for families, with two or more bedrooms; and
- No more than ten percent of homes will be provided for households earning 61-80 percent of AMI.

In its efforts to achieve these unit production targets, Metro is guided by four principles that were derived from existing Metro policies and conversations with key stakeholders who participated in a six month public process convened prior to the referral of the Bond Measure. Those Guiding Principles are:

1. **Lead with racial equity.** Ensure that racial equity considerations guide and are integrated throughout all aspects of Program implementation, including community engagement, project location prioritization, tenant screening and marketing, resident and/or supportive services, and inclusive workforce strategies.
2. **Create opportunity for those in need.** Ensure that Program investments serve people currently left behind in the region's housing market, especially: communities of color, families with children and multiple generations, people living with disabilities, seniors, veterans, households experiencing or at risk of homelessness, and households at risk of displacement. Incorporate commitments for tracking and reporting on Program outcomes for people of color and other historically marginalized groups.
3. **Create opportunity throughout the region.** Ensure that Program investments are distributed across the region to (a) expand affordable housing options in neighborhoods that have not historically included sufficient supply of affordable homes, (b) increase access to transportation, employment, education, nutrition, parks and natural areas, and (c) help prevent displacement in changing neighborhoods where communities of color live today.
4. **Ensure long-term benefits and good use of public dollars.** Provide for community oversight to ensure transparency and accountability in Program activities and outcomes. Ensure financially sound investments in affordable, high quality homes. Allow flexibility and efficiency to respond to local needs and opportunities, and to create immediate affordable housing opportunities for those in need.

Counties, public housing authorities and cities with populations over 50,000 that receive and administer their own federal Community Development Block Grant funding are eligible to become Local Implementation Partners and receive Metro Bond Measure funds. Local implementation Partners that receive Bond funding must adopt a Local Implementation Strategy, informed by community engagement that includes a plan to achieve the unit production targets and address the Bond's Guiding Principles.

Metro will also adopt a Local Implementation Strategy for its Regional Site Acquisition Program. This Site Acquisition Program is supported with \$62 million, or 10 percent of the total bond funds and will

Exhibit A to Resolution No. 19-5011

support Local Implementation Partners in achieving overall unit production targets for the acquisition of regionally significant sites.

REGIONAL SITE ACQUISITION PROGRAM

The regional site acquisition program will support and build upon Metro's community outreach effort and the policy frameworks established by the Regional Growth Concept, the Regional Transportation Plan, and the Equitable Housing Initiative, and the Metro Housing Bond Work Plan by acquiring land and supporting development of regulated affordable housing that will advance racial equity, prevent displacement and provide the greatest access to affordable transportation, employment opportunities, services, and nature.

The following section describes the location criteria Metro will review when prioritizing land purchases made through the Site Acquisition Program. Land availability is cyclical, market dependent, and opportunistic. The price and supply of properties will fluctuate throughout the period when Metro and its partner jurisdictions intend to spend the bond proceeds. Land negotiations can be complex and opinions of value can vary significantly among the parties involved. Given the Metro Housing Bond's time constraints and the limited number of properties throughout the region that may meet all the criteria discussed in this section, the following criteria do not represent a threshold requirement for all properties Metro may purchase through the Site Acquisition Program. However, Metro will prioritize properties that address community priorities identified during Metro's outreach process and demonstrate regional significance through **advancing racial equity by addressing segregation, stabilizing communities at risk of displacement and supporting Metro's regional policies related to growth management, climate action, and transportation.**

Advancing Racial Equity

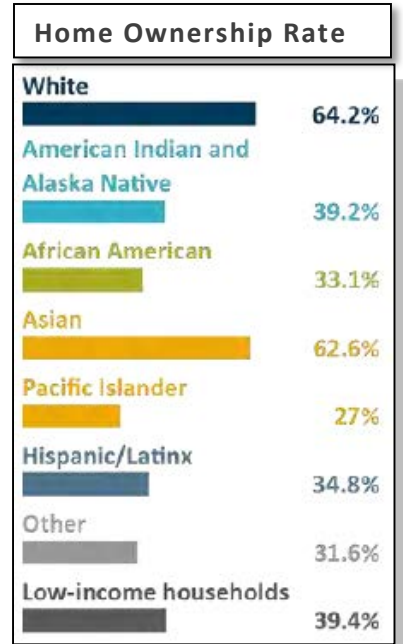
The Metro Regional Affordable Housing Bond offers greater Portland the opportunity to advance racial equity in multiple ways. Housing barriers affect all communities but have most deeply impacted communities of color. This is why a core value of the Affordable Housing Bond and Metro's Site Acquisition Program is to lead with racial equity to ensure access to affordable housing opportunities for people of color and historically marginalized communities. For the Site Acquisition Program's location criteria, this means prioritizing the purchase of properties that address segregation, create fair housing opportunities, and help to stabilize communities at risk of displacement. In addition, the feedback received during community engagement pointed out the importance of building new affordable housing in the communities and neighborhoods where people already live and have developed social and family networks.

Metro can help address segregation through the Site Acquisition Program by prioritizing sites in areas lacking historical investments in affordable housing. Addressing segregation means acknowledging historic barriers to housing throughout the region and the inequitable distribution of affordable housing investments. Often affordable and income-restricted homes are constructed in areas where land values are lowest and where properties can support limited rental revenue. Unfortunately, these areas also

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often coincide with parts of the region with limited access to jobs, services, and other amenities like parks and nature. The same principles reduce the availability of affordable housing in areas with high amenities and higher land values, which exacerbates divisions and puts some people further from resources, jobs, and opportunities more readily available in Metro's growth areas that are more walkable and transit served.

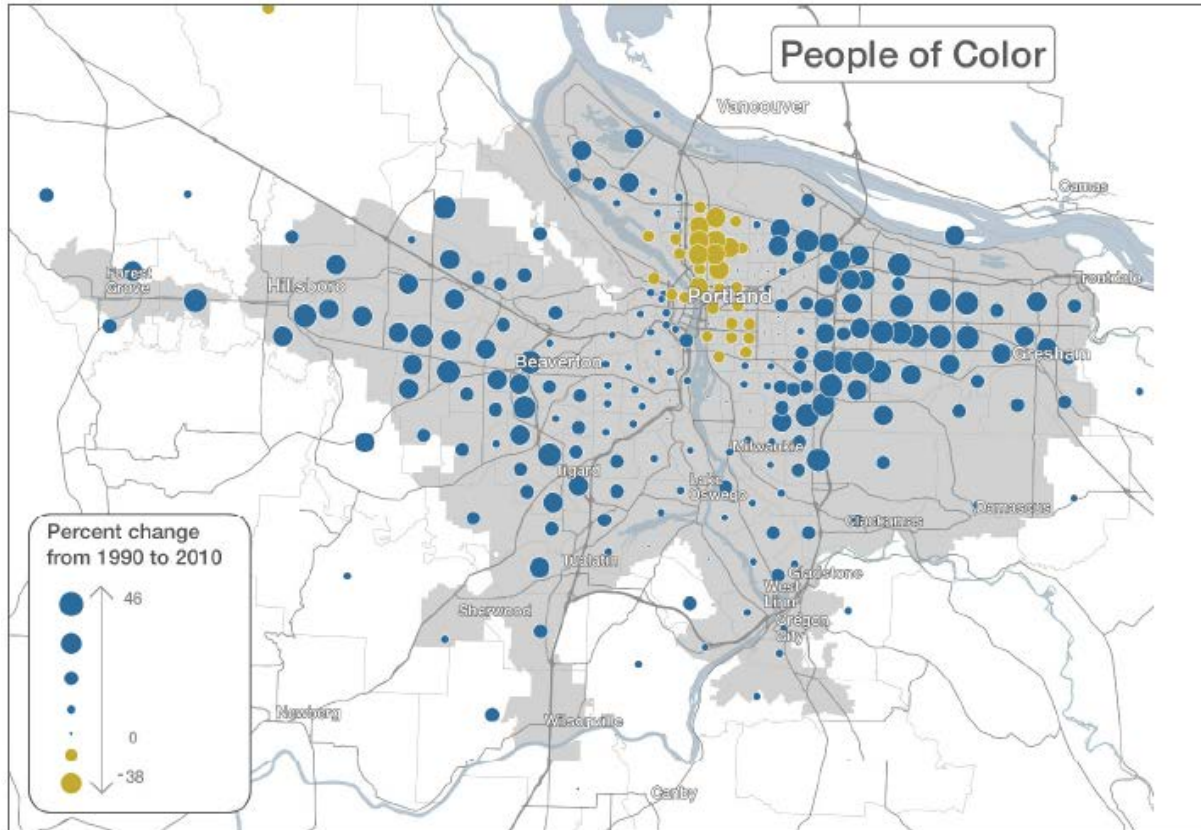
The inequitable distribution of affordable housing resources throughout the region also makes communities without a supply of income-restricted homes more vulnerable to displacement. This is linked to the disproportionate displacement of communities of color and a shift in the region's racial geography over the last decade. People of color, English language learners, and low income households are the most susceptible to displacement. As opportunities to access homeownership have been historically withheld from communities of color, these households have been most impacted by increasing housing costs. Without an adequate supply of income-restricted affordable homes in these areas, residents are more likely to have to leave not just their homes, but also their neighborhoods.



It's important to acknowledge that regional investments in transit accessibility and public amenities can also carry the risk of contributing to the displacement of historically marginalized communities. Analysis between 1990 and 2010 shows historic disinvestment and low land prices followed by the funding and construction of the MAX Yellow Line among other investments contributed to the displacement of African American families in North Portland. Public infrastructure improvements can bring significant value to adjacent properties and without anti-displacement policies in place, the benefits of that infrastructure may not be realized by the residents. Metro's Site Acquisition Program can help prevent displacement by prioritizing investments in areas where communities of color live, in neighborhoods where displacement is occurring or has occurred, and in areas where future investments are planned.

Strategies Metro can leverage through the Site Acquisition Program to advance racial equity do not end at location criteria. Projects eventually developed on Metro-owned property will have workforce, contracting, and tenaning goals designed to increase opportunities and reduce housing barriers for historically marginalized communities. More information on these requirements can be found in the Site Acquisition and Development Process section of this strategy.

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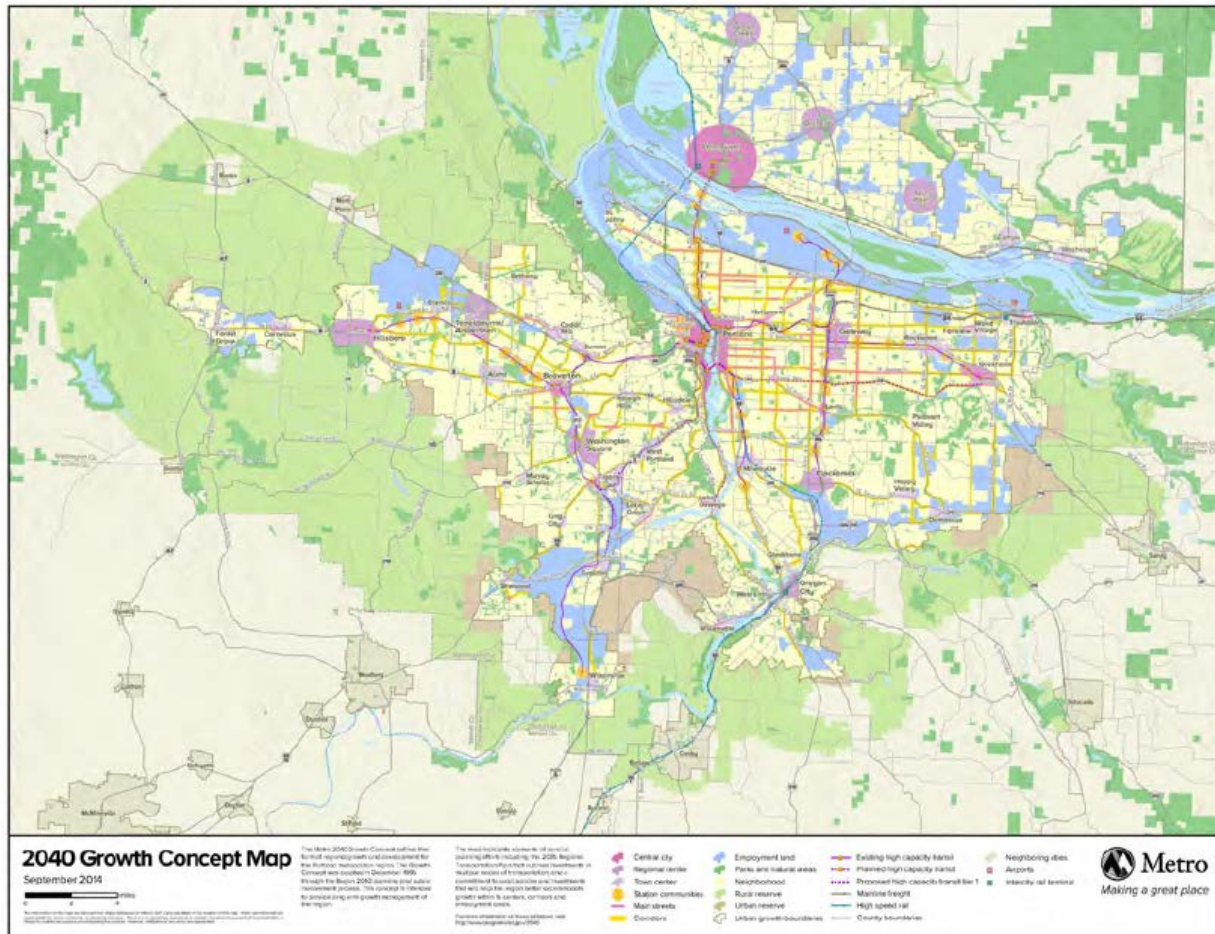


Source: US Census

Metro Regional Policy

The greater Metro region (7-county MSA) is expected to grow by over 500,000 people between 2019 and 2038. To protect farms and forests, Oregon law encourages the efficient use of land within the region's Urban Growth Boundary (UGB). State law and Metro's regional growth policies guide the expansion of the UGB and how future development will occur within it. The 2040 Growth Concept establishes the core regional growth strategy of promoting quality infill and redevelopment within downtowns, urban centers, main streets, and along key transportation corridors. This growth management strategy is an effective way to accommodate growth within the region's existing communities and is how redevelopment and infill has accounted for 76 percent of new housing units within the UGB were between 2007 and 2016.

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Integrating new development with existing and future transportation investments is key to improving air quality and limiting congestion and the impact of climate change. Metro's Regional Transportation Plan (RTP) acknowledges this and is a key Metro policy that is closely coordinated with Metro's growth management work. The RTP is a blueprint that will guide future transportation investments over the next 25 years and its very first objective is to focus new transportation investments within Metro's future growth areas. These areas include the Portland central city, regional and town centers, corridors, and main streets.

The RTP also calls for investing transportation resources in a way that increases accessibility of those new investments to regulated affordable housing units. Transportation is often the second highest expense within a household and by linking these investments, Metro can do its part and help reduce transportation's share of households' overall cost burden. While transportation investments in general may include improvements to roadways, sidewalks, and bike lanes, transit service is particularly important to lower-income households. Proximity to transit service is one of the top factors that households expressed desire for during Metro's community outreach process. Transit is also a cost-efficient way to access jobs and services throughout the region without having to support the cost of an automobile.

In addition to the cost impact of transportation, closely linking investment in new affordable homes with transit service will help reduce the impact of single occupancy vehicle emissions of greenhouse gas

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emissions, a key component of Metro's Climate Smart Strategy to help mitigate climate change. Adopted in 2014, Metro's Climate Smart Strategy for the Portland metropolitan region identifies implementing the regional land use plan and investing in transit as two of the most impactful strategies we can take to reduce per capita greenhouse gas emissions. Focusing Site Acquisition Program funds into these areas will not only ensure that residents' access to transit but helping support the climate future for the next generation of Portland metro residents.

Metro will not only leverage its transportation planning work to help better locate housing investments, but also its efforts to plan and invest in parks and nature. Metro's Parks and Nature Department brings people closer to nature and protects regional habitat through habitat restoration, park improvements, nature education, land acquisition, and other community investments. With access to parks being a key community priority of where housing should be located, the Site Acquisition Program will coordinate with future parks investments, existing local parks and nature projects, and community projects that could provide value to affordable housing residents.

Regional Site Acquisition Program Criteria

The Site Acquisition Program will support Metro's policies to advance racial equity by working to address segregation, prevent displacement, and stabilize communities while reinforcing already established policies related to growth management, climate action, and transportation. The program will prioritize racial equity by acquiring sites in the following locations:

- **In areas where there are existing marginalized communities including communities of color, English language learners, and low-income households.**
- **In areas lacking investments in affordable housing**
- **In neighborhoods where displacement is occurring or has occurred.**
- **Near amenities identified as priorities in Metro's community outreach process.**

Participants in Metro's community outreach process identified transit proximity as their number one priority and will be a program focus. Also reflecting comments from the outreach process, Metro will prioritize sites with convenient access to full service and culturally specific grocery stores, particularly those that offer affordable prices for food. Some local farmer's markets may also offer access to affordable produce, but may not operate year round. For projects with family size units, the program will make efforts to secure sites with access to schools and daycare.

In addition, Metro will consider existing regional policies for making investments in areas within designated 2040 Growth Areas that support Metro's regional growth management policies. These include areas the 2040 Growth Concept identifies as the central city, town centers, main streets, regional centers, and corridors and along established bus and rail transit routes or areas where future transit, parks and nature investments are planned.

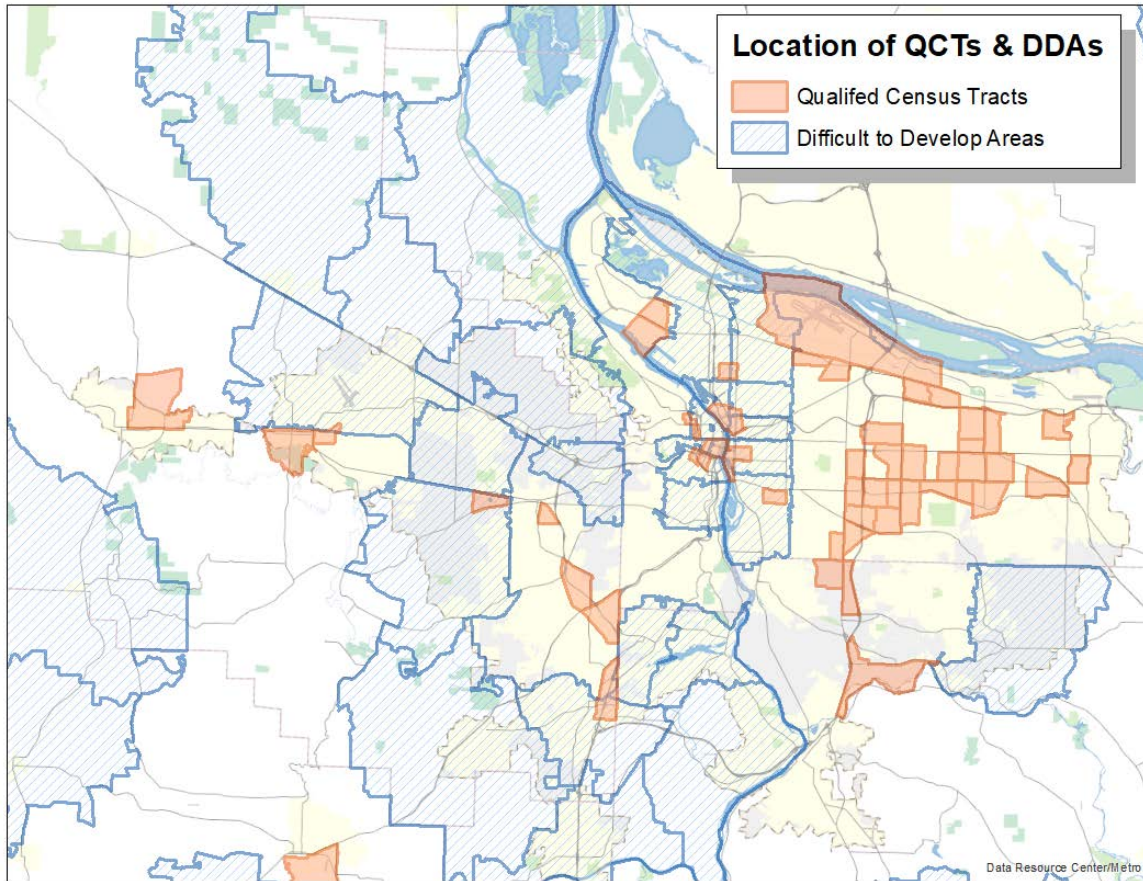
Technical Site Criteria

Metro will need to ensure that properties acquired through the Site Acquisition Program can be developed functionally and efficiently into future affordable homes by a qualified developer. The highest priority properties will be able to address the following characteristics:

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- **Alignment with Local Implementation Strategy**
Metro will coordinate with local implementation partners to identify sites that align with the approved local implementation strategy.
- **Property size and zoning**
Priority sites should be large enough and appropriately zoned to allow for multifamily housing development.
- **Land and site preparation cost**
Land and site preparation costs should support the achievement of housing production targets in each jurisdiction's Local Implementation Strategy and should be reasonable to allow the production of the targeted number of units. Site preparation costs include but are not limited to environmental remediation, grading, and infrastructure improvements associated with the project.
- **Maximize other funding sources**
The Site Acquisition Program will prioritize site purchases in areas throughout the region that are able to utilize additional funding sources outside of the Metro bond for affordable housing development. Coordinating development within Qualified Census Tracts (QCT), Difficult to Develop Areas (DDA), and parts of jurisdictions that are able to leverage Tax Increment Financing (TIF), tax exemptions, system development charge financing, and other local programs will be a vital strategy that will help the Metro Housing Bond meet its housing production goals.

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The Department of Housing and Urban Development (HUD) allows projects developed within QCTs and DDAs to generate an additional 30 percent “basis boost” on the amount of Low Income Housing Tax Credits they may qualify for. QCTs are census tracts where 50 percent of households earn below 60 percent of AMI or have a poverty rate of 25 percent or more. DDAs have disproportionately high costs when compared to AMI. HUD analyzes US Census data and publishes a map of QCT and DDAs annually. Sites developed within these areas will be able to earn additional equity in the form of tax credits and reduce the overall burden on regional bond funds to cover development costs.

Ideally local, federal, and Metro funding sources can be leveraged to maximize the affordability of homes developed through the Site Acquisition Program. Local jurisdictions’ ability to contribute location-based local funding sources like TIF for additional gap funding or supportive infrastructure improvements can help reduce project costs and increase affordability. Local policies that help reduce the impact of system development charges or property taxes on affordable housing developments can also help boost overall affordability. Local requirements that allow for reduced parking or increased density for affordable projects can also help the region meet the bond’s production goals.

SITE ACQUISITION AND DEVELOPMENT PROCESS

The Site Acquisition Program includes \$62,016,000 of program funds to be used for site acquisition and project development throughout the region. Metro intends to invest these regional funds proportionately in implementing jurisdictions based on the share of regional assessed value. Projects developed on Metro-acquired properties will contribute to each jurisdiction's existing unit targets. In most cases, projects developed on Metro-acquired properties will require additional funding assistance from each implementing jurisdiction's bond allocation. The following table shows unit targets, eligible share of bond funding available, the Metro Site Acquisition Program acquisition funds, and the estimated number of property acquisitions Metro currently anticipates in each jurisdiction.

Proposed Metro Site Acquisition Program Regional Investment Distribution						
	Unit Targets			Local Eligible Share	Metro Regional Site Acquisition Funds	Estimated Acquisitions
	Total	30% AMI	Family-Sized			
Beaverton	218	89	109	\$31,140,595	\$3,460,066	1
Clackamas County	812	333	406	\$116,188,094	\$12,909,788	1-2
Gresham	187	77	93	\$26,756,995	\$2,972,999	1
Hillsboro	284	117	142	\$40,657,081	\$4,517,453	1
Home Forward*	111	46	55	\$15,879,123	\$1,764,347	1
Portland	1,475	605	737	\$211,056,579	\$23,450,731	2-3
Washington County*	814	334	407	\$116,465,532	\$12,940,615	1-2
Total	3,900	1,600	1,950	\$558,144,000	\$62,016,000	8-11

* Balance of County

Gap Funding

The estimated acquisition estimates shown in the table above assume Metro will use its funds for a mix of land purchases and gap funding on Metro owned properties. Metro may use its regional funds to provide additional gap funding for bond-funded affordable housing projects developed on any Metro-owned property, if Metro and the local jurisdiction agree that developing the property would support the community's Local Implementation Strategy. If Metro acquires a property in an implementing jurisdiction for less than that jurisdiction's targeted allocation of Site Acquisition Program funds, the remainder may be used to supplement the funding necessary to develop a feasible project on the property that supports the Local Implementation Strategy.

Acquisition Due Diligence and Approval

Metro staff is committed to work with partners to coordinate acquisitions that meet Metro's site criteria and support the Local Implementation Strategies. Prior to submitting inquiries or letters of intent for a property eligible for site acquisition, Metro will confer with local jurisdiction staff to determine if developing the property will support the Local Implementation Strategy. Metro will manage property searches and will communicate and collaborate with jurisdiction staff throughout this process.

Developer Selection

Metro anticipates creating developer solicitation processes for acquired properties jointly with implementing jurisdictions. Solicitations should be conducted competitively and in a manner that

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provides transparency and open access to qualified developers. Metro is committed to working with local jurisdictions to define individual project goals in a manner that meet Housing Bond and Local Implementation Strategy goals.

Advancing Racial Equity through Project Implementation

Similar to requirements for all Local Implementation Strategies, Metro expects to work with implementing jurisdictions and development teams on strategies for advancing racial equity throughout project implementation. In addition to the racial equity criteria described in the location criteria section of this strategy, development partners for Metro properties offered through the Site Acquisition Program will need to propose policies they will use to eliminate barriers and increase economic opportunities for communities of color and other historically marginalized communities, English language learners, and low-income households. Metro anticipates working with development partners and jurisdictions to achieve these goals in the following ways:

- **Fair Housing Strategies**

Metro and partner jurisdictions will evaluate development teams based on their proposed approach to eliminating barriers in accessing housing for communities of color and providing necessary culturally specific programming and supportive services. Metro will coordinate with implementing jurisdictions and their Local Implementation Strategies to guide these evaluation criteria.

- **Diversity in Contracting**

Metro will encourage the use of minority-owned businesses, woman-owned businesses, and businesses owned by service disabled veterans and emerging small businesses, as defined under State law in ORS in Chapter 200 and as certified by the Certification Office of Business Inclusion and Diversity (COBID). Projects developed on properties purchased through the Site Acquisition Program will have an aspirational goal of twenty percent of hard construction costs for subcontract utilization of COBID firms on projects. Development teams will be requested to propose their approach to reaching this goal based on applicable project costs and will be required to assist Metro in reporting and monitoring on progress towards the goal during construction.

- **Workforce Development**

Greater Portland is growing and to help meet the demand for skilled construction workers, the region needs to improve construction career pathways for women and people of color. Metro's Construction Career Pathways Project (C2P2) has worked with stakeholders throughout the region to learn about this problem and identify strategies to provide reliable career pathways for women and people of color into this industry. Metro's Site Acquisition Program will work with the C2P2 program to implement the strategies most appropriate to advance regional construction diversity goals in the context of affordable housing development such as setting workforce diversity goals, tracking and reporting on workforce diversity, supporting positive worksite culture, requesting workforce diversity plans from contractors and building partnerships with workforce development providers that serve communities of color.

Ongoing Community Engagement

Metro's site acquisition program is unique because there are fewer opportunities for community involvement during real estate transactions. Once sites are acquired, Metro will work with partner jurisdictions and development teams early in the project design process to determine how Metro staff expertise and resources can contribute to meaningful engagement with communities of color and other historically marginalized community members, including: people with low incomes, seniors and people with disabilities, people with limited English proficiency, immigrants and refugees and people who have experienced or are experiencing housing instability. Specifically, this will involve a meeting or series of meetings with jurisdictional staff and/or development teams to develop an effective engagement plan which identifies the communities to work with, the roles and responsibilities of staff and the activities that will ensure project outcomes are affected by community involvement. This plan will be guided by the local jurisdiction's Local Implementation Strategy.

Additionally, Metro intends to provide updates about implementation of the bond with the community. Currently, Metro maintains an email list of over 900 addresses. This provides a way for Metro to share periodic updates about the program and the implementation process. Metro will also use its Metro News stories and social media platforms to share updates with the community. To ensure engagement of communities of color and other historically marginalized groups, Metro will coordinate with other programs inside of the organization to attend planned events and meetings that target those communities. This should occur once or twice each year to provide updates about new projects in planning and development.

Anticipated Timeline for Acquisition

Metro's goal is to acquire approximately 8-11 sites through the life of the Site Acquisition Program, averaging approximately two to three sites per year that meet the program's priority location criteria and can support regional distribution targets. Solicitations for site development will be released in conjunction with local jurisdictions on a rolling basis. Final acquisitions are anticipated to be made in approximately the fifth year of the Housing Bond Program, with development of those sites completed within the following two to three years.

COMMUNITY OUTREACH

Community outreach for the creation of Metro's Site Acquisition Program occurred during the months of March, April and May 2019. The process was developed in collaboration with community-based organizations and Metro's jurisdictional partners and guided by emerging best practices in public engagement.

There were two parts to the community outreach conducted during this period. The first was an online housing survey completed by 486 individuals. The second was a series of discussion groups, interviews and forums (events) hosted by Metro and community-based organizations working in partnership with Metro. Those organizations included the Native American Youth and Family Center (NAYA), the Asian Pacific American Network of Oregon (APANO), Centro Cultural of Washington County, the Coalition of Communities of Color and Unite Oregon. Approximately 140 people attended one of seven in-person activities. Both parts of this outreach are outlined in detail in the appendix to this report.

Metro staff co-hosted two of the seven events and invitations were made to community-based organizations, advocacy groups and culturally specific organizations that had been involved with Metro's potential transportation funding measure planning, parks and nature bond planning or past Metro housing bond meetings. Over 150 people were invited to the Metro hosted events. In addition, Metro asked participants in their in-person events to share a link to the online survey with the people they work with. The other five events or interviews were hosted by one of the community-based organizations working with Metro. The CBO's each conducted their own outreach activities to solicit participation.

Participation

Demographic information was collected through the online survey and at all in-person events. Providing this information was always voluntary. 98 percent of survey participants and 77 percent of event participants provided some demographic information so we can make estimates about the people who provided feedback. More detailed information about participation is available in the appendix.

Participants were from around the Metro area, including each of the three counties (Washington, Multnomah and Clackamas). A total of 72 unique zip codes were reported from participants in this process. 65 different zip codes were represented in the online survey and 33 were reported from participants at in-person events.

The in-person events focused on engaging people from communities of color and other historically marginalized groups and participation in those events reflected that goal. The majority of participants (86 percent) were Hispanic, Latino or Spanish origin, Asian or Asian American, Black or African American, Pacific Islander, or Native American or Alaska Native. Ten percent reported as White and a small percentage preferred not to answer. The online survey was not as diverse, but more closely reflected the racial demographics of the region. 76 percent of survey respondents reported as White, seven percent Hispanic, Latino or Spanish origin, four percent Asian or Asian American, three percent Black or African American and three percent American Indian/Native American or Alaska Native.

Household annual incomes were varied for both event and survey participants. There was participation from people who are at or below median household income for the Portland Metro region. About 62 percent of participants reported annual household incomes below \$75,000 (slightly higher than the area

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median income for a household of three people). About 26 percent of participants reported incomes below 40% of the area median income for a family of three (\$29,320/year). The average household size of participants was between 2 and 3 people.

People with limited English proficiency participated in the outreach events and the online survey. In-person events were held in English, Spanish, and Vietnamese. Six people participated in the online survey in Spanish and approximately fifteen to twenty people participated in Spanish at an in-person event. Eighteen people participated in a Vietnamese focus group and although a survey was available in Vietnamese, there was no participation online.

Unite Oregon, Centro Cultural and APANO all engaged immigrants and refugees to participate in their in-person events. While information was not collected about citizenship status or time spent in the United States, based on information from these organizations, a high number of participants are immigrants and refugees.

The discussion at the co-sponsored events revealed several personal stories of housing instability. These included stories from people who reported being without a home currently or in the past. This provides anecdotal evidence of involvement by people who have experienced housing instability. There was also engagement with people currently living in subsidized affordable housing through the online survey. When asked whether they currently live in income-restricted housing, 13 percent of survey participants said yes.

The demographic questions asked did not include a question about age or disability and that makes it difficult to understand how well these two groups were engaged. More effort should be placed on engagement of seniors and people with disabilities with future efforts. Metro can partner with organizations that work with these groups to ensure better participation in the future. Organizations like AARP could be asked to share links to online surveys, senior centers or senior housing complexes could co-host events with Metro. Questions about age and disability should be asked with future demographic questions to gauge the success of these efforts.

Questions

The in-person events and the online survey asked participants the same set of five questions. Staff co-created these questions with Metro's jurisdictional partners in housing and the community-based organizational partners that hosted discussions and events. The questions are as follows:

1. Imagine the entire greater Portland area (Washington, Multnomah and Clackamas counties and all the cities and neighborhoods inside). Think of a place where you would put new affordable housing if you could. Look around the area in your mind, and think about what you see nearby. Why did you pick that location?
2. What do you think are the biggest challenges people face when trying to find a place to live?
3. How do people find available housing?
4. What types of services, programs, and/or support are needed to overcome these challenges?
5. What other advice do you have for housing providers to make sure the people who most need affordable homes can be successful?

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The first question was specifically crafted to solicit input for this implementation strategy and the results are presented the section which follows. The other questions provided information that Metro shared with its jurisdictional partners. All feedback is summarized in the appendix to this strategy.

Outcomes

The six most sited resources that people felt should be near new affordable housing were:

1. Bus stop / MAX station (public transit)
2. Affordable grocery store
3. School / college / daycare
4. Jobs
5. Local park, open space or trail
6. Near where they live today (in their community)

Participants discussed the importance of having access to services and amenities near affordable housing or being near existing community and family networks. This was true across all of the events and survey results. More details about what was heard during discussions with community on this topic can be found the appendix.

APPENDIX A: COMMUNITY OUTREACH SUPPLEMENTAL MATERIALS

There were two parts to the community outreach conducted for the development of this strategy. The first was an online housing survey completed by 486 individuals. The second was a series of discussion groups, interviews and forums (events) hosted by Metro and community-based organizations working in partnership with Metro. Both are summarized in detail in this appendix.

Summary of feedback received during Metro affordable housing forums, discussion groups and interviews

Process

In April 2019, Metro collaborated with its community partners to host five forums and conduct interviews during which Metro shared information and received input about three of the agency's major focus areas: 1) the proposed parks and nature bond; 2) implementation of the Metro Regional Affordable Housing; and 3) priorities for the potential transportation funding measure in 2020. Key themes from the input received at the forums is compiled and summarized in this document.

These forums and interviews were developed in collaboration with five community-based organizations: NAYA, APANO, Centro Cultural, Coalition of Communities of Color and Unite Oregon. These organizations met with Metro staff to identify the method for engagement, they jointly developed discussion questions with Metro staff and entered into contracts with Metro to host discussion groups and conduct interviews to collect feedback with community members. The Coalition of Communities of Color was a co-sponsor with Metro of a Community Leaders Forum held at the Oregon Zoo. Nearly 140 people were engaged in this manner. A majority of participants were Metro residents from communities of color. For detailed demographic information, see the evaluation form results.

Forums included:

- April 15 at NAYA: 24 participants
- April 16 at Clackamas Community College, Harmony Campus: 25 participants
- April 17th - April 24: Interviews conducted through APANO Communities United Fund: 8 participants
- April 19th APANO discussion group at APANO office in East Portland; 15 participants
- April 20 at Centro Cultural: 18 participants¹
- April 25 at Unite Oregon: 16 participants
- April 26 at the Oregon Zoo (Community Leaders Forum): 33 participants

Questions

Forum attendees and interviewees participated in facilitated discussions about housing that were guided by the following questions: if you could build new affordable housing anywhere, where would it be; what are challenges to accessing affordable housing; what are challenges to keeping affordable housing; and how do people in your community find affordable housing. The discussions are summarized on the following pages. These lists highlight the most predominate and repeated points of discussion throughout the seven community forums.

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Housing location

Participants were asked to imagine a good location for affordable housing and then explain what made that locational ideal. The following is a summary of what was shared.

Participants discussed the importance of having access to **services and amenities near affordable housing or proximity to existing community and family networks**. The most frequently mentioned include:

- Near public transit
- Near grocery stores and affordable food options
- Near good public schools and childcare options
- Near parks, green space, recreation and natural areas
- Within people's existing communities, where they know people and have connection to the land and community – friends, family, social and cultural circles
- Other locational factors mentioned most frequently include:
 - In safe and quiet neighborhoods
 - Near cultural hubs such as Jade District
 - Near culturally-specific amenities and locations, i.e., grocery stores, hair dressers, community centers, retailers, restaurants, etc. – places where people can access products, retail and engagement specific to their culture
- Access to pedestrian and bicycle networks
- Access to healthcare/medical and mental health services
- Access to transportation options (general)
- Access to community resources
- Near community centers and/or public spaces
- Walkability (20 minute neighborhoods)
- Within mixed income neighborhoods (affordable housing shouldn't be isolated, equal access to services and amenities, and regional distribution of affordable housing)
- Housing that reinforces diversity in neighborhoods
- Near jobs and employment/commerce centers
- Near services (general)
- Access to recreational activities
- Near shopping and shopping centers
- Ability to patronize local businesses
- Access to spiritual locations and places of worship
- Sense of community identity
- Access to laundry services (laundromat, in unit or in complex laundry)
- Connections to or proximity to major (safe) arterials



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- Ease of access to the airport
- Any place that meets children's needs, an area that also suits families, young professionals and couples with no kids
- Quality schools, opportunities for after school activities, recreational centers, mixed use and also single family homes, places to volunteer, stores for all income levels, diverse housing
- Access to libraries, places to gather and celebrate events—festivals and markets
- Developments such as Orenco station – transit oriented development sites
- Near parks with amenities such as barbecues, picnic tables, public fountains, play structures, etc.
- Support long-term stability and sustainability of existing communities to support community cohesion and livability. Affordable housing should not only focus on new construction it should also support people staying in their communities. Several specific areas were mentioned where there are good services, transit and cultural centers, but there is a need for more affordable housing.
- SE Portland (82nd and Powell)
- Cully
- Cornelius and downtown Forest Grove
- Washington County – because there isn't enough there today, and there are nice parks
- Manufactured Home Parks were discussed as existing affordable housing, which if preserved, will remain affordable.

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Housing forums, discussion groups and interviews

Summary of evaluation forums and demographic information

Overview

Evaluation forms were provided at five different events during the spring engagement period. Participants at the events were encouraged to complete an evaluation form. The form was provided in both English and Spanish, and contained questions about the event and demographic questions.

A total of 91 forms were collected at the event or after the event through an online survey. That represents 77 percent of the people who attended one of the events. Feedback was generally positive about the meetings, the locations and the food. The participants who completed forms came from a variety of zip codes, racial and income groups.

EVENT	FORMS COMPLETED	PARTICIPATION
NAYA (4/15)	23	24
Community forum (4/16) at Clackamas Community College	21	25
Community forum (4/20) at Centro Cultural	12	18
Unite Oregon dialogue (4/25) in Gresham	10	16
Community Leaders forum (4/26) at the Oregon Zoo	25	33
APANO one-in-one interviews (4/17-24) in Washington County*	0	8
APANO discussion group (4/19) at APANO office*	0	15

* Participants at these two events did not complete evaluation forms, but estimated participant information was used in the demographic summary for race and geographic location.

Meeting evaluation questions

Overall, people who responded indicated that they were either agreed (score of 4) or strongly agreed (score of 5) that the meeting was worthwhile and they indicated that their input was encouraged / they felt heard. Participants at the NAYA event agreed less strongly that the meeting was worthwhile (average score of 4.2 out of 5), while participants at the April 20 community forum at Centro Cultural strongly agreed that the meeting was worthwhile (average score of 4.8 out of 5). When asked about the friendliness of staff, the average score was very high. The quality of the meeting space and the food provided were also positive. Participants at the Unite Oregon dialogue on April 25th were less satisfied with the level of comfort in the meeting space (average score of 3.6 out of 5) and the quality of the food (3.4 out of 5).

QUESTION	AVERAGE SCORE
Overall, I believe the meeting was worthwhile	4.5
I felt the meeting encouraged my input and I felt heard	4.6
Meeting space: Friendly staff	4.7
Meeting space: Comfortable space	4.5
Meeting space: Quality of the food	4.4

SCORE 1-5; 5 = BEST AND 1 = WORST

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Demographic questions

The participants who completed evaluation forms were diverse in race, income and geographic location. These questions were voluntary, but most answered these questions (over 85% participation on all questions).

There were 33 different zip codes represented by the people who completed the forms. The five zip codes that had the most people were 97266 (East Portland), 97218 (NE Portland), 97113 (Cornelius), 97203 (North Portland) and 97216 (Montavilla). This total includes evaluation form responses plus estimates from the two APANO events.

Zip code map

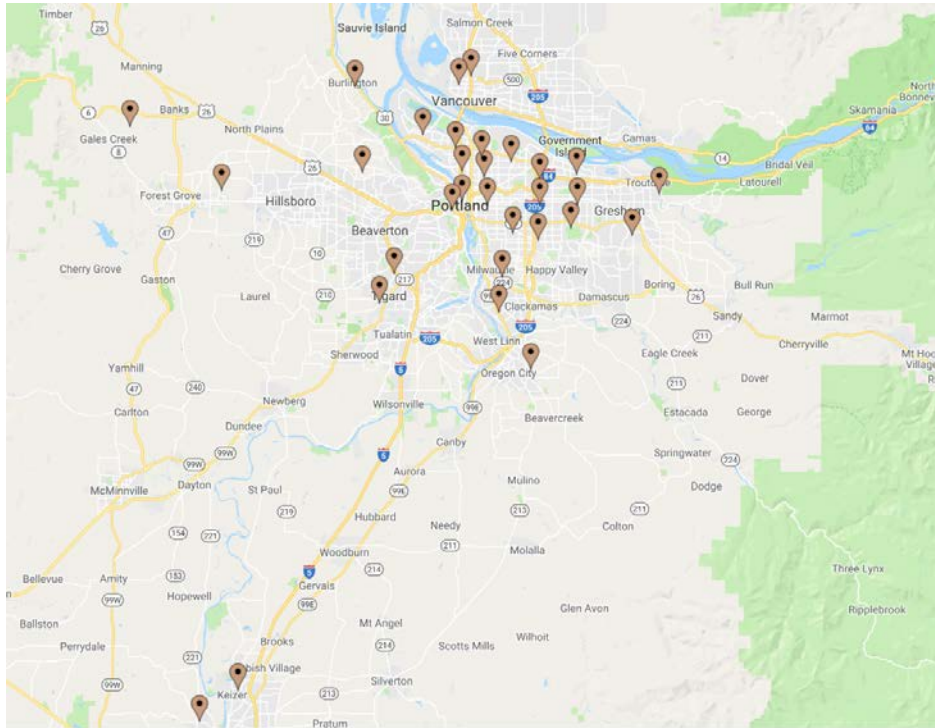
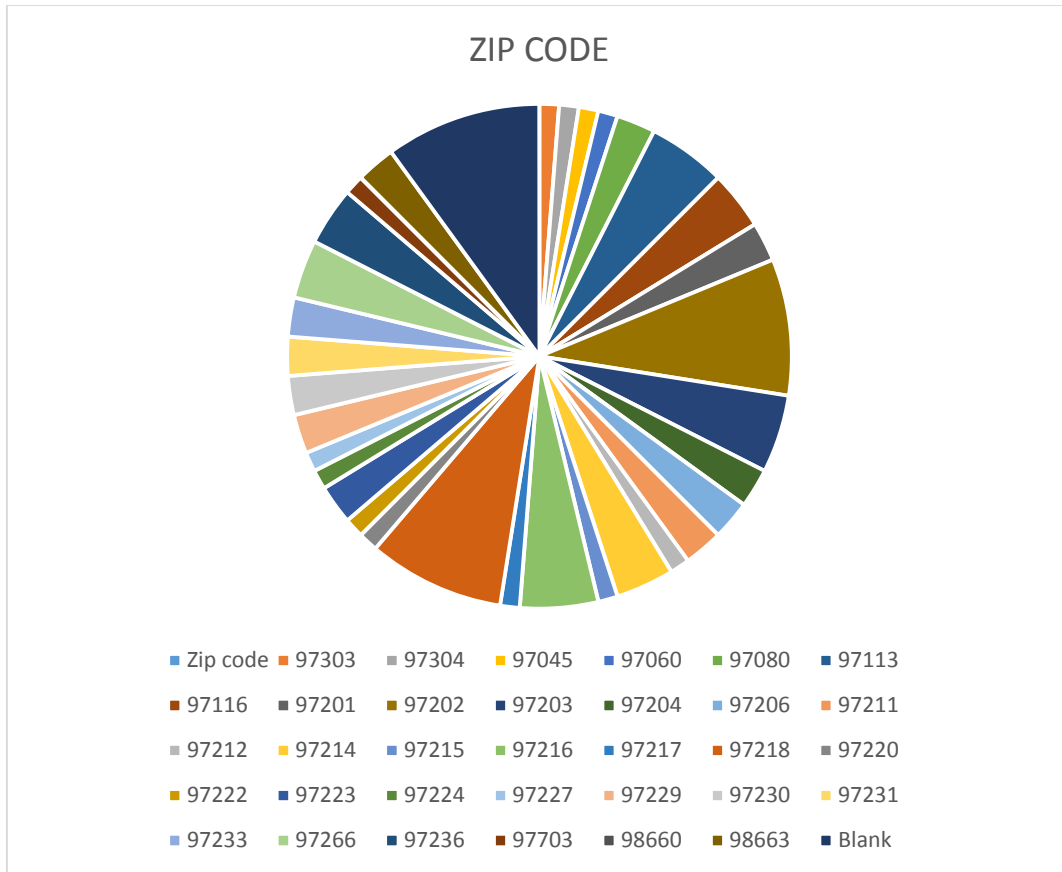


Exhibit A to Resolution No. 19-5011



Incomes were varied, but all under \$149,999 annually. There were more people in very low income categories (\$29,999 and below) than the metro area income distribution as measured in the American Community Survey in 2014. Nearly 70 percent reported household annual incomes below \$75,000/year which is just above the area median income for a household of three people. 23 percent reported household annual incomes below \$30,000, which is 40% of the area median income for a family of three people (\$29,320/YEAR). 86% of participants answered this question.



Exhibit A to Resolution No. 19-5011

Participants who participated in the evaluation were from several different racial groups, ten percent identified as White and 86 percent identified as something other than white, and 5 percent indented another category not listed. The majority were Hispanic, Latino or Spanish origin or Native American or Alaska Native. 97% of participants answered this question.

The average number of people living at home was 3.5 people (92% of participants answered this question), and ten percent of those who answered said that they currently live in income restricted housing. This total includes evaluation form responses plus information from the two APANO events.

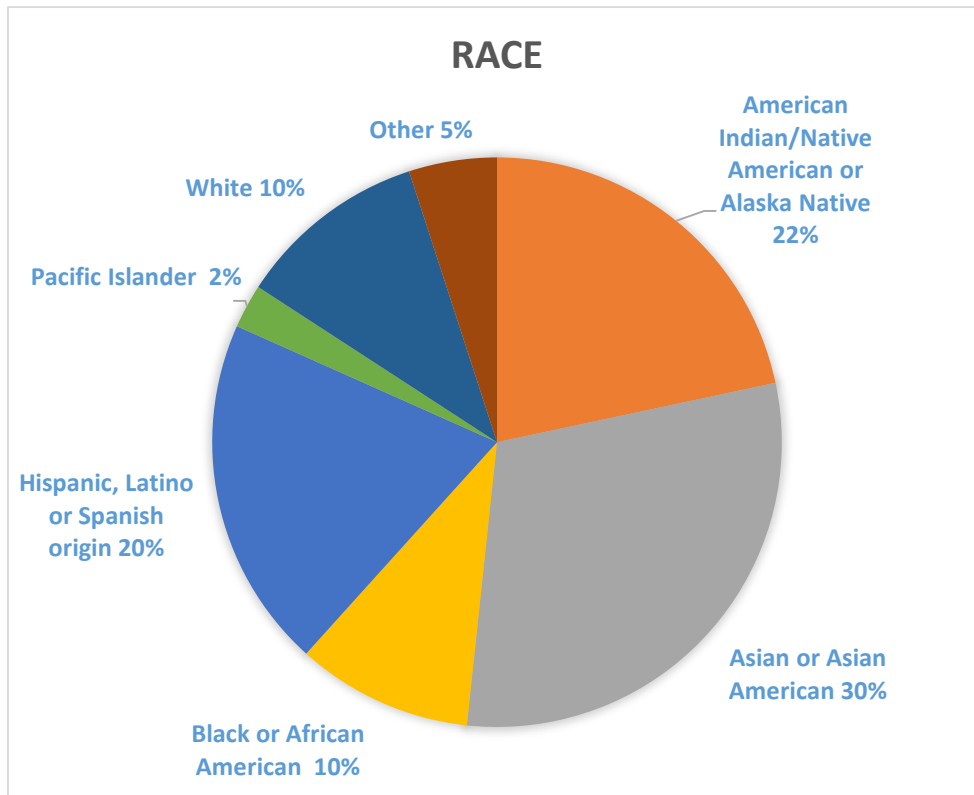


Exhibit A to Resolution No. 19-5011

Additional comments

The evaluation forum included an area where participants could leave additional information. Those comments are included below.

4/15 NAYA meeting
I encourage early engagement with the indigenous community but also other under heard communities - sometimes we don't have a seat at the table and organizations don't meet us where we are - thank you!
Shiloh was great. Hire her again <3
Circle seating arrangement, a remote microphone would help as well.
Chilly
Transportation issues only
Transportation issues only
3 separate sessions for the 3 separate subjects
Also selected: \$10,000 to \$19,999
Facilitated discussions at tables/small groups
- cold -
Got too cold for elders, not enough food!
Meet @ casino. Give out a free RT ticket.
Depends on action taken with feedback. How to support Native Businesses. Also selected: \$50,000 to \$74,999
Warmer room 1 paycheck away from losing my house. \$2000 month rent paycheck is \$2,400 :(
4/16 Community Forum
Que siga igual (That remains the same)
Language compatible
Include young people 18-25 specifically
More clearly explain the possibilities/limitations of what Metro does and how Metro can influence other jurisdictions. Especially necessary for transportation and housing which didn't have much background info.
Display boards - some examples. There were a few that sounded the same. There were a lot of great ideas but maybe not enough time to discuss. Look at timing of activities? I enjoyed hearing from others and feel like this might have been rushed.
More often :) you were great
4/20 Community Forum
Agenda with designed outcomes and facilitation process intended to be used to engage and gain feedback.
More meeting locations and dates, would love this in east Portland.
Didn't eat

Exhibit A to Resolution No. 19-5011

- near public transit - more discussions - in community spaces (API) - more interactive
More heating More discussion time Larger group discussion?
4/25 Unite Oregon
A bigger space
Que pueramos mas personas (that we can have more people)
A bigger room, microphone for people in the back, better food
ADA accessibility, a food truck, larger space, note pads and scratch paper
Sea un poco mas espacio y mas personal (have a little more space and more people)
4/26 Community Leaders Forum
Go to community spaces
We noticed that all the Metro speakers were white. I was sitting at a table of POC community leaders and it would have been nice to see POC Metro staff given a role as speakers
Let's do this whole thing outdoors next time! Also, every speaker in the big group was white, even though plenty of POC staff were here. Please encourage more diverse facilitation.
The noise got high once the kids arrived. Thank you for closing the doors. It felt distracting.
More time
Signage down to the area was not good and I felt lost trying to get there.
Talk about housing, that's the center

Exhibit A to Resolution No. 19-5011

Metro housing online survey results summary

A total of 486 people completed the online survey. About 450 are summarized below. Some responses were received after the survey closed. The following is a summary of the questions and the answers provided by participants. Feedback from open ended questions has been summarized to group the answers provided most frequently. An effort was made to include comments that were received only once.

Why did you pick that location? It is close to (mark your top 3)

Answer Choices	Responses	
Bus stop/ MAX station	65.27%	295
Affordable grocery store	48.67%	220
Job	25.00%	113
Local park/open space/ trail	22.12%	100
Daycare/School	21.24%	96
Where I live now (in my community)	20.35%	92
Hospital/medical office	10.84%	49
Community center	9.51%	43
Food bank, social service agency, other service	18.58%	84
My family or friends	12.39%	56
Place of worship	3.10%	14
College/university	4.42%	20
Cultural, civic, club or organization	3.10%	14
Restaurants/shops/bars	8.85%	40
Other (please specify)	9.07%	41

Other things about the area (listed by frequency)

- Accessible, centrally located
- Safe area, low-crime
- Mix of people (racial diversity and income diversity)
- Places where there has been gentrification
- Places at risk for gentrification
- Strong community feeling
- Currently high-income area or where little affordable housing exists
- Walkable/bikable
- High low-income population
- Mix of housing types
- Distributed/everywhere
- Where land is available
- Not isolated

Exhibit A to Resolution No. 19-5011

- Quality schools
- Transportation – main road and highway access
- No contamination/good air quality
- Job training
- Near social services
- Near cultural centers or cultural businesses
- Where land is affordable
- Where land is easy to develop
- Library
- Gym
- Movie theater
- Fire station
- No downtown
- Where displacement is occurring
- Zoned high density
- Where none exists today
- Low crime rate
- Land for manufactured homes or other affordable home ownership
- Specific location:
 - Tualatin town center (where a building burned down)
 - Hillsboro (land from the “grand bargain”)
 - 3 buildings at NE Broadway and 33rd that are empty
 - Multnomah area
 - Cully neighborhood
 - South of Powell, east of SE 39th and west of SE 52nd
 - East Portland
 - Albina/Alberta
 - Empty parking lots along Highway 10
 - outer Gresham area
 - Clackamas county

What do you think are the biggest challenges people face when trying to find a place to live?

Answer Choices	Responses	
Rent is too expensive	90.29%	400
Distance from job, school, friends, family, school, etc.	45.37%	201
Application or screening criteria too strict (income requirements, criminal and credit reports, rental history, etc.)	56.88%	252
Move-in costs are too expensive	60.27%	267

Exhibit A to Resolution No. 19-5011

Lack of social services	14.67%	65
Doesn't accept pets	22.57%	100
Lack of accessibility for people with disabilities	17.38%	77
Not enough space for a family	31.15%	138
Other (please specify)	14.00%	62
Answered		443
Skipped		3

How do people find available housing?

Answer Choices	Responses	
Social service provider	43.78%	190
Friends/Family	60.83%	264
Craigslist	65.67%	285
Social media	30.18%	131
HotPads	6.91%	30
OneApp Oregon	6.68%	29
211	19.35%	84
Newspaper	10.83%	47
Zillow	27.19%	118
Trulia	12.44%	54
Other (please specify)	19.35%	84
Answered		434
Skipped		12

What do you think are the biggest challenges that make it difficult for people to stay in affordable housing?

Answer Choices	Responses	
They can't afford to pay the rent	79.50%	349
The apartment isn't big enough for a family	33.26%	146
The apartment isn't located where they want to live	39.18%	172
The apartment isn't safe or habitable	43.28%	190
The staff at the apartment aren't able to provide enough support to the person/family	21.64%	95

Exhibit A to Resolution No. 19-5011

Lack of good transportation options	49.43%	217
Other (please specify)	17.54%	77
	Answered	439
	Skipped	7

Other:

- Involve social service providers in planning and implementation
- Hire tenants
- De-escalation training for staff
- Rental control
- Enforcement of tenant's rights
 - Landlord education
 - Trauma-informed care training
 - Tenant education
 - Inspections for health and safety violations
- Cottage courts or pocket neighborhoods
- Allow kids to stay in existing schools
- Avoid NIMBY by not announcing plans or noticing neighbors
- Social services only for those who need it—not everyone
- Congestion pricing
- Investment in maintenance for lasting affordable housing
- Probationary periods
- Make it easier to have pets and service animals
- More transparency about how rental rates are set and what renters are paying for
- Incentives for keeping the apartments/ area clean, free from vandalism, and safe
- Involve people who will live in affordable housing in planning new buildings
- Screening criteria and move in costs are enormous barriers
- Incentives for keeping the apartments/ area clean, free from vandalism, and safety concerns
- Reconfigure the federal Homestead Exemption so that \$20 billion can be used to address homelessness in cities that need it
- Easier permitting processes for affordable housing
- Don't let neighborhood associations oppose affordable housing developments
- Family-size units
- Mixed-come developments
- Make an incentive program for landlords to be rewarded for renting to section 8 participants who have a criminal history
- Build new unit with universal design principles
- Don't deny housing based on criminal history
- Consider mixed citizenship status households
- All the homeless to work on the prevailing wage jobs to give them a livable successful wage and it allows them to put on sweat equity into their new homes
- Universal basic income/ living-wage jobs
- Provide better wages for case workers

Exhibit A to Resolution No. 19-5011

- More permanently affordable homes; shorter waitlists
- Consider ways to prioritize residents who have lived in an area over 10 years
- More shared or small housing
- Respect and compassion for people
- Try to lift some of the stigmas about "affordable" housing
- Easy to find list of available for rent places
- Financial support for landlords with little capital to invest, but a great deal of deferred maintenance
- Applications designed for mobile devices
- Ask the people being served, and respond to what they describe as their needs and priorities
- Help moving in and furnishing apartment
- LGBT sensitivity training is needed at places that provide social services, particularly around trans issues
- Encourage the residents to form a residential council with a charter and goals to meet as a community
- Don't require a social security number in rental application

What types of services, programs, and/or support are needed to overcome these challenges?

- Social services
 - Childcare
 - Mental health services
 - Financial education
 - Rentwell classes
 - Job training
 - Partnerships with employers and training
 - Life skills
 - Maternal and infant health services
 - Health counseling
 - GED classes
 - Community policing
 - Mentors
 - Addiction treatment
 - Culturally specific
 - Dispute resolution services
 - Electric and water assistance programs
 - Community art programs
 - AA/NA meetings on site
 - Good relationships with partnership agencies
- Improved transportation options
 - Better public transit
 - More bus lines
 - Free / reduced fares

Exhibit A to Resolution No. 19-5011

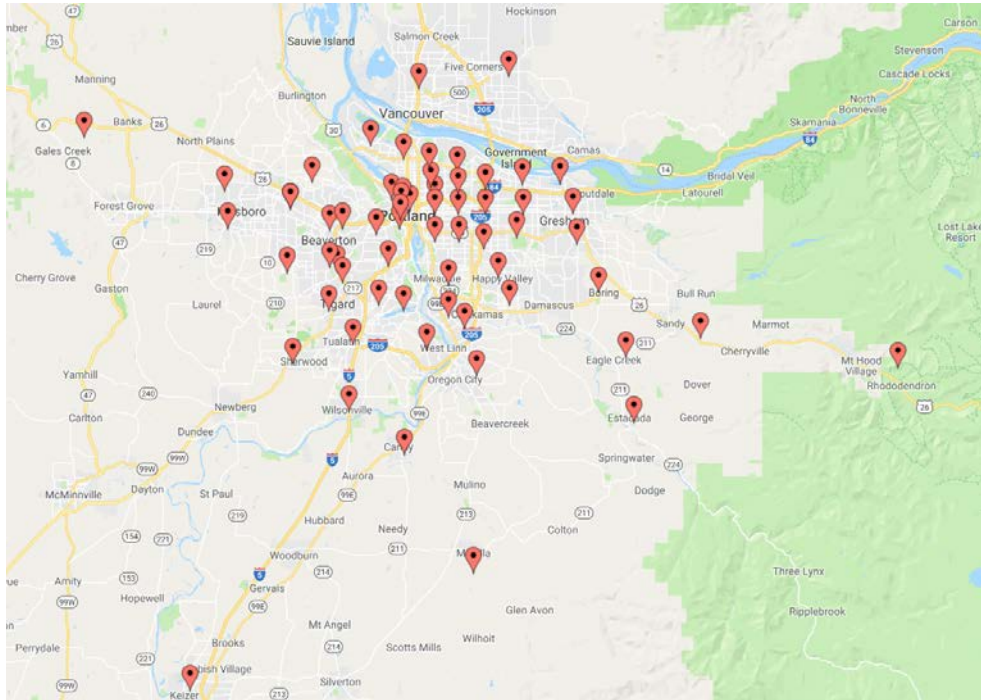
- Shuttle services
 - Provide activities on site to remove transportation barriers.
- Transitional services
- Application assistance
- Community-building activities for residents
- More language services
- Clearly explain rules to tenants
- Support for working parents
- Install more high efficiency equipment
- Help learning about affordable options
- Home ownership options
- Training for on-site managers (compassion and understanding is needed)
 - recognize their needs and can connect them with the service providers who can help
- More help for people “in the middle” (not very low income; not high)
- Ease rental violation penalties
- People may need support to fill out rental/income assistance paperwork
- More options for residents to have guests
- Financial support
 - Allow bi-monthly rent payments
 - Waive deposits
 - Emergency funds
 - Lower move-in fees

Zip codes

A total of 65 different zip codes were represented by participants in the online survey. They are distributed through the Metro area, in all three counties.

Exhibit A to Resolution No. 19-5011

Participant zip code map



Ten or more people participated from following zip codes. These areas are predominately in Multnomah and Clackamas County.

Zip code	No. of participants
97222	37
97206	24
97045	23
97217	23
97213	22
97062	21
97211	19
97212	17
97203	16
97214	16
97202	15
97267	13
97266	11
97215	10

Demographic information about participants

The following shares information about participants in the survey. Approximately 97 percent of participants answered these demographic questions.

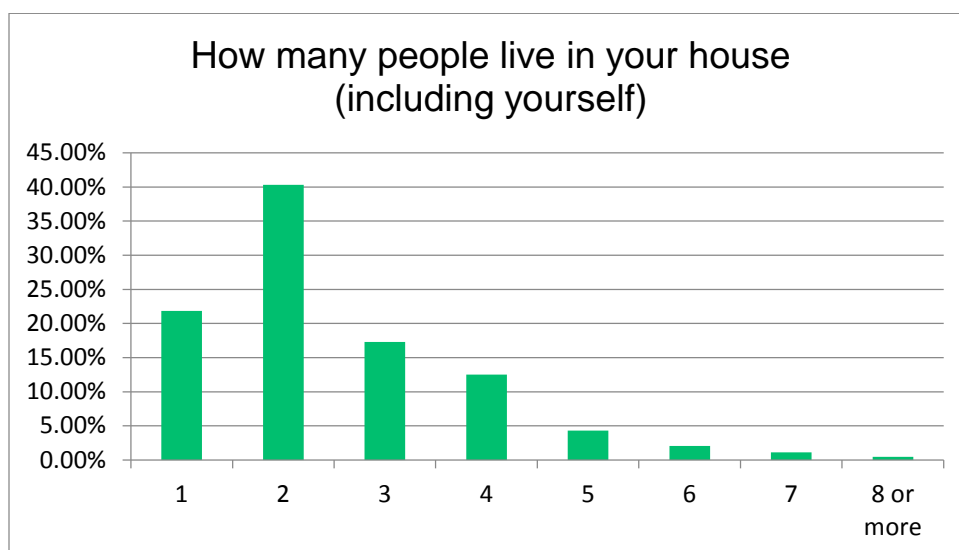
Exhibit A to Resolution No. 19-5011

Survey participants were primarily white (76 percent). The next highest levels of participation were Hispanic, Latino or of Spanish origin (6 percent), followed by Asian or Asian American, Black or African American or American Indian/Native American or Alaska Native (4 and 3 percent). About 12 percent of those who participated in this question preferred not to answer or provided a written description of their racial or ethnic identity.

When asked about your racial or ethnic identity, how do you identify?

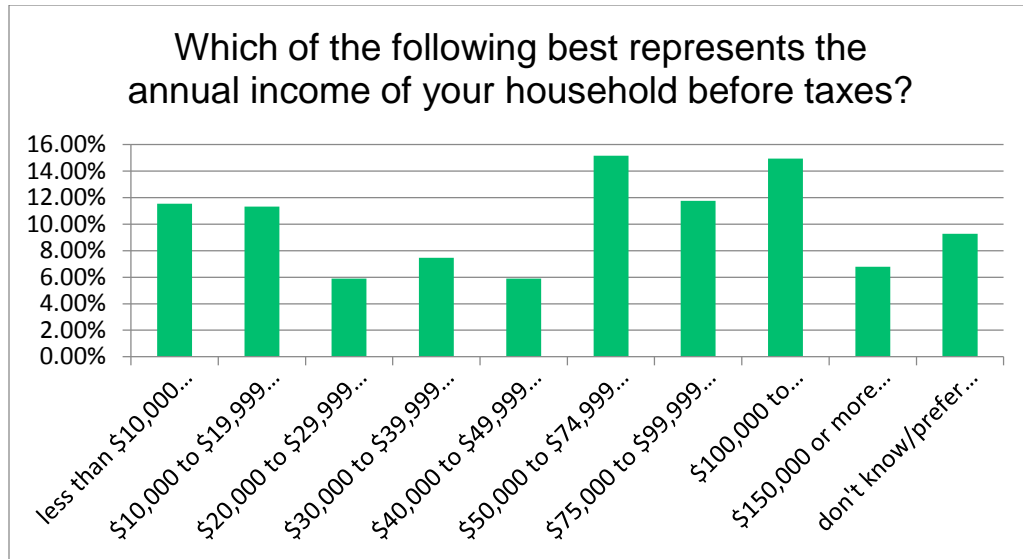
Answer Choices	Responses	
American Indian/Native American or Alaska Native	3.43%	15
Asian or Asian American	4.35%	19
Black or African American	3.66%	16
Hispanic, Latino or Spanish origin	7.01%	31
Pacific Islander	0.69%	3
White	76.43%	334
prefer not to answer	7.09%	31
other (please describe)	4.81%	21
Answered		442
Skipped		9

The majority of respondents reported living in 1 or 2-person households (62 percent).

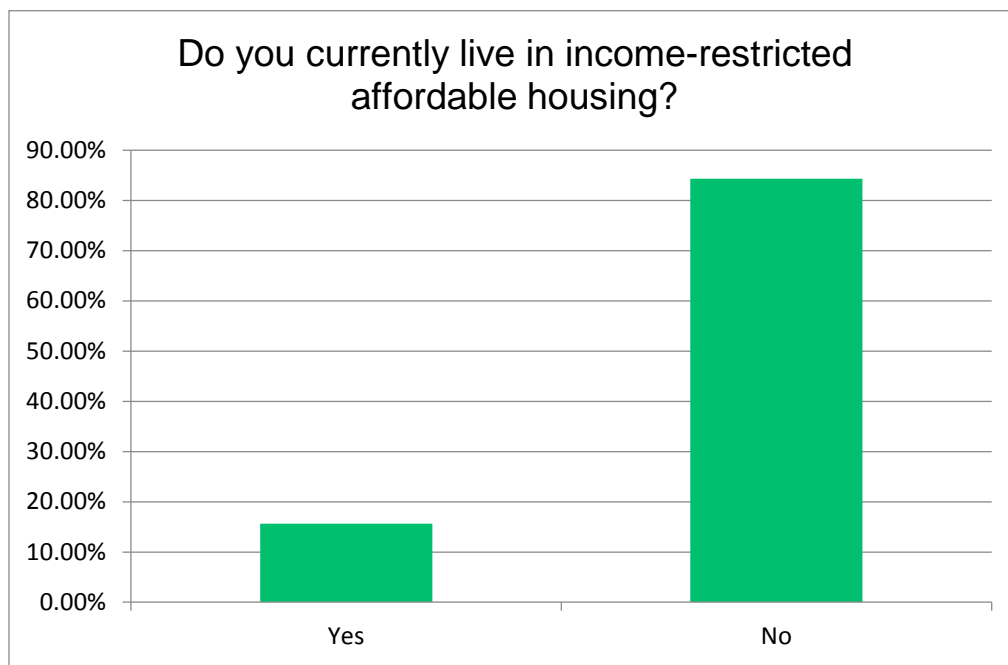


When asked about annual household income, participants gave answers in nearly all income levels. Of the 442 people who answered this question, 57 percent reported annual household incomes below \$75,000 (slightly higher than the area median income for a household of three people) and 34 percent reported incomes above area median income. A total of 29 percent of respondents said their annual household income was less than \$30,000, which corresponds with 40% area median income for a family of three (\$29,320/year).

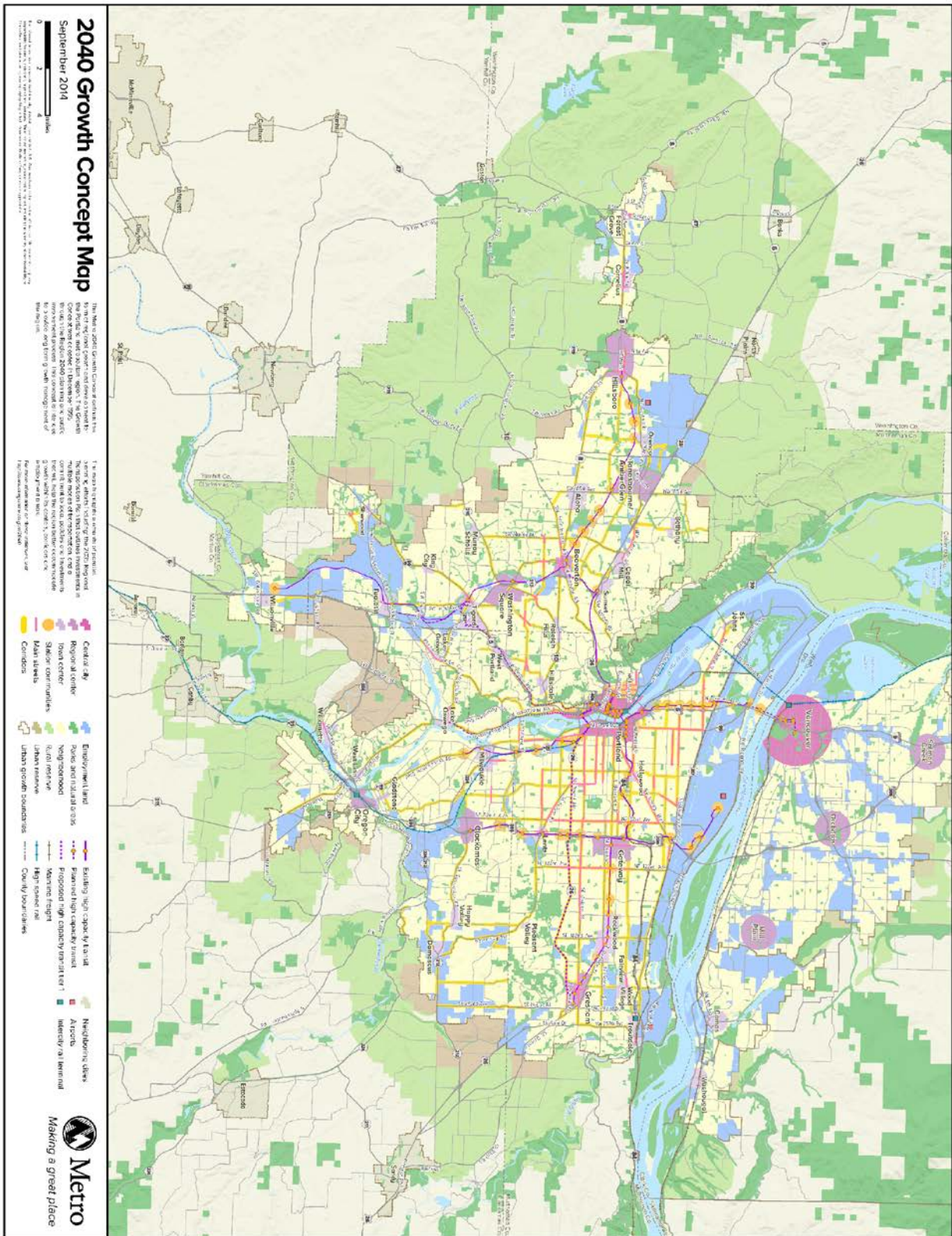
Exhibit A to Resolution No. 19-5011



The majority of survey respondents do not live in income-restricted affordable housing, but over 15 percent reported that they do.

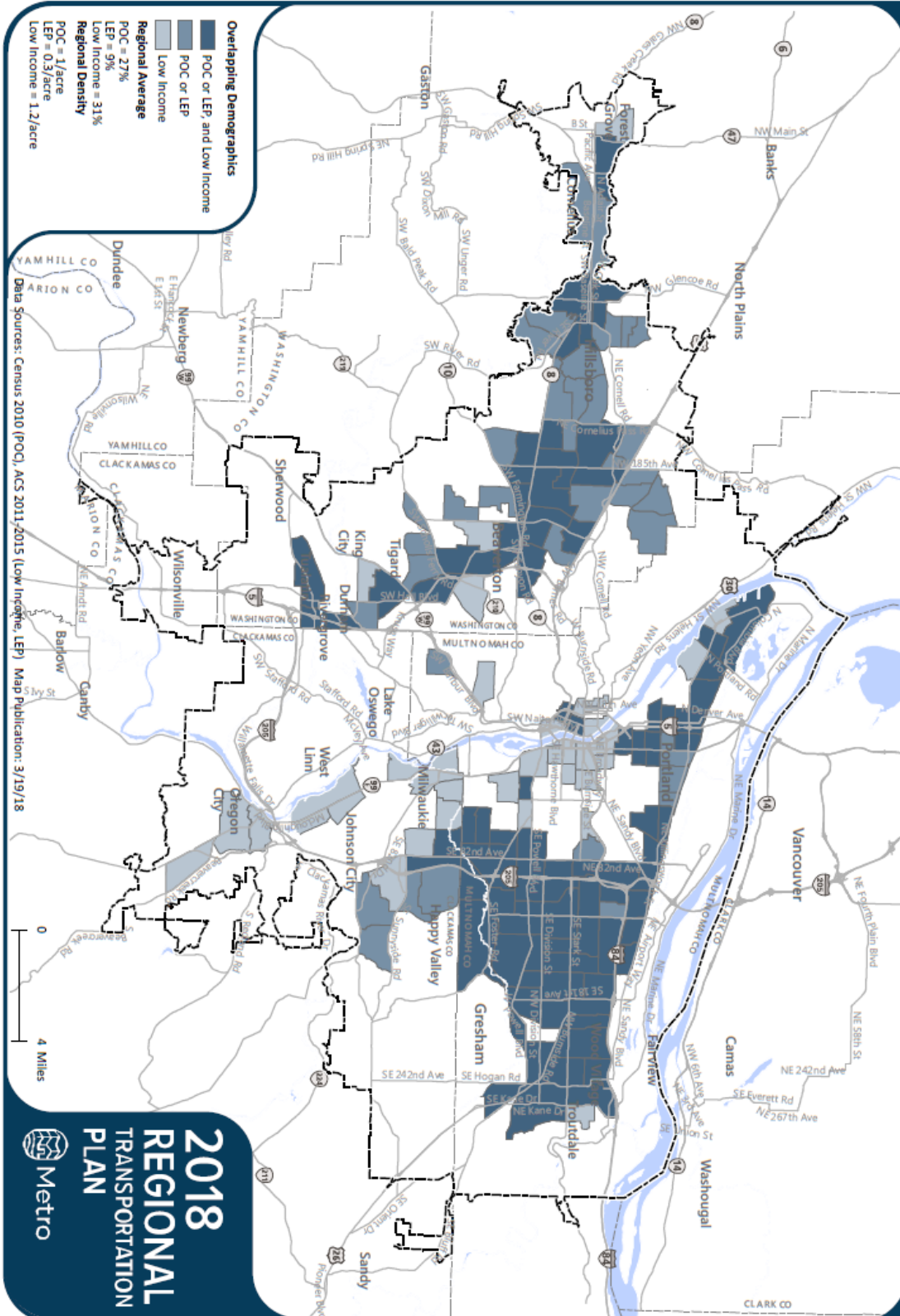


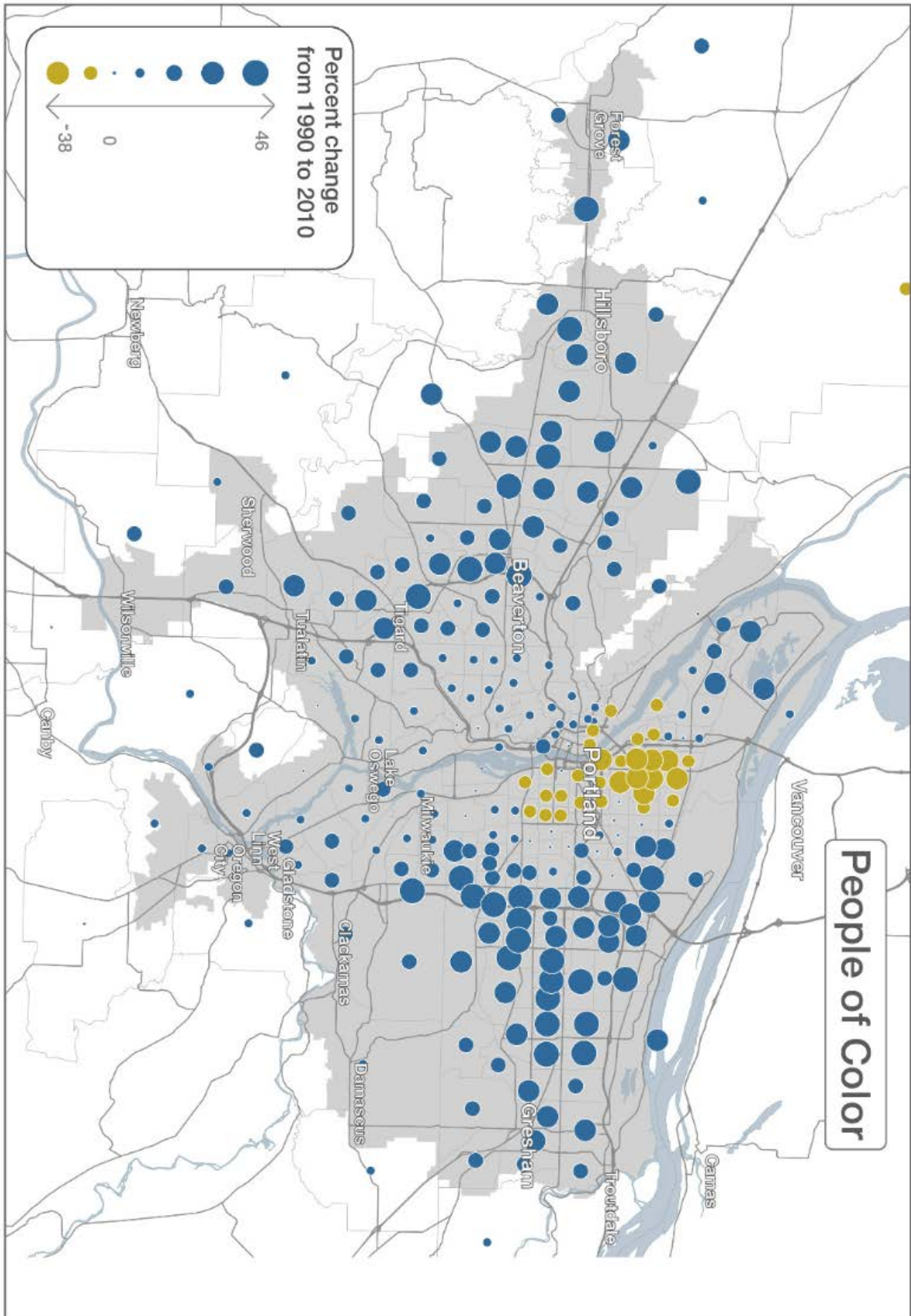
APPENDIX B: DETAILED SUPPORTING MAPS

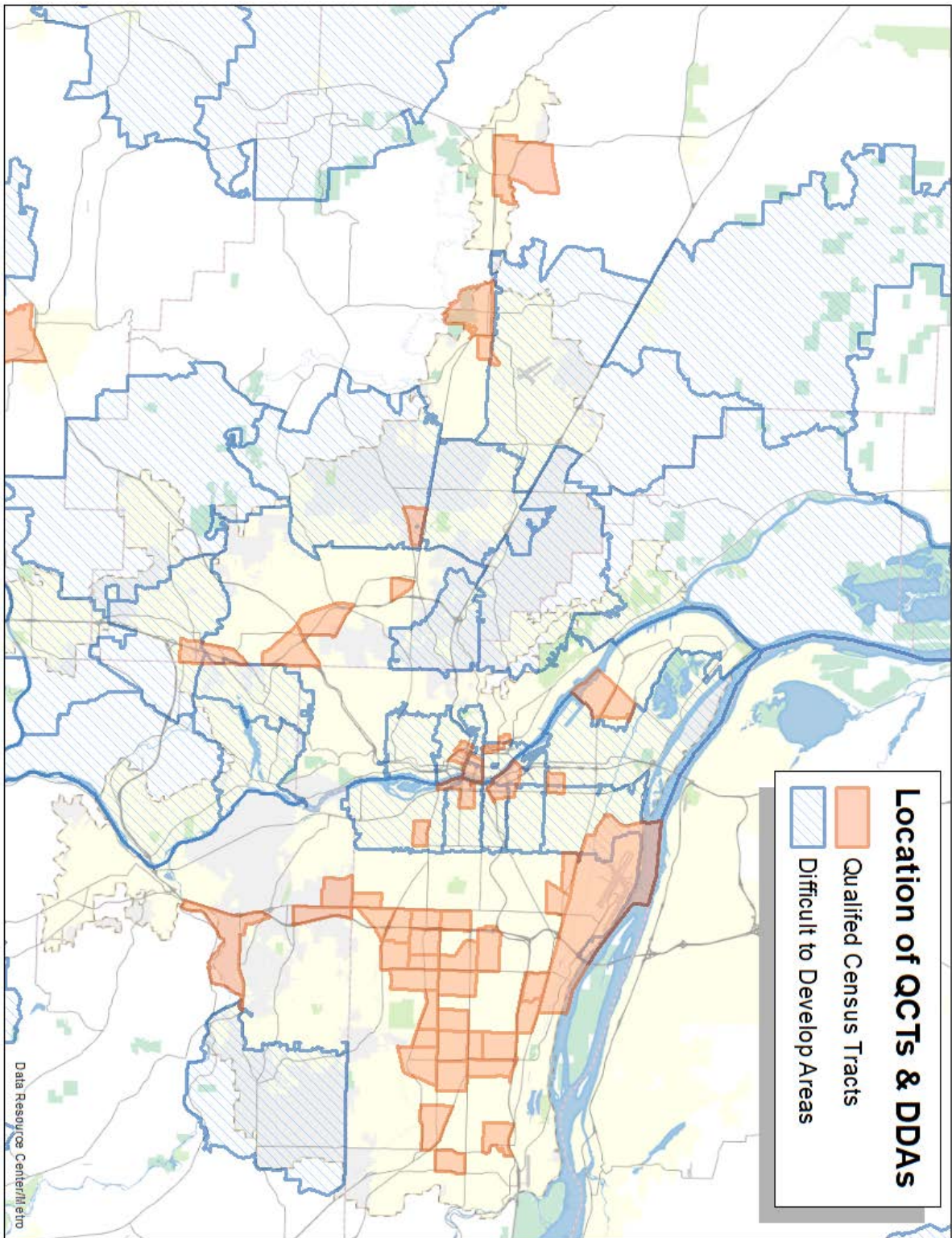


Communities of Color, English Language Learners, and Lower-Income Communities

This map shows census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.







IN CONSIDERATION OF RESOLUTION NO. 19-5011 FOR THE PURPOSE OF
APPROVING THE METRO AFFORDABLE HOUSING BOND SITE ACQUISITION
PROGRAM IMPLEMENTATION STRATEGY

Date: October 4, 2019
Department: Planning & Development
Meeting date: October 4, 2019

Prepared by: Emily Lieb
Presenter(s): Emily Lieb
Length: 5 minutes

ISSUE STATEMENT

As directed by the Program Work Plan, staff has developed Housing Bond Site Acquisition Program (SAP) Implementation Strategy (see Exhibit A to Resolution 19-5011). The Strategy was submitted to the Community Oversight Committee for review and discussion at their August 7th meeting. Committee members present voted unanimously to recommend the Strategy to Metro Council for approval. A copy of the Oversight Committee's recommendation and noted considerations is attached to this Staff Report (see Attachment 1).

The Implementation Strategy describes criteria that will guide the selection of sites to be acquired, the process for developing sites in partnership with local implementation partner jurisdictions, and strategies for advancing racial equity and incorporating ongoing community engagement throughout implementation. Key highlights include:

- Plan to acquire approximately 8-11 sites, averaging approximately 2-3 sites per year
- Commitment to prioritize acquisitions in locations that advance racial equity, prevent displacement, and provide access to affordable transportation, employment opportunities, services and nature
- Commitment to coordinate acquisition and development strategies to ensure alignment with Local Implementation Strategies
- Summary of anticipated investments in each implementing jurisdiction, anticipated to include both acquisitions and additional gap funding to be layered with Metro bond funding commitments from Local Implementation Partners
- Commitment to work with Local Implementation Partner jurisdictions to shape joint developer solicitations for properties acquired through the program
- Commitment to evaluate project proposals for fair housing strategies, diversity in contracting plans, and workforce development strategies
- Aspirational goal of 20% MWESB/COBID participation on all SAP funded sites
- Commitment to coordinate with Metro's C2P2 program to implement strategies related to construction workforce diversity goals

Following the Aug. 7th meeting, staff incorporated revised language on p. 12 of the Strategy to clarify the intention to prioritize racial equity considerations in the evaluation of potential sites – in response to feedback received from Oversight Committee members during the meeting.

ACTION REQUESTED

Adopt Resolution 19-5011 approving the Metro Site Acquisition Program Implementation Strategy.

IDENTIFIED POLICY OUTCOMES

By approving the SAP Implementation Strategy, staff will be authorized to begin purchasing sites for development into affordable housing, consistent with the policy direction provided by Metro Council in the Housing Bond Work Plan and in coordination with Local Implementation Partner agencies.

POLICY QUESTION(S)

- Does the Council believe Metro's SAP Implementation Strategy meets the requirements established by the Council in the Program Work Plan, as recommended by the Community Oversight Committee?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

- Approve the proposed implementation strategy by adopting Resolution No. 19-5011.
- Reject the proposed implementation strategy.

STAFF RECOMMENDATIONS

Staff recommends adoption of Resolution No. 19-5011.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

As described in Attachment 1, Metro's Implementation Strategy is informed by existing Metro policies, including the 2040 Growth Concept, Regional Transportation Plan, High Capacity Transit Planning, Transit Oriented Development, Equitable Housing Initiative, as well as agency-wide goals related to advancing racial equity and climate action.

The Strategy was further informed through community engagement efforts conducted between March-April 2019:

- 486 people participated in an online survey
- 140 people attended one of seven in-person events hosted in partnership with community-based organizations, including Native American Youth and Family Center (NAYA), the Asian Pacific American Network of Oregon (APANO), Centro Cultural, the Coalition of Communities of Color, and Unite Oregon.

Key engagement themes, which are reflected in the Implementation Strategy, include:

- Participants identified transit proximity as their number one priority for selecting locations for affordable housing.

- Participants said Metro should prioritize sites with convenient access to full service and culturally specific grocery stores, particularly those with affordable produce.
- For projects with family-size units, participants said the program should prioritize sites with access to schools and daycare.

Metro Council provided direction to the Implementation Strategy during the April 30, 2019 work session. Metro staff also met individually with each of the seven Local Implementation Partner jurisdictions to discuss how to ensure that the program could best support and align with local implementation efforts.

The proposed Resolution is based on policies previously adopted by the Metro Council, including but not limited to:

- Resolution No. 19-4956, approving the Metro Affordable Housing Bond Program Work Plan
- Resolution No. 18-4898, referring the Affordable Housing Bond Measure to Metro District voters

ATTACHMENTS

Attachment 1: Metro Housing Bond Oversight Committee Recommendations and Considerations Related to Metro Site Acquisition Program

METRO HOUSING BOND OVERSIGHT COMMITTEE

September 2019

RECOMMENDATIONS AND CONSIDERATIONS RELATED TO METRO SITE ACQUISITION PROGRAM

The Oversight Committee recommends that Metro Council take action to approve Metro's Site Acquisition Program Implementation Strategy, subject to Metro's Site Acquisition Program's revision of language related to prioritization of racial equity regarding site acquisition criteria described on page 12 as discussed during the August 7th meeting. Metro submitted revised language in response to these concerns, which was provided to the Committee as part of their Sept. 4 meeting packet. The Committee has identified the following considerations for Metro's Site Acquisition Program's ongoing implementation and monitoring of outcomes:

- Metro's Site Acquisition Program should acknowledge that all developments will have units dedicated to serving households with incomes at 0-30% AMI, and that dedicated income streams are critical to provide ongoing supportive services to these households. Metro's Site Acquisition Program should commit to working with partners to identify ways to provide these services.

The Oversight Committee has requested an early response from Metro's Site Acquisition Program regarding the considerations above and ongoing updates as part of Metro's Site Acquisition Program annual progress report. The Oversight Committee expects to address these considerations in its annual program review.

ADDITIONAL GUIDANCE FOR ALL JURISDICTIONS

In addition to the above listed considerations, Committee members offered the following considerations for all jurisdictions participating in implementation of the Housing Bond. These considerations may be further refined as the Committee discusses Local Implementation Strategies from other jurisdictions in coming months:

- When describing strategies to advance racial equity, be specific about prioritization among various strategies.
- Use language that acknowledges intersectionality of populations; avoid differentiating between homelessness, disabling conditions including physical and mental health, and addiction.
- Identify screening criteria not relevant to likelihood of successful tenancy that should not be considered.
- Provide further information about jurisdiction commitments to fund supportive services as needed to meet the needs of certain tenants.
- Additional resources need to be identified to successfully serve tenants who need permanent supportive housing.
- Consider further specificity about family sized unit production that includes goals or requirements to ensure three bedroom and larger homes.
- Measuring outcomes regarding workforce equity should include all workers, not solely apprentices.
- Many minority owned businesses need additional support to successfully participate in the COBID certification program.

Attachment 1 to Staff Report

- Consider sustainability/durability and life cycle costs, and incorporate findings from the 2015 Meyer Memorial Trust study on cost efficiencies in affordable housing in evaluating project costs.

Attachment 1 to Staff Report