



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, June 7, 2018

2:00 PM

Metro Regional Center, Council chamber

REVISED 6/5

1. Call to Order and Roll Call

2. Resolutions

- 2.1 Resolution No. 18-4895, For the Purpose of Adopting the Chief Operating Officer Recommendation Regarding Regional Investment Strategy: Affordable Homes for Greater Portland [RES 18-4895](#)

Presenter(s): Martha Bennett, Metro

Attachments: [Resolution No. 18-4895](#)
[Exhibit A to Resolution No. 18-4895](#)

- 2.2 Resolution No. 18-4898, For the Purpose of Referring to the Metro Area Voters a Ballot Measure Authorizing General Obligation Bond Indebtedness in an Amount Not to Exceed \$652.8 Million to Fund Affordable Housing; and Setting Forth the Official Intent of the Metro Council to Reimburse Certain Expenditures out of the Proceeds of Said Bonds Upon Issuance [RES 18-4898](#)

Presenter(s): Martha Bennett, Metro

Attachments: [Resolution No. 18-4898](#)
[Exhibit A to Resolution No. 18-4898](#)
[Exhibit B to Resolution No. 18-4898](#)
[Staff Report](#)

- 2.2.1 Public Hearing on Agenda Items

Break

3. Public Communication on non-Agenda Items

4. Consent Agenda

- 4.1 Consideration of the Council Meeting Minutes for May 24, 2018 **18-5026**
- 4.2 Resolution No. 18-4890, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Five Projects Impacting ODOT and Sherwood (MA18-10-MAY) [RES 18-4890](#)
- Attachments: [Resolution No. 18-4890](#)
[Exhibit A to Resolution No. 18-4890](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
5. **Chief Operating Officer Communication**
6. **Councilor Communication**
7. **Adjourn**

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro’s civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev saww ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntwam lub rooj sib tham.

Television schedule for Metro Council meetings

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
<p>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.</p>	<p>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.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Agenda Item No. 2.1

Resolution No. 18-4895, For the Purpose of Adopting the Chief Operating Officer Recommendation
Regarding Regional Investment Strategy: Affordable Homes for Greater Portland

Resolutions

Metro Council Meeting
Thursday, June 7, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE METRO CHIEF)	RESOLUTION NO. 18-4895
OPERATING OFFICER RECOMMENDATION)	
REGARDING REGIONAL INVESTMENT STRATEGY:)	
AFFORDABLE HOMES FOR GREATER PORTLAND)	Introduced by the Metro Council
)	
)	
)	
)	
)	
)	

WHEREAS, a stable, affordable home is the foundation of opportunity and health for children, seniors and other vulnerable members of our community; and

WHEREAS, tens of thousands of people are struggling in the greater Portland region to find and keep a home they can afford; and

WHEREAS, this crisis has reached an unprecedented status due to rapid population growth and a virtual shutdown in housing construction during the Great Recession; and

WHEREAS, this crisis affects every community in the region, crossing city and county lines as people and families seek affordable homes and often travel longer distances to employment and education; and

WHEREAS, this crisis disproportionately affects people of color, due to historic housing discrimination, displacement and lower wage levels as a result of decades of discriminatory policies and actions nationally and in this region; and

WHEREAS, affordable homes are a critical piece of the greater Portland region’s vision of livability, along with safe and reliable transportation, clean rivers and access to nearby nature; and

WHEREAS, the greater Portland region has a long history of working together to tackle key challenges such as this; and

WHEREAS, Metro has collaborated with partners for years in pursuit of strategies, plans and policies to foster the creation of more homes affordable to people of all incomes throughout the region, particularly through the Equitable Housing Initiative begun in 2015; and

WHEREAS, Metro has provided millions of dollars in grants to local governments to plan for new housing creation, and leveraged private investment through its Transit-Oriented Development Program to help create more than 1,600 affordable homes throughout the region; and

WHEREAS, Metro worked with partners to complete an equitable housing strategic framework in 2016 that identified a number of collaborative actions to create new homes in the region, including a need for additional public investments in affordable homes for lower-income families and individuals that the private housing market is largely unable to serve; and

WHEREAS, a strong majority of Portland-area residents see affordable homes as a top priority for regional investment, and a majority believes this is a crisis we can and should address together; and

WHEREAS, in late 2017 the Metro Council directed staff to work with jurisdictional partners, stakeholders, impacted communities and the general public to develop a potential regional housing bond program; and

WHEREAS, in January 2018 Metro convened two advisory tables to advance these efforts, including a stakeholder advisory table composed of more than 30 people representing a variety of perspectives on housing need and opportunity, and the communities most impacted by the housing crisis, and a technical advisory table composed of more than 20 people with extensive experience in housing creation, financing and operations; and

WHEREAS, the stakeholder advisory table focused on the key values that should guide the development of a housing investment framework and the technical advisory table focused on technical considerations for developing and assessing scenarios for potential investment; and

WHEREAS, during the spring of 2018 Metro staff also discussed the potential regional housing investment framework with dozens of local elected bodies, jurisdictional staff, housing providers, housing advocates, culturally specific organizations, and other key partners around the region; and

WHEREAS, in the spring of 2018 Metro funded eight community partners to conduct focused engagement on housing need and opportunity with impacted communities throughout greater Portland's three counties; and

WHEREAS, Metro staff released a draft housing bond framework in late April 2018 for further discussion with these advisory tables, public partners, communities, and the general public; and

WHEREAS, Metro staff updated the draft framework to reflect comments received from these partners, and released a refined framework in mid-May 2018 that called for increasing the beneficial impact of the housing measure by serving more families and individuals, while retaining a commitment to deep affordability, and creating family-size units; and

WHEREAS, after further conversation with partners this refined framework was further updated and included as a chapter in a recommendation from the Metro chief operating officer to the Metro Council discussed at the Council work session on May 29, 2018, which has been updated to reflect comments at that work session and is attached hereto as Exhibit A (Regional Investment Strategy: Affordable homes for greater Portland, Metro Chief Operating Officer Recommendation, June 7, 2018 [COO Recommendation]); and

WHEREAS, the COO Recommendation presents a vision of investments in affordable homes that will benefit our communities for years to come by improving our collective prosperity, helping kids succeed in school, providing support and stability for seniors, people with disabilities and those with health challenges, and helping keep people from becoming homeless; and

WHEREAS, the COO Recommendation presents a strategy for creating homes led by local jurisdictions' understanding of their own housing needs and opportunities, which allows for quick action and creation of homes while ensuring that progress is made on regional outcomes and goals, and is intended to be a living document that can be responsive to changing needs and opportunities; and

WHEREAS, the Metro Council supports the goals, outcomes, regional collaboration and nimble implementation strategy identified in the COO Recommendation; and

WHEREAS, in order to ensure that as much bond funds as possible are devoted to creating affordable homes, the Metro Council has directed staff to decrease the amount of the cap recommended by the COO for spending on bond administration, oversight and transaction costs to 5 percent of total bond funds rather than the recommended 7 percent; and

WHEREAS, together we can create thousands of affordable homes for families, seniors and others who desperately need them, and this is work worth doing for valued members of our community; now therefore

BE IT RESOLVED:

1. That the Metro Council adopts the goals and outcomes identified in the COO Recommendation, attached hereto as Exhibit A and amended to reflect a 5 percent cap on bond administration, oversight and transaction costs, to guide future regional collaboration to implement the general obligation bond that may be referred to regional voters by the Metro Council, should voters approve the bond in the November 2018 general election; and

2. That the Metro Council directs Metro staff to use the COO Recommendation as the foundation for further planning and implementation of a regional housing bond with jurisdictional partners and the community, and to report on a regular basis to the Metro Council on progress made toward the COO Recommendation's goals and outcomes.

ADOPTED by the Metro Council this ____ day of June 2018.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A

COO RECOMMENDATION



Metro



Exhibit A to Resolution No. 18-4895

Regional Investment Strategy

Affordable homes for greater Portland

Metro Chief Operating Officer Recommendation

June 7, 2018

oregonmetro.gov/housing

Table of contents

Introduction 1

Creating affordable homes for greater Portland
The big picture and the richness of community
Making the most of what we have
Creating and protecting special places
Focusing our investments through the lens of racial equity
Transformative investments for an equitable, prosperous and sustainable future

Core values 11

Lead with racial equity.
Create opportunity for those in need.
Create opportunity throughout the region.
Ensure long-term benefits and good use of public dollars.

Recommended housing bond framework 13

Overall impact
Scope
Eligible activities
Distribution
Implementation and oversight
Next steps

Engagement summary 19

Additional materials available at
oregonmetro.gov/housing



A stable, affordable home provides a foundation for a lifetime of opportunity and well-being.

Greater Portland is changing. Fast.

Whether we have sought it or not, change has remained a constant throughout the history of greater Portland. The economy has boomed, busted and boomed again. Our population has grown and become significantly more diverse. Floods, storms, fires and even volcanic eruptions have disrupted thousands of lives and reminded us of the importance of respecting our natural surroundings.

Through it all, the people of this region have proven resilient. They have repeatedly reassessed and realigned their priorities, learning from experience and innovating in response to changing circumstances and new imperatives. This region has remained focused on a greater purpose: ensuring that our decisions and actions will benefit our children, and our children's children.

Even during the Great Recession, the people of greater Portland doubled down on their long-term vision and continued to invest in the future. Today, hundreds of people move to the region every week, attracted by a lively urban center, thriving neighborhoods and suburban communities, ample economic opportunity, a vital and creative cultural scene, and an unmatched natural setting that encourages an active lifestyle.



Six desired outcomes for greater Portland

Equity The benefits and burdens of growth and change are distributed equitably across the Portland region.

Vibrant communities

People live, work and play in vibrant communities where their everyday needs are easily accessible.

Safe and reliable transportation

People have safe and reliable transportation choices that enhance their quality of life.

Economic prosperity

Current and future residents benefit from the Portland region's sustained economic competitiveness and prosperity.

Clean air and water

Current and future generations enjoy clean air, clean water and healthy ecosystems.

Leadership on climate change The Portland region is a leader in minimizing contributions to global warming.

Greater Portland's economy is remarkably strong today. But not all boats have been lifted by the rising economic tide. Rapid growth and change have exposed and exacerbated longstanding economic and racial inequality, inundating many in our community and threatening to undermine the broader benefits of economic revival, as well as our quality of life.

Moreover, we increasingly recognize our obligation to redress longer-term inequities that have prevented too many members of our community from fully enjoying the benefits of living here. This need is intensifying as greater Portland grows more racially and ethnically diverse.

As we take stock of where we are and look forward to the decades ahead, it is time to reaffirm our commitment to working with the people of the region to create communities that give everyone the opportunity to fulfill their potential and to feel a part of this place we call home.

- **We must address a historic housing crisis affecting thousands of families and individuals.** Middle-income jobs lost during the recession have failed to reappear or have been replaced with jobs at lower wages. Meanwhile, residential construction ground to a halt during the recession, even as people continued to move here – meaning our supply of homes has not been able to keep pace. It's up to us to respond.
- **We must reform our approach to funding transportation.** Inconsistent federal investment in roads and transit, combined with population and job growth, have led to chronic traffic congestion that chokes the economy, pollutes our air and plays havoc with people's lives. Meanwhile, thousands of our residents – particularly communities of color – still await safe streets and access to reliable transit.
- **We must continue to protect critical natural areas and provide better access to these treasured places for communities of color and low-income residents.** Rapid population growth heightens the urgency of this work.

This is a time for shared action. Metro is uniquely positioned to lead on these critical issues.

Working closely with partners throughout the region, we envision a strategy that will ensure the promise of a livable region endures and extends to all – today and for generations to come.

Recommendation: Affordable homes for greater Portland

In this report I am recommending that the Metro Council take immediate action to address an urgent challenge facing our region.

Everyone deserves a safe, affordable home. Yet across greater Portland, thousands of people and families, especially communities of color, are unable to afford the high cost of housing and still have enough money for groceries and other necessities.

We must create new housing opportunity for families and individuals for whom the private market will never be able to provide affordable homes. That's why, after years of collaboration through the Equitable Housing Initiative, the Metro Council directed staff in late 2017 to work with partners to develop a potential regional investment framework that would create affordable homes throughout the region.

Emerging from the voices of partners and stakeholders, this recommendation is built upon shared priorities and common goals. It defines specific goals for people to serve and homes to create in places that provide opportunity and prevent displacement. It ensures accountability and community oversight through an implementation structure advancing shared goals while providing local flexibility. Most of all, it sets us on a path to create affordable homes for people who need them.

An affordable home, along with nearby nature and transportation choices, is part of the full life each of us deserves. By looking at the big picture and working together, we can ensure



these critical qualities are available to everyone in our community long into the future.

I am pleased to present this recommendation to you as a major milestone in our ever-renewing commitment to the people of the greater Portland region.

Let's get to work.

A handwritten signature in purple ink, which appears to read "M. Bennett".



After years spent in low wage careers, the disappearance of pension funds, and the devastation of the Great Recession, many Baby Boomers are entering their senior years vulnerable to housing instability. Elsie Johnston lived on the streets before finding a home at The Knoll, an apartment community in Tigard created and maintained by Community Partners for Affordable Housing

The big picture and the richness of community

The people of the Portland metropolitan region established Metro to think about the big picture – not only by adopting policies that transcend city and county lines, but also by considering the impacts of the decisions we make today on the place our children will inherit tomorrow. By adopting a charter directing us to plan for the future, the people of the region acted on some of Oregon’s most deeply held values: fairness, a voice in community decisions, and the need to serve as responsible stewards of our environment.

A quarter-century later, our values remain constant. However, as the needs and demands of our communities have evolved, so have Metro’s specific activities and responsibilities. We now provide four categories of service to the region [see box, next page]. Within each service, we make specific decisions, deliver discrete projects, and purchase and manage individual public assets. We do all this in a constant conversation with our partners in local government, as well as the businesses, community groups, and people of the region.

“We, the people of the Portland area metropolitan service district, in order to establish an elected, visible and accountable regional government that is responsive to the citizens of the region and works cooperatively with our local governments; that undertakes, as its most important service, planning and policy making to preserve and enhance the quality of life and the environment for ourselves and future generations; and that provides regional services needed and desired by the citizens in an efficient and effective manner, do ordain this charter for the Portland area metropolitan service district, to be known as Metro.”

Metro Charter
November 1992

But while Metro's services necessarily are organized within distinct categories, they are connected by their roots in the land and natural resources of our corner of the world. Each service plays a role in protecting and shaping the region's built and natural environment, and each is informed by an ethic of caring for both place and people over the long term.

Nor is it always clear where one category of service ends and another begins: A closed solid waste landfill becomes a natural area, a trail serves both commuters and nature lovers, a creek is clean because of the care we take in disposing of toxic chemicals, a convention center and a performance hall are models of sustainability.

In this way, Metro's work reflects the way people experience our dynamic region. Life is lived not in discrete categories of activity, but in the spaces where home, work, school, shopping, civic life, culture and the outdoors overlap and collide to create the richness of community. It is up to those of us who serve the public to remember that no matter how we structure our work, our job is to improve the everyday experience of the people we work for, in the places where they live their lives.

While our region's vision of how we will live, grow and prosper over the long term still resonates, it needs to be updated to embrace the complexity of people's lives – as well as the concerns of those who have not been included in the past.

As we prepare to propose significant new public investments help achieve the region's desired outcomes, we will engage the community in a conversation about the challenges we face so we can make conscious choices together about how best to move forward.

That's why Metro is renewing and refreshing its commitment to the people of greater Portland.

Metro's service areas

Land and transportation

To meet the challenges of growth, Metro ensures land is available for homes and jobs where it makes sense, and provides choices in where we live and how we get around.

Garbage and recycling:

To minimize our environmental impact, Metro manages the garbage and recycling system and helps people to reduce and safely dispose of waste.

Parks and nature

To protect clean air and water, restore fish and wildlife habitat and connect people to nature, Metro manages 17,000 acres of parks, trails and natural areas, as well as the Oregon Zoo.

Arts and events

To enrich our communities and support our economy, Metro operates the Oregon Convention Center, Portland Expo Center and Portland's 5 Centers for the Arts.



A Metro employee waves a garbage truck forward at Metro Central transfer station.

Making the most of what we have

For decades, our region's approach to growth has been based on the common-sense premise that it is better to plan for growth than to react to it.

We have not followed the typical path of unchecked urban expansion and endless highway construction. Instead, we have built a region that attracts talented and determined people by investing in our communities: creating walkable neighborhoods that support human-scale interaction, building a variety of housing options, providing land for employment within our existing urban footprint, and connecting it all with choices in how to get around, including a robust transit system.

In addition to enhancing the health of our main streets and the stability of our neighborhoods, this approach has protected clean air and water. This, in turn, benefits not only public health, but also our economy.

Focusing on our existing communities also helps to get the best value for the public's hard-earned dollars. Efficient use of land means we do not have to spend as much money connecting pipes and pavement to far-flung areas. Good planning also ensures that regional investments are coordinated with each other, as well as with the goals and investments of local communities.



What affordable housing looks like in greater Portland: Creekside Woods

Creekside Woods houses a vibrant senior citizen community. The thriving affordable-living community is tucked in the lush, verdant woods of Wilsonville. Behind the community is a small valley leading to Boeckman Creek. Murase Plaza Park is across the street and offers winding trails, picnic areas and an amphitheater. Many there live on fixed incomes and would not be able to afford market-rate rent.

Protecting and creating special places

Our relationship with our surroundings remains at the heart of every resident's experience of life in this evolving region. The places that enrich our lives may be at the edges of the region or right around the corner. They may be different for one person than they are for another. But taken together, they define our sense of ourselves and our place in the world.

Since its creation, Metro has worked to prevent urban development from spilling unnecessarily onto the irreplaceable farm and forest lands that surround the region.

For more than two decades, the people of the region have also directed Metro to purchase and restore important natural areas to protect water quality and wildlife habitat in perpetuity, as well as to invest in local and regional parks and trails to provide our residents access to nature.

Because of these efforts, our region does not resemble most other large urban areas in America. The ability to actually see where city ends and country begins, or to find a natural

respite in the middle of a bustling urban area, provides a tonic to our souls and a boost to our collective prosperity.

Other Metro activities contribute to distinctive places of a more urban character. Our innovative transit-oriented development program supports investments that have provided homes and business opportunities in bustling town centers around the region. Cultural facilities like the Portland's Centers for the Arts provide opportunities to engage with artists and thinkers from around the globe. The Oregon Zoo's educational mission provides fun even as it enables people to support a better future for wildlife in the Pacific Northwest and worldwide.

With this recommendation, I am calling on Metro to elevate our commitment to making the most of what we have and protecting the region's special places by making transformative new investments that will improve the lives of the people we serve.



Putting down roots

Several years ago Richard and Linda Edwards and their two young children experienced homelessness after the house they were renting went into foreclosure. With help from the nonprofit JOIN, the Edwards family eventually found an apartment that's protected from rent increases. "The kids run around playing... free to be children," Linda Edwards said. "I love being here. I think this is probably one of the most happiest (sic) times in my life."

Focusing our investments through the lens of racial equity

As we dedicate ourselves anew to achieving a better future for the people of the region, we must acknowledge a major fault that has tarnished such efforts in the past: their failure to recognize or redress discrimination and racism.

Historically, decision makers created laws and policies that hurt and excluded people of color. We have articulated and pursued a vision in which many of our neighbors, especially communities of color and people with low incomes, do not see their lives reflected.

As a result, communities of color do not have the same opportunities for health, prosperity and education as many of their neighbors. People of color have less access to neighborhoods with good schools and nearby nature, fewer safe and reliable transportation choices, and often longer commutes. They are also more likely to live in parts of the region with poor air quality and unsafe streets.

As the region grows more diverse, these gaps in opportunities and outcomes hamper our ability to achieve any of the region's desired outcomes.

It is time for that to change.

A decade ago, Metro and the region committed to pursuing a future where the benefits and burdens of growth and change are shared equitably among residents and communities. This principle – one of the six desired outcomes for a successful region – constituted an important statement of intent.

Addressing the many disparities that stem from institutionalized inequity and exclusion will require much more than aspirational statements. That's why, in 2016, the Metro Council approved its Strategic Plan to Advance Racial Equity, Diversity and Inclusion.



Leading with racial equity improves opportunities and outcomes for all historically marginalized communities in greater Portland.

The strategic plan acknowledges that inequity takes many forms; many of the barriers faced by people of color also affect other groups, including people with disabilities, the LGBTQ community, people with low incomes, women, seniors and young people.

But because those barriers most deeply affect people of color, removing them for communities of color will also effectively benefit other disadvantaged groups. The Strategic Plan recognizes that leading with racial equity is the cornerstone of good governance that can ensure the success of everyone.

Moreover, because past and current government actions contribute directly to the ongoing disparities faced by people of color, it is critical that we explicitly pursue policies and investments that will reverse these dynamics.

For these reasons, I am directing Metro staff to lead with racial equity and include communities of color in all investment decisions, from planning and oversight through execution and evaluation.

Ensuring equitable access to the opportunities provided by these investments and making sure we leave no one behind is central to Metro's mission and to our region's future success.

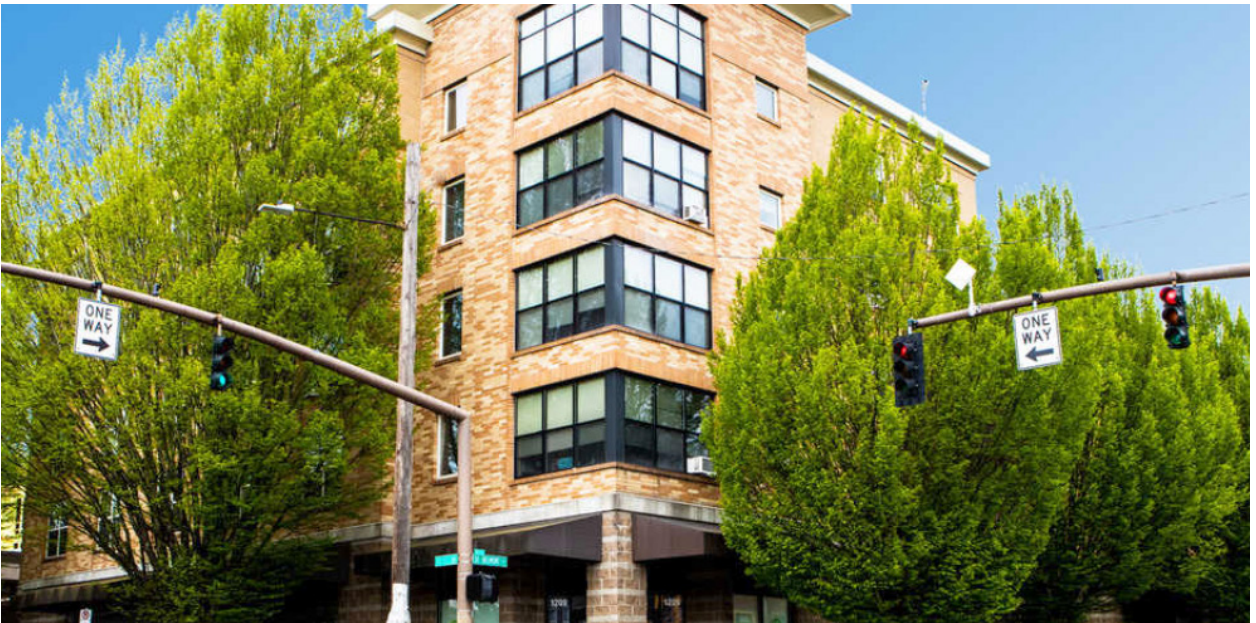
Transformative investments for an equitable, prosperous and sustainable future

Those of us fortunate enough to live here today benefit not only from the foresight of our predecessors, but from the prudent investments they made to build a community they would be proud to pass on to those who followed.

Like the investments of earlier generations, our actions today must create a better future for ourselves and our children. Our world is immeasurably more complex than that of our forebears, but the fundamentals still apply: we all need stable and affordable homes, safe and

reliable ways to get around, and a natural environment that nourishes and sustains our bodies and souls.

Without any one of these factors, our prospects are diminished, both individually and collectively; with them, we can advance the fairness, livability and economic health of our entire community.



What affordable housing looks like in greater Portland: Ritzdorf Court

In the heart of Portland's Buckman neighborhood lies the Ritzdorf Court apartments. The five-story, tan and coral brick building provides a refuge of affordable housing amidst a sea of skyrocketing rents. Ritzdorf Court houses people who are transitioning out of homelessness or have experienced homelessness within the last two years. It is more than just a stable place to stay, it provides social services to enable residents to keep their housing and eventually transition out. The community offers 90 units of housing, mostly studios, which are rented for \$427 per month.

Core values

Our regional investment can create thousands of affordable homes for people who need them. We must build from a foundation of strong values. Metro started the conversation with our stakeholders and partners by focusing on values. We also looked to existing Metro policies, heard input from jurisdictional partners, and applied lessons learned from past regional and local investment measures.

Through these efforts, we found remarkable consensus around the values that should be reflected in a regional housing investment, from creating an investment framework to building homes and helping people access them. These values are described below.

Lead with racial equity.

Leading with racial equity benefits all of us, regardless of our family background or the unique challenges we have faced. Through this investment, we can take a major step to improve racial equity across the Portland region – which strengthens and enriches our entire community.

Across the region, communities of color struggle disproportionately with unaffordable housing costs, displacement and homelessness. The history of housing in America, and greater Portland, is marked by systemic, ongoing racism and discrimination. We are grappling with the legacy of decades of policy designed to prevent people of color from finding affordable, quality homes in livable neighborhoods. Over time, these policies have concentrated poor people of color, reduced public investment in neighborhoods where they live, and in many cases then displaced them.

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, our regional housing investments will:

- Focus on deep affordability for those most vulnerable and least likely to be served by the market
- Emphasize family sized and multi-generational homes
- Invest to serve those experiencing or at risk of homelessness
- Create homes in places where communities of color live today to prevent further displacement
- Create homes in neighborhoods historically not accessible to communities of color, reflecting Metro’s intention to affirmatively further fair housing under federal policies
- Ensure diverse representation of impacted community members in all oversight and ongoing implementation activities of the bond.



People with disabilities may live on low fixed monthly incomes that can easily be outpaced in a heated rental market. After his mother died, Murray Ruhland was unable to remain in the apartment they had shared in east Portland. Murray and his dog, Jenny, spent close to a year living in his car in a WalMart parking lot before his sister helped him find a permanent affordable home.

Create opportunity for those in need.

The private housing market is best equipped to serve families who earn average or above-average incomes. But the market is unable to create affordable homes for many with low or very low incomes.

Our regional investment will seek foremost to 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
- Households at risk of displacement

The framework reflects a firm commitment to these members of our communities.

Create opportunity throughout the region.

A home is more than rooms and a front door. It is part of a community – and the communities where we live determine much of our ability to access quality education, good-paying jobs and personal well-being. Metro's investments will create more opportunities to live in vibrant communities.

Through our investments, we aim to:

- Increase access to transportation, employment, education, nutrition, parks and natural areas
- Create affordable housing opportunities across the region
- Invest in mixed-income communities and a variety of housing types
- Prevent displacement in changing neighborhoods



Ensure long-term benefits and good use of public dollars.

The impacts of our investments go beyond the life of this bond – and beyond any of our lifetimes. A number of values will be further reflected throughout implementation of the bond measure. These include the following:

- Create high-quality homes with permanent affordability
- Ensure that investments are financially sound and make good use of public dollars
- Allow flexibility and efficiency in responding to local needs and opportunities throughout the region, as long as local strategies contribute to measurable progress toward regional goals and targets
- Include many partners and types of expertise in implementation decision-making and oversight, including housing providers and builders, culturally-specific organizations, nonprofits and business representatives, and impacted residents
- Be accountable to the region's taxpayers through community oversight that monitors impacts, assesses changing circumstances and confirms measurable progress is made toward regional goals and key values
- Require regular public reporting and annual auditing

Recommended housing bond framework

The next section contains my recommendations for the targets, commitments, implementation guidelines and next steps that should guide our work going forward.

These recommendations were developed through close collaboration with many stakeholders, jurisdictions, housing providers and other partners. Following the release of a draft measure framework in April 2018, staff further refined this framework based on additional input from partners and stakeholders.

Regional impact

Most importantly, we are taking action as a region to create impact for people – families, seniors, communities of color, people living with disabilities, and others who have been left behind in a period of intense growth and demand for housing. Our first attention, then, is to the people we will serve.

Our goal is to create affordable homes for about 12,000 people if a constitutional amendment is approved by Oregon voters in 2018, or 7,500 people if the amendment is not approved.

This means we seek to create approximately 3,900 affordable homes with the constitutional amendment, or 2,400 homes without.

For the people who can find a home because of our investment, this is life-changing. For our communities, it's a major investment in stability and opportunity. For our region, it's a clear statement of our values and ambitions.

Our investment will focus particularly on people and families for whom even traditional affordable housing sources often fall short.

We have a unique opportunity through a general obligation bond to serve these most vulnerable members of our community, those who earn less than 30 percent of area median income – about \$24,400 for a family of four or \$17,100 for a single individual. These are often people with disabilities, seniors on fixed incomes, or families on the brink of homelessness. People of color are disproportionately represented in this income bracket as a result of decades of systemic job and housing discrimination.

Our goal is to see approximately 1,600 homes created for households with 30 percent of area median or less if the constitutional amendment passes, or 1,200 homes for these households if the amendment does not pass.

Our investment will also create housing opportunity for families.

Our goal is that at least half of the affordable homes created through the bond will have two to five bedrooms.

These will create safe, stable homes for parents, children and often other extended family members who wish to live together. For these families, the benefits of such a home will multiply through school achievement, improved health, and stable neighborhoods.

A small portion of affordable homes created through the bond will be available to residents with more moderate incomes who also struggle to find quality affordable homes.

Our goal is that a maximum of 10 percent of the regional investment's affordable homes for people with 60 to 80 percent of area median income.



A stable, safe and affordable home has helped Cheranda Curtis find employment and tackle health and addiction challenges. She's saving to buy a home – something she never imagined.

This April marks Curtis' two-year anniversary in her studio apartment – the longest she's ever lived in one place since she was a teen. She calls it her "sanctuary."

These are common incomes for preschool teachers, carpenters and families with two minimum wage earners. Rents in these units can help provide additional services or offset some of the public investment needed to support residents in the very low income units. All affordable homes created through the measure will be for households making 80 percent of median family income or less.

We are grateful for the preliminary commitment of 400 rental assistance vouchers to help support deeper affordability of bond-funded homes in Clackamas and Washington counties.

We recognize that further local operating subsidy will be needed to reach the affordability goals outlined in this framework. Creating homes affordable for those with the lowest incomes is a goal shared among all jurisdictions in Oregon, and Metro is committed to working in partnership to achieve these outcomes.

Creating housing opportunity for people with very low incomes can require greater long-term attention and coordination with supportive services to help people keep their home and use it as a springboard to further success.

Metro is committed to working with our partners on coordinating housing investments with supportive services over the long term. These members of our community deserve no less.

Ultimately, the homes we create must be accessible to the people we seek to serve. Additional actions through local implementation and regional oversight will seek to reduce barriers to finding and securing affordable homes created by our investment, particularly for communities of color. These are described in the "long-term benefit" section below.

The right scale: measure scope

We seek to create affordable homes swiftly, tangibly and efficiently. In short, we want to serve as many people as we can, as quickly as we can.

Informed by local capacity and opportunity around the region, **a \$652.8 million general obligation bond provides strong confidence that our targets are achievable and realistic, and can be accomplished within five to seven years.** Through collaboration with partners and the community, we can do this.

A bond of this size would present an average annual cost to Portland-area homeowners of roughly \$60 per year.

Creating affordable homes: eligible activities

Through our investment, affordable homes will be created in several ways. Clearly, partners may build new affordable homes. They may also acquire, renovate and protect existing low-cost housing on the market which is at risk of spiraling rents and displacement of current residents. Finally, local partners and Metro may purchase land on which to build affordable homes. These activities will work together to help achieve our desired outcomes.

If the constitutional amendment does not pass, all homes created through the bond would need to be owned by public entities, such as housing authorities. If the amendment does pass, affordable homes created through the bond could also be owned by nongovernmental entities, such as non-profit community development corporations. If the amendment passes, affordable homeownership programs would also be eligible as part of local implementation.

The purpose and singular focus of this regional investment measure is to create affordable homes. A general obligation bond must only be spent on capital costs. However, some costs of bond administration and oversight, including transaction costs of buying land and buildings, will occur through regional and local implementation. To focus bond dollars on creating the most homes possible, we propose that no more than 7 percent of bond dollars be used for administration, oversight and transaction costs at the regional and local level. This cap is incorporated into the distribution described below.

Opportunity throughout greater Portland: distribution

A regional bond measure presents a unique opportunity to create affordable homes for people throughout the region, helping people find affordable homes in communities where they have historically been scarce. At the same time, the regional investment can enhance communities' cultural and social capital by countering displacement that has disrupted too many communities in the region, especially communities of color.

Recognizing the spread of need and opportunity throughout the region, we propose that affordable homes created by the bond be distributed region-wide based on assessed value of each of greater Portland's three counties within the Metro district .

This means that approximately 45 percent of homes created through the bond would be in Multnomah County, 34 percent in Washington County and 21 percent in Clackamas County.

About the proposed constitutional amendment

The Oregon Legislature recently referred a constitutional amendment to statewide voters for consideration on the November 2018 ballot. If this amendment passes, a regional affordable housing bond measure can leverage additional funding and partnerships with cities and nongovernmental entities, such as nonprofit housing providers. If Oregon voters do not approve the proposed amendment, only government agencies could own affordable homes built and acquired with proceeds from a regional bond measure.

A regional housing bond measure would be implemented differently based on the outcome of the statewide vote on this constitutional amendment. Either way, the measure can create affordable homes for thousands of people.

Partners in each county will create homes according to local needs and opportunities, while also advancing regional outcomes and goals. Under the current Oregon Constitution, the three public housing authorities are best positioned to achieve these goals by developing, owning and operating affordable homes within their respective counties. Other public partners, including cities, may also develop this capacity and thus could be eligible for bond funds. If the constitutional amendment passes, cities that have more than 50,000 residents and that administer their own federal community development block grant allocations will be eligible to help create affordable homes through gap financing for construction, acquisition and renovation of affordable homes in partnership with private and nonprofit entities.

In addition to local action, a strategic regional approach to acquiring land for affordable homes will help create housing opportunity in neighborhoods where affordability is scarce or threatened by rapidly rising land prices. With its unique experience in land acquisition, transit planning and transit-oriented development, Metro will establish a strategic regional land acquisition program. Through this program, Metro will purchase land for affordable homes, including in areas with current or planned frequent service transit, in collaboration with local jurisdictions. This program will be subject to the same community oversight as local implementation, described below.

Ten percent of the bond's programmatic funds will be dedicated to this regional program.

Long-term benefit: implementation and oversight

A regional housing measure will be guided by regional goals and oversight, but implemented primarily through the expertise of local jurisdictions. Local jurisdictions are best able to listen to their communities and create affordable homes that meet their unique needs. Successful implementation requires flexibility for local jurisdictions to create and nimbly

pursue strategies that make sense for them. At the same time, regional oversight must monitor commitments to the region's voters as well as Metro's fiduciary obligations, so these local strategies and actions can together advance desired regional outcomes and goals.

Local implementation strategies

Implementation will be focused at the local level. Each participating jurisdiction will produce an implementation strategy focused on their community's affordable housing needs and development opportunities. Strategies will outline local goals and commitments to achieve regional targets, and identify local opportunities, needs and location priorities.

Participating local jurisdictions must describe how they will advance regional racial equity and affirmatively further fair housing – that is, ensure that homes created help provide new opportunity to people of color, people with disabilities, seniors and others who have experienced historic discrimination in the housing markets. Jurisdictions will also describe their project selection and approval process, including community and Metro input.

If regional voters approve the bond measure, participating local jurisdictions will conduct community engagement beginning in November 2018 to inform the development of their local implementation strategies. By March 2019, strategies will be reviewed by a community oversight committee described below, and incorporated into intergovernmental agreements between Metro and jurisdictions.

Once this process is complete, participating jurisdictions will begin identifying potential investments to create affordable homes. Investments that comply with the local implementation strategy, bond financing rules, and regional goals will be eligible to receive bond funding. Participating jurisdictions will have access to a pool of funding necessary for their share of the regional targets, as described in the distribution section above.

Intergovernmental agreements

Intergovernmental agreements will provide clarity and certainty for each partner. Following a Metro Council referral of the bond measure, participating jurisdictions will begin preliminary discussions to develop Intergovernmental Agreements with Metro. These agreements will identify eligible program activities, funding needed to achieve the local share of regional housing targets, and a local strategy for implementation that advances regional policies and goals, including racial equity, community engagement and inclusive decision-making.

Regional accountability and oversight

Greater Portland does best when we bring together diverse voices to monitor and advance shared goals. Metro is also committed to accountability to the region's taxpayers, to ensure that progress is made on regional outcomes.

If voters approve the bond measure, the Metro Council will appoint a regional community oversight committee in early 2019. The oversight committee's diverse membership will include people with experience in affordable

housing finance, construction and need, as well as members of communities we are seeking to serve. The oversight committee – from member recruitment to committee action – will adhere to the policies, recommended actions and practices derived from Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion.

The oversight committee will make recommendations to Metro and participating jurisdictions to help ensure that local investments build up to regional goals and desired outcomes. Participating jurisdictions will present progress reports to the oversight committee annually. With input from the oversight committee and the Metro Council's approval, local strategies and regional targets may be amended annually to respond to changing circumstances and opportunities.

If a participating jurisdiction is unable to create homes consistent with the targets described in its implementation strategy and defined in intergovernmental agreements, the Metro Council, with input from the oversight committee and the Metro COO, may decide that other partners be identified to create affordable homes to advance regional goals.



What affordable housing looks like in greater Portland: Sunset View Apartments

Every apartment at Sunset View serves residents in need of affordable housing. In this case, people earning at or below 60 percent of the area median income; \$44,820 for a family of four. Sunset View houses tenants with Section 8 and project-based vouchers. These programs help people who make less than 30 percent of the area median income, or \$22,410 for a family of four.

Expectations for local implementation

Metro needs to ensure that local investments reflect adopted Metro Council policy, and that we incorporate feedback from community partners to advance racial equity and other key values.

Metro will include such values and policies in intergovernmental agreements with participating jurisdictions. Jurisdictions will reflect their intentions to achieve these values in their implementation strategies.

- Project selection and decision-making structures will include consideration of racial equity and affirmatively furthering fair housing.
- Local implementation and regional oversight will include impacted

communities.

- Bond-funded investments will include screening criteria that reduce barriers for vulnerable communities to access housing opportunities.
- Partnerships with culturally specific organizations and community groups will inform project selection, design, marketing and service. Marketing plans will seek to help immigrants and communities of color access affordable homes created through the bond.
- Regional and local partners will have targets for equitable construction contracting and workforce participation in developing and operating homes created through the bond.

These will be further refined after additional conversation with stakeholders and partners.

Next steps

A great deal of conversation, feedback and engagement has shaped this framework. If the Metro Council decides to refer a bond measure to the region's voters, it will initiate further steps to prepare regionally and locally to begin creating affordable homes.

Families, seniors and vulnerable members of our community need affordable homes to be created as soon as possible. Should the region's voters approve a regional housing measure, Metro and partners will move quickly to complete local implementation strategies, identify investments and create affordable homes. That said, we will also be diligent to ensure our strategies and investments reflect the specific desires and needs of people and communities we seek to serve.

As such, we propose these next steps moving forward:

June 2018

Metro Council consideration of a resolution to refer a bond measure to regional voters on the November 2018 ballot

June to November 2018

Metro staff provide public information about the measure; work with local jurisdiction partners to pre-develop IGAs, local implementation strategies and community engagement plans for post-election; maintain ongoing dialogue with community partners

November 2018 to February 2019

Regional community oversight committee appointed; local implementation strategy development, including community engagement; community oversight committee appointed by the Metro Council

March 2019

Local implementation strategies reviewed by oversight committee and incorporated into final intergovernmental agreements approved by local governing bodies and the Metro Council

April 2019

Implementation begins

Engagement summary

An issue as fundamental as creating affordable homes merits a thorough public conversation. From the establishment of the Equitable Housing Initiative in 2015, Metro has convened and engaged many partners to understand housing need and potential solutions. Creating this measure recommendation continued this commitment.

Since early 2018, Metro heard and incorporated input from a variety of stakeholders, jurisdictions, housing and service providers, and the public. Additional information and input received will be available at oregonmetro.gov/housing.

Developing a strategy and key goals

In January Metro staff identified an approach and set of activities to effectively engage and raise awareness among a broad range of regional geographic and cultural groups. Metro focused on engaging communities of color and lower income populations who have faced greater systemic barriers to finding safe, affordable housing.

During this time, two discussions were held with community partners active in advancing racial equity throughout the region, many of whom partner with Metro on a variety of initiatives. These discussions shaped the overall engagement goals and approach, and gave specific input into the structure of the community partnership grant program.

Engagement and communications goals included:

- Inclusive engagement to inform key decisions
- Elevate historically marginalized groups
- Build and strengthen relationships and trust with decision makers
- Build capacity of the community to engage on housing issues
- Inform and engage the public to raise awareness and share knowledge
- Coordinate with other Metro engagement



Dawn Swan, pictured here with her daughter in their home in Beaverton, waited nearly a decade to get a Section 8 housing voucher.

Advisory Tables

Two advisory tables convened by Metro staff provided essential insight and advice about values and considerations that should be incorporated in the recommended measure framework. The tables' members are listed on pages 24 and 25. This recommendation is considerably stronger thanks to their time, experience and energy.

Stakeholder Advisory Table

Nearly 30 members representing a variety of perspectives on housing need, opportunity, development and community served on a Stakeholder Advisory Table from January to May 2018. The group's provided input to Metro staff on key elements of the housing measure framework by articulating community values to guide program activities and providing feedback on program scenarios.

During the first two meetings in January and February the group focused on collectively developing priority values that the group wanted to guide the development of the framework. These values were employed throughout stakeholder discussions to help the group evaluate possible investment scenarios.

At the March and April meetings the committee reviewed draft investment scenarios. The



Keith Schulz was born with cerebral palsy, which affected his ability to find living-wage work. He describes his job prospects as limited and said his Social Security Disability checks would not have covered rent in an apartment building in the private market. After his wife died, Schulz lived with his in-laws while he raised his young son.

Schulz applied for a Section 8 housing voucher when he was ready to move out on his own. He waited about a year for his voucher. "It's helped out immensely," he said. He wants to get more involved advocating for affordable housing, after he received a no-cause eviction last year, which put him on the verge of homelessness.

committee considered the priority values, technical input and community feedback to discuss who would be served by the measure and what type of housing would be built. The group also heard presentations and gave input and reactions to proposals for distribution formula, oversight and implementation considerations.

The committee reviewed a draft framework in early May and had dialogue and specific recommendations for the number and size of homes that could be created, income level targets, and distribution of new home versus purchase of existing properties.

At the committee's last meeting on May 21, the Stakeholder Advisory Table discussed refinements to the measure framework and shared hopes and advice for implementation with Metro's chief operating officer and staff. The committee also shared suggestions for local implementation strategies and next steps.

Technical Advisory Table

More than 20 representatives of local jurisdictions, housing agencies and housing developers participated in a Technical Advisory Table from January to May 2018. The committee advised Metro staff, consultants and stakeholders on technical and operational components of the housing measure framework, as well as capacity and tools and next steps for successful implementation.

In January and February, the committee grounded their work in examples from other jurisdictions, discussed the values articulated by the Stakeholder Advisory Table, and made recommendations for important data sources to include in the process. At meetings in March and mid-April, the committee provided feedback on the assumptions and inputs used to create draft scenarios, and made recommendations to refine draft scenarios for consideration. The committee also reviewed and recommended approaches for distributing housing resources throughout the region.

At the group's final meetings in late April and May, discussion continued about specific elements of the draft and refined measure framework.

Metro-funded community partnerships

Metro sought to hear directly from communities impacted by the housing crisis, particularly communities of color. Metro also sought to increase the capacity of community-based organizations to conduct engagement and create awareness of housing need and opportunity.

Seven community partner organizations were selected to receive more than \$110,000 to implement projects that advanced Metro's broader engagement goals. The funded projects engaged a diverse range of cultural communities in each of greater Portland's three counties, including Latinos, African Americans, Native Americans, Asian Pacific Islanders, mobile home park residents, immigrants and refugees, seniors and low-income renters. Activities supported by these funds included community discussion groups, forums and workshops, leadership development, door-to-door engagement and home visiting, community education and mobilizing organizations and individuals to engage in affordable housing efforts (more detail below).

Six partners were selected through a competitive application process in February. Two additional partners were selected in early May to conduct further targeted engagement.

Metro staff worked with each partner to create opportunities for the input and feedback received to be directly connected to project stakeholders and decision makers. Funded groups included:

- Asian Pacific American Network of Oregon
- Black Parent Initiative
- Latino Network
- Native American Youth and Family Center
- Rosewood Initiative
- Unite Oregon
- Verde
- Welcome Home Coalition

Activities funded through the partnerships included the following:

Leadership development and training

Three partners leveraged existing leadership development groups to build members' capacity to understand and engage in regional housing work. Verde worked with its Cully Housing Action Team (CHAT) and Mobile Home Repair and Organizing group through monthly meetings and an all-day leadership training to build skills on canvassing, phone banking, giving public testimony and meeting facilitation. Participants in Unite Oregon's BOLD leadership program (Beaverton Organizing and Leadership Development) held a small group discussion to share their ideas with Metro Councilors and integrated affordable housing policy into their ongoing leadership curriculum. Rosewood Initiative hosted Guerreras Latinas members for a leadership development workshop to build skills on housing outreach and advocacy.

Community discussions

Several partners held multiple discussion groups and led door-to-door outreach to share resources and learn more about affordable housing barriers and solutions from those experiencing the greatest challenges.

Culturally-specific discussion groups facilitated by Latino Network, NAYA, Rosewood Initiative, Verde and the Black Parent Initiative were held in Tigard, Gresham, Portland, Cornelius and Hillsboro. Verde leaders and Community Health Workers from Rosewood Initiative visited with residents of the Cully neighborhood and East Multnomah County to gather their ideas about housing needs and community wellness.

Connect with staff and decision makers

Metro Councilors and staff attended many of the events hosted by community partners to help build relationships and share up-to-date information on the work to develop a regional affordable housing bond framework. In addition partners were invited to present to Metro Council and the Stakeholder Advisory Table. Members from Unite Oregon's BOLD program and Community Health Workers with Rosewood Initiative coordinated small group discussions with Metro Councilors.

Informing key elements of the framework

Information gathered from the partnerships activities above was shared with advisory tables and Metro staff. In addition, the Welcome Home Coalition engaged its 80 members in monthly phone calls, survey and in member meetings on key steps of the bond development process.

Opt In online survey

More than 2,660 people responded to an online Opt In survey between April 30 and May 18. The survey sought to generate feedback on housing priorities identified in the draft housing measure framework and to inform implementation of the housing measure should it be approved by voters. While non-scientific, the survey results provide valuable insight into the priorities, concerns and expectations of area residents. Nearly two-thirds of respondents described investments in affordable housing as "very important." Most also prioritized creating homes for those in most need, and creating affordable homes in well-established communities with good access to transportation, jobs, community centers and other opportunities.

A report on the survey's findings will be posted at oregonmetro.gov/housing.

Public partner engagement

Metro sought regular, open engagement with local jurisdictions, housing authorities and other public agencies that will be key partners in implementing a regional investment in affordable homes. Early in the process, Metro staff presented at more than a dozen public meetings, including MPAC, city councils, county commissions and coordinating committees. Staff also individually briefed many other local elected officials and agency staff members. Metro heard concerns and opportunities raised at these conversations and worked to incorporate them into the draft measure framework released in late April.

After the draft framework's release, Metro staff presented and heard feedback at more than a dozen public meetings, including MPAC, numerous city councils, all three county commissions, and all three county coordinating committees. Metro staff also presented and heard feedback through individual briefings with elected officials and staff from key partner jurisdictions.



Patti Jay felt "exhausted with having to move again" after she received a no-cause eviction. She's grateful she found a place to live close to her son's high school, which means he didn't have to switch schools.

Communications and storytelling

In addition to direct engagement, Metro shared information and raised awareness to a wide range of regional residents including monthly Interested Parties email updates that reached more than 750 people. Staff posted regularly on Facebook and Twitter, and published several Metro News stories describing the process to develop a housing measure framework and sharing the lived experiences of those impacted by the housing crisis in our region.

An online Regional Snapshot on Affordable Housing was published in late April. The Regional Snapshot provided information on the current supply and shortage of affordable homes throughout the region and who is most at risk for housing displacement or homelessness. The Regional Snapshot also provided a tour of modern affordable homes throughout the region and shared personal stories of individuals and families who have struggled or are experiencing challenges finding affordable homes.

Metro staff engagement

The project team also held opportunities for Metro staff to be engaged through lunchtime discussions on the root causes of homelessness, details on the process to develop the housing bond measure, and presentations of this COO recommendation.



Low-income families, the elderly, and people with disabilities receive housing assistance primarily through two different means. They may be able to rent an apartment with rent limits; or they may receive a voucher that helps them bridge the gap between what they can afford and the cost of apartments in the private market.

Waiting lists to get a regulated apartment or a voucher are years long.

In the tri-county area, nearly 11,500 individuals or families are on the waiting lists for regulated housing. That's more households than there are in the entire city of Tualatin.

People in dire circumstances may receive priority, but most could expect to be waiting anywhere from one to 14 years for an apartment.

Stakeholder Advisory Table

Jesse Beason
Northwest Health Foundation

Renée Bruce
Community Action of Washington County

Michael Buonocore
Home Forward

Denny Doyle
Mayor of Beaverton

Ernesto Fonseca
Hacienda CDC

Mark Gamba
Mayor of Milwaukie

Sheila Greenlaw-Fink
Community Housing Fund

Ashley Henry
Business for a Better Portland

Hannah Holloway
Urban League of Portland

Mitch Hornecker
Portland Business Alliance Board of
Directors

Duncan Hwang
APANO

Marc Jolin
Joint Office of Homeless Services

Komi Kalevor
Washington County Housing Authority

Roy Kim
Central Bethany Development Company

Eva Rippeteau
AFSCME Council 75

Anneliese Koehler
Oregon Food Bank

Allan Lazo
Fair Housing Council of Oregon

Dani Ledezma
Coalition of Communities of Color

Kari Lyons-Eubanks
Welcome Home Coalition

Nate McCoy
National Association of Minority
Contractors -- Oregon Chapter

LaQuisha Minnieweather
Momentum Alliance

Dave Nielsen
Home Builders Association of
Metropolitan Portland

Maria Caballero Rubio
Centro Cultural

Margaret Salazar
Oregon Health and Community Services

Jill Sherman
Gerding Edlen

Bandana Shresthra
AARP Oregon

Jamie Stasny-Morgan
Westside Economic Alliance Board
of Directors

Richard Swift
Clackamas County Health, Housing and
Human Services

Ana del Rocío
David Douglas School Board

Dan Valliere
Reach CDC

Bob Walsh
Walsh Construction

Technical Advisory Table

Julie Cody
Oregon Housing and Community Services

Devin Culbertson
Enterprise Community Partners

Ryan Deibert
Joint Office of Homelessness Services

Karl Dinkelspiel
Portland Housing Bureau

Rachael Duke
Community Partners for Affordable
Housing

Ernesto Fonseca
Hacienda CDC

Chris Hartye
City of Hillsboro

Sean Hubert
Central City Concern

Komi Kalevor
Washington County Housing Authority

Anneliese Koehler
Oregon Food Bank

Martha McLennan
Northwest Housing Alternatives

Ed McNamara
Turtle Island Development

Brian Monberg
City of Gresham

Jeff Owen
TriMet

Nicole Peterson
BRIDGE Housing

Cadence Petros
City of Beaverton

Chuck Robbins
Clackamas County Housing Authority

Emily Schelling
Housing Development Center

Sarah Stevenson
Innovative Housing Inc.

Jonathan Trutt
Home Forward

Bill Van Vliet
Network for Oregon Affordable Housing

Resolution No. 18-4898, For the Purpose of Referring to the Metro Area Voters a Ballot Measure Authorizing General Obligation Bond Indebtedness in an Amount Not to Exceed \$652.8 Million to Fund Affordable Housing; and Setting Forth the Official Intent of the Metro Council to Reimburse Certain Expenditures out of the Proceeds of Said Bonds Upon Issuance

Resolutions

Metro Council Meeting
Thursday, June 7, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REFERRING TO THE METRO)	RESOLUTION NO. 18-4898
AREA VOTERS A BALLOT MEASURE AUTHORIZING)	
GENERAL OBLIGATION BOND INDEBTEDNESS IN AN)	
AMOUNT NOT TO EXCEED \$652.8 MILLION TO FUND)	Introduced by the Metro Council
AFFORDABLE HOUSING; AND SETTING FORTH THE)	
OFFICIAL INTENT OF THE METRO COUNCIL TO)	
REIMBURSE CERTAIN EXPENDITURES OUT OF THE)	
PROCEEDS OF SAID BONDS UPON ISSUANCE)	
)	

WHEREAS, both nationally and in the Metro region, rents and housing prices are rising faster than incomes, increasingly limiting mid-and lower-income households to neighborhoods farther from jobs, transit, social services and other services and amenities; and

WHEREAS, national economic forces and growth patterns have pushed the affordable housing crisis in metropolitan regions across the country, and strong continuing growth has impacts across city and county lines, making a regional approach appropriate and necessary in addition to the ongoing local efforts aimed at easing the crisis;

WHEREAS, the Metro Council has acknowledged that continued and accelerated population growth is likely to negatively affect the availability and affordability of housing in the Metro region, and that the lack of sufficient funding for affordable housing remains a major barrier to the production of affordable housing; and

WHEREAS, Title 7 Housing Choice of Metro Code Chapter 3.07 Urban Growth Management Functional Plan, Metro Code Section 3.07.750 Technical Assistance, encourages cities and counties to take advantage of the programs of technical and financial assistance provided by Metro to help achieve the goal of increased production and preservation of housing choices and affordable housing; and

WHEREAS, on January 25, 2007, the Metro Council amended and adopted the Regional Framework Plan and the Metro Code, via Ordinance No. 06-1129B (“For the Purpose of Amending the Regional Framework Plan to Revise Metro Policies on Housing Choice and Affordable Housing and Amending Metro Code Sections 3.07.710 through 3.07.760 to Implement the New Policies”); and

WHEREAS, Section 4 of the Metro Charter, entitled “Jurisdiction of Metro,” provides that, “Metro has jurisdiction over matters of metropolitan concern. Matters of metropolitan concern include the powers granted to and duties imposed on Metro by current and future state law and those matters the Council by ordinance determines to be of metropolitan concern”; and

WHEREAS, in February of 2010, the Metro Council passed Ordinance No. 10-1231B (“For the Purpose of Determining that Providing Financial Resources to Increase the Supply of Affordable Housing is a Matter of Metropolitan Concern”), which included the finding that “providing Metro funding for increasing the Metro region’s supply of affordable housing is a function of metropolitan concern”; and

WHEREAS, in 2015, Metro created the Equitable Housing Initiative to better coordinate efforts already underway and find shared understanding of needs, opportunities and best practices, supporting

local jurisdictions, housing developers and advocates to put those best practices to work and build their own capacity to conduct research and develop policies and resources; and

WHEREAS, in 2016, Metro and its regional partners convened a regional housing summit to dig deeper into a challenge that has been called a “state of emergency” by advocates and local and state officials; and

WHEREAS, before the November 6, 2018 General Election, the Metro Council will have passed an ordinance establishing that affordable housing is a “matter of metropolitan concern” and exercising jurisdiction over functions related thereto (the “Assumption Ordinance”); and

WHEREAS, in accordance with Chapter II Section 7(2)(a) and Section 12 of the Metro Charter, upon passage of the Assumption Ordinance by the Metro Council and upon voter approval of the referred bond measure, Metro will have 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, pending the issuance and availability of the proceeds from the sale of such bonds, some expenditures will be made that have been and will be paid for by Metro on an advance basis, with the expectation and intent that Metro will be reimbursed for all such advances out of the bond proceeds as and when the same are issued; and

WHEREAS, United States Treasury Regulation 1.150-2 requires issuers of tax-exempt bonds to declare their intention if the issuers intend to use bond proceeds to reimburse eligible expenditures that are initially funded from other sources; now therefore

BE IT RESOLVED:

1. That the Metro Council hereby submits to the qualified voters of the Metro Area the ballot measure attached hereto as Exhibit A, authorizing the issuance of general obligation bonds in an amount not to exceed \$652,800,000.00 for the purpose of funding affordable housing (the “Affordable Housing Ballot Measure”). The bonds may be issued from time to time in one or more series, and any series of bonds shall mature over a period of not more than 30 years from the date of issuance; and
2. That the Metro Council hereby certifies the Ballot Title attached hereto as Exhibit B for the placement of the Affordable Housing Ballot Measure on the ballot for the November 6, 2018 General Election; and
3. That the Metro Council hereby authorizes and directs the Metro Chief Operating Officer, the Metro Chief Financial Officer and the Metro Attorney, or their respective designees (each, an “Authorized Representative”), each acting individually, to file with the county elections official the Ballot Title and a related explanatory statement prepared by the Authorized Representative pursuant to Metro Code Section 9.02.020; and
4. That the Metro Council hereby authorizes and directs the Authorized Representative to submit the Ballot Title to the Tax Supervising and Conservation Commission in a timely manner, as required by law; and
5. That the Metro Council hereby further authorizes and directs the Authorized Representative to take all other actions necessary for placement of the Affordable Housing Ballot

Measure on the ballot for the November 6, 2018 General Election in a manner consistent with and in furtherance of this Resolution; and

6. That the Metro Council hereby declares its official intent to reimburse eligible prior expenditures of Metro with the proceeds of general obligation bonded indebtedness referenced herein for the purpose for establishing compliance with the requirements of United States Treasury Regulation 1.150-2 and does not bind Metro to make any expenditure or incur any debt.

ADOPTED by the Metro Council this ____ day of June 2018.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A

AFFORDABLE HOUSING BALLOT MEASURE

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 people with disabilities in the Metro region which includes Washington, Clackamas and Multnomah counties. Metro will use the bond funds for its affordable housing program, and will work cooperatively with local housing providers to provide them with bond funds 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.

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, greenspace, grocery, coffee shop, 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.

The measure will create an affordable housing function for Metro. 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.

Exhibit B

BALLOT TITLE

Caption:
(10 words max)

Bonds to fund affordable housing in Washington, Clackamas, Multnomah counties. (10 words)

Question:
(20 words max)

Shall Metro issue bonds, fund affordable housing for low-income families, seniors, veterans, people with disabilities; require independent oversight, annual audits? (20 words)

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:
(175 words max)

Measure authorizes \$652.8 million in general obligation bonds to fund affordable housing in Washington, Clackamas, and Multnomah counties.

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.

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.

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. (166 words)

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 18-4898, FOR THE PURPOSE OF REFERRING TO THE METRO AREA VOTERS A BALLOT MEASURE AUTHORIZING GENERAL OBLIGATION BOND INDEBTEDNESS IN AN AMOUNT NOT TO EXCEED \$652.8 MILLION TO FUND AFFORDABLE HOUSING; AND SETTING FORTH THE OFFICIAL INTENT OF THE METRO COUNCIL TO REIMBURSE CERTAIN EXPENDITURES OUT OF THE PROCEEDS OF SAID BONDS UPON ISSUANCE

Date: May 31, 2018

Prepared by: Craig Beebe, craig.beebe@oregonmetro.gov

BACKGROUND

Everyone deserves a safe, affordable home. Yet across greater Portland, thousands of people and families, especially communities of color, are unable to afford the high cost of housing and still have enough money for groceries and other necessities. More than 67,000 renters in the three-county region pay more than half their incomes toward housing costs.

Stemming from dual roots of rapid in-migration to the Portland region and a virtual shutdown of housing construction during the Great Recession, this crisis exacerbates other challenges our communities are confronting. These include gaps in educational achievement, economic opportunity, health, and access to key regional amenities, including parks and natural areas and safe, reliable transportation. It is a challenge affecting every community in the region, large and small. Yet historically, 95 percent of public investment in affordable homes in the region has been confined to Portland city limits.

Metro has worked with local partners for many years to support the creation of new housing for our region's growing population. Title 7 of the Metro Code encourages cities and counties to take advantage of technical and financial assistance programs provided by Metro to help achieve these goals. In 2007, the Metro Council adopted amendments to the Regional Framework Plan and the Metro Code that further clarified and advanced regional policies on housing choice and affordable housing. In 2010, the Metro Council passed Ordinance 10-1231B, including a finding that "providing Metro funding for increasing the Metro region's supply of affordable housing is a function of metropolitan concern."

The Metro Council launched the Equitable Housing Initiative in 2015 to continue Metro's history of responding to challenges that cross city and county lines through collaborative regional policymaking and strategy-setting. The initiative has described its goal as "ensuring diverse, quality, physically accessible, affordable housing choices with access to opportunities, services and amenities."

In January 2016, following considerable collaboration with regional partners, Metro released a four-part strategic framework for responding to the region's housing challenge. This strategic framework, presented at a regional housing summit in February 2016, included a number of actions intended to increase housing opportunity and mitigate displacement for different kinds of households and income levels across the region. The strategic framework clearly identified a need for public investment to create and protect affordable homes for residents and households the private housing market is largely unable to serve, including low-income families, seniors, people with disabilities, people of color and those experiencing or at risk of homelessness.

In late 2017, the Metro Council directed staff to collaborate with a broad range of local government and community partners to develop a potential investment framework that could create thousands of affordable homes throughout the region. Since that time, staff have worked with two advisory tables, jurisdictional partners, housing providers, culturally specific organizations and other stakeholders around the region to identify needs, opportunities and an implementation approach to do just that. Staff have also conducted detailed technical analysis and assessment of different investment scenarios, guided by values articulated by community stakeholders and technical advice provided by housing practitioners and jurisdictional partners. Staff have regularly consulted with the Metro Council throughout this time in briefings and work session discussions.

Based on this work with partners and the community, staff recommend a general obligation bond of \$652.8 million as a feasible and impactful regional investment in affordable homes for families, seniors and other individuals who need them. This resolution would refer such a bond to the Portland region's voters in November 2018.

ANALYSIS/INFORMATION

1. Known Opposition

Staff are aware that several local elected officials and citizens in the Metro region have stated they intend to oppose a regional investment in affordable homes, although others have stated they intend to support such an investment.

2. Legal Antecedents

Metro is authorized under the Metro Charter, Chapter III and ORS Chapter 268 to issue and sell voter-approved general obligation bonds to finance the implementation of Metro's authorized functions.

On, January 25, 2007, the Metro Council amended and adopted the Regional Framework Plan and the Metro Code, via Ordinance No. 06-1129B ("For the Purpose of Amending the Regional Framework Plan to Revise Metro Policies on Housing Choice and Affordable Housing and Amending Metro Code Sections 3.07.710 through 3.07.760 to Implement the New Policies").

In February of 2010, the Metro Council passed Ordinance No. 10-1231B ("For the Purpose of Determining that Providing Financial Resources to Increase the Supply of Affordable Housing is a Matter of Metropolitan Concern"), which included the finding that "providing Metro funding for increasing the Metro region's supply of affordable housing is a function of metropolitan concern."

3. Anticipated Effects

The effect of this resolution will be the referral to voters of a general obligation bond measure in the November 6, 2018 General Election.

4. Budget Impacts

If the Metro Council approves this resolution, Metro staff would work with participating jurisdictions, including the three county housing authorities and eligible cities, to support the pre-development of local implementation strategies and intergovernmental agreements to advance affordable home creation through the bond. These activities will be funded through Metro's Equitable Housing

Initiative funding identified in the FY 2018-19 budget. If the measure is approved by voters, these related expenses can be reimbursed from bond proceeds.

The Council President's 2018-19 Budget also includes expenditures for information development and distribution through the Regional Investment Strategy.

The referral of this measure to the voters will require Metro to pay for election expenses, estimated at approximately \$150,000. This amount can change based on the number of issues on the ballot, and the number of region-wide items on the ballot. The Council President's 2018-19 adopted budget includes appropriation for this expense.

At the recommendation of the TSCC, budget authority for program expenses after the voters approve the measure is not included in the Council President's 2018-19 adopted budget. The Council will have the can establish appropriation authority related to the successful passage of the measure once the election has been certified. If the measure passes, staff will work with Council on the development of the bond measure program and the necessary budgetary appropriation to be approved by Ordinance at a later date.

RECOMMENDED ACTION

Staff recommends Council adoption of the resolution.

Agenda Item No. 4.1

**Consideration of the Council Meeting Minutes for
May 24, 2018**

Consent Agenda

Metro Council Meeting
Thursday, June 7, 2018
Metro Regional Center, Council Chamber

Agenda Item No. 4.2

Resolution No. 18-4890, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Five Projects Impacting ODOT and Sherwood (MA18-10-MAY)

Consent Agenda

Metro Council Meeting
Thursday, June 7, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING) RESOLUTION NO. 18-4890
EXISTING PROJECTS TO THE 2018-21)
METROPOLITAN TRANSPORTATION) Introduced by: “Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING FIVE) Martha Bennett in concurrence with
PROJECTS IMPACTING ODOT AND SHERWOOD) Council President Tom Hughes”
(MA18-10-MAY))

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, the Oregon Transportation Commission (OTC) approved \$14 million in additional project funding during their April 2018 meeting to occur to initiate and complete Preliminary Engineering for the I-205 Stafford Rd to OR99E project which is intended to reduce congestion through adding a third lane in each direction, plus widening and completing required seismic upgrades to Abernethy Bridge; and

WHEREAS, the city of Sherwood has completed their Cedar Creek/Tonquin Trail: Roy Rogers Rd to OR99W Unified Planning Work Program (UPWP) study project under the awarded budget which enables them to now transfer \$296,928 to their Cedar Creek/Tonquin Trail – OR99W to SW Pine St trail project; and

WHEREAS, the city of Sherwood, Metro, the ODOT Local Project Delivery Program Local Agency Liaison (LAL), and State CMAQ Manager have agreed upon an acceptable scope change to Sherwood’s Cedar Creek/Tonquin Trail – OR99W to SW Pine St trail project which will enable the project to maintain its awarded Congestion Mitigation Air Quality (CMAQ) funds, and with the added funding from Sherwood’s UPWP project, will allow it to be implemented and delivered within the spirit of the original Metro funding award; and

WHEREAS, the OTC approved during their April 2018 meeting an additional \$393,246 of Section 164 funding for ODOT’s Region 1 High Friction Surface Treatment (HFST) application pilot project that has a primary goal to reduce the severity and frequency of wet roadway surface condition crashes, and enables the number of locations to increase from the baseline three sites to up to a possible eleven locations across Region 1; and

WHEREAS, the OTC approved during their April 2018 meeting funding in the amount of \$2,000,000 for ODOT's Inner Powell Cost to Upgrade Study which will study the cost to upgrade and transfer the portion of Southeast Powell Boulevard from the intersection with Southeast 9th Avenue to the intersection with Interstate 205 to the City of Portland consistent in meeting with ODOT state of good repair; and

WHEREAS, all amended projects were evaluated against six revised MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors 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, and compliance with MPO MTIP federal management responsibilities; 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 February 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the May 2018 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on May 4, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on May 17, 2018 to formally amend the 2018-21 MTIP to include the May 2018 Formal Amendment bundle consisting of five projects.

ADOPTED by the Metro Council this ____ day of _____ 2018.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 18-4890



Proposed April 2018 Formal Amendment Bundle			
Amendment Type: FORMAL, MA18-10-MAY			
Total Number of Projects: 5			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 19786	ODOT	I-205: Stafford Rd - OR99E	<p>ADDED FUNDING: The amendment is adding \$14,000,000 in support of Preliminary Engineering needs. OTC approval was required and occurred during their April 19-20, 2018 Meeting.</p> <p>The purpose of the project is to reduce congestion on the Interstate 205 corridor between Stafford Road and Oregon 99 East in Clackamas County. The project scope includes four main components:</p> <ul style="list-style-type: none"> A. Widen and seismically retrofit the George Abernethy Bridge near Oregon City. B. Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor. C. Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East. D. Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1's ATM Project Atlas. <p>The estimated total project cost currently is approximately \$500 million dollars. By adding required funding to the PE phase. the PE phase formally can begin and can continue project development activities initiated in the Planning phase in support of NEPA and Project Specifications, and Estimates (PS&E) requirements.</p>
Project #2 18280	Sherwood	Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W	<p>COST DECREASE: Key 18280 is a Unified Planning Work Program (UPWP) project that has now complete its study activities. The study did not require the full awarded amount of funding. (Continues next page.)</p>

<p>Project #2 18280 Continued</p>	<p>Sherwood</p>	<p>Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W</p>	<p>A total of \$296,928 (of CMAQ and match) has been de-obligated and approved to be transferred to Key 18026 Sherwood's Cedar Creek trail implementation project (See next project). This amendment completes the CMAQ and match transfer from Key 18280 to Key 18026 and allows Key 18280 to financially close-out.</p> <p>The amendment provides a final financial correction to the project programming in the 2015 MTIP.</p>
<p>Project #3 18026</p>	<p>Sherwood</p>	<p>Cedar Creek/Tonquin Trail: OR99W - Murdock Rd Cedar Creek/Tonquin Trail: OR99W - SW Pine St (Sherwood)</p>	<p>SCOPE CHANGE: The original scope would construct a trail that will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.</p> <p>However, The project as originally proposed can not occur due to conflicts with UPRR along SW Oregon St.</p> <p>The amendment authorizes a scope change to remove SW Oregon St from the project scope and expand the design effort along the SW Alexander Way to include new bike & ped facilities on the west side of Alexander versus the original minimalist design that proposed using the existing facilities. Note: The Oregon St removed segment will be completed by the agency using local funds separately as a future street reconstruction project.</p> <p>A total of \$296,927 of unexpended and de-obligated CMAQ funding from Sherwood's UPWP project in Key 18280 (see previous project) is being added to this project to support additional PE phase needs and construction needs. Note: The scope change was reviewed and approved by the ODOT LAL, Metro staff, and the CMAQ State Manager to ensure the awarded CMAQ funds are still eligible for the project.</p>

<p>Project #4 20719</p>	<p>ODOT</p>	<p>OR219 at Laurel, Midway and I-84 at Fairview Ramp Region 1 High Friction Surface Treatment</p>	<p>COST INCREASE: The purpose and need of this High Friction Surface Treatment (HFST) application pilot project is to reduce the severity and frequency of wet roadway surface condition crashes. The treatments are to be tested at locations where there have been high numbers of roadway departure crashes due to wet roadway conditions. Following construction, analysis will be conducted to validate whether or not the treatments reduced the number of crashes. Depending on the success or failure of the pilot project, application may be incorporated in other areas or projects with similar safety concerns.</p> <p>Funding increases are occurring to both PE and the construction phase through this amendment. A total of \$393,246 in additional Sec 164 (HSIP) funds are added to the project. The funds are 100% federal and do not require a local or state minimum match. The extra funding originates from the Traffic Safety Grant Program (Section 164 funds).</p>
<p>Project #5 21315 NEW</p>	<p>ODOT</p>	<p>Inner Powell Blvd Cost to Upgrade Study</p>	<p>ADD NEW PROJECT: The purpose of this project is to study the cost to upgrade and transfer the portion of Southeast Powell Boulevard from the intersection with Southeast 9th Avenue to the intersection with Interstate 205 to the City of Portland consistent in meeting with ODOT state of good repair.</p> <p>The project's primary tasks include the following:</p> <ul style="list-style-type: none"> • Review data from existing studies, plans and road safety audits • Create inventory of projects in the project area recently completed, currently underway or planned in the near-term • Identify upgrade concepts (define state of good repair standard to set parameters for repairs/improvements) • Consider existing conditions of corridor elements and develop upgrade list to bring Inner Powell into a state of good repair (separate by ownership) • Produce cost estimates for upgrades <p>House Bill 2017 requires ODOT to study the costs to upgrade and transfer the portion of Southeast Powell Boulevard (Powell Blvd) ODOT is also required to report the study's findings to the Oregon Legislature's Joint Committee on Transportation no later than January 1, 2020.</p>

Exhibit A to Resolution 18-4890

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #1 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Highway	\$ 15,000,000
Project Description:			Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
Other (TriMet GF)	Overmatch	Local	2016	\$ 2,500,000					\$ 2,500,000
Total:				\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are shown above in their programming years in the shaded fields. The funding is still committed to the project, but is now obligated in a prior year outside of the current 2018 MTIP. The funding in that year is referred to as "prior obligated".</p> <p>3. NHFP = federal National Highway Freight Program funding allocated to ODOT</p> <p>4. State = General state funds committed to the project as the required match to the federal funds</p> <p>5. Other (TriMet General Funds) = Local funds committed by TriMet to the project</p>								
<p><u>Amendment Summary</u> Proposed changes are stated on the next page</p>									

PROJECT #1 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E	Highway	\$ 29,000,000

Project Description: Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
Other (TriMet GF)	Overmatch	Local	2016	\$ 2,500,000					\$ 2,500,000
ADVCON	ACPO	Federal	2018		\$ 12,910,800				\$ 12,910,800
State	Match	State	2018		\$ 1,089,200				\$ 1,089,200
Total:				\$ 15,000,000	\$ 14,000,000	\$ -	\$ -	\$ -	\$ 29,000,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are shown above in their programming years in the shaded fields. The funding is still committed to the project, but is now obligated in a prior year outside of the current 2018 MTIP. The funding in that year is referred to as "prior obligated".
 3. NHFP = federal National Highway Freight Program funding allocated to ODOT
 4. Other (TriMet General Funds) = Local funds committed by TriMet to the project
 5. ADVCON = Federal Advance Construction fund type code. Used as a federal place holder until the specific federal fund type code is determined and committed to the project.
 6. State = General state funds generally used as the required local match requirement against the federal funds.

Amendment Summary

This amendment is adds \$14,000 from State JTA savings from the Sunrise Corridor project to initiate the Preliminary Engineering (PE) phase and continue project development activities in support of NEPA environmental plus Plans, Specifications, and Estimates (PS&E) requirements

Exhibit A to Resolution 18-4890

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #2 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18280	70661	Sherwood	Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W					Highway	\$ 467,000
Project Description:		Design and construct a multi-use trail through Sherwood							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
CMAQ	M40E	Federal	2015	\$ 419,039					\$ 419,039
Local	Match	Local	2015	\$ 47,961					\$ 47,961
Total:				\$ 467,000	\$ -	\$ -	\$ -	\$ -	\$ 467,000

PROJECT #2 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18280	70661	Sherwood	Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W					Highway	\$ 170,162
Project Description:		Design and construct a multi-use trail through Sherwood							
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of	Construction	Other	Total
CMAQ	M40E	Federal	2015	\$ 152,696					\$ 152,696
Local	Match	Local	2015	\$ 17,466					\$ 17,466
Total:				\$ 170,162	\$ -	\$ -	\$ -	\$ -	\$ 170,162
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are 3. CMAQ = federal Congestion Mitigation Air Quality Improvement funds allocated to the state and then appropriated to Metro for projects that provide documented air quality improvements.								

Amendment Summary

Key 18280 is a Unified Planning Work Program (UPWP) project that has now complete its study activities. The study did not require the full awarded amount of funding. A total of \$296,928 (of CMAQ and match) has been de-obligated and approved to be transferred to Key 18026 Sherwood's Cedar Creek trail implementation project (See next project). This amendment completes the CMAQ and match transfer from Key 18280 to Key 18026 and allows this project to financially close-out. The amendment provides a final correction to the project programming in the 2015 MTIP.

Exhibit A to Resolution 18-4890

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #3 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18026	70480	Sherwood	Cedar Creek/Tonquin Trail: OR99W - Murdock Rd					Highway	\$ 5,230,092
Project Description:			The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
CMAQ	M04E	Federal	2015		\$ 949,483				\$ 949,483
State	Match	State	2015		\$ 108,673				\$ 108,673
CMAQ	M04E	Federal	2019			\$ 500,000			\$ 500,000
State	Match	State	2019			\$ 57,227			\$ 57,227
CMAQ	M04E	Federal	2020				\$ 3,243,478		\$ 3,243,478
State	Match	State	2020				\$ 371,231		\$ 371,231
Total:			\$ -	\$ 1,058,156	\$ 557,227	\$ 3,614,709	\$ -	\$ 5,230,092	
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are</p> <p>3. CMAQ = federal Congestion Mitigation Air Quality Improvement funds allocated to the state and then appropriated to Metro for projects that provide documented air quality improvements.</p> <p>4. State = General state funds committed to the project as the required match to the federal funds</p>								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #3 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
18026	70480	Sherwood	Cedar Creek/Tonquin Trail: OR99W – Murdock Rd Cedar Creek/Tonquin Trail: OR99W - SW Pine St (Sherwood)	Highway	\$ 5,527,019
Project Description:			The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections. Construct a multi-modal travel corridor within Sherwood between OR99W and SW Pine Street		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
CMAQ	M04E	Federal	2015		\$ 1,040,868				\$ 1,040,868
State	Match	State	2015		\$ 119,132				\$ 119,132
CMAQ	M04E	Federal	2019			\$ 500,000			\$ 500,000
State	Match	State	2019			\$ 57,227			\$ 57,227
CMAQ	M04E	Federal	2020				\$ 3,418,526		\$ 3,418,526
State	Match	State	2020				\$ 391,266		\$ 391,266
Total:				\$ -	\$ 1,160,000	\$ 557,227	\$ 3,809,792	\$ -	\$ 5,527,019

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are
 3. CMAQ = federal Congestion Mitigation Air Quality Improvement funds allocated to the state and then appropriated to Metro for projects that provide

Amendment Summary

The amendment authorizes a required scope change to occur to the project to enable it to be delivered within the available budget along with the context of the original award. Additional CMAQ funds \$266,433 ad match for a total of \$296,927 are being transferred to the project from Key 18280 (previous project in this amendment bundle) to address both PE phase needs and the construction scope adjustment. Because the project is funded with CMAQ funds, it also required a pre-approval from the State CMAQ manager which occurred during April, 2018.

Exhibit A to Resolution 18-4890

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #4 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20719	71025	ODOT	OR219 at Laurel, Midway and I-84 at Fairview Ramp				Highway	\$ 172,000	
Project Description:			High Friction Surface Treatment (HFST) application pilot project to reduce the severity						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Sec 164 Pentls HSIP	ZS32	Federal	2018		\$ 5,000				\$ 5,000
Sec 164 Pentls HSIP	ZS32	Federal	2019				\$ 167,000		\$ 167,000
Total:				\$ -	\$ 5,000	\$ -	\$ 167,000	\$ -	\$ 172,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are 3. Sec 164 Pentls HSIP = Federal Section 164 Penalties Highway Safety Improvement Program (HSIP). These federal funds are 100% federal with no local or state								

Amendment Summary
 Project changes are shown on the next page

PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20719	71025	ODOT	OR219 at Laurel, Midway and I-84 at Fairview Ramp Region 1 High Friction Surface Treatment				Highway	\$ 565,246	
Project Description:			High Friction Surface Treatment (HFST) application pilot project to reduce the severity HFST application pilot program to reduce the severity of wet roadway surface crashes						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Sec 164 Pentls HSIP	ZS32	Federal	2018		\$ 74,516				\$ 74,516
Sec 164 Pentls HSIP	ZS32	Federal	2019				\$ 490,730		\$ 490,730
Total:				\$ -	\$ 74,516	\$ -	\$ 490,730	\$ -	\$ 565,246
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are 3. Sec 164 Pentls HSIP = Federal Section 164 Penalties Highway Safety Improvement Program (HSIP). These federal funds are 100% federal with no local or state								
Amendment Summary Funding increases are occurring to both PE and the construction phase through this amendment. A total of \$393,246 in additional Sec 164 (HSIP) funds are added to the project. The funds are 100% federal and do not require a local or state minimum match. The extra funding originates from the Traffic Safety Grant Program (Section 164 funds).									

Exhibit A to Resolution 18-4890

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #5 EXISTING MTIP PROGRAMMING - None **New Project**

PROJECT #5 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
21315	TBD	ODOT	Inner Powell Blvd Cost to Upgrade Study	Highway	\$ 2,000,000

Project Description: **Cost study to upgrade/transfer the portion of SE Powell Boulevard from SE 9th Avenue to I-205 to the City of Portland (RS-UPWP FY2018)**

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
ADVCON	ACPO	Federal	2018	\$ 1,794,600					\$ 1,794,600
State	Match	State	2018	\$ 205,400					\$ 205,400
									\$ -
									\$ -
Total:				\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. ADVCON = Federal Advance Construction fund type code. Used as a federal place holder until the specific federal fund type code is determined and committed to the project.
 3. State = General state funds provided by the lead agency in support of the required match to the federal funds.

Amendment Summary

This amendment adds a new planning project to the 2018 MTIP. The purpose of this project is to study the cost to upgrade and transfer the portion of Southeast Powell Boulevard from the intersection with Southeast 9th Avenue to the intersection with Interstate 205 to the City of Portland consistent in meeting with ODOT state of good repair.

Memo

Date: Monday May 21, 2018
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: May 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4890

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FIVE PROJECTS IMPACTING ODOT AND SHERWOOD (MA18-10-MAY)

BACKGROUND

What this is:

The May 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle contains required changes and updates impacting ODOT and the city of Sherwood. Five projects are included in the amendment bundle. They are summarized in the below table:

May 2018 Formal MTIP Amendment Amendment Type: Formal Name: MA18-10-MAY Number of Projects: 5			
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1 ODOT 19786 MTIP 70859	ODOT	<p style="text-align: center;">I-205: Stafford Rd - OR99E</p> <p>The purpose of the project is to reduce congestion on the Interstate 205 corridor between Stafford Road and Oregon 99 East in Clackamas County. The project scope includes four main components:</p> <p>A. Widen and seismically retrofit the George Abernethy Bridge near Oregon City. B. Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor. C. Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East. D. Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1's ATM Project Atlas.</p>	<p>ADDED FUNDING: The amendment is adding \$14,000,000 in support of Preliminary Engineering needs. OTC approval was required and occurred during their April 19-20, 2018 Meeting.</p> <p>The estimated total project cost currently is approximately \$500 million dollars. By adding required funding to the PE phase, the PE phase formally can begin and can continue project development activities initiated in the Planning phase in support of NEPA and Project Specifications, and Estimates (PS&E) requirements.</p>
Project #2 ODOT 18280 MTIP 70661	Sherwood	<p style="text-align: center;">Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W</p> <p style="text-align: center;">Unified Planning Work Program (UPWP) project</p> <p>Design and construct a multi-use trail through Sherwood. The project involves the planning and project development of the Cedar Creek/Tonquin Trail from SW Roy Rogers Road to Highway 99W in Sherwood. This planning effort is being conducted in parallel to project development and preliminary engineering of this trail from Highway 99W to SW Murdock Road where project alignment and development issues are better defined and prepared to enter preliminary engineering.</p>	<p>COST DECREASE: The project study has been completed. A total of \$296,928 of unexpended CMAQ and local funds is being de-obligated from Key 18280 and transferred to Key 18026 (next project) to support PE and construction needs</p>

<p>Key 18280 continued</p>		<p>The planning work will develop a preferred location for the trail, preliminary cost estimates, environmental considerations and impacts, identification of needed right-of-way, and identification and engagement with stakeholders.</p>	
<p>Project #3 ODOT 18026 MTIP 70480</p>	<p>Sherwood</p>	<p>Cedar Creek/Tonquin Trail: OR99W – Murdock Rd Cedar Creek/Tonquin Trail: OR99W - SW Pine St (Sherwood)</p> <p>The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections. Construct a multi-modal travel corridor within Sherwood between OR99W and SW Pine Street</p> <p>The original scope would construct a trail that will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.</p> <p>Through this amendment, a scope change to the segments has been authorized enabling the project to still be delivered within the spirit of the original RFFA funding award.</p>	<p>SCOPE CHANGE: The original proposed alternative has to be adjusted due to conflicts with the Oregon St segment and Western railroad. Upon extensive review among Sherwood, the ODOT Local Agency Liaison, Metro, and the CMAQ State Manager over the last six months, authorization has been granted to adjust the trail segments. The Oregon St segment is authorized to be removed from this project and completed separately as a developer conditioned improvement later.</p>
<p>Project #4 ODOT 20719 MTIP 71025</p>	<p>ODOT</p>	<p>OR219 at Laurel, Midway and I-84 at Fairview Ramp Region 1 High Friction Surface Treatment</p> <p>High Friction Surface Treatment (HFST) application pilot project to reduce the severity HFST application pilot program to reduce the severity of wet roadway surface crashes</p> <p>The HFST is a pilot program. The treatments are to be tested at locations where there have been high numbers of roadway departure crashes due to wet roadway conditions. Following construction, analysis will be conducted to validate whether or not the treatments reduced the number of crashes. Depending on the success or failure of the pilot project, application may be incorporated in other areas or projects with similar safety concerns.</p> <p>Additional Sec 164 (HSIP) funds have been identified as available for the project. As a result, additional locations are being added to the project scope</p>	<p>COST INCREASE: A total of \$393,246 in Section 164 federal funds are being added to the project through the amendment. Note: The Section 164 funds are 100% federal and no local to state minimum match is required.</p> <p>Note: The name change does not eliminate the OR219 at Laurel, Midway and I-84 at Fairview. The name change is to now represent a general reference to the possible 11 site locations,</p>
<p>Project #5 ODOT 21315 MTIP TBD</p>	<p>ODOT</p>	<p>Inner Powell Blvd Cost to Upgrade Study</p> <p>Cost study to upgrade/transfer the portion of SE Powell Boulevard from SE 9th Avenue to I-205 to the City of Portland (RS-UPWP FY2018)</p> <p>The project's primary tasks include the following:</p> <ul style="list-style-type: none"> • Review data from existing studies, plans and road safety audits • Create inventory of projects in the project area recently completed, currently underway or planned in the near-term • Identify upgrade concepts (define state of good repair standard to set parameters for repairs/improvements) • Consider existing conditions of corridor elements and develop upgrade list to bring Inner Powell into a state of good repair (separate by ownership) • Produce cost estimates for upgrades 	<p>ADD NEW PROJECT: The amendment will add a new planning activity to study the cost to upgrade and transfer the portion of Southeast Powell Boulevard from the intersection with Southeast 9th Avenue to the intersection with Interstate 205 to the City of Portland consistent in meeting with ODOT state of good repair. A total of \$2,000,000 is committed to the project in support of the study elements.</p>

What is the requested action?

JPACT recommends Council approval for Resolution 18-4890 enabling the five identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

The approval recommendation includes a TPAC requested minor corrective language changes to Key 19786 to clarify that the funding supports project development activities and is not a planning project, to Key 20719 to clarify that the two OR219 and I-84 locations are not being deleted from the project as part of the name change, and to Key 21315 to clarify the study is separate from the other three improvement projects currently in progress on US26 Powell Blvd.

A detailed summary of the five projects being amended is provided in the below tables:

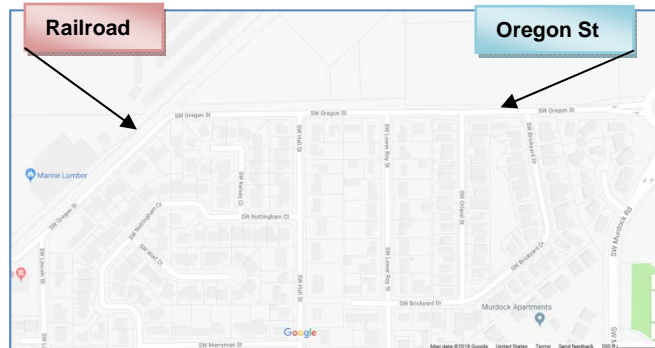
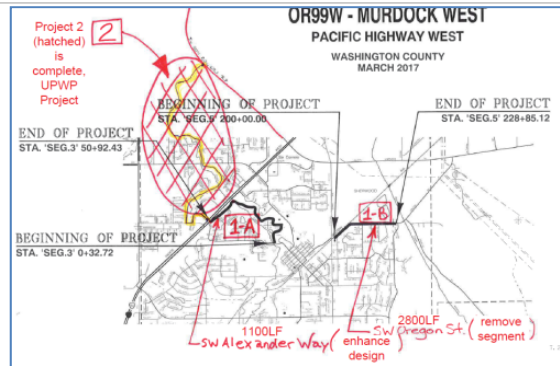
1. Project: I-205: Stafford Rd - OR99E	
Lead Agency:	ODOT
ODOT Key Number:	19786 MTIP ID Number: 70859
Project Description:	<p>Complete NEPA project development activities in support of developing the Environmental Impact Statement and completing final design requirements to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.</p> <p>The purpose of the project is to reduce congestion on the Interstate 205 corridor between Stafford Road and Oregon 99 East in Clackamas County. The project scope includes four main components:</p> <ul style="list-style-type: none"> A. Widen and seismically retrofit the George Abernethy Bridge near Oregon City. B. Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor. C. Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East. D. Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1's ATM Project Atlas. <p>Current programming totals \$15 million for pre-NEPA project development and preliminary design activities. Through this amendment, an additional \$14 million from remain JTA allocated funding to the Sunrise Corridor is being committed in support of Preliminary Engineering activities. The \$15,000,000 of planning funds currently in the project are for completing environmental work, developing the HB 2017 (Transportation Funding) Cost to Complete report ODOT provided to the legislature in February, and to jump-start design. The remaining project funds will pay for advanced analysis of the George Abernethy Bridge and other bridge work, continue design for the freeway widening, and will bring the ATM design to about 60 percent complete. Additional funds for the PE phase are expected still to be required to complete the phase.</p> <p>The estimated total project cost is \$500 million. At present, the project's implementation phases (right-of-way, utility relocation, and construction) do not have an acceptable funding plan developed and included in the constrained 2014 or draft constrained 2018 RTP. Because of this only funding supporting Planning activities or Preliminary Engineering can currently be programmed in the MTIP.</p>

<p>What is changing?</p>	<p>An additional \$14 million of savings from the Sunrise Corridor will be used for the PE phase. The Jobs and Transportation Act (JTA) allocated \$100 million for the Sunrise Project in Clackamas County. In 2016 ODOT completed the Sunrise Expressway, a new 2.5 mile, four-lane highway connecting the Milwaukie Expressway to SE 122nd Avenue and OR 212/224, as well as other improvements on the corridor. ODOT is currently in the process of closing out several Sunrise projects and has identified approximately \$21,400,000 in Jobs and Transportation Act (JTA) funds remaining.</p>																																																																																																																						
<p>Additional Details:</p>	<p>Adding funding to support PE phase activities is allowable at this time to be added to the project.</p>																																																																																																																						
<p>Why a Formal amendment is required?</p>	<p>The existing project only has \$15 million of funding programmed in the planning phase for pre-NEPA project development activities. The funding is currently in 2016 and is considered to be in a “prior obligated” year outside of the MTIP’s current active years of 2018-2021. Through this amendment, \$15 million will be added to the PE Phase in 2018. This will bring the project forward into the active MTIP. This action requires a formal MTIP amendment to demonstrate fiscal constraint is still being maintained, The total programmed amount for the project will increase to \$29 million.</p> <p>Current Programming before \$2.5 million from TriMet also being added to Planning</p> <table border="1" data-bbox="490 793 1404 1201"> <thead> <tr> <th colspan="2">2018-2021 Active STIP</th> <th colspan="2">CLACKAMAS</th> <th colspan="2">2018-2021 Active STIP</th> </tr> </thead> <tbody> <tr> <td colspan="3">Name: I-205; Stafford Rd - OR99E</td> <td colspan="3">Key: 19786</td> </tr> <tr> <td colspan="6">Description: Complete the environmental assessment and project development to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic. Region: 1</td> </tr> <tr> <td colspan="3">MPO: Portland Metro MPO</td> <td colspan="3">Work Type: MODERN, OPERAT</td> </tr> <tr> <td colspan="3">Applicant: ODOT</td> <td colspan="3">Status: PLANNING ACTIVITY</td> </tr> <tr> <th colspan="6">Location(s)</th> </tr> <tr> <th>Mileposts</th> <th>Length</th> <th>Route</th> <th>Highway</th> <th>ACT</th> <th>County(s)</th> </tr> <tr> <td>3.30 to 9.50</td> <td>6.20</td> <td>I-205</td> <td>EAST PORTLAND FREEWAY</td> <td>REGION 1 ACT</td> <td>CLACKAMAS</td> </tr> <tr> <th colspan="6">Current Project Estimate</th> </tr> <tr> <th>Year</th> <th>Planning</th> <th>Prelim. Engineering</th> <th>Right of Way</th> <th>Utility Relocation</th> <th>Construction</th> <th>Other</th> <th>Project Total</th> </tr> <tr> <td>2016</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Total</td> <td>\$12,500,000.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$12,500,000.00</td> </tr> <tr> <td>Fund 1 2400</td> <td>\$11,527,500.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Match</td> <td>\$972,500.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="6">Footnote: \$2.5M Freight funds approved by OTC 03-17-16 and \$10M Freight funds approved by OTC on 8/17/17</td> </tr> <tr> <th colspan="6">Most Recent Amendment Approved</th> </tr> <tr> <td colspan="3">Amendment No: 18-21-0874</td> <td colspan="3">Approval Date: 3/1/2018</td> </tr> <tr> <td colspan="6">Requested Action: Increase the PL phase to \$15M by adding \$2.5M from Metro's Regional Flexible Funds bonded through TriMet per IGA 31954</td> </tr> </tbody> </table>	2018-2021 Active STIP		CLACKAMAS		2018-2021 Active STIP		Name: I-205; Stafford Rd - OR99E			Key: 19786			Description: Complete the environmental assessment and project development to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic. Region: 1						MPO: Portland Metro MPO			Work Type: MODERN, OPERAT			Applicant: ODOT			Status: PLANNING ACTIVITY			Location(s)						Mileposts	Length	Route	Highway	ACT	County(s)	3.30 to 9.50	6.20	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS	Current Project Estimate						Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	2016								Total	\$12,500,000.00						\$12,500,000.00	Fund 1 2400	\$11,527,500.00							Match	\$972,500.00							Footnote: \$2.5M Freight funds approved by OTC 03-17-16 and \$10M Freight funds approved by OTC on 8/17/17						Most Recent Amendment Approved						Amendment No: 18-21-0874			Approval Date: 3/1/2018			Requested Action: Increase the PL phase to \$15M by adding \$2.5M from Metro's Regional Flexible Funds bonded through TriMet per IGA 31954					
2018-2021 Active STIP		CLACKAMAS		2018-2021 Active STIP																																																																																																																			
Name: I-205; Stafford Rd - OR99E			Key: 19786																																																																																																																				
Description: Complete the environmental assessment and project development to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic. Region: 1																																																																																																																							
MPO: Portland Metro MPO			Work Type: MODERN, OPERAT																																																																																																																				
Applicant: ODOT			Status: PLANNING ACTIVITY																																																																																																																				
Location(s)																																																																																																																							
Mileposts	Length	Route	Highway	ACT	County(s)																																																																																																																		
3.30 to 9.50	6.20	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS																																																																																																																		
Current Project Estimate																																																																																																																							
Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total																																																																																																																
2016																																																																																																																							
Total	\$12,500,000.00						\$12,500,000.00																																																																																																																
Fund 1 2400	\$11,527,500.00																																																																																																																						
Match	\$972,500.00																																																																																																																						
Footnote: \$2.5M Freight funds approved by OTC 03-17-16 and \$10M Freight funds approved by OTC on 8/17/17																																																																																																																							
Most Recent Amendment Approved																																																																																																																							
Amendment No: 18-21-0874			Approval Date: 3/1/2018																																																																																																																				
Requested Action: Increase the PL phase to \$15M by adding \$2.5M from Metro's Regional Flexible Funds bonded through TriMet per IGA 31954																																																																																																																							
<p>Total Programmed Amount:</p>	<p>With the new PE phase programming of \$14 million, the total current project programming increase to \$29 million.</p>																																																																																																																						
<p>Added Notes:</p>	<p>OTC approval was required and occurred during their April 2018 meeting</p>																																																																																																																						

<p>2. Project: Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W</p>	
<p>Lead Agency:</p>	<p>Sherwood</p>
<p>ODOT Key Number:</p>	<p>18280</p>
<p>MTIP ID Number:</p>	<p>70661</p>
<p>Project Description:</p>	<p>Design and construct a multi-use trail through Sherwood</p>
<p>What is changing?</p>	<p>This is a Metro funded Unified Planning Work Program (UPWP) project that has now completed its study activities. As of the SFY 2017-18 3rd Quarter Reporting Cycle, this UPWP project’s officially is now complete.</p> <p>A total of \$467,000 (\$419,039 and \$47,961) was awarded to Sherwood for the Unified Planning Work Program (UPWP) study. The project study now has been completed. The city of Sherwood did not require all \$467,000 of available funds.</p> <p>A total of \$296,928 of unexpended awarded funding (\$266,433 of CMAQ and \$30,495) has been de-obligated and will be transferred to Key 18026 for Sherwood (next project in this amendment).</p>

	The \$296,928 will be applied to the PE and Construction phases of Key 18026 enabling it to move forward and be constructed. Key 18280 (this project) can then complete final close-out requirements
Additional Details:	ODOT has provided official notification that the final reimbursements for Key 18280 have been submitted allowing the CMAQ fund de-obligation to occur. Additionally, the State CMAQ Manager has reviewed and approved the proposed funding transfer to Key 18026.
Why a Formal amendment is required?	Per the approved USDOT MTIP and STIP Amendment Matrix, cost changes for project \$500k or less requires a formal amendment when the cost change is greater than 50%. The fund transfer to Key 18026 represent a 63% cost decrease to the project. Additionally, since the project is tied to the scope change action for Key 18026 in the next project, it would have to proceed as a formal amendment as well.
Total Programmed Amount:	The total project programming amount decreases from \$467,000 to \$170,162
Added Notes:	The State CMAQ Manager was involved in the authorization to transfer the CMAQ and local funds to Key 18026.

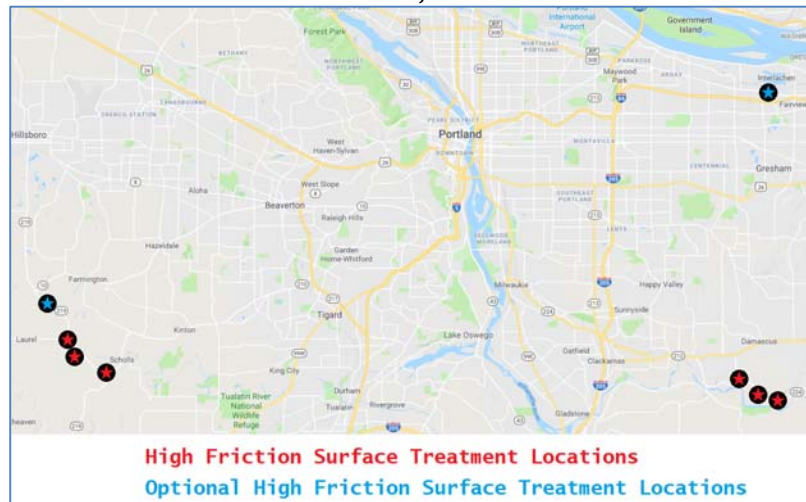
3. Project: Cedar Creek/Tonquin Trail: OR99W - Murdock Rd Cedar Creek/Tonquin Trail: OR99W - SW Pine St (Sherwood)	
Lead Agency:	Sherwood
ODOT Key Number:	18026 MTIP ID Number: 70480
Project Description:	The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections. Construct a multi-modal travel corridor within Sherwood between OR99W and SW Pine Street
What is changing?	<p>Key 18026 is a separate trail implementation project from the UPWP project in Key 18280 that study element focused on possible improvements west of the limits of Key 18026. The original trail scope proposed construction of two primary trail segments as part of Key 18026:</p> <ul style="list-style-type: none"> - 1-A: Cedar Creek Trail segment from SW Alexander Way along the Cedar Creek to Pine St. - 1-B: SW Oregon St segment from SW Murdock Rd to SW Lincoln St. <p>As proposed and with the available space the Oregon St segment would have been situated extremely close to the Western Railroad. Insufficient space and Right of Way exists to realign the trail along Oregon St parallel to the railroad. The original alignment would have never cleared NEPA. A scope needed to occur, or the project was dead.</p>



	<p>The primary awarded improvement is to the Cedar Creek trail segment. The Oregon St segment was a secondary component to the project with only planned limited improvements focusing on connectivity. The planned improved improvements to Oregon St were already considered only to be “limited” and removal did not significantly impact the project. Sherwood will complete some limited trail improvements (primarily for connectivity) where feasible to Oregon St with later enhanced improvements to occur most likely as part of developer conditioned requirements.</p> <p>Upon review of the adjusted scope change, Metro found the changes still acceptable with the original awarded project. The scope change also will enable the Cedar Creek segment to receive enhance design improvements from the original proposal. Finally, the proposed changes required approval from the State CMAQ manager as well.</p>
Additional Details:	Available funding has been identified from Sherwood’s completed UPWP project in Key 18280. A total of \$296,928 of CMAQ and local matching funds is being transferred from Key 18280 to Key 18026 to support PE and construction phase needs
Why a Formal amendment is required?	Major scope changes require a formal MTIP amendment per the USDOT MTIP/STIP Amendment Matrix
Total Programmed Amount:	The fund transfer from Key 18280 increases the programming in Key 18026 from \$5,230,092 to \$5,527,019
Added Notes:	The State CMAQ manager approved the project change request with the adjusted scope on April 17, 2018.

4. Project:	OR219 at Laurel, Midway and I-84 at Fairview Ramp Region 1 High Friction Surface Treatment
Lead Agency:	ODOT
ODOT Key Number:	20719 MTIP ID Number: 71025
Project Description:	High Friction Surface Treatment (HFST) application pilot project to reduce the severity HFST application pilot program to reduce the severity of wet roadway surface crashes
What is changing?	<p>The purpose and need of this High Friction Surface Treatment (HFST) application pilot project is to reduce the severity and frequency of wet roadway surface condition crashes. The amendment adds a total \$393,246 of Section 164 (100%) federal which will increase the number of project locations from 3 to 6 and possibly to 8.</p> <p>Problem Description Using a 5 year crash history from 1/1/2011 to 12/31/2015, the combined highway segments for the base proposal had a total of 49 crashes: 32 or 65% of the base proposal total crashes were due to wet roadway surface conditions. 45 or 67% of the total crashes were due to wet roadway surface conditions when also including the alternate locations.</p>

Initial Base Project Locations



In February 2017, Region 1 was awarded funds from the Traffic Safety Grant Program’s roadway departure initiative to test high friction surface treatments at high-crash locations that could benefit from this type of roadway departure treatment. The project initially identified three locations for the treatment with a total cost of \$172,200.

- Oregon Highway 219 at southwest Laurel Road: MP 7.64 – MP 7.80
- Oregon Highway 219 at southwest SW Midway Road: MP 8.15 – MP8.29
- Interstate 84 at Fairview Parkway Interchange, westbound on-ramp, MP 5C 14.45 – 5C 14.68

Following approval of the grant funds, Region 1 learned that there were additional funds available from this grant program. This amendment adds several locations on Oregon Highway 219 and Oregon Highway 224 that could leverage the remaining available grant funds. The revised locations are:

- Oregon Highway 219 at southwest Laurel Road: MP 7.61 – MP 7.91
- Oregon Highway 219 at southwest Midway Road: MP 8.14 – MP 8.30
- Oregon Highway 219 at southwest Wolsborn Road: MP 9.59 – MP 9.74 (southbound only)
- Oregon Highway 224: MP 10.00 – MP 10.26 (westbound and eastbound)
- Oregon Highway 224: MP 11.92 – MP 12.09 (eastbound only)
- Oregon Highway 224: MP 12.35 – MP 12.52 (westbound only)

The following two projects below are also approved if Region has additional funds available due to cost savings on the above projects.

- Interstate 84 at Fairview Parkway Interchange westbound on-ramp: MP 5C 14.45 – 5C 14.68
- Oregon Highway 219 at southwest Robinson Road: MP 6.14 – 6.59 (southbound only)

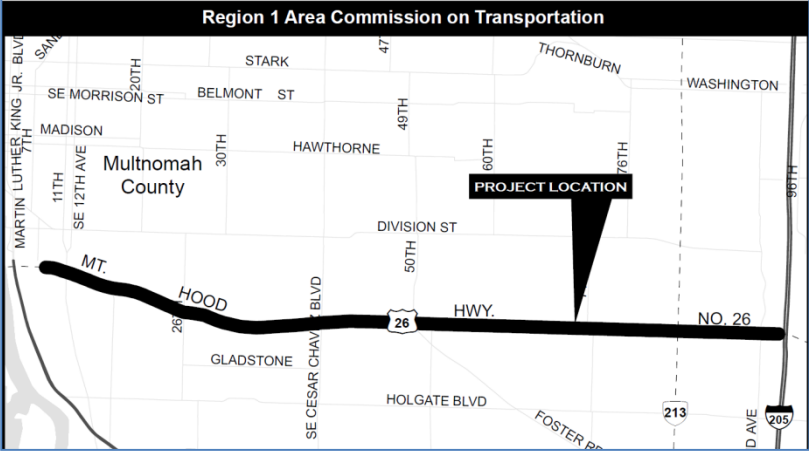
Additional Details:

Project Scope

The safety countermeasure proposed in this project is a High Friction Surface Treatment (HFST). HFST is a thin layer of specifically engineered, durable, high friction aggregates as a topping on a thermosetting polymer resin binder. Applied across the entire roadway surface, the HFST will provide long lasting skid resistance, while also making the overlay much more resistant to wear and polishing. Typically, HFST should be installed at a point where vehicles start to brake, and end near the Point of Tangent. Existing pavement striping and markings will be removed prior to HFST installation and then reinstalled after proper curing. Existing centerline rumble

	<p>strips will be protected during HFST installation. The primary intent of these installations is to reduce the severity and frequency of wet roadway surface condition crashes with a secondary intent of testing the constructability of the HFST.</p> <p>As a result of the added locations, the project name and description are being updated to reflect the larger project. The deletion of the OR219 at Laurel, Midway and I-84 at Fairview Ramp prior project name only reflects that the three locations are being absorbed into the expanded project now. The three locations are still included as site locations for the HFST treatment. The project name and description are being changed to reflect that the project proposes up to 11 locations to be included.</p> <p>Benefits, Expectations and Outcomes Constructed in one year, the HFST will provide long lasting skid resistance, while also making the overlay much more resistant to wear and polishing. 8-12 years of service is anticipated.</p>
Why a Formal amendment is required?	Cost increases at or greater than 50% for projects costing less than \$500,000 require a formal amendment per the Amendment Matrix. The additional \$393,246 represents a 228% increase to the project.
Total Programmed Amount:	The programming for the project increases from \$172,000 to \$565,246.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their April 2018 meeting.

5. Project: Inner Powell Blvd Cost to Upgrade Study	
Lead Agency:	ODOT
ODOT Key Number:	21315 MTIP ID Number: TBD
Project Description:	<p>Cost study to upgrade/transfer the portion of SE Powell Boulevard from SE 9th Avenue to I-205 to the City of Portland (RS-UPWP FY2018)</p> <p><u>From the OTC Staff Report:</u> The purpose of this project is to study the cost to upgrade and transfer the portion of Southeast Powell Boulevard from the intersection with Southeast 9th Avenue to the intersection with Interstate 205 to the City of Portland consistent in meeting with ODOT state of good repair. The project's primary tasks include the following:</p> <ul style="list-style-type: none"> • Review data from existing studies, plans and road safety audits • Create inventory of projects in the project area recently completed, currently underway or planned in the near-term • Identify upgrade concepts (define state of good repair standard to set parameters for repairs/improvements) • Consider existing conditions of corridor elements and develop upgrade list to bring Inner Powell into a state of good repair (separate by ownership) • Produce cost estimates for upgrades <p>House Bill 2017 requires ODOT to study the costs to upgrade and transfer the portion of Southeast Powell Boulevard (Powell Blvd) from the intersection with Southeast 9th Avenue to the intersection with Interstate 205 (Inner Powell) to the City of Portland. This segment correlates roughly to Mile Points 1.2 to 5.7. ODOT is also required to report the study's findings to the Oregon Legislature's Joint Committee on Transportation no later than January 1, 2020.</p> <p>Jurisdictional authority for Inner Powell varies throughout the corridor. The segment of Powell Blvd. between SE 9th Ave and SE 86th Ave is a City Public Right-of-Way, which is controlled by the City, but maintained by ODOT through a maintenance agreement between the City and the State. The adjacent segment from SE 86th Ave to I-205 is a State Fee Simple Right-of-Way, which is owned, controlled and maintained</p>

	<p>by the State.</p> <p>The study of costs to upgrade and transfer Inner Powell must take into account the context of the corridor’s multiple functions, street classifications and plan designations, while maintaining a primary focus on the upgrades and costs necessary to bring the corridor to a state of good repair prior to a jurisdictional transfer.</p> 
<p>What is changing?</p>	<p>As a corridor study, the project also is identified as a regionally significant Unified Project Work Program (UPWP) activity and is being added to the Regionally Significant list of UPWP projects. The project manager will be responsible for providing quarterly progress reports to Metro as part of the UPWP program.</p>
<p>Additional Details:</p>	<p>The “Inner Powell” jurisdictional transfer study in key 21315 should not be confused with other US 26/Powell Blvd improvement projects currently underway. The Inner Powell project is to specifically address the jurisdictional transfer requirements and expectations ODOT must complete in order to transfer control to Portland. Key 21315 will comply with HB2017 requirements.</p> <p>Three additional improvements projects to US26/Powell Blvd currently are programmed in the 2018 MTIP and 2018 STIP and are separate from Key 21315. The other three projects include:</p> <ul style="list-style-type: none"> - <u>Key 18795 - US26 (Powell Blvd): SE 20th Ave to 34th Ave</u> Primarily a pedestrian improvement project that include: Crosswalk signals, RF Beacons, striping, signing, ADA upgrades & Illumination Programming totals \$4,605m526 for this project - <u>Key 19690 - US26 (Powell Blvd): SE 122nd Ave to 136 Ave</u> An active transportation project with improvements that include: Construction of sidewalks, storm water facility, buffered or separated bike lane, center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included. Total programming is \$25,000,000 - <u>Key 21178 – US 26 (Powell Blvd): SE 99th Ave to East City Limits</u> This improvements focus on roadway and active transportation elements and include: On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Total programming is \$43,200,000. This project is an HB2017 awarded project.

Why a Formal amendment is required?	Inclusion of a new project in the MTIP requires a formal amendment per the USDOT MTIP/STIP Amendment Matrix
Total Programmed Amount:	The total project programmed amount is \$2,000,000.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their April 2018 meeting.

Note: The Amendment Matrix at right is included as a reference the rules and justification for Formal Amendment and Administrative Modifications 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.

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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • 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. ARTIS, 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.

- Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- 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.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the May 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	May 2, 2018
● TPAC notification and approval recommendation.....	May 4, 2018
● JPACT approval and recommendation to Council.....	May 17, 2018
● Completion of public notification process.....	May 31, 2018
● Metro Council approval.....	June 7, 2018*

*Note: If any significant public comments are received that are deemed necessary for review by JPACT, the impacted projects or complete amendment will be pulled from the Metro Council agenda and returned to JPACT for their review and direction.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package	June 8, 2018
● Amendment bundle submission to ODOT for review.....	June 11, 2018
● Submission of the final amendment package to USDOT.....	June 15, 2018
● ODOT clarification and approval.....	End of June , 2018
● USDOT clarification and final amendment approval.....	Mid July 2018

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:

JPACT recommends the approval of Resolution 18-4890 with corrections made to the staff report.

Attachment: Project Location Maps

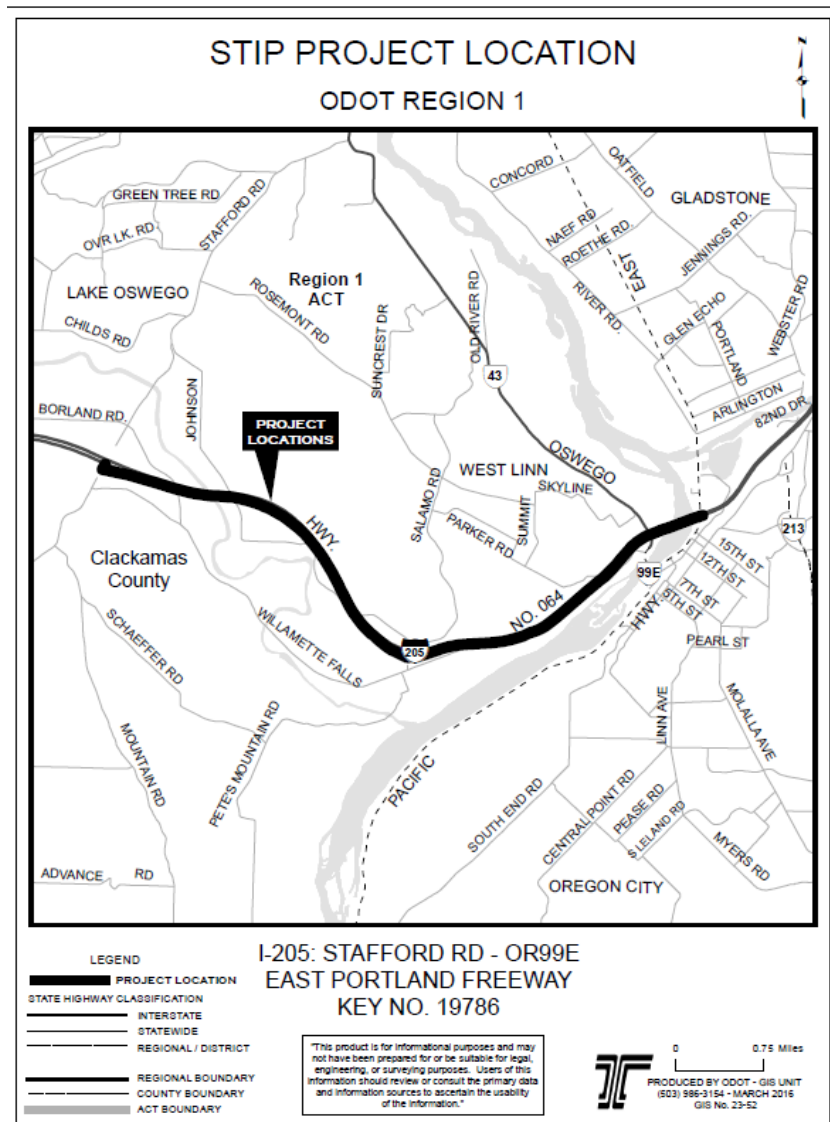
Date: Monday, May 7, 2018
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the May 2018 MTIP Formal Amendment Staff Report – Project Location Maps

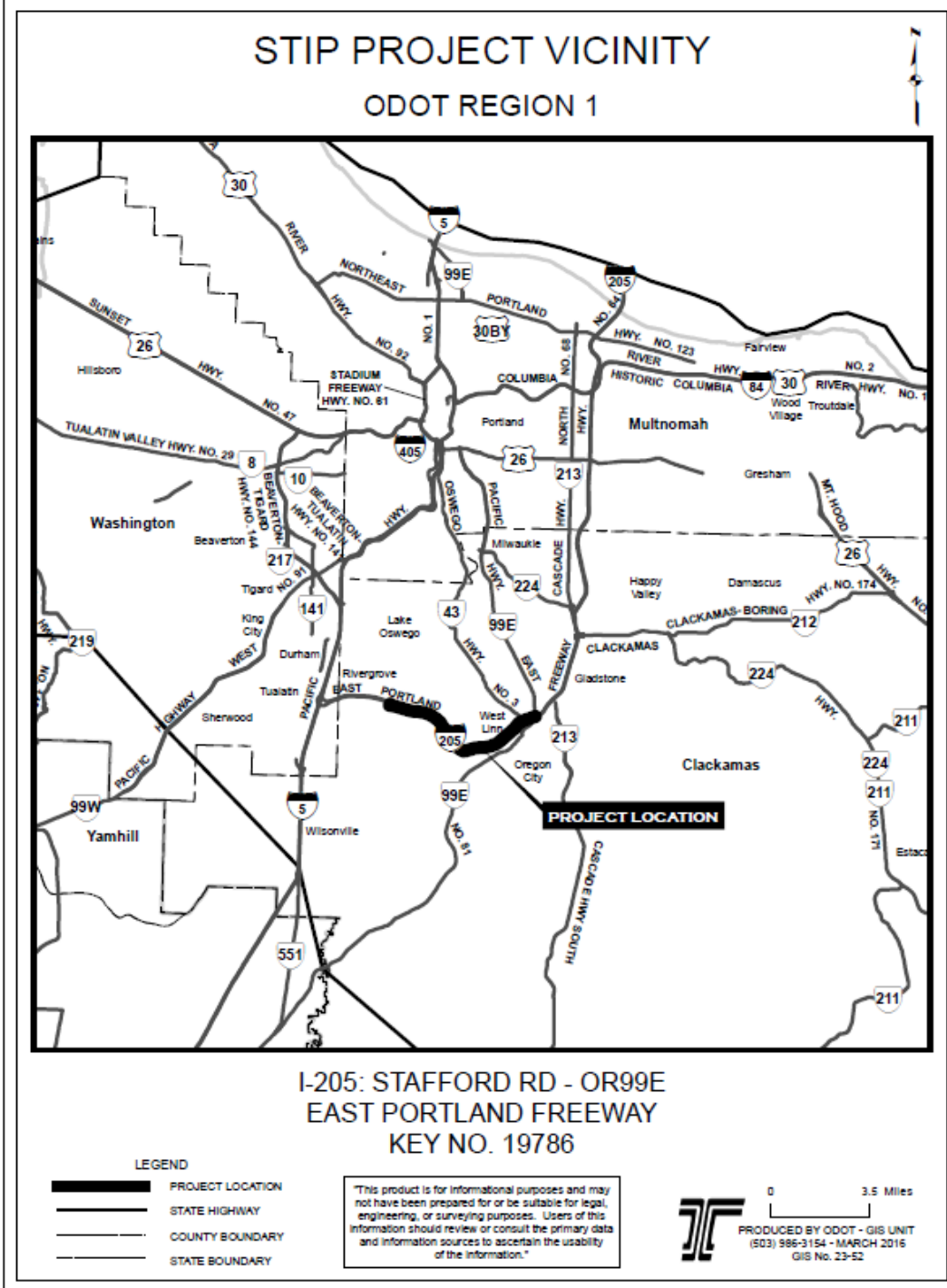
BACKGROUND

Available project location maps and OTC request letters are included in this attachment to the staff report for reference for their applicable projects. Maps and/or OTC letters are included for:

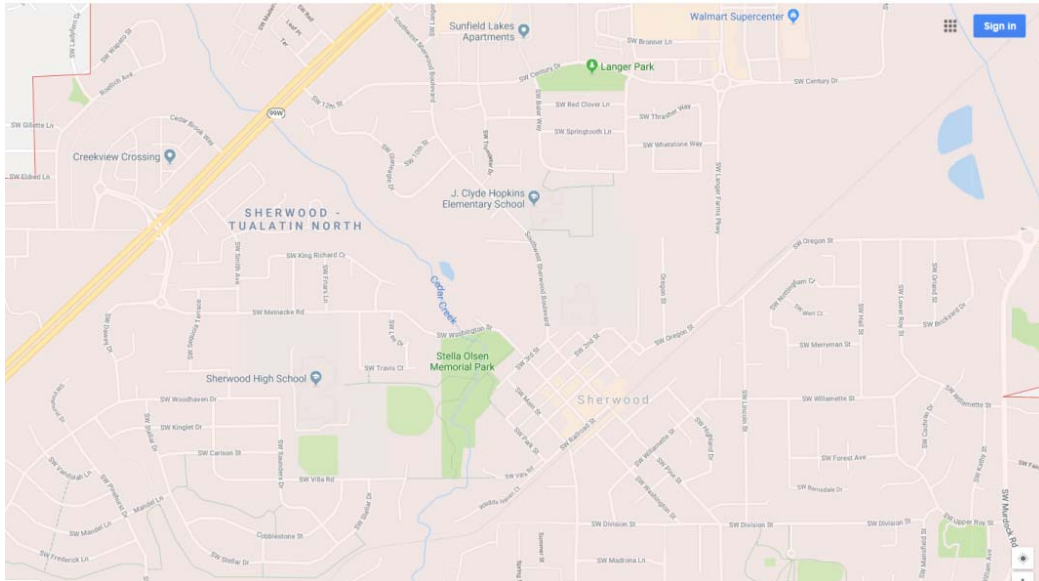
- Key 19786 – I-205: Stafford Rd - OR99E
- Key 18280/18026 – Cedar Creek/Tonquin Trail: OR99W – SW Pine St (Sherwood)
- Key 20719 – Region 1 High Friction Surface Treatment
- Key 21315 – Inner Powell Blvd Cost to Upgrade Study

Key 19786 I-205: Stafford Rd - OR99E





Keys 18280 & 18026
Cedar Creek/Tonquin Trail: OR99W – SW Pine St (Sherwood)



INDEX OF SHEETS	
SHEET NO.	Title Sheet
1-A	Index of Sheets Cont.
1-A	PROJECT 2, PART A (DESIGN & CONSTRUCTION) SIGNAGE
1-B	PROJECT 1, PART B (DESIGN & CONSTRUCTION) SIGNAGE
2	PROJECT 2 (PLAN DEVELOPMENT FOR A TRANSPORTATION PROJECT) UP TO 50% DESIGN

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
 PLANS FOR PROPOSED PROJECT
**GRADING, DRAINAGE, STRUCTURES, PAVING,
 SIGNING, STRIPING, AND ROADSIDE DEVELOPMENT**
**CEDAR CREEK/TONQUIN TRAIL:
 OR99W - MURDOCK WEST**
PACIFIC HIGHWAY WEST
 WASHINGTON COUNTY
 MARCH 2017

KEY MAP 77V-??

Overall Length of Project - 1.39 Miles

ATTENTION:
 Oregon Law Requires You to Follow Rules Addressed by the Oregon Utility Specifications Center. Those Rules are Set Forth in Sub 100-00-000 Through Sub 100-00-000. You may obtain copies of the rules by calling The Center, 800-545-7346. For more information, call the Oregon Utility Center at 800-222-9817.

LET'S ALL
 WORK TOGETHER
 TO MAKE THIS
 JOB SAFE

Project 2 (hatched) [2] is complete, UPWP Project

OREGON TRANSPORTATION COMMISSION
 Tammy Boney, Chair
 David Johnson, Vice Chair
 Sarah Johnson, Vice Chair
 James Johnson, Vice Chair
 Gary Johnson, Vice Chair
 Matthew L. Garrett, Director of Transportation

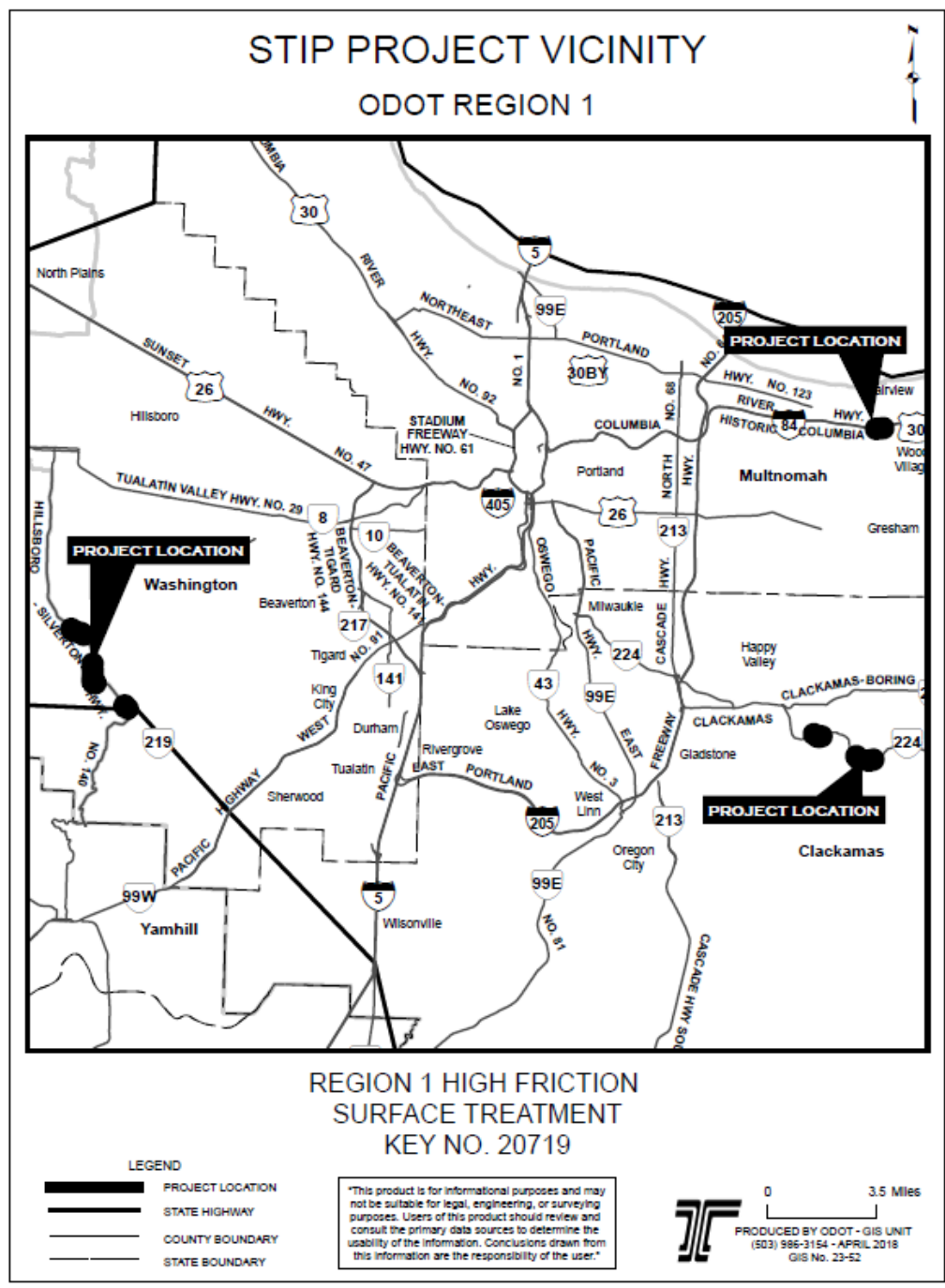
These plans were developed using ODOT design standards. Exceptions to these standards, if any, have been submitted and approved by the ODOT Chief Engineer or their designated authority.

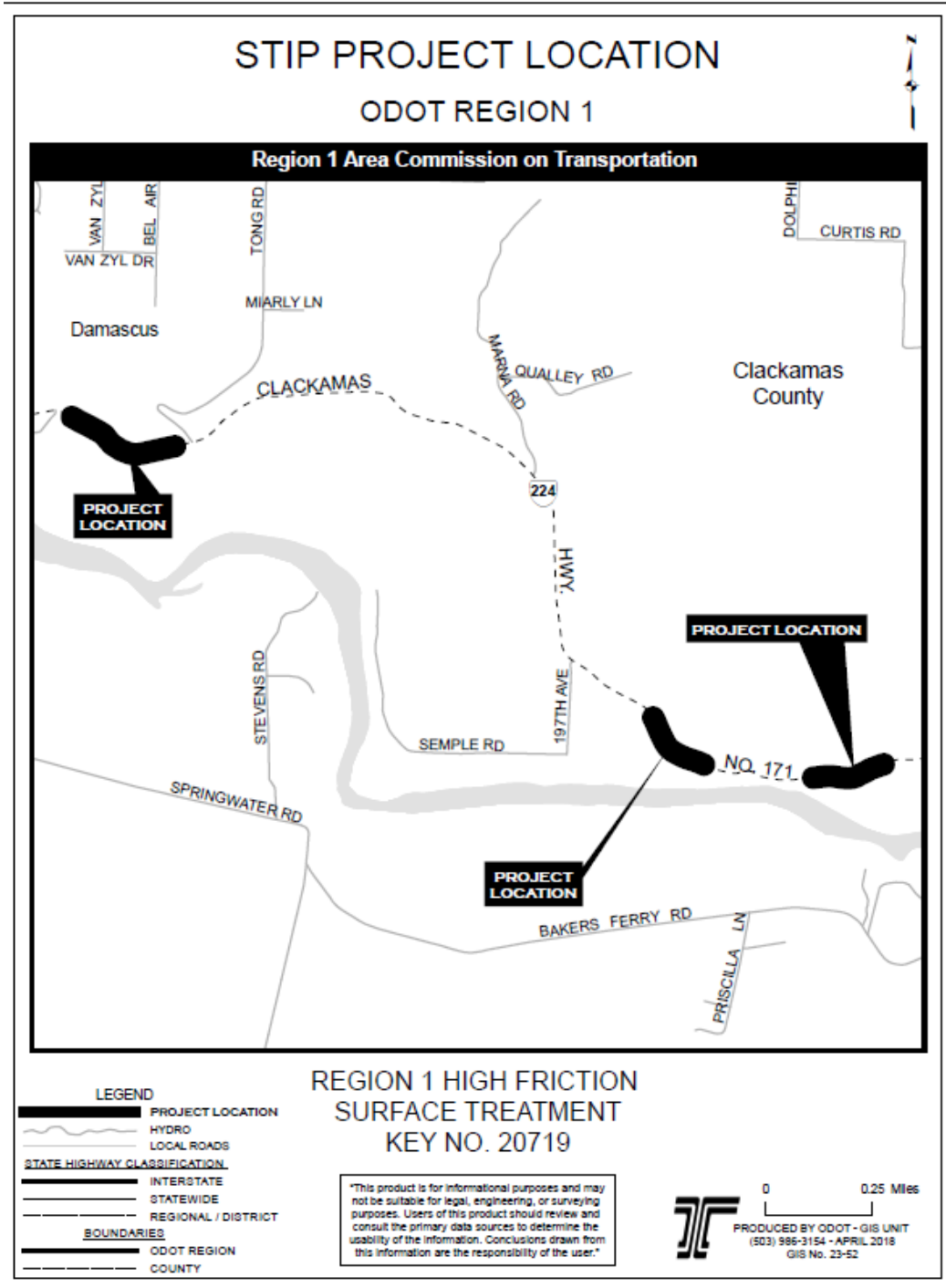
Approving Authority: _____
 Signature & Date
 Print Name and Title
 Concurrence by ODOT Chief Engineer

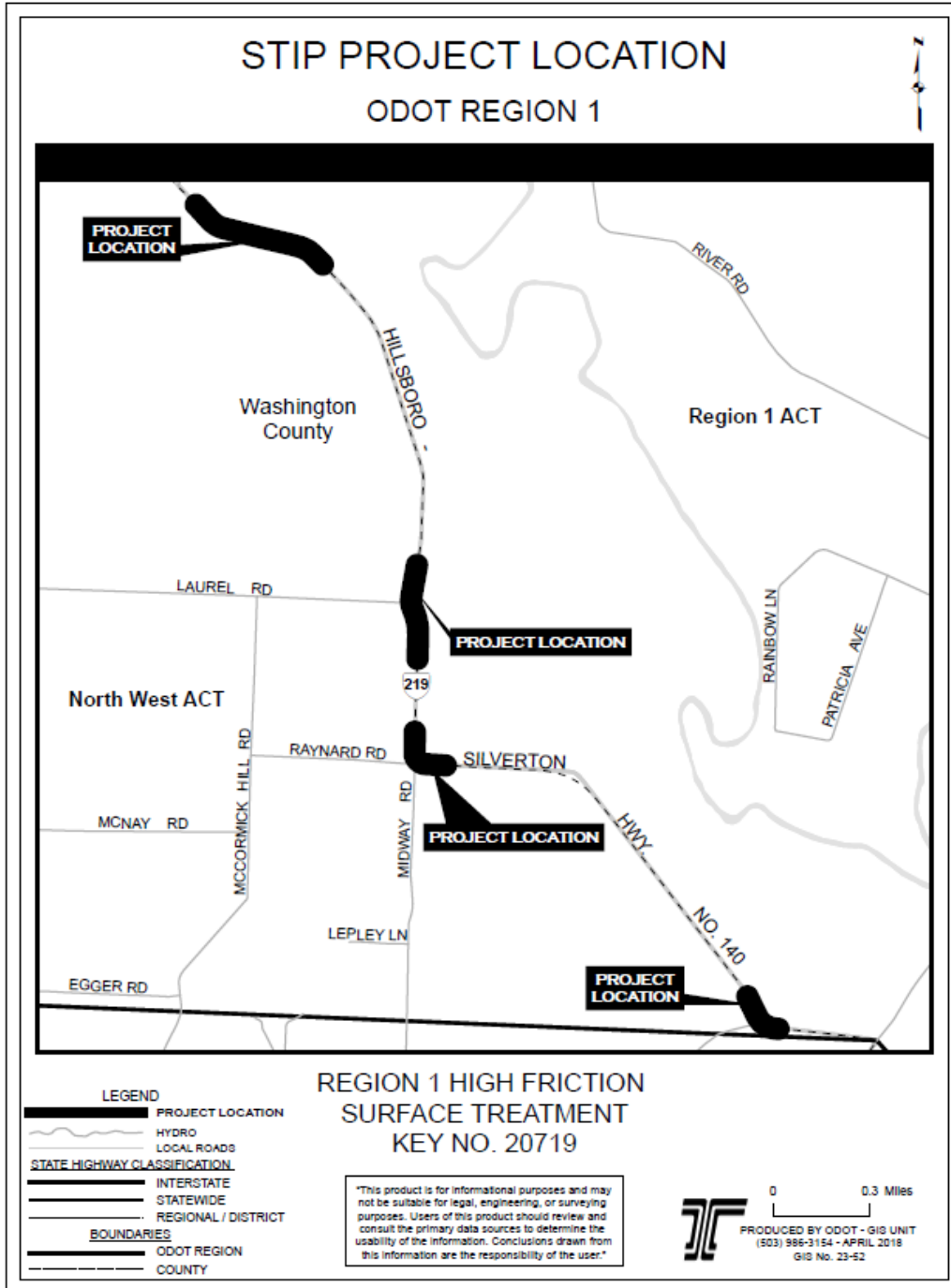
CEDAR CREEK/TONQUIN TRAIL: OR99W - MURDOCK WEST		PACIFIC HIGHWAY WEST WASHINGTON COUNTY	
FEDERAL HIGHWAY NUMBER/STATE	PROJECT NUMBER	SHEET NO.	
OREGON DIVISION	SD-500411693	1	

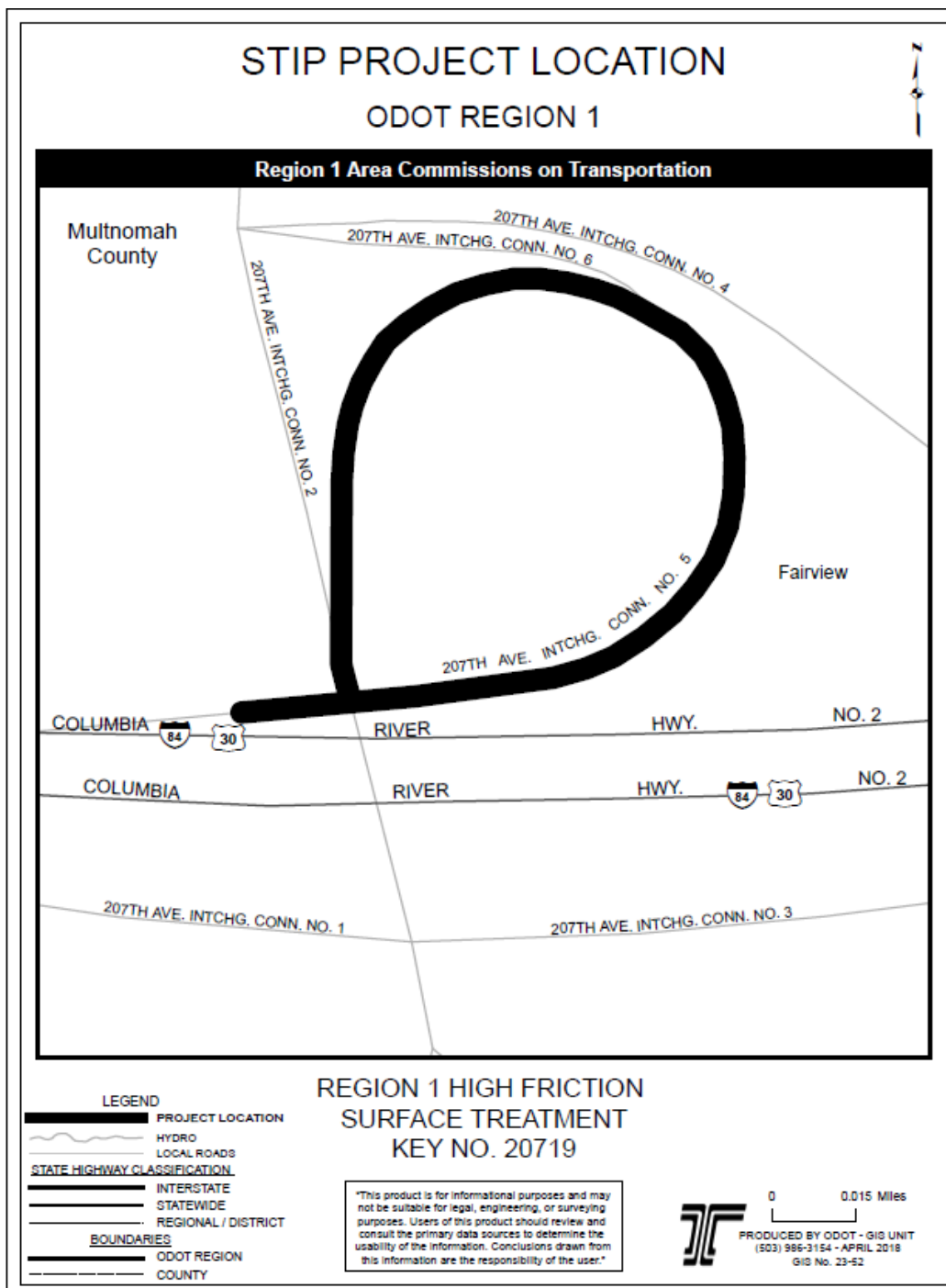
T. 2 S. R. 1 W., R.M.

Key 20719 Region 1 High Friction Surface Treatment

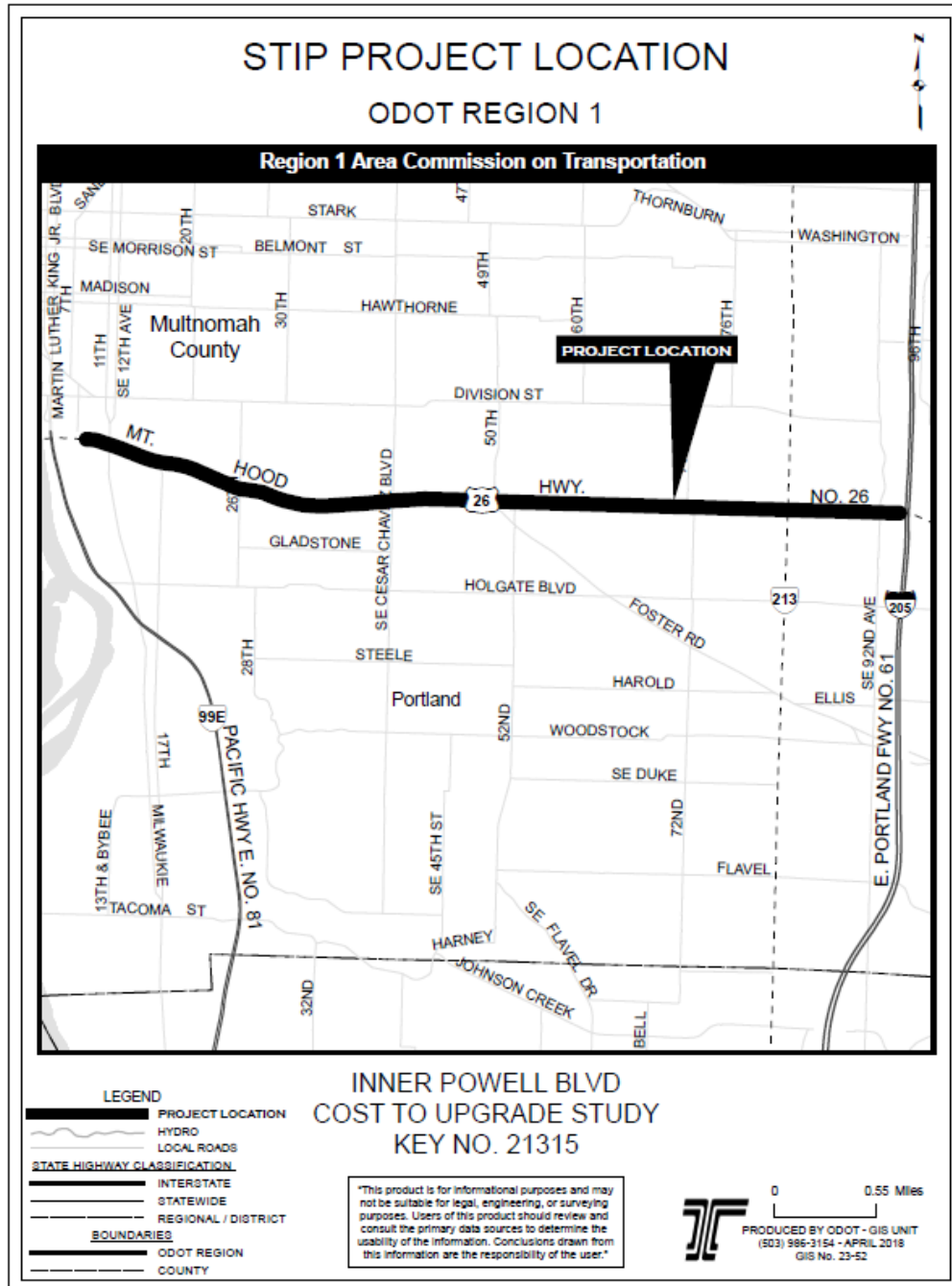


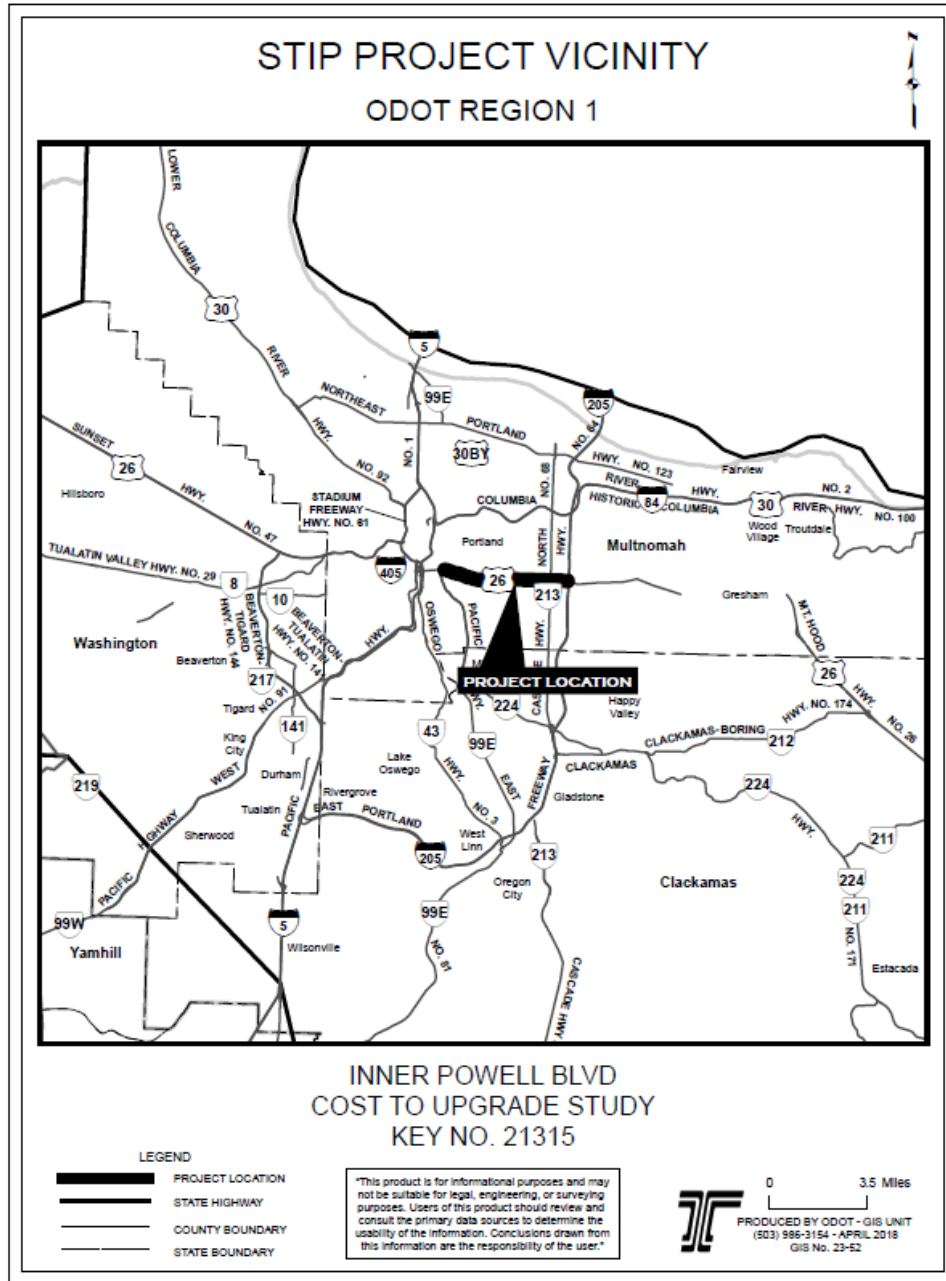






Key 21315
Inner Powell Blvd Cost to Upgrade Study





g:\a_research\gwork\GIS23_52_OTC_maps_and_graphics\OTC_MAPS\OTC_18_MAPS\REGION1\MXD

Materials following this page were distributed at the meeting.



Metro



Regional Investment Strategy

Affordable homes for greater Portland

Metro Chief Operating Officer Recommendation

June 7, 2018

oregonmetro.gov/housing

Table of contents

Introduction **1**

Creating affordable homes for greater Portland
The big picture and the richness of community
Making the most of what we have
Creating and protecting special places
Focusing our investments through the lens of racial equity
Transformative investments for an equitable, prosperous and sustainable future

Core values **11**

Lead with racial equity.
Create opportunity for those in need.
Create opportunity throughout the region.
Ensure long-term benefits and good use of public dollars.

Recommended housing bond framework **13**

Overall impact
Scope
Eligible activities
Distribution
Implementation and oversight
Next steps

Engagement summary **19**

Additional materials available at
oregonmetro.gov/housing



A stable, affordable home provides a foundation for a lifetime of opportunity and well-being.

Greater Portland is changing. Fast.

Whether we have sought it or not, change has remained a constant throughout the history of greater Portland. The economy has boomed, busted and boomed again. Our population has grown and become significantly more diverse. Floods, storms, fires and even volcanic eruptions have disrupted thousands of lives and reminded us of the importance of respecting our natural surroundings.

Through it all, the people of this region have proven resilient. They have repeatedly reassessed and realigned their priorities, learning from experience and innovating in response to changing circumstances and new imperatives. This region has remained focused on a greater purpose: ensuring that our decisions and actions will benefit our children, and our children's children.

Even during the Great Recession, the people of greater Portland doubled down on their long-term vision and continued to invest in the future. Today, hundreds of people move to the region every week, attracted by a lively urban center, thriving neighborhoods and suburban communities, ample economic opportunity, a vital and creative cultural scene, and an unmatched natural setting that encourages an active lifestyle.



Six desired outcomes for greater Portland

Equity The benefits and burdens of growth and change are distributed equitably across the Portland region.

Vibrant communities

People live, work and play in vibrant communities where their everyday needs are easily accessible.

Safe and reliable transportation

People have safe and reliable transportation choices that enhance their quality of life.

Economic prosperity

Current and future residents benefit from the Portland region's sustained economic competitiveness and prosperity.

Clean air and water

Current and future generations enjoy clean air, clean water and healthy ecosystems.

Leadership on climate change The Portland region is a leader in minimizing contributions to global warming.

Greater Portland's economy is remarkably strong today. But not all boats have been lifted by the rising economic tide. Rapid growth and change have exposed and exacerbated longstanding economic and racial inequality, inundating many in our community and threatening to undermine the broader benefits of economic revival, as well as our quality of life.

Moreover, we increasingly recognize our obligation to redress longer-term inequities that have prevented too many members of our community from fully enjoying the benefits of living here. This need is intensifying as greater Portland grows more racially and ethnically diverse.

As we take stock of where we are and look forward to the decades ahead, it is time to reaffirm our commitment to working with the people of the region to create communities that give everyone the opportunity to fulfill their potential and to feel a part of this place we call home.

- **We must address a historic housing crisis affecting thousands of families and individuals.** Middle-income jobs lost during the recession have failed to reappear or have been replaced with jobs at lower wages. Meanwhile, residential construction ground to a halt during the recession, even as people continued to move here – meaning our supply of homes has not been able to keep pace. It's up to us to respond.
- **We must reform our approach to funding transportation.** Inconsistent federal investment in roads and transit, combined with population and job growth, have led to chronic traffic congestion that chokes the economy, pollutes our air and plays havoc with people's lives. Meanwhile, thousands of our residents – particularly communities of color – still await safe streets and access to reliable transit.
- **We must continue to protect critical natural areas and provide better access to these treasured places for communities of color and low-income residents.** Rapid population growth heightens the urgency of this work.

This is a time for shared action. Metro is uniquely positioned to lead on these critical issues.

Working closely with partners throughout the region, we envision a strategy that will ensure the promise of a livable region endures and extends to all – today and for generations to come.

Recommendation: Affordable homes for greater Portland

In this report I am recommending that the Metro Council take immediate action to address an urgent challenge facing our region.

Everyone deserves a safe, affordable home. Yet across greater Portland, thousands of people and families, especially communities of color, are unable to afford the high cost of housing and still have enough money for groceries and other necessities.

We must create new housing opportunity for families and individuals for whom the private market will never be able to provide affordable homes. That's why, after years of collaboration through the Equitable Housing Initiative, the Metro Council directed staff in late 2017 to work with partners to develop a potential regional investment framework that would create affordable homes throughout the region.

Emerging from the voices of partners and stakeholders, this recommendation is built upon shared priorities and common goals. It defines specific goals for people to serve and homes to create in places that provide opportunity and prevent displacement. It ensures accountability and community oversight through an implementation structure advancing shared goals while providing local flexibility. Most of all, it sets us on a path to create affordable homes for people who need them.

An affordable home, along with nearby nature and transportation choices, is part of the full life each of us deserves. By looking at the big picture and working together, we can ensure



these critical qualities are available to everyone in our community long into the future.

I am pleased to present this recommendation to you as a major milestone in our ever-renewing commitment to the people of the greater Portland region.

Let's get to work.

A handwritten signature in purple ink, which appears to read "M. Bennett". The signature is fluid and cursive.



After years spent in low wage careers, the disappearance of pension funds, and the devastation of the Great Recession, many Baby Boomers are entering their senior years vulnerable to housing instability. Elsie Johnston lived on the streets before finding a home at The Knoll, an apartment community in Tigard created and maintained by Community Partners for Affordable Housing

The big picture and the richness of community

The people of the Portland metropolitan region established Metro to think about the big picture – not only by adopting policies that transcend city and county lines, but also by considering the impacts of the decisions we make today on the place our children will inherit tomorrow. By adopting a charter directing us to plan for the future, the people of the region acted on some of Oregon’s most deeply held values: fairness, a voice in community decisions, and the need to serve as responsible stewards of our environment.

A quarter-century later, our values remain constant. However, as the needs and demands of our communities have evolved, so have Metro’s specific activities and responsibilities. We now provide four categories of service to the region [see box, next page]. Within each service, we make specific decisions, deliver discrete projects, and purchase and manage individual public assets. We do all this in a constant conversation with our partners in local government, as well as the businesses, community groups, and people of the region.

“We, the people of the Portland area metropolitan service district, in order to establish an elected, visible and accountable regional government that is responsive to the citizens of the region and works cooperatively with our local governments; that undertakes, as its most important service, planning and policy making to preserve and enhance the quality of life and the environment for ourselves and future generations; and that provides regional services needed and desired by the citizens in an efficient and effective manner, do ordain this charter for the Portland area metropolitan service district, to be known as Metro.”

Metro Charter
November 1992

But while Metro's services necessarily are organized within distinct categories, they are connected by their roots in the land and natural resources of our corner of the world. Each service plays a role in protecting and shaping the region's built and natural environment, and each is informed by an ethic of caring for both place and people over the long term.

Nor is it always clear where one category of service ends and another begins: A closed solid waste landfill becomes a natural area, a trail serves both commuters and nature lovers, a creek is clean because of the care we take in disposing of toxic chemicals, a convention center and a performance hall are models of sustainability.

In this way, Metro's work reflects the way people experience our dynamic region. Life is lived not in discrete categories of activity, but in the spaces where home, work, school, shopping, civic life, culture and the outdoors overlap and collide to create the richness of community. It is up to those of us who serve the public to remember that no matter how we structure our work, our job is to improve the everyday experience of the people we work for, in the places where they live their lives.

While our region's vision of how we will live, grow and prosper over the long term still resonates, it needs to be updated to embrace the complexity of people's lives – as well as the concerns of those who have not been included in the past.

As we prepare to propose significant new public investments help achieve the region's desired outcomes, we will engage the community in a conversation about the challenges we face so we can make conscious choices together about how best to move forward.

That's why Metro is renewing and refreshing its commitment to the people of greater Portland.

Metro's service areas

Land and transportation

To meet the challenges of growth, Metro ensures land is available for homes and jobs where it makes sense, and provides choices in where we live and how we get around.

Garbage and recycling:

To minimize our environmental impact, Metro manages the garbage and recycling system and helps people to reduce and safely dispose of waste.

Parks and nature

To protect clean air and water, restore fish and wildlife habitat and connect people to nature, Metro manages 17,000 acres of parks, trails and natural areas, as well as the Oregon Zoo.

Arts and events

To enrich our communities and support our economy, Metro operates the Oregon Convention Center, Portland Expo Center and Portland's 5 Centers for the Arts.



A Metro employee waves a garbage truck forward at Metro Central transfer station.

Making the most of what we have

For decades, our region's approach to growth has been based on the common-sense premise that it is better to plan for growth than to react to it.

We have not followed the typical path of unchecked urban expansion and endless highway construction. Instead, we have built a region that attracts talented and determined people by investing in our communities: creating walkable neighborhoods that support human-scale interaction, building a variety of housing options, providing land for employment within our existing urban footprint, and connecting it all with choices in how to get around, including a robust transit system.

In addition to enhancing the health of our main streets and the stability of our neighborhoods, this approach has protected clean air and water. This, in turn, benefits not only public health, but also our economy.

Focusing on our existing communities also helps to get the best value for the public's hard-earned dollars. Efficient use of land means we do not have to spend as much money connecting pipes and pavement to far-flung areas. Good planning also ensures that regional investments are coordinated with each other, as well as with the goals and investments of local communities.



What affordable housing looks like in greater Portland: Creekside Woods

Creekside Woods houses a vibrant senior citizen community. The thriving affordable-living community is tucked in the lush, verdant woods of Wilsonville. Behind the community is a small valley leading to Boeckman Creek. Murase Plaza Park is across the street and offers winding trails, picnic areas and an amphitheater. Many there live on fixed incomes and would not be able to afford market-rate rent.

Protecting and creating special places

Our relationship with our surroundings remains at the heart of every resident's experience of life in this evolving region. The places that enrich our lives may be at the edges of the region or right around the corner. They may be different for one person than they are for another. But taken together, they define our sense of ourselves and our place in the world.

Since its creation, Metro has worked to prevent urban development from spilling unnecessarily onto the irreplaceable farm and forest lands that surround the region.

For more than two decades, the people of the region have also directed Metro to purchase and restore important natural areas to protect water quality and wildlife habitat in perpetuity, as well as to invest in local and regional parks and trails to provide our residents access to nature.

Because of these efforts, our region does not resemble most other large urban areas in America. The ability to actually see where city ends and country begins, or to find a natural

respite in the middle of a bustling urban area, provides a tonic to our souls and a boost to our collective prosperity.

Other Metro activities contribute to distinctive places of a more urban character. Our innovative transit-oriented development program supports investments that have provided homes and business opportunities in bustling town centers around the region. Cultural facilities like the Portland's Centers for the Arts provide opportunities to engage with artists and thinkers from around the globe. The Oregon Zoo's educational mission provides fun even as it enables people to support a better future for wildlife in the Pacific Northwest and worldwide.

With this recommendation, I am calling on Metro to elevate our commitment to making the most of what we have and protecting the region's special places by making transformative new investments that will improve the lives of the people we serve.



Putting down roots

Several years ago Richard and Linda Edwards and their two young children experienced homelessness after the house they were renting went into foreclosure. With help from the nonprofit JOIN, the Edwards family eventually found an apartment that's protected from rent increases. "The kids run around playing... free to be children," Linda Edwards said. "I love being here. I think this is probably one of the most happiest (sic) times in my life."

Focusing our investments through the lens of racial equity

As we dedicate ourselves anew to achieving a better future for the people of the region, we must acknowledge a major fault that has tarnished such efforts in the past: their failure to recognize or redress discrimination and racism.

Historically, decision makers created laws and policies that hurt and excluded people of color. We have articulated and pursued a vision in which many of our neighbors, especially communities of color and people with low incomes, do not see their lives reflected.

As a result, communities of color do not have the same opportunities for health, prosperity and education as many of their neighbors. People of color have less access to neighborhoods with good schools and nearby nature, fewer safe and reliable transportation choices, and often longer commutes. They are also more likely to live in parts of the region with poor air quality and unsafe streets.

As the region grows more diverse, these gaps in opportunities and outcomes hamper our ability to achieve any of the region's desired outcomes.

It is time for that to change.

A decade ago, Metro and the region committed to pursuing a future where the benefits and burdens of growth and change are shared equitably among residents and communities. This principle – one of the six desired outcomes for a successful region – constituted an important statement of intent.

Addressing the many disparities that stem from institutionalized inequity and exclusion will require much more than aspirational statements. That's why, in 2016, the Metro Council approved its Strategic Plan to Advance Racial Equity, Diversity and Inclusion.



Leading with racial equity improves opportunities and outcomes for all historically marginalized communities in greater Portland.

The strategic plan acknowledges that inequity takes many forms; many of the barriers faced by people of color also affect other groups, including people with disabilities, the LGBTQ community, people with low incomes, women, seniors and young people.

But because those barriers most deeply affect people of color, removing them for communities of color will also effectively benefit other disadvantaged groups. The Strategic Plan recognizes that leading with racial equity is the cornerstone of good governance that can ensure the success of everyone.

Moreover, because past and current government actions contribute directly to the ongoing disparities faced by people of color, it is critical that we explicitly pursue policies and investments that will reverse these dynamics.

For these reasons, I am directing Metro staff to lead with racial equity and include communities of color in all investment decisions, from planning and oversight through execution and evaluation.

Ensuring equitable access to the opportunities provided by these investments and making sure we leave no one behind is central to Metro's mission and to our region's future success.

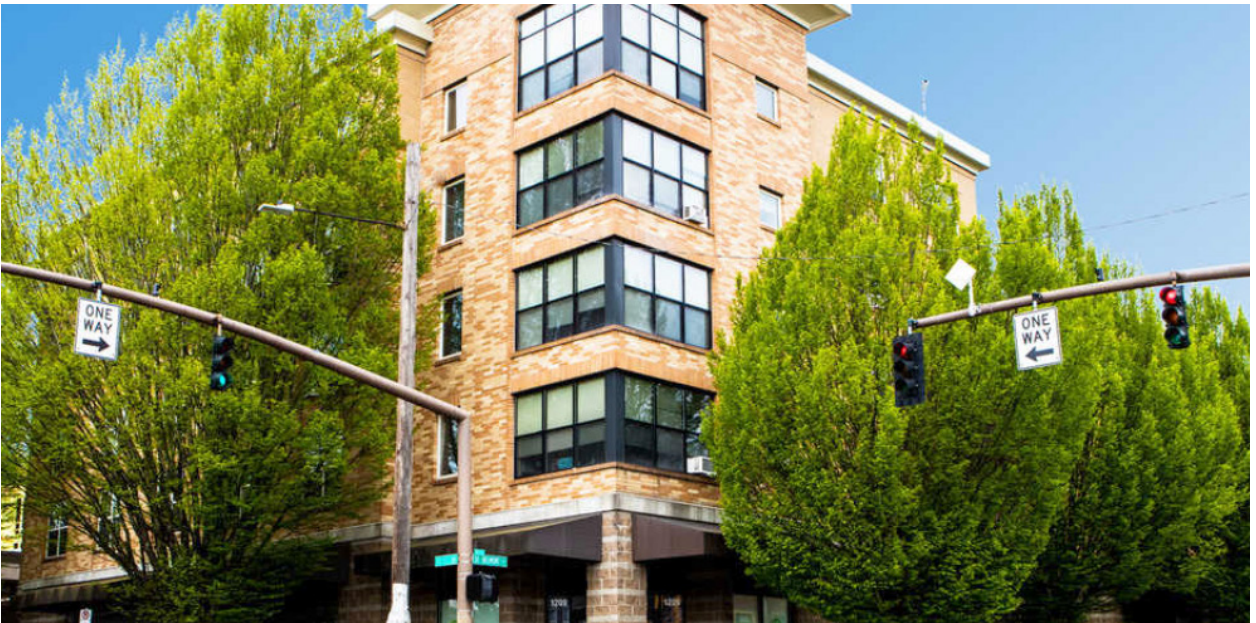
Transformative investments for an equitable, prosperous and sustainable future

Those of us fortunate enough to live here today benefit not only from the foresight of our predecessors, but from the prudent investments they made to build a community they would be proud to pass on to those who followed.

Like the investments of earlier generations, our actions today must create a better future for ourselves and our children. Our world is immeasurably more complex than that of our forebears, but the fundamentals still apply: we all need stable and affordable homes, safe and

reliable ways to get around, and a natural environment that nourishes and sustains our bodies and souls.

Without any one of these factors, our prospects are diminished, both individually and collectively; with them, we can advance the fairness, livability and economic health of our entire community.



What affordable housing looks like in greater Portland: Ritzdorf Court

In the heart of Portland's Buckman neighborhood lies the Ritzdorf Court apartments. The five-story, tan and coral brick building provides a refuge of affordable housing amidst a sea of skyrocketing rents. Ritzdorf Court houses people who are transitioning out of homelessness or have experienced homelessness within the last two years. It is more than just a stable place to stay, it provides social services to enable residents to keep their housing and eventually transition out. The community offers 90 units of housing, mostly studios, which are rented for \$427 per month.

Core values

Our regional investment can create thousands of affordable homes for people who need them. We must build from a foundation of strong values. Metro started the conversation with our stakeholders and partners by focusing on values. We also looked to existing Metro policies, heard input from jurisdictional partners, and applied lessons learned from past regional and local investment measures.

Through these efforts, we found remarkable consensus around the values that should be reflected in a regional housing investment, from creating an investment framework to building homes and helping people access them. These values are described below.

Lead with racial equity.

Leading with racial equity benefits all of us, regardless of our family background or the unique challenges we have faced. Through this investment, we can take a major step to improve racial equity across the Portland region – which strengthens and enriches our entire community.

Across the region, communities of color struggle disproportionately with unaffordable housing costs, displacement and homelessness. The history of housing in America, and greater Portland, is marked by systemic, ongoing racism and discrimination. We are grappling with the legacy of decades of policy designed to prevent people of color from finding affordable, quality homes in livable neighborhoods. Over time, these policies have concentrated poor people of color, reduced public investment in neighborhoods where they live, and in many cases then displaced them.

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, our regional housing investments will:

- Focus on deep affordability for those most vulnerable and least likely to be served by the market
- Emphasize family sized and multi-generational homes
- Invest to serve those experiencing or at risk of homelessness
- Create homes in places where communities of color live today to prevent further displacement
- Create homes in neighborhoods historically not accessible to communities of color, reflecting Metro’s intention to affirmatively further fair housing under federal policies
- Ensure diverse representation of impacted community members in all oversight and ongoing implementation activities of the bond.



People with disabilities may live on low fixed monthly incomes that can easily be outpaced in a heated rental market. After his mother died, Murray Ruhland was unable to remain in the apartment they had shared in east Portland. Murray and his dog, Jenny, spent close to a year living in his car in a WalMart parking lot before his sister helped him find a permanent affordable home.

Create opportunity for those in need.

The private housing market is best equipped to serve families who earn average or above-average incomes. But the market is unable to create affordable homes for many with low or very low incomes.

Our regional investment will seek foremost to 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
- Households at risk of displacement

The framework reflects a firm commitment to these members of our communities.

Create opportunity throughout the region.

A home is more than rooms and a front door. It is part of a community – and the communities where we live determine much of our ability to access quality education, good-paying jobs and personal well-being. Metro's investments will create more opportunities to live in vibrant communities.

Through our investments, we aim to:

- Increase access to transportation, employment, education, nutrition, parks and natural areas
- Create affordable housing opportunities across the region
- Invest in mixed-income communities and a variety of housing types
- Prevent displacement in changing neighborhoods



Ensure long-term benefits and good use of public dollars.

The impacts of our investments go beyond the life of this bond – and beyond any of our lifetimes. A number of values will be further reflected throughout implementation of the bond measure. These include the following:

- Create high-quality homes with permanent affordability
- Ensure that investments are financially sound and make good use of public dollars
- Allow flexibility and efficiency in responding to local needs and opportunities throughout the region, as long as local strategies contribute to measurable progress toward regional goals and targets
- Include many partners and types of expertise in implementation decision-making and oversight, including housing providers and builders, culturally-specific organizations, nonprofits and business representatives, and impacted residents
- Be accountable to the region's taxpayers through community oversight that monitors impacts, assesses changing circumstances and confirms measurable progress is made toward regional goals and key values
- Require regular public reporting and annual auditing

Recommended housing bond framework

The next section contains my recommendations for the targets, commitments, implementation guidelines and next steps that should guide our work going forward.

These recommendations were developed through close collaboration with many stakeholders, jurisdictions, housing providers and other partners. Following the release of a draft measure framework in April 2018, staff further refined this framework based on additional input from partners and stakeholders.

Regional impact

Most importantly, we are taking action as a region to create impact for people – families, seniors, communities of color, people living with disabilities, and others who have been left behind in a period of intense growth and demand for housing. Our first attention, then, is to the people we will serve.

Our goal is to create affordable homes for about 12,000 people if a constitutional amendment is approved by Oregon voters in 2018, or 7,500 people if the amendment is not approved.

This means we seek to create approximately 3,900 affordable homes with the constitutional amendment, or 2,400 homes without.

For the people who can find a home because of our investment, this is life-changing. For our communities, it's a major investment in stability and opportunity. For our region, it's a clear statement of our values and ambitions.

Our investment will focus particularly on people and families for whom even traditional affordable housing sources often fall short.

We have a unique opportunity through a general obligation bond to serve these most vulnerable members of our community, those who earn less than 30 percent of area median income – about \$24,400 for a family of four or \$17,100 for a single individual. These are often people with disabilities, seniors on fixed incomes, or families on the brink of homelessness. People of color are disproportionately represented in this income bracket as a result of decades of systemic job and housing discrimination.

Our goal is to see approximately 1,600 homes created for households with 30 percent of area median or less if the constitutional amendment passes, or 1,200 homes for these households if the amendment does not pass.

Our investment will also create housing opportunity for families.

Our goal is that at least half of the affordable homes created through the bond will have two to five bedrooms.

These will create safe, stable homes for parents, children and often other extended family members who wish to live together. For these families, the benefits of such a home will multiply through school achievement, improved health, and stable neighborhoods.

A small portion of affordable homes created through the bond will be available to residents with more moderate incomes who also struggle to find quality affordable homes.

Our goal is that a maximum of 10 percent of the regional investment's affordable homes for people with 60 to 80 percent of area median income.



A stable, safe and affordable home has helped Cheranda Curtis find employment and tackle health and addiction challenges. She's saving to buy a home – something she never imagined.

This April marks Curtis' two-year anniversary in her studio apartment – the longest she's ever lived in one place since she was a teen. She calls it her "sanctuary."

These are common incomes for preschool teachers, carpenters and families with two minimum wage earners. Rents in these units can help provide additional services or offset some of the public investment needed to support residents in the very low income units. All affordable homes created through the measure will be for households making 80 percent of median family income or less.

We are grateful for the preliminary commitment of 400 rental assistance vouchers to help support deeper affordability of bond-funded homes in Clackamas and Washington counties.

We recognize that further local operating subsidy will be needed to reach the affordability goals outlined in this framework. Creating homes affordable for those with the lowest incomes is a goal shared among all jurisdictions in Oregon, and Metro is committed to working in partnership to achieve these outcomes.

Creating housing opportunity for people with very low incomes can require greater long-term attention and coordination with supportive services to help people keep their home and use it as a springboard to further success.

Metro is committed to working with our partners on coordinating housing investments with supportive services over the long term. These members of our community deserve no less.

Ultimately, the homes we create must be accessible to the people we seek to serve. Additional actions through local implementation and regional oversight will seek to reduce barriers to finding and securing affordable homes created by our investment, particularly for communities of color. These are described in the "long-term benefit" section below.

The right scale: measure scope

We seek to create affordable homes swiftly, tangibly and efficiently. In short, we want to serve as many people as we can, as quickly as we can.

Informed by local capacity and opportunity around the region, **a \$652.8 million general obligation bond provides strong confidence that our targets are achievable and realistic, and can be accomplished within five to seven years.** Through collaboration with partners and the community, we can do this.

A bond of this size would present an average annual cost to Portland-area homeowners of roughly \$60 per year.

Creating affordable homes: eligible activities

Through our investment, affordable homes will be created in several ways. Clearly, partners may build new affordable homes. They may also acquire, renovate and protect existing low-cost housing on the market which is at risk of spiraling rents and displacement of current residents. Finally, local partners and Metro may purchase land on which to build affordable homes. These activities will work together to help achieve our desired outcomes.

If the constitutional amendment does not pass, all homes created through the bond would need to be owned by public entities, such as housing authorities. If the amendment does pass, affordable homes created through the bond could also be owned by nongovernmental entities, such as non-profit community development corporations. If the amendment passes, affordable homeownership programs would also be eligible as part of local implementation.

The purpose and singular focus of this regional investment measure is to create affordable homes. A general obligation bond must only be spent on capital costs. However, some costs of bond administration and oversight, including transaction costs of buying land and buildings, will occur through regional and local implementation. To focus bond dollars on creating the most homes possible, we propose that no more than 7 percent of bond dollars be used for administration, oversight and transaction costs at the regional and local level. This cap is incorporated into the distribution described below.

Opportunity throughout greater Portland: distribution

A regional bond measure presents a unique opportunity to create affordable homes for people throughout the region, helping people find affordable homes in communities where they have historically been scarce. At the same time, the regional investment can enhance communities' cultural and social capital by countering displacement that has disrupted too many communities in the region, especially communities of color.

Recognizing the spread of need and opportunity throughout the region, we propose that affordable homes created by the bond be distributed region-wide based on assessed value of each of greater Portland's three counties within the Metro district .

This means that approximately 45 percent of homes created through the bond would be in Multnomah County, 34 percent in Washington County and 21 percent in Clackamas County.

About the proposed constitutional amendment

The Oregon Legislature recently referred a constitutional amendment to statewide voters for consideration on the November 2018 ballot. If this amendment passes, a regional affordable housing bond measure can leverage additional funding and partnerships with cities and nongovernmental entities, such as nonprofit housing providers. If Oregon voters do not approve the proposed amendment, only government agencies could own affordable homes built and acquired with proceeds from a regional bond measure.

A regional housing bond measure would be implemented differently based on the outcome of the statewide vote on this constitutional amendment. Either way, the measure can create affordable homes for thousands of people.

Partners in each county will create homes according to local needs and opportunities, while also advancing regional outcomes and goals. Under the current Oregon Constitution, the three public housing authorities are best positioned to achieve these goals by developing, owning and operating affordable homes within their respective counties. Other public partners, including cities, may also develop this capacity and thus could be eligible for bond funds. If the constitutional amendment passes, cities that have more than 50,000 residents and that administer their own federal community development block grant allocations will be eligible to help create affordable homes through gap financing for construction, acquisition and renovation of affordable homes in partnership with private and nonprofit entities.

In addition to local action, a strategic regional approach to acquiring land for affordable homes will help create housing opportunity in neighborhoods where affordability is scarce or threatened by rapidly rising land prices. With its unique experience in land acquisition, transit planning and transit-oriented development, Metro will establish a strategic regional land acquisition program. Through this program, Metro will purchase land for affordable homes, including in areas with current or planned frequent service transit, in collaboration with local jurisdictions. This program will be subject to the same community oversight as local implementation, described below.

Ten percent of the bond's programmatic funds will be dedicated to this regional program.

Long-term benefit: implementation and oversight

A regional housing measure will be guided by regional goals and oversight, but implemented primarily through the expertise of local jurisdictions. Local jurisdictions are best able to listen to their communities and create affordable homes that meet their unique needs. Successful implementation requires flexibility for local jurisdictions to create and nimbly

pursue strategies that make sense for them. At the same time, regional oversight must monitor commitments to the region's voters as well as Metro's fiduciary obligations, so these local strategies and actions can together advance desired regional outcomes and goals.

Local implementation strategies

Implementation will be focused at the local level. Each participating jurisdiction will produce an implementation strategy focused on their community's affordable housing needs and development opportunities. Strategies will outline local goals and commitments to achieve regional targets, and identify local opportunities, needs and location priorities.

Participating local jurisdictions must describe how they will advance regional racial equity and affirmatively further fair housing – that is, ensure that homes created help provide new opportunity to people of color, people with disabilities, seniors and others who have experienced historic discrimination in the housing markets. Jurisdictions will also describe their project selection and approval process, including community and Metro input.

If regional voters approve the bond measure, participating local jurisdictions will conduct community engagement beginning in November 2018 to inform the development of their local implementation strategies. By March 2019, strategies will be reviewed by a community oversight committee described below, and incorporated into intergovernmental agreements between Metro and jurisdictions.

Once this process is complete, participating jurisdictions will begin identifying potential investments to create affordable homes. Investments that comply with the local implementation strategy, bond financing rules, and regional goals will be eligible to receive bond funding. Participating jurisdictions will have access to a pool of funding necessary for their share of the regional targets, as described in the distribution section above.

Intergovernmental agreements

Intergovernmental agreements will provide clarity and certainty for each partner. Following a Metro Council referral of the bond measure, participating jurisdictions will begin preliminary discussions to develop Intergovernmental Agreements with Metro. These agreements will identify eligible program activities, funding needed to achieve the local share of regional housing targets, and a local strategy for implementation that advances regional policies and goals, including racial equity, community engagement and inclusive decision-making.

Regional accountability and oversight

Greater Portland does best when we bring together diverse voices to monitor and advance shared goals. Metro is also committed to accountability to the region's taxpayers, to ensure that progress is made on regional outcomes.

If voters approve the bond measure, the Metro Council will appoint a regional community oversight committee in early 2019. The oversight committee's diverse membership will include people with experience in affordable

housing finance, construction and need, as well as members of communities we are seeking to serve. The oversight committee – from member recruitment to committee action – will adhere to the policies, recommended actions and practices derived from Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion.

The oversight committee will make recommendations to Metro and participating jurisdictions to help ensure that local investments build up to regional goals and desired outcomes. Participating jurisdictions will present progress reports to the oversight committee annually. With input from the oversight committee and the Metro Council's approval, local strategies and regional targets may be amended annually to respond to changing circumstances and opportunities.

If a participating jurisdiction is unable to create homes consistent with the targets described in its implementation strategy and defined in intergovernmental agreements, the Metro Council, with input from the oversight committee and the Metro COO, may decide that other partners be identified to create affordable homes to advance regional goals.



What affordable housing looks like in greater Portland: Sunset View Apartments

Every apartment at Sunset View serves residents in need of affordable housing. In this case, people earning at or below 60 percent of the area median income; \$44,820 for a family of four. Sunset View houses tenants with Section 8 and project-based vouchers. These programs help people who make less than 30 percent of the area median income, or \$22,410 for a family of four.

Expectations for local implementation

Metro needs to ensure that local investments reflect adopted Metro Council policy, and that we incorporate feedback from community partners to advance racial equity and other key values.

Metro will include such values and policies in intergovernmental agreements with participating jurisdictions. Jurisdictions will reflect their intentions to achieve these values in their implementation strategies.

- Project selection and decision-making structures will include consideration of racial equity and affirmatively furthering fair housing.
- Local implementation and regional oversight will include impacted

communities.

- Bond-funded investments will include screening criteria that reduce barriers for vulnerable communities to access housing opportunities.
- Partnerships with culturally specific organizations and community groups will inform project selection, design, marketing and service. Marketing plans will seek to help immigrants and communities of color access affordable homes created through the bond.
- Regional and local partners will have targets for equitable construction contracting and workforce participation in developing and operating homes created through the bond.

These will be further refined after additional conversation with stakeholders and partners.

Next steps

A great deal of conversation, feedback and engagement has shaped this framework. If the Metro Council decides to refer a bond measure to the region's voters, it will initiate further steps to prepare regionally and locally to begin creating affordable homes.

Families, seniors and vulnerable members of our community need affordable homes to be created as soon as possible. Should the region's voters approve a regional housing measure, Metro and partners will move quickly to complete local implementation strategies, identify investments and create affordable homes. That said, we will also be diligent to ensure our strategies and investments reflect the specific desires and needs of people and communities we seek to serve.

As such, we propose these next steps moving forward:

June 2018

Metro Council consideration of a resolution to refer a bond measure to regional voters on the November 2018 ballot

June to November 2018

Metro staff provide public information about the measure; work with local jurisdiction partners to pre-develop IGAs, local implementation strategies and community engagement plans for post-election; maintain ongoing dialogue with community partners

November 2018 to February 2019

Regional community oversight committee appointed; local implementation strategy development, including community engagement; community oversight committee appointed by the Metro Council

March 2019

Local implementation strategies reviewed by oversight committee and incorporated into final intergovernmental agreements approved by local governing bodies and the Metro Council

April 2019

Implementation begins

Engagement summary

An issue as fundamental as creating affordable homes merits a thorough public conversation. From the establishment of the Equitable Housing Initiative in 2015, Metro has convened and engaged many partners to understand housing need and potential solutions. Creating this measure recommendation continued this commitment.

Since early 2018, Metro heard and incorporated input from a variety of stakeholders, jurisdictions, housing and service providers, and the public. Additional information and input received will be available at oregonmetro.gov/housing.

Developing a strategy and key goals

In January Metro staff identified an approach and set of activities to effectively engage and raise awareness among a broad range of regional geographic and cultural groups. Metro focused on engaging communities of color and lower income populations who have faced greater systemic barriers to finding safe, affordable housing.

During this time, two discussions were held with community partners active in advancing racial equity throughout the region, many of whom partner with Metro on a variety of initiatives. These discussions shaped the overall engagement goals and approach, and gave specific input into the structure of the community partnership grant program.

Engagement and communications goals included:

- Inclusive engagement to inform key decisions
- Elevate historically marginalized groups
- Build and strengthen relationships and trust with decision makers
- Build capacity of the community to engage on housing issues
- Inform and engage the public to raise awareness and share knowledge
- Coordinate with other Metro engagement



Dawn Swan, pictured here with her daughter in their home in Beaverton, waited nearly a decade to get a Section 8 housing voucher.

Advisory Tables

Two advisory tables convened by Metro staff provided essential insight and advice about values and considerations that should be incorporated in the recommended measure framework. The tables' members are listed on pages 24 and 25. This recommendation is considerably stronger thanks to their time, experience and energy.

Stakeholder Advisory Table

Nearly 30 members representing a variety of perspectives on housing need, opportunity, development and community served on a Stakeholder Advisory Table from January to May 2018. The group's provided input to Metro staff on key elements of the housing measure framework by articulating community values to guide program activities and providing feedback on program scenarios.

During the first two meetings in January and February the group focused on collectively developing priority values that the group wanted to guide the development of the framework. These values were employed throughout stakeholder discussions to help the group evaluate possible investment scenarios.

At the March and April meetings the committee reviewed draft investment scenarios. The



Keith Schulz was born with cerebral palsy, which affected his ability to find living-wage work. He describes his job prospects as limited and said his Social Security Disability checks would not have covered rent in an apartment building in the private market. After his wife died, Schulz lived with his in-laws while he raised his young son.

Schulz applied for a Section 8 housing voucher when he was ready to move out on his own. He waited about a year for his voucher. "It's helped out immensely," he said. He wants to get more involved advocating for affordable housing, after he received a no-cause eviction last year, which put him on the verge of homelessness.

committee considered the priority values, technical input and community feedback to discuss who would be served by the measure and what type of housing would be built. The group also heard presentations and gave input and reactions to proposals for distribution formula, oversight and implementation considerations.

The committee reviewed a draft framework in early May and had dialogue and specific recommendations for the number and size of homes that could be created, income level targets, and distribution of new home versus purchase of existing properties.

At the committee's last meeting on May 21, the Stakeholder Advisory Table discussed refinements to the measure framework and shared hopes and advice for implementation with Metro's chief operating officer and staff. The committee also shared suggestions for local implementation strategies and next steps.

Technical Advisory Table

More than 20 representatives of local jurisdictions, housing agencies and housing developers participated in a Technical Advisory Table from January to May 2018. The committee advised Metro staff, consultants and stakeholders on technical and operational components of the housing measure framework, as well as capacity and tools and next steps for successful implementation.

In January and February, the committee grounded their work in examples from other jurisdictions, discussed the values articulated by the Stakeholder Advisory Table, and made recommendations for important data sources to include in the process. At meetings in March and mid-April, the committee provided feedback on the assumptions and inputs used to create draft scenarios, and made recommendations to refine draft scenarios for consideration. The committee also reviewed and recommended approaches for distributing housing resources throughout the region.

At the group's final meetings in late April and May, discussion continued about specific elements of the draft and refined measure framework.

Metro-funded community partnerships

Metro sought to hear directly from communities impacted by the housing crisis, particularly communities of color. Metro also sought to increase the capacity of community-based organizations to conduct engagement and create awareness of housing need and opportunity.

Seven community partner organizations were selected to receive more than \$110,000 to implement projects that advanced Metro's broader engagement goals. The funded projects engaged a diverse range of cultural communities in each of greater Portland's three counties, including Latinos, African Americans, Native Americans, Asian Pacific Islanders, mobile home park residents, immigrants and refugees, seniors and low-income renters. Activities supported by these funds included community discussion groups, forums and workshops, leadership development, door-to-door engagement and home visiting, community education and mobilizing organizations and individuals to engage in affordable housing efforts (more detail below).

Six partners were selected through a competitive application process in February. Two additional partners were selected in early May to conduct further targeted engagement.

Metro staff worked with each partner to create opportunities for the input and feedback received to be directly connected to project stakeholders and decision makers. Funded groups included:

- Asian Pacific American Network of Oregon
- Black Parent Initiative
- Latino Network
- Native American Youth and Family Center
- Rosewood Initiative
- Unite Oregon
- Verde
- Welcome Home Coalition

Activities funded through the partnerships included the following:

Leadership development and training

Three partners leveraged existing leadership development groups to build members' capacity to understand and engage in regional housing work. Verde worked with its Cully Housing Action Team (CHAT) and Mobile Home Repair and Organizing group through monthly meetings and an all-day leadership training to build skills on canvassing, phone banking, giving public testimony and meeting facilitation. Participants in Unite Oregon's BOLD leadership program (Beaverton Organizing and Leadership Development) held a small group discussion to share their ideas with Metro Councilors and integrated affordable housing policy into their ongoing leadership curriculum. Rosewood Initiative hosted Guerreras Latinas members for a leadership development workshop to build skills on housing outreach and advocacy.

Community discussions

Several partners held multiple discussion groups and led door-to-door outreach to share resources and learn more about affordable housing barriers and solutions from those experiencing the greatest challenges.

Culturally-specific discussion groups facilitated by Latino Network, NAYA, Rosewood Initiative, Verde and the Black Parent Initiative were held in Tigard, Gresham, Portland, Cornelius and Hillsboro. Verde leaders and Community Health Workers from Rosewood Initiative visited with residents of the Cully neighborhood and East Multnomah County to gather their ideas about housing needs and community wellness.

Connect with staff and decision makers

Metro Councilors and staff attended many of the events hosted by community partners to help build relationships and share up-to-date information on the work to develop a regional affordable housing bond framework. In addition partners were invited to present to Metro Council and the Stakeholder Advisory Table. Members from Unite Oregon's BOLD program and Community Health Workers with Rosewood Initiative coordinated small group discussions with Metro Councilors.

Informing key elements of the framework

Information gathered from the partnerships activities above was shared with advisory tables and Metro staff. In addition, the Welcome Home Coalition engaged its 80 members in monthly phone calls, survey and in member meetings on key steps of the bond development process.

Opt In online survey

More than 2,660 people responded to an online Opt In survey between April 30 and May 18. The survey sought to generate feedback on housing priorities identified in the draft housing measure framework and to inform implementation of the housing measure should it be approved by voters. While non-scientific, the survey results provide valuable insight into the priorities, concerns and expectations of area residents. Nearly two-thirds of respondents described investments in affordable housing as "very important." Most also prioritized creating homes for those in most need, and creating affordable homes in well-established communities with good access to transportation, jobs, community centers and other opportunities.

A report on the survey's findings will be posted at oregonmetro.gov/housing.

Public partner engagement

Metro sought regular, open engagement with local jurisdictions, housing authorities and other public agencies that will be key partners in implementing a regional investment in affordable homes. Early in the process, Metro staff presented at more than a dozen public meetings, including MPAC, city councils, county commissions and coordinating committees. Staff also individually briefed many other local elected officials and agency staff members. Metro heard concerns and opportunities raised at these conversations and worked to incorporate them into the draft measure framework released in late April.

After the draft framework's release, Metro staff presented and heard feedback at more than a dozen public meetings, including MPAC, numerous city councils, all three county commissions, and all three county coordinating committees. Metro staff also presented and heard feedback through individual briefings with elected officials and staff from key partner jurisdictions.



Patti Jay felt "exhausted with having to move again" after she received a no-cause eviction. She's grateful she found a place to live close to her son's high school, which means he didn't have to switch schools.

Communications and storytelling

In addition to direct engagement, Metro shared information and raised awareness to a wide range of regional residents including monthly Interested Parties email updates that reached more than 750 people. Staff posted regularly on Facebook and Twitter, and published several Metro News stories describing the process to develop a housing measure framework and sharing the lived experiences of those impacted by the housing crisis in our region.

An online Regional Snapshot on Affordable Housing was published in late April. The Regional Snapshot provided information on the current supply and shortage of affordable homes throughout the region and who is most at risk for housing displacement or homelessness. The Regional Snapshot also provided a tour of modern affordable homes throughout the region and shared personal stories of individuals and families who have struggled or are experiencing challenges finding affordable homes.

Metro staff engagement

The project team also held opportunities for Metro staff to be engaged through lunchtime discussions on the root causes of homelessness, details on the process to develop the housing bond measure, and presentations of this COO recommendation.



Low-income families, the elderly, and people with disabilities receive housing assistance primarily through two different means. They may be able to rent an apartment with rent limits; or they may receive a voucher that helps them bridge the gap between what they can afford and the cost of apartments in the private market.

Waiting lists to get a regulated apartment or a voucher are years long.

In the tri-county area, nearly 11,500 individuals or families are on the waiting lists for regulated housing. That's more households than there are in the entire city of Tualatin.

People in dire circumstances may receive priority, but most could expect to be waiting anywhere from one to 14 years for an apartment.

Stakeholder Advisory Table

Jesse Beason
Northwest Health Foundation

Renée Bruce
Community Action of Washington County

Michael Buonocore
Home Forward

Denny Doyle
Mayor of Beaverton

Ernesto Fonseca
Hacienda CDC

Mark Gamba
Mayor of Milwaukie

Sheila Greenlaw-Fink
Community Housing Fund

Ashley Henry
Business for a Better Portland

Hannah Holloway
Urban League of Portland

Mitch Hornecker
Portland Business Alliance Board of
Directors

Duncan Hwang
APANO

Marc Jolin
Joint Office of Homeless Services

Komi Kalevor
Washington County Housing Authority

Roy Kim
Central Bethany Development Company

Eva Rippeteau
AFSCME Council 75

Anneliese Koehler
Oregon Food Bank

Allan Lazo
Fair Housing Council of Oregon

Dani Ledezma
Coalition of Communities of Color

Kari Lyons-Eubanks
Welcome Home Coalition

Nate McCoy
National Association of Minority
Contractors -- Oregon Chapter

LaQuisha Minnieweather
Momentum Alliance

Dave Nielsen
Home Builders Association of
Metropolitan Portland

Maria Caballero Rubio
Centro Cultural

Margaret Salazar
Oregon Health and Community Services

Jill Sherman
Gerding Edlen

Bandana Shresthra
AARP Oregon

Jamie Stasny-Morgan
Westside Economic Alliance Board
of Directors

Richard Swift
Clackamas County Health, Housing and
Human Services

Ana del Rocío
David Douglas School Board

Dan Valliere
Reach CDC

Bob Walsh
Walsh Construction

Technical Advisory Table

Julie Cody
Oregon Housing and Community Services

Devin Culbertson
Enterprise Community Partners

Ryan Deibert
Joint Office of Homelessness Services

Karl Dinkelspiel
Portland Housing Bureau

Rachael Duke
Community Partners for Affordable
Housing

Ernesto Fonseca
Hacienda CDC

Chris Hartye
City of Hillsboro

Sean Hubert
Central City Concern

Komi Kalevor
Washington County Housing Authority

Anneliese Koehler
Oregon Food Bank

Martha McLennan
Northwest Housing Alternatives

Ed McNamara
Turtle Island Development

Brian Monberg
City of Gresham

Jeff Owen
TriMet

Nicole Peterson
BRIDGE Housing

Cadence Petros
City of Beaverton

Chuck Robbins
Clackamas County Housing Authority

Emily Schelling
Housing Development Center

Sarah Stevenson
Innovative Housing Inc.

Jonathan Trutt
Home Forward

Bill Van Vliet
Network for Oregon Affordable Housing

“I am sorry that I am not able to be with you all today for this historic referral of a regional housing measure.

As Mayor of Beaverton, I am proud of my city's commitment to work towards a safe and affordable places for everyone to call home. In the last five years we have seen more than 1,000 new apartments, one third of which have been set aside as affordable for seniors and families in the greatest need. But we know that this is not enough and that we can't solve the problem on our own. The affordability crisis is bigger than Beaverton, it's bigger than Portland or any other city. We know that addressing the problem is going to require a regional approach.

Over the last six months, I have worked closely with elected officials, policy makers and community members to develop just such a regional approach. Metro is referring this housing bond, but it is the product of a strong, collaborative effort to address a crisis that we see in all of our local communities. Creating the framework was a process of give and take from many perspectives, and there will be more work ahead for regional partners as we move to implementation. But today, our collective priority is referring this measure to the voters and working together to create homes for as many as 12,000 people.

This bond alone will not solve our region's affordability crisis, but along with the statewide constitutional amendment it is a good and necessary first step working together as a region to ensure that our communities remain vibrant and livable places for everyone to live.”

-Mayor Denny Doyle



Acknowledgements:

This report was created in partnership with Metro Regional Government.

Author: Dani Ledezma, Consultant

NAYA Staff:

Oscar Arana

Cary Watters

JR Lilly

HOUSING OPPORTUNITIES FOR NATIVE AMERICANS IN THE PORTLAND METRO AREA-DRAFT

The Portland Metro region rests on the traditional lands of the Bands of the Chinook, Multnomah, Clackamas, Tualatin, Molalla, Kalapuya, Wasco, Cowlitz and Kathlamet tribes. These tribes established their communities in a resource rich area where they traded and fished along the rivers and harvested those natural resources that fed and maintained their families. This is home.

Upon European contact, federal policy was to eliminate tribal people and much later to assimilate us in an attempt to erase the rich tribal traditions that sustain us. In the 1950's, under Federal Relocation Policy a large segment of the Native population in the US was forced to relocate to several major cities of which Portland was one. This has added to the diversity of tribal representation in the region. During the same era, under the Oregon Termination Act and the Klamath Termination Act many of Oregon's tribes' governments were abolished and tribal lands taken away, only to be partially reinstated over twenty years later. Yet many of those terminated tribes in Oregon still are not reinstated. The federal Boarding School Era policies that went well into the 1960's attempted assimilation through removal of children from their families, and punished severely in order to "kill the Indian and save the man." None of these policies could be challenged through the electoral process because Oregon restricted Native Americans from voting until the passage of the Voting Rights Act of 1965.

What We Know

Today, we know that Portland Metro's Native Community is diverse and growing. The population is estimated to be nearly 70,000. Traditional data sources such as the Census or the American Community Survey often undercount Native people for several reasons. Fear and mistrust of the Federal government is the primary reason many do not participate nor disclose their heritage in the Census. Another difficulty is that because of the history of genocide and assimilation, many Native community members identify as bi-racial or multi-racial and many institutions only take into account Native American alone when classifying the Native Community. While many community members strongly identify as Native, we know that there are community members are disconnected and hesitate to identify as Native. The community discussions groups were an opportunity to ground truth the data in traditional sources as well as to create our own narratives based on lived experiences. When describing the Native community, the term is inclusive of Alaska Natives and those who might not qualify to be enrolled in a federally recognized tribe (or self-identified Native Americans).

Housing: Opportunities for Native Families

The Native American Youth and (NAYA) Family Center was founded by parent and Elder volunteers in 1974 and incorporated as a 501(c)(3) non-profit organization in 1994. NAYA Family Center strives to fulfill its mission: "to enhance the diverse strengths of our youth and families in partnership with the community through cultural identity and education." As an urban Indian agency, NAYA Family Center impacts the lives of over 10,000 individuals from over 380 tribal backgrounds annually. We envision a large, growing, proud Native community grounded in our traditional worldview throughout the Metro Region. Our united and connected community celebrates our multicultural and multi-tribal heritage as a source of strength. Our healthy community understands the connection between our environment, our culture, our spirituality and our wellness. Our economically secure families thrive and live in homes that provide stability and a place to practice culture and connection to community. NAYA Family Center's core values, as determined by staff, students, Elders, and community members, are Respect, Balance, Pride, Giving, Community, Tradition, Kindness, Accountability, Diversity and Leadership. NAYA offers a holistic set of wraparound services designed to create stability in the lives of our youth and families.

NAYA Family Center grounds itself through the Relational Worldview Model as a theory of change. Through this framework, we understand that we cannot approach community challenges in a vacuum. Through balance of Mind, Body, Spirit and Social Context, we approach our work with community through wraparound services that take care of the individual and community in a holistic approach. This includes a balance of housing and social

services provision, as well as engaging with those we work with who are most impacted by the housing crisis in order to define community-based solutions. Concurrently, we build power through leadership development programming and civic engagement initiatives like this Housing Partnership with Metro regarding the 2018 Housing Bond in order to build understanding around the interconnected systems of oppression that have paved the way to the housing crisis we find ourselves in today. In this way, the Housing Bond is a significant tool in the array of tools necessary at all scales throughout the Metro Area, in order to promote housing as a human right and as an issue that we all must address together through multiple creative solutions.

NAYA's Community Development Department facilitates several programs related to Native economic well-being and advocacy, including Individual Development Accounts (IDAs) 3-to-1 matched savings accounts, financial wellness classes, workforce placement and development, small business development and tax assistance services, homeownership coaching, education and home-buying assistance, energy and housing assistance, community engagement, and homeowner anti-displacement strategies particularly in the Cully Neighborhood where NAYA is located. NAYA owns and operates an affordable housing portfolio, and recently completed the Generations low-income housing project.

Greater Portland is rapidly changing and facing a historic housing crisis. Throughout the region, our community faces a severe shortage of affordable housing. Market prices are rising quickly, outpacing growth in income and wealth for the Native community. Our Native community faces exponential challenges in this market. Finding and securing safe, affordable, decent housing that meets our needs is one of the biggest obstacles presented to the NAYA Staff who work with the Native Community. As policy and decision makers weigh options to address the housing crisis, diverse Native perspectives must be part of the dialogues that influence these important decisions.

Report Process and Methodology

NAYA Family Center, in partnership with Metro, hosted four housing-focused community discussion groups to surface housing policy issues and priorities and to inform Metro's consideration of an affordable housing bond and its programming. Three community discussions and one staff discussion were held in April and May 2018. Dani Ledezma, consultant, facilitated these sessions, conducted the analysis and drafted the key findings and narrative report. At all discussions, participants were provided with an overview of the affordable housing bond effort and then asked questions about housing preferences and needs. These responses were then analyzed and synthesized into discussion themes and recommendations referenced later in the report. The appendix contains the dates and overview of questions asked at each discussion group.

Many community members were drawn to the discussions because of the opportunity to share their recommendations for a potential housing bond. At all of the discussions, a brief overview about the upcoming bond recommendation and the community engagement process to date prior to the discussion questions. Community members expressed respect for the effort and asked if Metro was also engaging with other communities of color as well as the Native Community. Despite having several homeowners participate (many on fixed incomes), no one brought up the increase in property taxes as a deterrent for support of the bond. All participants expressed unanimous need for more funding for housing and related services. Most people had heard of Metro before. They knew about the connection to the Zoo and the Convention Center, but no one mentioned a prior understanding of the housing role for Metro until after an overview of Metro's role.

The community discussion groups provided an opportunity to ground truth the data in traditional sources as well as to create our own narratives based on lived experiences. In doing so there were areas of dissonance, the biggest being household make up and size. In all discussion groups, as well as in the NAYA Family Center staff session, it was reported the average family size is five, although many people said their household size was fluid as they had relations that moved in and out of their homes throughout the year. Household size is also larger because multiple heads of households live together out of necessity and preference. Families are living intergenerationally and intragenerationally. Mainstream data under reports the number of intergenerational

households in the community. The need for larger bedrooms is a “huge need” according to the housing staff at NAYA. Staff reported working with families who could not find suitable bedrooms for their needs, “there is a huge need for 3 and 4 bedrooms. I had a family who couldn’t find a two bedroom for a family of 7-8. Lots of families can’t afford three bedrooms and cram folks into a couple of rooms.” Their colleague agreed and lamented that they worked with a family who had, “eight people in 3 – 4 bedrooms. This is under the table to make things work however you can. Property managers turn the other way so they don’t report families because they see the problems that are happening.”

We also know that despite significant cultural and community assets, the Native Community has significant needs. Nearly one in three Native community members pay over half of their income for housing costs. Community members are unable to keep pace with rising housing costs and are more likely to live in poverty making us more vulnerable to displacement and homelessness. Many people referenced significant trauma that compacts their ability to live securely in a home. Mental illness, violence, and racism amplify mainstream data on poverty and affordability.

We also know that despite being eligible for and in need of housing services, the Native Community is underserved. When asked where to turn for housing assistance, few respondents had details or awareness of services they could access. They knew the name of some service agencies but could not name housing programs or places of entry to start a process. Nearly every renter in the community sessions wants to purchase a home, but many cited information about how to do it as a significant barrier in addition to affordability, credit and down payment. The fear of never being able to purchase a home was present throughout the discussions. One participant described the need for basic information about money management and budgeting and was unaware of any services or places to go to get this information. We also know that the need outpaces availability of resources. For every eligible Native household to be adequately served would require exponentially increased levels of funding and support to meet the need.

Discussion Themes – Below is a summary of several themes emerged from all four discussion groups.

A Vision of Safety

In all of the community discussions, participants were asked to share their vision of an ideal home and to share what home means to them. A vivid vision centered around safety emerged from discussions. Participants used words like “sanctuary,” “serenity,” “an environment of healing,” and “security and stability” to describe what home means to them. Many people described living outside of an urban environment next to running water and “away.” A home also meant, “safety, I don’t have to worry about burglars, robbers, crime.” Others talk about being able to “go to sleep without thinking about somebody else in the house who shouldn’t be.”

Further into the conversation many people described liking certain elements of their current home or neighborhood, but vulnerability to violence and crime came up several times. Participants described living in neighborhoods with gun violence, police presence and crime with little hope that that things would change. One participant disclosed that they have, “lots of PTSD because of friends getting shot. Our cultures have experienced war on a regular basis.” Another participant described living in a neighborhood that, “had a traumatic gun battle outside of my home in March.”

However, when describing locations that would not be desirable, almost all of the participants listed perceived low crime areas like the Pearl District, Lake Oswego, and West Linn because of perceptions of racism and not being welcome.

A Place to Call Home

Home was associated with independence and the ability to practice culture and tradition. One participant lamented that, “home means culture. My son is from Grand Ronde. When he is there he has a big family community with events for kids, practice for kids where they can see other kids of their culture. My son has to go to school with all whites and he feels different. I want him to see [sic] his culture where is growing up.” Many respondents described tenuous relationships with intrusive landlords often arbitrarily enforcing arbitrary rules. When asked about ideal homes, many respondents talked about their own single-family home away from prying eyes or a home with a more responsive and responsible landlord who was understanding. One participant described an experience where, “I’ve lived in a place where you had to ask permission to put up curtains. They took down my curtains and put up blinds. It didn’t feel like my place...I painted the basement yellow. I had to change it back.” Another participant said they, “moved from a gated apartment with managers on site who always knew your business. With owning your own home, I don’t need to worry about this.” Many more participants described ideal living situations with off site landlords who did not intrude into their personal lives.

All of the respondents in the discussions who were currently renters expressed a desire to one day become a homeowner. Many expressed that this dream seemed impossible given current housing prices. Barriers to homeownership include affordability, credit, down payment, stable job, high paying job, debt to income ratio, closing costs, past eviction and criminal histories and a lack of understanding of the homebuying process. One participant described that “my parents bought their house for \$12,000 in 1955, now houses are going for over \$300,000.” Other participants described the challenge of rising maintenance costs and taxes as a deterrent to owning a home. Some suggested programs like Woodlands Bank for Native Americans in Minnesota, NAYA Family Center’s Homebuyer Classes, Proud Ground and the Section 184 Loan.

Families Stay Together

Homes are associated with history, feeling and love. Participants also strongly associated an ideal living situation being close to family/community. One participant told the group that her grandson tells her “Grandma we need a house, so you can move in with us.” Another participant described living with three generations in his family as a “pleasure to live with them...It’s very nice because there are three of us that enjoy cooking. We don’t fight over it but enjoy that sort of thing.” Many participants described living with mothers, fathers, grandmas, grandfathers, sons, daughters, grandsons and granddaughters. Even though sometimes relatives presented challenges such as mental health issues, participants said they would always try to help family and let them stay with them. One NAYA staff member described that when thinking about bigger housing it is important to note that, “more than half of clients would keep the same amount of people in the household because it’s our culture to live with aging parents and other family members.” One participant emphasized: “they need to realize that families are multigenerational; people cluster and live with many family members.” Other provided these explanations, “Natives take care of our families, not just kids and grandparents but nieces, nephews, uncles, etc.” Another participant lamented that their current home did not have enough space for family, “I live in a one bedroom. If people could come live with me they could. Because of housing they can’t, and they live in the streets. I feel bad.” Participants adamantly reiterated the lack of understanding of the Native community’s cultural practices of living with family and the repercussions of housing policies and rules that make it difficult.

Adrift in the Rapids of the Housing Market

In all of the sessions, many participants worried about their ability to live with family and community because of gentrification and displacement. NAYA staff agreed and said one of the biggest challenges facing clients is housing affordability. They spoke about the difficulty of finding affordable housing for clients anywhere in

HOUSING OPPORTUNITIES FOR NATIVE AMERICANS IN THE PORTLAND METRO AREA-DRAFT

Multnomah County. NAYA clients in need are being forced further and further away from resources and often do not have reliable transportation. NAYA staff also report that when they are displaced from Portland, NAYA clients often move out of the Metro Area completely and retreat to places in Washington, Idaho and the Willamette Valley. Another staff member said, “clients are hesitant to apply for places; they are unsure if they will afford rent. Emergency assistance only helps so much since rents eventually go up and utilities cost a lot. Move in costs and strict moving requirements are hard. Small property managers sometimes work with them, but larger ones don’t.” Exacerbating their housing costs, participants also described the rising costs of transportation, food, utilities and health care.

To make it work, families often live together. This is precarious because of lease agreements and eligibility for assistance. One NAYA staff described the difficulty of helping families qualify for rent assistance, “it’s tough because they want him to count income for everyone in the home. Every Elder I have helped has a grandkid or someone living in the basement. A lot if it is really fluid - they might not be living there full time. If we count Grandma’s SSI and his part time job at McDonald’s it might set them over the top. He may just be visiting in that case.”

Lack of affordability and displacement is changing the community and community members are more susceptible to negative changes. Two participants spoke about living in the Concordia neighborhood. One owns a home in the neighborhood and one grew up there, but their parents moved away to southeast Portland. They both described the neighborhood as ideal because of the community, the location and nice homes. However, they also talked about how the neighborhood has changed; it has become unaffordable and the people moving in are not as welcoming. One participant talked about how the new neighbors call authorities in the City for minor issues before they have even met their new neighbors. Another participant who lives in another part of Portland talked about the “new” people who moved into her neighborhood and that the new neighbor’s “complaints feel racist.” Other participants also described living in homes in neighborhoods that are changing. Not all of the changes are seen as negative. One participant has lived in Washington County for forty years and has seen, “Lots of changes, some for the better and others not.”

Amenities

Throughout the discussion groups it became apparent that many community members are forced to live in substandard housing. One NAYA staff voiced her frustrations, “there are no requirements on landlords to make a home affordable to operate. Most renters have to pay all utilities but have crappy baseboard heating and no insulation. The heating bill in cold months is several hundred a month on top of water/sewer, rent, etc. Nothing is holding landlords accountable around utility costs.” One participant described the lack of landlord intrusion in her current living situation because the home will be demolished in the next year. Another participant described the lack of insulation in her townhome, “the bill every month is \$400 - \$500 for electricity. You can feel air coming through windows and doors.”

The following list describes the amenities that came up most frequently in the discussions:

- Larger units – “space for family members and guests to visit”
- Laundry in the unit – “they put tiny washing machines in them, and the all in one washer and dryer doesn’t work”
- Multiple bathrooms – “one bathroom for three people is hard”
- Storage – “I need more room to store my crafts”
- Accessibility – single story, adaptable bath tubs “he doesn’t want to go upstairs; he will be 82 this month”
- Gardens – “I want a nice backyard with a space to garden near the trees”
- Space for pets – “pet rental fees and limits on animal make it hard to find a place to rent”

HOUSING OPPORTUNITIES FOR NATIVE AMERICANS IN THE PORTLAND METRO AREA-DRAFT

- Energy Efficient, sustainable operations – “well insulated, so I don’t have to use much energy to heat and cool home”
- Convenient locations – “it’s expensive, but its nice to be close to good grocery stores, close to parks, being able to walk...ability to go to medical appointments”
- Access to healthy food – “with low income housing, there are lots of fast food and convenience stores. Community should have more and better options like national food stores: Natural Grocers, fruit stands, farmers markets, local stuff.”
- Parks – “there is no place for kids to play except for the parking lot”

In all of the discussion groups, the participants approached the question about their ideal home with a sense of modesty and reality. They were careful not to describe anything exorbitant, and instead described homes surrounded by families with amenities that would keep them safe, connected to family and culture and the home sustainable for future generations.

Recommendations

1. Support culturally specific, culturally responsive services:

The Native community has needs beyond basic housing. When addressing the opportunity to build new housing units, there should be a connection to culturally specific, culturally responsive services.

2. Build family size housing:

The Native community lives amongst families who are often larger and intergenerational. When contemplating size of new housing units, there should be priority for larger size units (3+ bedrooms) with multiple bathrooms. Priority should also be given to the sustainable and affordable operations of the units. Units should be energy efficient to reduce utility costs.

3. Provide more information about the housing system:

The Native community has many complex housing needs and a historical and present day distrust of traditional public institutions. When addressing the housing crisis, there should be efforts to demystify the housing system and provide information about services and opportunities specifically for the Native community. The information should be provided by culturally specific and/or culturally responsive sources.

4. Increase funding for homeownership:

The Native community is susceptible to involuntary displacement and relocation and the most effective tool to prevent involuntary displacement for Native families is to increase homeownership opportunities. When addressing gentrification and displacement, there should be increased investment in culturally specific, culturally responsive homeownership strategies for the Native community including homebuyer education, down payment assistance, weatherization, energy efficiency, and homebuyer retention programs.

5. Support funding to prevent displacement:

Displacement and relocation is traumatic. For economic and policy reasons, the Native community is being forced to relive a traumatic history with devastating impacts on the ability of the community to meet basic needs, let alone thrive.

6. Community owned assets

The Native community has experienced housing discrimination and uneasy relationships with mainstream landlords. When creating funding mechanisms to build affordable housing and the subsequent ownership and operations of those assets there should be opportunities for Native community owned and operated housing developments.

DRAFT

HOUSING OPPORTUNITIES FOR NATIVE AMERICANS IN THE PORTLAND METRO AREA-DRAFT

Appendix

Process

To inform these findings, three community discussions were held in May where participants were asked to talk about their housing experiences and given the opportunity to express needs and preferences.

Community Discussion Groups:

Date	Time	Location	# of Attendees	Participant Demographics
Monday, May 7	5:30 – 8:00 PM	Beaverton Community Center 12350 SW 5 th Street Beaverton, Oregon 97005	10	10/10 American Indian/Alaska Native 10/10 live in Washington County
Saturday, May 12	9:30 AM – 12:00 PM	NAYA Family Center 5235 NE Columbia Boulevard Portland, Oregon 97218	27	13/15 American Indian/Alaska Native 13/15 live in Multnomah County and 2/15 live in Yamhill County
Monday, May 21	5:30 – 8:00 PM	Portland Youth and Elders Council NAYA Family Center 5235 NE Columbia Boulevard Portland, Oregon 97218	15	25/27 American Indian/Alaska Native 27/27 live in Multnomah County

Community Discussion Questions

1. What does "HOME" mean to you and your family?
2. Describe your ideal home: where is it? Who lives there? What's nearby? What makes it special?
3. Tell me about your current home, where do you live? And who do you live with?
 - a. What do you like most about your home?
 - b. What would you change?
4. If cost wasn't a factor, would you live in your current home?
5. Where else have you lived in the region? What did you like/dislike about other locations?
6. When choosing where to live what are the biggest factors?
7. Do you have any other financial obligations besides rent/mortgage that factor into being able to afford where you live?
8. Do you own a home? Do you want to? What are factors preventing you from owning a home?
9. What role do schools and the education system play in housing for you?
10. Are there community amenities that are important to where you live, or choose to live?
11. Where do you go for help with housing?

Prior to the community discussions, Dani Ledezma met with staff in the Community Development Department to elicit information about the NAYA Family Center client and community housing needs and preferences from the staff perspective.

Staff Discussion Group

Date	Time	Location	# of Attendees
Friday, April 20, 2018	12:00 pm – 1:00 pm	NAYA Family Center 5235 NE Columbia Boulevard Portland, OR 97218	18

Staff Discussion Questions

Housing Needs

1. What are the housing needs of NAYA Clients?
2. Experiences with evictions? Displacement? What are biggest causes?
3. Where do most NAYA Clients currently live?
4. Describe family size, family make up of NAYA Clients
5. When considering affordability, what factors besides income are considered most (eg. Debt, family obligations, health care, transportation, etc.)
6. What are biggest barriers to homeownership?

Housing Preferences

1. Describe the role of schools/education that you see families take into account in housing choices?
2. What neighborhood/community amenities are important for NAYA clients when they consider housing?
3. How many clients use public transportation? Are they satisfied with service?
4. Aside from cost, what are biggest factors in housing choices?
5. What do NAYA Clients like most about their current homes?

DRAFT

Hello Metro Councilors,

Thank you for your vision and leadership in creating this Bond Measure and allowing me to testify to it.

My name is Linda Hudson. I am the Director of African American Services for Central City Concern. I am also the program director for the Imani Center...a culturally specific outpatient program working specifically with adults who identify as African American. We provide Mental Health and Addiction services as well as peer support and case management.

I would like to encourage you to support the language and mechanisms to be built into the Bond Measure that has a strong focus towards:

- Racial Equity – People of color are most displaced by the affordability housing crisis and as you well know, historically, decision makers created laws and policies that hurt and excluded people of color. So...leading with racial equity improves opportunities and outcomes for all historically marginalized communities here in Portland. With Portland having a very small population of black folks, we're seeing an increased amount of black

people more than ever before experiencing homelessness, staying in shelters as well as sleeping in doorways. I know we can do better than this. It is essential to use a racial equity lens when changing the policies, programs, and practices that perpetuate inequities, and when developing new policies and programs such as what you are about to do with this Bond Measure.

- People who suffer from Chronic Homelessness whether it be individuals or families– they fall into the lowest income levels...0-30% of the Average Median Income which is zero up to about \$17,000 annually for an individual. We have looked at some numbers and noticed that these folks who are experiencing homelessness also live in Washington and Clackamas Counties but come into Multnomah County which unfortunately overburdens our housing system.

Over the years that I've worked for CCC, the number of folks we serve fall into these categories I just mentioned and the need has greatly increased. We also know that this isn't just a Multnomah County crisis we're in. As I mentioned before, those who experience homelessness from Clackamas and Washington County are coming to

us for services whether it be Old Town Clinic for primary care or other services such as Hooper or housing.

I'm so very proud of the work that CCC does to help these vulnerable populations but unfortunately CCC's housing is full with long wait list. Which brings me to my last point;

- Investing in SRO's – Single Room Occupancies....
These type of units are inexpensive to build YET create an affordable option for those who are on Social Security or work jobs that pay minimum wage. These units can be rented for approximately \$400 – 650 a month which is like I stated, an affordable way for those transitioning from the streets into stabilizing services. This way, Section 8 vouchers or other housing vouchers can be used for the folks who most need them.

On a more personal note, I have witnessed many individuals in my program transition from CCC's transitional housing to stable housing because of the SRO and it's affordability options. And those who have more of a challenge finding housing because of the barriers faced with the increased housing crisis.

Central City Concern and I thank you. I thank you for your leadership on this Bond Measure and the opportunity to share our thoughts.

I hope you might submit these brief comments for me for the record.

Best regards,

Russ

Testimony in Favor of Resolution NO. 18-4898

As a citizen advocate from Forest Grove who has worked to support affordable housing for 25 years in our legislature and in Washington County I strongly support this resolution which seeks to provide a regional strategy to tackle our affordable housing crisis. Housing insecurity and homelessness recognize no county lines nor urban/suburban/rural boundaries.

My own community despite good faith efforts to address this issue faces a 600 unit gap in affordable rental housing and Washington County faces a 14000 unit gap. I served for 9 years on Washington County's Housing Advisory Board and continue to serve on our 10 Year Plan board to End Homelessness (HPAC).

This is not an urban/rural issue - it's human issue with human faces I have seen many times in our county over the years and on housing lobby days in Salem.

Resolution NO. 18-4898 will give us a chance to collaborate across the Metro area to respond to what often seems like a mission impossible. I thank you all for putting this resolution before the public and look forward to supporting it in November.

Sincerely

Russell A. Dondero

Professor Emeritus, Pacific University

Member of the Interfaith Committee on Homelessness of Washington County

Member of Washington County Citizen Action Network

Member Washington County THRIVES

1506 Limpus Lane

Forest Grove, Oregon

(503) 357-3345



...feeding our neighbors more than a meal

Faith Cafe is a partnership of faith communities who, in love and justice, are dedicated to serving our neighbors in Washington County who are hungry for food and community. We accomplish this by offering a free meal shared as a family and advocating for long-term social changes that reduce poverty and hunger.

June 7, 2018

Metro Council Members,

Over the past 13 years I have listened to stories from homeless men, women and children of all ethnicities at Faith Cafe dinners. As rent and housing costs have skyrocketed, the need for really affordable housing has greatly increased.

One of our Faith Cafe guests, a veteran, just received housing after living in his truck for SIX years. Listening to the trials of our guests has made me more aware that something needs to be done SOON!

Please make this the time to get some action started in our Metro community. And please remember the Beaverton area with the highest number of identified homeless youth (by the Beaverton School District staff) in the state of Oregon.

Thank you for your attention to this matter

Barbara M. Upson

Barbara Upson
Faith Cafe Co-Founder

To: Metro Council

Re: Washington County Thrives Endorsement of Regional Housing Bond

June 1, 2018

Washington County Thrives is a diverse coalition of nearly three dozen member organizations that works collaboratively with many public, private, and nonprofit institutions to create a more resilient Washington County. Thrives strongly supports the regional affordable housing initiative proposed by Metro that was created with input from dozens of stakeholders and technical advisors.

Washington County Thrives believes that:

- everyone deserves an opportunity to get ahead in life;
- many residents don't have a stable foundation to make this happen;
- three essential resources – namely affordable housing, workforce training, and early learning programs for pre-K children – help provide this foundation; and
- investments that create economic opportunity benefit the entire community.

Even as Washington County boasts the highest median income and one of the lowest unemployment rates in the region, it is a shock for many to learn that over 25,000 residents work full-time and earn *less than \$25,000* per year, and more than 60,000 live at or below the federal poverty level – barely \$25,000 for a family of four! For these residents, it's simply impossible to make ends meet.

In addition, over three-quarters of low and moderate income households – or *27% of all households* in the county – face housing problems including overcrowded living conditions, unsafe and unhealthy homes, and costs they cannot afford.

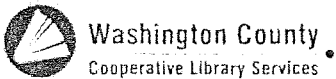
At its June 7th Council meeting, Metro will refer a ballot measure to the voters for the November 2018 elections. The measure calls for a \$652.8M general obligation bond to create housing options in the tri-county region that will serve individuals and families with very low incomes. The average household will contribute an estimated \$60/year over a 20-year period to pay off the bond. Washington County Thrives believes that this a small price to pay for the stability of thousands of individuals and families who live in a constant state of crisis.

The bond will increase the supply of affordable homes for some of the most vulnerable in our community including *seniors, veterans, and people with disabilities*, as well as low-income working families.

While the bond is a good first step towards addressing an enormous regional challenge, we cannot stop there. Additional investments in “wrap-around” services, such as job training, high quality child care and early learning programs, are a vital part of the solution. They create opportunities that help people move up, improve their economic situation, and contribute to the strength of the larger community.

Washington County Thrives urges voters to take a stand and support the regional housing bond. Furthermore, we call upon local jurisdictions to invest in additional supportive services, including job training and early learning programs, to create opportunities that help residents forge a path to self-sufficiency.





Washington County Thrives is a coalition convened by Vision Action Network and Community Action



Testimony on Metro Regional Housing Bond June 7, 2018

AARP is pleased to endorse the proposed Regional Housing Bond, a measure that seeks to fund affordable housing for low-income families, seniors, veterans, and people with disabilities in Washington, Clackamas, and Multnomah counties.

AARP is a nonprofit, nonpartisan social welfare organization with over a half million members in Oregon ages 50 and older, of which over 180,000 live right here in the Metro region. We work to improve quality of life for all as we age, strengthen our communities, and fight for the issues that matter to Oregon families. An important aspect of our work in Oregon and here in the region is advocating for livable and age-friendly communities, including expanding housing options to help ensure equitable access to affordable, safe, secure, and accessible homes for Oregonians of all ages and abilities.

Affordable and accessible housing is fundamental to quality of life for people of all ages and abilities, family compositions, incomes and backgrounds. However, safe and stable homes are becoming unattainable for many in our communities, especially for lower income older adults and people with disabilities living on fixed or limited incomes.

The average Social Security benefit in Oregon is \$1,450/month. In our region, that is just around 30 percent of area median income for single individuals. For 3 out of 10 older Oregonians, Social Security is the sole source of income. Over 58% of Oregon renters over the ages of 65 are housing cost burdened, meaning they pay more than 30% of their income on housing and nearly 35% pay more than 50% on housing every month.

For older adults and families of all ages at or below the area median income, finding and keeping a home in the current housing market is extremely difficult and often means displacement and resulting loss of community ties. For older adults and those with disabilities, it can mean premature, unnecessary and costly institutionalization, and for some, homelessness. The impact of this is felt not only by that person or family, but by all of us.

We applaud Metro for facilitating a robust input process and for listening to stakeholders from across our region. While not perfect, the proposed bond measure includes important elements that we believe will serve the residents of our region well. We are glad to note that the proposed bond measure will:

- Ensure accountability and transparency at the regional level through the appointment of a community oversight committee representing diverse stakeholders, while also affording flexibility for local jurisdictions to best meet their communities' needs;

- Prioritize housing for families and individuals with lowest incomes making 30% or below the area median income who are most vulnerable and will also assist more moderate-income families who struggle to find and keep homes and are at risk of housing insecurity;
- Create homes that vary in sizes and support individuals and families of varying sizes, including multigenerational families;
- Invest in affordable housing throughout the region and in neighborhoods with access to amenities, services, and transit, and with anticipated future transportation investments;
- Advance equity and seek to eliminate disparities and inequities that address intersectionality of experience including age and ability, especially among historically marginalized communities.

It is in this context of advancing equity that during our participation in the Stakeholder Advisory Table, AARP Oregon consistently called for the bond to prioritize accessibility so that all bond-funded new construction and renovations meet basic accessibility standards, (i.e. no step entry, wider doorways and hallways, usable bathroom, kitchen and living area) and are designed to meet the needs of people of all ages and abilities today and in the future.

While the stated purpose and focus of this regional investment measure is to create affordable homes, not prioritizing accessibility and adaptability is a major missed opportunity. The added cost of building with universal design is minimal when compared to the long-term benefits. These benefits include savings from costly retrofit later in life when living on limited income and the increase in stock of age-friendly homes in our neighborhoods. In moving forward with the bond, we urge the council to also make a commitment to building and promoting accessible housing beyond industry standards and include this priority in the intergovernmental agreement with local jurisdictions.

The need for affordable and accessible housing in our region cannot be overstated. We need leadership and commitment to meet our region's housing needs and to create opportunities for the most vulnerable through stable, safe, and affordable housing. The proposed housing bond is an important step in the right direction. On behalf of the over 180,000 AARP members in our region, we urge you to take action today.

Thank you for your leadership and commitment to make our region an age-friendly and livable place for people of all ages and abilities.

Does History Repeat Itself? When YOU get involved it does!

When it comes to constructing bridges between Oregon and Washington **Political Squabbling** is now entering its THIRD CENTURY ~ **yes Third CENTURY!**

In the 1890's plans for a vehicle bridge where the BNSF rail line is fell apart due to politics between the states.

The 1908 Rail Bridge across the Columbia River originally was to have vehicles, after "political fighting" the bridge was built without road access. The railroad company did not want to have to deal with the "local politics" even if they could make money on vehicle tolls.

Where would we be without the 1917 I-5 Interstate Bridge across the Columbia River? Thanks to the Vancouver Chamber of Commerce for bringing sacks of gold coins to The Portland City Club. After decades of "political fighting" between the states, the citizen leaders led responsibly construct our bridge. (A County to County bridge)

The Lewis and Clark Longview Bridge was built in 1930 by community leaders after decades of "political squabbling" with Portland. The legislators of Oregon and Washington stopped talking and ended all plans for a bridge. The perfect time for citizen leaders to step up and they did. Thank You, very much.

The citizen leaders of Longview did the same thing the business people of Vancouver and Portland did just a decade earlier constructing a bridge "without the states involvement or interference!" Within a few years the land was purchased, bonds sold, and a bridge constructed with tolls. The bridge was privately built and owned until the State of Washington purchased it from the investors.

The St. Johns' Bridge is a very important bridge. We only have this bridge because the business leaders and citizens of St. Johns formed the Johns' Boosters in 1926 to build the bridge after Portland refused to be involved in a bridge 5 miles away that "would hardly ever be used." Within 3 decades of the opening of the St. Johns' Bridge an additional bridge to Rivergate was deemed necessary by the transportation departments.

This is a pattern that works!

A citizens' led "bridge push" has kicked-off! We believe it is important to initiate and support another citizens led bridge project! What if citizen leadership is successful? Why not give it a shot? At the very least do you know what the proposed alignments of the Third Bridge Now are? Or that a new freeway connecting our ports and Hwy 30 to Vancouver and Portland downtown's is possible. What will it do for your business, the community, and environment? Will it strengthen our ports and lessen congestion responsibly? Do more routes provide more safety? This continually studied problem since 1979 for additional bridges between Oregon and Washington have spent \$100's of millions of our tax dollars without a solution.

Community led projects can receive the same funding as Government plans when its provides for the public good

<http://www.thirdbridgenow.com/returnTrip3.swf>

We all owe a big thank you to our community members who showed leadership and got involved so we would have this amazing infrastructure ~ I-5 Interstate Bridge ~ Lewis Clark Longview Bridge ~ St Johns' Bridge ~. Now let's get to work so the next generation will be thankful for our leadership in building bridges.

<https://www.gofundme.com/i5-congestion-relief-in-p-and-v>

Come be a part of the Solution!

Economic Transportation Alliance a 501c3 Non- Profit
Sharon Nasset 503.283.8585 sharonnasset@aol.com

From the desk of Terry Parker

The WP&ZR built by Portlanders must be preserved for Portlanders!



The Washington Park and Zoo Railway train running on the trackage between the zoo and Washington Park is one of the real and unique treasures that makes Portland a livable city.

In the 1950s, the Portland Zoo was getting ready to move to a new, bigger location. The Portland Zoo Railway grew out of a planned kiddy train at the new zoo. When plans were unveiled for the 30-inch gauge line, people from all around the Portland metropolitan region pitched in with suggestions, fundraising efforts and manual labor. School children sold "stock" at \$1 per share and a children's book called Clickety Clack and the Bandits to help pay for the zoo line. The Portland Zoo Railway began operation June 9, 1958 with the diesel-powered Zooliner.

In 1959, the Zooliner - a replica of the 1955 GM Aerotrain - was relocated to North Portland at the site of the Oregon Centennial Exposition and International Trade Fair. It was joined by a brand new steam train pulled by the "Oregon" steam locomotive. A Circus Train was built to operate at the zoo during this time. Some parts and equipment from the circus train are still part of the zoo railway. Most of the train equipment was built in Portland by local firms at cost or donated. Several parts were also donated.

The extension to Washington Park opened in 1960. The line was surveyed by the Southern Pacific Railroad and constructed with the help of the Spokane, Portland and Seattle Railway (now part of the BNSF Railway) and the Portland Terminal Railroad Company. The Union Pacific hauled ballast donated by school children in Prineville, Oregon at no charge.

In 1978 the railroad was renamed as the Washington Park and Zoo Railway when the City of Portland turned over operation of the zoo to the Portland metropolitan area regional government.

The first time I remember riding this special train was on the Zooliner with my dad, mom and sister. Through the trees we could here sirens roaring through downtown Portland. Later that evening we learned the Forestry Building - the world's largest log cabin - had burned down. The city had lost a real historical treasure. Had money been spent on a proposed fire sprinkler system, the building possibly could have been saved.

Portland has plenty of walking and hiking paths and trails including those in Forest Park, but only one historic train ride through the woods which is a tourist attraction. If the decision is to pave over the rail line between the zoo to Washington Park, another city treasure will be lost and gone forever. This city-wide treasure that is beloved by Portlanders of all ages needs to be preserved for future generations to enjoy. The Washington Park Master Plan needs to be on the right track which includes the zoo railway line between the zoo and Washington Park.

Restoring the WP&ZR for the people of Portland must be included on Metro's can do list!



EVER WANT TO OWN A RAILROAD?

BUY

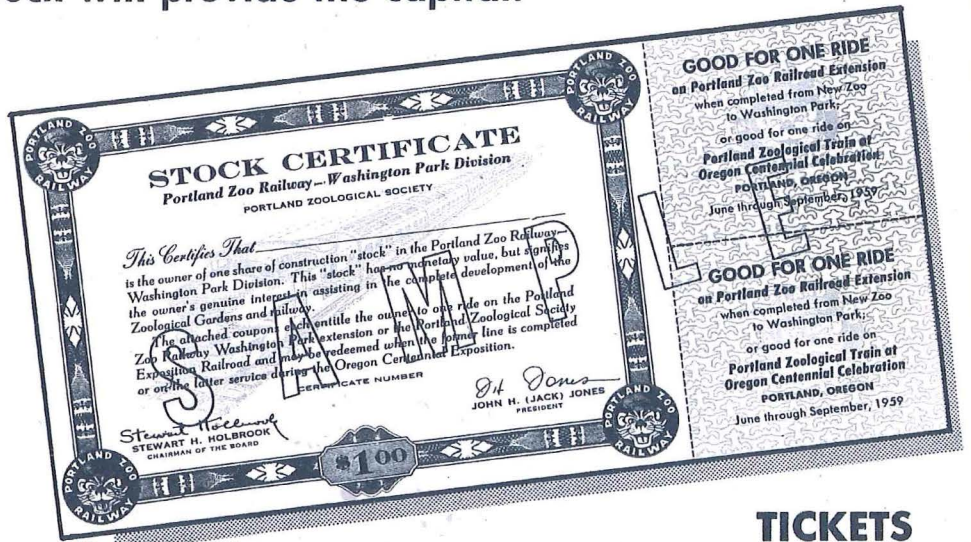
PORTLAND ZOO RAILWAY STOCK HERE!



Help build the railroad extension from the new zoo Washington park, an additional distance of 1 1/4 mile. Stock will provide the capital.

CERTIFICATE

You get a certificate testifying to your willingness to help a fine community enterprise.

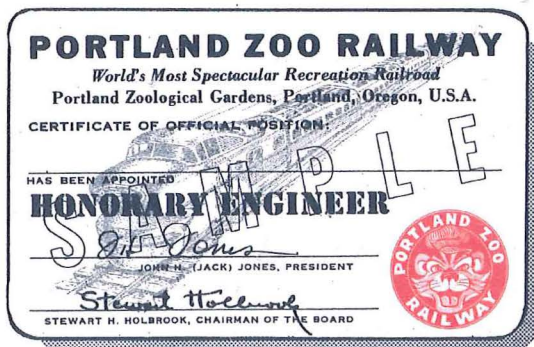


TICKETS

You get two tickets, each good for one ride when the Washington branch is finished.

CARD

You get a card, with each share of stock, certifying you are an Honorary Engineer.



BE A TYCOON!

Give the stock to your friends, children, grandchildren! Everybody should be a stockholder in the Portland Zoo



STOCK CERTIFICATE

Portland Zoo Railway—Washington Park Division

PORTLAND ZOOLOGICAL SOCIETY

This Certifies That

is the owner of one share of construction "stock" in the Portland Zoo Railway—Washington Park Division. This "stock" has no monetary value, but signifies the owner's genuine interest in assisting in the complete development of the Zoological Gardens and railway.

The attached coupons each entitle the owner to one ride on the Portland Zoo Railway Washington Park extension or the Portland Zoological Society Exposition Railroad and may be redeemed when the former line is completed or on the latter service during the Oregon Centennial Exposition.

CERTIFICATE NUMBER

58253

Stewart Holbrook
STEWART H. HOLBROOK
CHAIRMAN OF THE BOARD

John H. Jones
JOHN H. (JACK) JONES
PRESIDENT

\$100

GOOD FOR ONE RIDE

on Portland Zoo Railroad Extension

when completed from New Zoo to Washington Park;

or good for one ride on

Portland Zoological Train at Oregon Centennial Celebration

PORTLAND, OREGON

June through September, 1959

GOOD FOR ONE RIDE

on Portland Zoo Railroad Extension

when completed from New Zoo to Washington Park;

or good for one ride on

Portland Zoological Train at Oregon Centennial Celebration

PORTLAND, OREGON

June through September, 1959

PORTLAND ZOO RAILWAY

World's Most Spectacular Recreation Railroad

Portland Zoological Gardens, Portland, Oregon, U.S.A.

CERTIFICATE OF OFFICIAL POSITION

HAS BEEN APPOINTED

HONORARY ENGINEER

John H. Jones

JOHN H. (JACK) JONES, PRESIDENT

Stewart Holbrook

STEWART H. HOLBROOK, CHAIRMAN OF THE BOARD

