



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, March 18, 2021

2:00 PM

**<https://zoom.us/j/615079992> or
888-475-4499 (toll free)**

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public.

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- 1. Call to Order and Roll Call**
- 2. Public Communication**

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by noon on the day of the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

- 3. Consent Agenda**

- 3.1 Consideration of the Council Meeting Minutes for the
February 25, 2021 Meeting.

[20-5519](#)

Attachments: [022521c](#)

- 3.2 Resolution No. 21-5159, For the Purpose of Amending Two Existing Projects to the Metropolitan Transportation Improvement Program (MTIP) Impacting Tualatin PRD and Washington County (FB21-07-FEB) [RES 21-5159](#)

Attachments: [Resolution No. 21-5159](#)
[Exhibit A to Resolution No. 21-5159](#)
[Staff Report](#)

- 3.3 Resolution No. 21-5164, For the Purpose of Confirming the Appointment of RICARDO LOPEZ to the Investment Advisory Board [RES 21-5164](#)

Attachments: [Resolution No. 21-5164](#)
[Staff Report](#)

4. Resolutions

- 4.1 Resolution No. 21-5168, For the Purpose of Approving a Contract-Specific Special Procurement For On-Call Maintenance and Repair Fencing Services [RES 21-5168](#)

Presenter(s): Gabi Schuster, Metro
Attachments: [Resolution No. 21-5168](#)
[Exhibit A to Resolution No. 21-5168](#)
[Staff Report](#)

- 4.2 Resolution No. 21-5157, For the Purpose of Authorizing Execution of an Intergovernmental Agreement with Home Forward for Implementation of the Metro Affordable Housing Bond Measure [RES 21-5157](#)

Presenter(s): Emily Lieb, Metro
Attachments: [Resolution 21-5157](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

5. Chief Operating Officer Communication

6. Councilor Communication

7. Adjourn

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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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.

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<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. 3.1

Consideration of the Council Meeting Minutes for February 25, 2021

Consent Agenda

Metro Council Meeting
Thursday, March 18, 2021

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, February 25, 2021

2:00 PM

<https://zoom.us/j/93558032526> or 253-215-8782

Council meeting

1. Call to Order and Roll Call

Council President Lynn Peterson called the Metro Council Meeting call to order at: 2:01 p.m

Present: 7 - Council President Lynn Peterson, Councilor Shirley Craddick, Councilor Bob Stacey, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

2. Public Communication

The Jaye Cromwell (Legislative Coordinator) introduced the process for submitting public testimony.

There was none.

3. Consent Agenda

A motion was made by Councilor Lewis, seconded by Councilor Rosenthal, that this was approved the Consent Agenda.. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

3.1 Consideration for the Council Meeting Minutes for February 11, 2021

3.2 Resolution No. 21-5162, For the Purpose of Approving an Amendment to the Employment Agreement for Chief of Staff

4. Ordinances (Second Reading and Vote)

4.1 Ordinance No. 21-1457, For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2045 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 18-1427 in Fulfillment of Metro's Population Coordination Responsibility Under ORS 195.036.

Council President Peterson introduced Ted Reid for remarks on Ordinance No. 21-1457.

Mr. Reid noted that their Staff Report was submitted the week prior and that they had nothing additional, but were available to answer questions.

Council Discussion

There was none.

A motion was made by Councilor Gonzalez, seconded by Councilor Craddick, that this Ordinance was adopted. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

- 4.2 Ordinance No. 21-1462, For the Purpose of Amending Metro Code Chapters 5.02 and 7.01 to Change the Due Dates for Solid Waste Excise Taxes and Regional System Fees and Add Finance Charges for Late Payments of Regional System Fees to Align with Solid Waste Excise Taxes

Council President Peterson introduced Brian Kennedy for remarks on Ordinance No. 21-1462.

Mr. Kennedy had nothing additional, but was available to answer questions.

Council Discussion

There was none.

A motion was made by Councilor Lewis, seconded by Councilor Stacey, that this Ordinance was adopted. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

- 4.3 Ordinance No. 21-1461, For the Purpose of Annexing to the Metro District Boundary Approximately 16.2 Acres Located at 17045 and 17117 SW

Brookman Road in Sherwood.

Council President Peterson introduced Roger Alfred for any further questions from Councilors.

Council Discussion

There was none.

A motion was made by Councilor Rosenthal, seconded by Councilor Craddick, that this Ordinance was adopted. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

- 4.4 Ordinance No. 21-1460, For the Purpose of Amending Metro Code Chapter 2.19.220 to Establish a New Natural Areas and Capital Program Performance Oversight Committee, and Declaring an Emergency

Council President Peterson introduced Beth Cohen and Jon Blasher to present on the subject of Ordinance No. 21-1460.

Ms. Cohen explained that this was a piece of the 2019 Parks & Nature Bond passed by voters in 2019. She spoke to the value of independent community oversight to set a high standard of transparency, accountability, and commitment to Metro's values. Ms. Cohen then went on to describe the recruitment process for the committee in accordance with Metro's desire for a diverse committee that is reflective of the region.

Councilor Rosenthal requested a link providing more information on involved parties. Ms. Cohen agreed to give a link to the website once biographies are live.

Councilor Discussion

There was none.

A motion was made by Councilor Nolan, seconded by Councilor Stacey, that this Ordinance was adopted. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

5. Resolutions

5.1 Resolution 21-5155, For the Purpose of Appointing New Members to the Parks & Nature Oversight Committee

President Peterson opened up for questions for Ms. Cohen on Resolution 21-5155. Hearing none, she moved on.

Council President Peterson thanked Beth Cohen and others for their work on the Parks & Nature Committee.

Councilor Discussion

There was none.

A motion was made by Councilor Rosenthal, seconded by Councilor Lewis, that this Resolution was adopted. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

6. Chief Operating Officer Communication

Council President Peterson introduced Chief Operating Officer Marissa Madrigal to present.

In lieu of a proclamation for Black History Month Ms. Madrigal presented a call to action encouraging individuals to be tools of change by purchasing from Black-owned

businesses; donating to organizations that support Black communities; supporting colleagues in discussions of equity; leading with trauma-informed care; seeking information; and centering the lived experiences of Black Americans.

Council President Peterson thanked those involved in conceiving of the call to action.

7. Councilor Communication

Councilor Lewis reported back on the first meeting of MPAC in 2021. A new slate of leadership was selected; the agenda included an update from GPI and Metro about the 5-year Comprehensive Economic Development Strategy. Information on Emergency Transportation Routes was also covered.

Parks Refinement Liasons also met earlier that morning. Councilor Lewis reported that work was underway for the six programs covered under the Parks & Nature Bond; additionally, a Parks Bond newsletter would be emailed monthly. Bond-funded projects were also reported on.

Councilor Stacey spoke about his involvement with the Transit Oriented Development Steering Committee, reporting that 131 affordable units were approved and added to their inventory across the region.

Councilor Craddick reported that she provided testimony to the Senate Committee on Housing and Development regarding HB 622.

Councilor Gonzalez spoke about his meeting with Lone Fir Cemetery and his appreciation for their persistence and willingness to have that conversation with Metro. He also announced that the Hillsdale and Beaverton Chamber of Commerce are merging.

Councilor Rosenthal spoke about his attendance at a GPI

session, and reported back that Portland remains the most popular place to move on the west coast.

8. Adjourn

Seeing no further business, Council President Lynn Peterson adjourned the Metro Council work session at 4:33 p.m.

Respectfully submitted,



Shay Perez, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 25, 2021

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Testimony	02/25/21	Grayson Hogard, City of Portland	022521c-01
	Testimony	02/25/21	Parks & Nature Oversight	022521c-02
	Testimony	02/25/21	Robert Liberty	022521c-04
	PPT Presentation	02/25/21	Natural Areas and Capital Program Oversight	022521c-05

Agenda Item No. 3.2

Resolution No. 21-5159, For the Purpose of Amending Two Existing Projects to the Metropolitan Transportation Improvement Program (MTIP) Impacting Tualatin PRD and Washington County (FB21-07-FEB)

Consent Agenda

Metro Council Meeting
Thursday, March 18, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING TWO) RESOLUTION NO. 21-5159
EXISTING PROJECTS TO THE 2021-24)
METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) IMPACTING) Marissa Madrigal in concurrence with
TUALATIN PRD AND WASHINGTON COUNTY) Council President Lynn Peterson
(FB21-07-FEB)

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 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

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

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

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

WHEREAS, Metro is now under formal annual obligation targets resulting in additional accountability for Metro to commit, program, obligate, and expend allocated federal formula funds; and

WHEREAS, Ongoing project development activities supporting Tualatin Hills PRD's Beaverton Creek Trail active transportation project requires schedule delivery adjustments as well as cost refinements resulting in the reprogramming of the Preliminary Engineering (PE) phase to FY 2022 and the Construction phase outside of the MTIP's constrained years into FY 2026 which will avoid FY 2021 Obligation Targets Program conflicts; and

WHEREAS, Washington County's Basalt Creek Parkway Extension project also has experienced project delivery schedule delays in completing the PE phase resulting the reprogramming of the Right-of-Way (ROW) phase to FY 2023 and moving the Construction phase out of the MTIP's constrained years to FY 2026 allowing time to resolve the delivery issues; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the February 2021 MTIP Formal Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation

assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the February 2021 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on February 5, 2021; and

WHEREAS, JPACT approved Resolution 21-5159 consisting of the February 2021 Formal MTIP Amendment bundle on February 18, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on March 4, 2021 to formally amend the 2021-24 MTIP to include the required changes to the two identified projects as part of Resolution 21-5159.

ADOPTED by the Metro Council this ____ day of _____ 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed February 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **FB21-07-FEB**
 Total Number of Projects: 2

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 19357 MTIP ID 70689	Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	SCHEDULE CHANGE The PE phase adjustment to FY 2022 is re-affirmed and the construction phase is reprogrammed to FY 2026 to allow time to resolve various delivery issues.	The first four years of the six-year mtip are constrained. When project phases and funding are moved beyond the constrained years, a full/formal MTIP is required to satisfy fiscal constraint requirements
Project #2 ODOT Key 19358 MTIP ID 70789	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	SCHEDULE CHANGE The ROW phase is reprogrammed to FY 2023 with the Construction phase pushed-out to FY 2026	Same situation as noted above for Key 19357. Moving project phases and funding outside of constrained requires a full/formal amendment



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SCHEDULE CHANGE
 Construction phase reprogrammed
 to FY 2026

Lead Agency: Tualatin PRD		Project Type:	Active	ODOT Key: 19357
Project Name: Beaverton Creek Trail: Westside Trail - SW Hocken Ave	1	ODOT Type:	Ops	MTIP ID: 70689
		Performance Meas:	Yes	Status: 2
		Capacity Enhancing:	No	Comp Date: 12/31/2027
		Conformity Exempt:	Yes	RTP ID: 10811
		On State Hwy Sys:	No	RFFA ID: 50252
		Mile Post Begin:	N/A	RFFA Cycle: 2016-18
		Mile Post End:	N/A	UPWP: No
		Length:	N/A	UPWP Cycle: N/A
		1st Year Program'd:	2016	Past Amend: 3
		Years Active:	6	OTC Approval: No
STIP Amend #: TBD			MTIP Amnd #: FB21-07-FEB	
Detailed Description: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.				
STIP Description: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.				

Last Amendment of Modification: Administrative - December 2020 - AB21-05-DEC2, Reprogram PE to FY 2022 (Phase slip amendment for FY 2021 obligation targets)

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
TAP>200K	M3E1	2016	\$ 800,000					\$ 800,000
STBG-U	Z230	2021		\$ 589,309				\$ -
STBG-U	Z230	2022		\$ 589,309				\$ 589,309
STBG-U	Z230	2021					\$ 3,103,903	\$ -
STBG-U	Z230	2026					\$ 3,103,903	\$ 3,103,903
								\$ -
								\$ -
Note: PE reprogramming to FY 2022 accomplished as part of the December 2020 Obligation Targets Amendment							Federal Totals:	\$ 4,493,212
Federal Fund Obligations \$:			\$ 800,000					Federal Aid ID
EA Number:			C8345200					
Initial Obligation Date:			9/19/2016					
EA End Date:			9/30/2022					
Known Expenditures:			\$ 263,922					
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2016	\$ 91,564					\$ 91,564
Local	Match	2021		\$ 67,449				\$ -
Local	Match	2022		\$ 67,449				\$ 67,449
Local	Match	2021					\$ 355,206	\$ -
Local	Match	2026					\$ 355,206	\$ 355,206
Other	OTH0	2021					\$ 827,115	\$ -
Other	OTH0	2026					\$ 827,115	\$ 827,115
							Local Total	\$ 1,341,334
Phase Totals Before Amend:			\$ 891,564	\$ 656,758	\$ -	\$ -	\$ 4,286,224	\$ 5,834,546
Phase Totals After Amend:			\$ 891,564	\$ 656,758	\$ -	\$ -	\$ 4,286,224	\$ 5,834,546
							Year Of Expenditure (YOE):	\$ 5,834,546

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project Schedule delay: Current activities being completed as part of project development reveal numerous issues and cost challenges that need to be resolved before PE can begin. PE has been reprogrammed to FY 2022 and Cons now is moved out to FY 2026.

Amendment Summary:

The formal amendment reprograms the construction phase out to FY 2026. It also re-affirms the previous amendment to push-out the PE phase to FY 2022. Based on the current progress of project development activities (planning phase), PE will not start until FY 2022. Delivery issues are present and need to be resolved including a significant cost increase, plus the need for ROW and UR phases. As a result, the construction phase is being pushed out to FY 2026 to allow time to resolve the delivery issues and add ROW plus UR in FY 2024 later.

- > Will Performance Measurements Apply: No for now. Later, Yes - pedestrian improvements to the pedestrian model

RTP References:

- > RTP ID: 10811 - Beaverton Creek Trail (Regional) Seg. #1 & #2
- > RTP Description: To design and construct a 12' wide regional multi-use trail segment in a greenway, connecting the City of Hillsboro to the THPRD Nature Park. The off-street facility increases safety by providing an alternate route to high injury corridors/intersections. Completing the trail gap increases access to jobs, transit, and is located with in historically marginalized communities.
- > Exemption Status:
 - The current project is completing project development activities. As such, it is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies.
 - Once PE begins, the project will still be exempt under 40 CFR 93.126, Table 2 - Air Quality - Bicycle and pedestrian facilities.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.2 - Active Transportation System Completion.
- > Goal Description: Complete all gaps in regional bicycle and pedestrian networks.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: Pedestrian - Future Pedestrian Parkway
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SCHEDULE CHANGE
 Shift ROW to FY 2023 and Cons to
 FY 2026

Lead Agency: Washington County		Project Type:	Capital	ODOT Key: 19358
Project Name: Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	2	ODOT Type	Modern	MTIP ID: 70789
		Performance Meas:		Status: 4
		Capacity Enhancing:	No	Comp Date:
		Conformity Exempt:	Yes	RTP ID: 11470
		On State Hwy Sys:	No	RFFA ID: N/A
		Mile Post Begin:	N/A	RFFA Cycle: 2019-21
		Mile Post End:	N/A	UPWP: No
		Length:	N/A	UPWP Cycle: N/A
		1st Year Program'd:	2018	Past Amend: 4
		Years Active:	3	OTC Approval: No
STIP Amend #: TBD			MTIP Amnd #: FB21-07-FEB	
Detailed Description: Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area including a 600 foot bridge across the Seely ditch.				
STIP Description: Construct a new arterial roadway providing industrial freight access in the Basalt Creek Planning Area. The extension of the parkway is an east-west alignment crossing the Seely Ditch with a 600 ft long bridge.				

Last Amendment of Modification: Administrative - AB21-05-DEC2, December 2020, Reprogram ROW to FY 2024.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP	Z230	2016		\$ 2,757,000				\$ 2,757,000
STBG-U	Z230	2021			\$ 2,805,879			\$ -
STBG-U	Z230	2023			\$ 2,803,605			\$ 2,803,605
								\$ -
								\$ -
							Federal Totals:	\$ 5,560,605
Federal Fund Obligations \$:				\$ 2,757,000				Federal Aid ID
EA Number:				PE002708				
Initial Obligation Date:				8/16/2016				
EA End Date:				12/31/2022				
Known Expenditures:				\$ 1,414,910				
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2016		\$ 315,551				\$ 315,551
Local	Match	2021			\$ 321,145			\$ -
Local	Match	2023			\$ 320,885			\$ 320,885
Other	OTH0	2021			\$ 873,976			\$ -
Other	OTH0	2023			\$ 873,976			\$ 873,976
Other	OTH0	2021					\$ 28,173,000	\$ -
Other	OTH0	2026					\$ 28,173,000	\$ 28,173,000
							Local Total	\$ 29,683,412
Phase Totals Before Amend:			\$ -	\$ 3,072,551	\$ 4,001,000	\$ -	\$ 28,173,000	\$ 35,246,551
Phase Totals After Amend:			\$ -	\$ 3,072,551	\$ 3,998,466	\$ -	\$ 28,173,000	\$ 35,244,017
Year Of Expenditure (YOE):								\$ 35,244,017

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project schedule change/delay. ROW adjusted to FY 2023 based on obligation restriction. Cons is pushed-out to FY 2026 to allow for PE and ROW phases to be completed.

Amendment Summary:

The formal amendment advances ROW in the MTIP to FY 2023 and pushes-out ROW to FY 2023 in the STIP. ROW is being reprogrammed to FY 2023. The STBG funds committed to the ROW phase are considered "older Funds" and must obligate by the end of FY 2023. Therefore, the programming year can't exceed FY 2023. In a future amendment, the ROW STBG will be shifted back to the PE phase to address PE phase cost requirements. ROW will be back funded with local funds and move forward in FY 2023 or FY 2024. This will ensure the STBG funds obligate prior to their shelf-life expiration. The Construction phase funding requirement will be addressed at a later time. For the time being, the Construction phase is being moved out to FY 2026 until the updated delivery schedule is developed. The adjustments will allow the project to remain in schedule, provide added time to work through funding issues, and ensure the older STBG funds do not lapse.

- > Will Performance Measurements Apply: Yes - Pavement

RTP References:

- > RTP ID: 11470 - Basalt Creek Parkway
- > RTP Description: Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting
- > Exemption Status: Project is Not exempt project. The project is a capacity enhancing project. Required air conformity analysis has been completed in the RTP.
- > The project has been modeled as five lane new arterial (2 through lanes in each direction) and includes sidewalks
- > RTP/Air Conformity Consultation Date: December 18, 2018
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal 10.1: Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: The basalt Creek Pkwy Extension is modeled as a future Major Arterial in the Metro Motor Vehicle Network
- > TCM project: No
- > Located on the CMP: No

Memo



Date: February 18, 2021
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: February 2021 MTIP Formal Amendment & Resolution 21-5159 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING TWO EXISTING PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING TUALATIN PRD AND WASHINGTON COUNTY (FB21-07-FEB)

BACKGROUND

What This Is:

The February 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5159 and being processed under MTIP Amendment FB21-07-FEB.

What is the requested action?

JPACT approved Resolution 21-5159 on February 18, 2021 consisting of two projects in the February 2021 Formal Amendment Bundle and is recommending Metro Council approve Resolution 21-5159 enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed February 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: FB21-07-FEB					
Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 19357	70689	Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.	SCHEDULE CHANGE The PE phase adjustment to FY 2022 is re-affirmed and the construction phase is reprogrammed to FY 2026 to allow time to resolve various delivery issues.
Project #2 Key 19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.	SCHEDULE CHANGE The ROW phase is reprogrammed to FY 2023 with the Construction phase pushed-out to FY 2026

A detailed summary of the new proposed amended project is provided below.

Project 1: Beaverton Creek Trail: Westside Trail - SW Hocken Ave	
Lead Agency:	Tualatin Hills PRD
ODOT Key Number:	19357 MTIP ID Number: 70689
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. Source: Existing project. Funding: The awarded source of funding originates from Metro from the Regional Flexible Fund Allocation (RFFA) discretionary funding call for projects. \$800k of federal Transportation Alternatives Program funding was awarded to the project supporting project development. An additional \$3,693,212 of RFFA funds (STBG-U) were awarded for construction. Total federal funds currently awarded to the project totals \$4,414,293 Project Type: Active Transportation (Pedestrian/bicycle facility improvement) Location: In Beaverton on the Beaverton Creek Trail near the Beaverton Creek Transit Center (See project location map in the Additional Details section) Cross Street Limits: Westside trail to SW Hocken Ave Overall Mile Post Limits: N/A Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) Air Conformity/Capacity Status: The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Bicycle and Pedestrian facility improvements. However, project is included in the Metro Pedestrian modeling network and defined as a future Pedestrian parkway. Regional Significance Status: Regionally significant project. The project contains federal funds and is located in the Metro Pedestrian Modeling Network. STIP Amendment Number: TBD MTIP Amendment Number: FB21-07-FEB OTC approval required: No Metro approval date: Tentatively scheduled for March 4, 2021
What is changing?	<p><u>AMENDMENT ACTION: SCHEDULE CHANGE</u></p> <p>The formal amendment reprograms the project based on a revised estimated project delivery schedule. The Preliminary Engineering (PE) phase is re-affirmed to be reprogrammed to FY 2022. The initial</p>

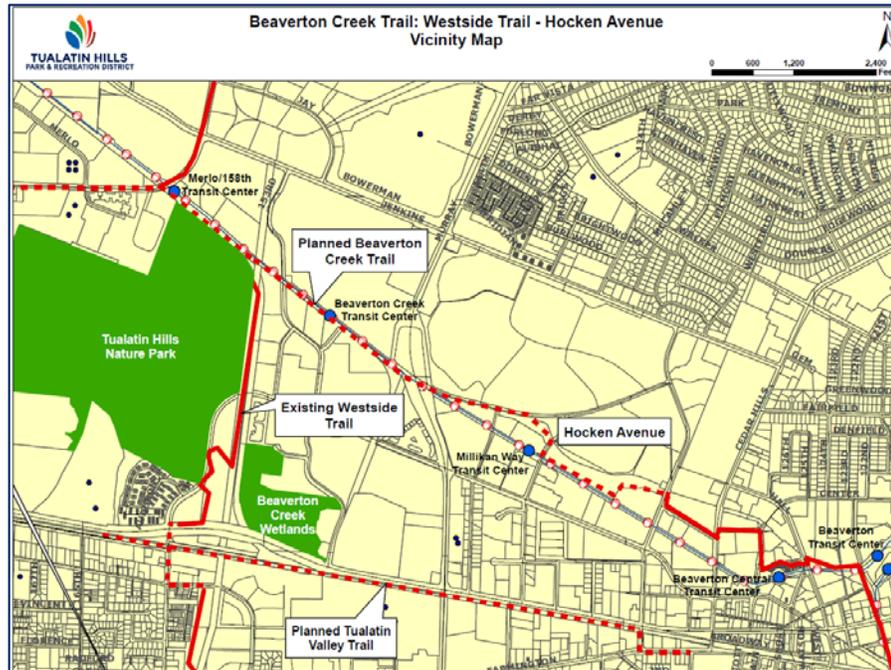
adjustment was completed in the MTIP as part of the December 2020 Obligation Targets amendment. However, to avoid confusion with the STIP, the adjustment is shown again in the MTIP Worksheet for consistency.

Second, the Construction is pushed-out and reprogrammed to FY 2026. As work project development activities are being completed, overall project delivery requirements are becoming clearer. Project Development will not be completed until FY 2022 resulting in the slip to the PE phase. The project appears will require a Right-of-Way (ROW) and Utility Relocation (UR) phases. Based on a standard two-year PE phase, ROW and UR would not start until FY 2024. Applying a two-year ROW and UR phase schedule, pushes Construction out to FY 2026.

Third, the project faces additional project costs which were not originally identified or committed to the project. Currently, there is no funding plan for the ROW and UR phases as well as covering the estimated cost increase to the Construction phase. By moving Construction out of the MTIP's first four constrained years and into year six, the project staff have time to work through the various project delivery and cost issues without the construction phase becoming a conflict with the annual Obligation Targets Program.

Project Location

Additional Details:



Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, schedule delays resulting in phase reprogramming outside of the MTIP constrained years requires a formal/full amendment to complete.

Total Programmed Amount:

The project's total cost remains unchanged at \$5,834,546 through this action.

Added Notes:

None

Project 2: Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd			
Lead Agency:	Washington County		
ODOT Key Number:	19358	MTIP ID Number:	70789
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area including a 600 foot bridge across the Seely ditch. Source: Existing project. Funding: The project is funded by a combination of federal and local funds. The federal funds committed total \$5,560,605. Local funds cover the remaining costs for the project which has a preliminary total project cost of \$35,244,014. Project Type: Roadway capacity enhancing capital improvement Location: Extend Basalt Pkwy east of Tualatin and north of Wilsonville Cross Street Limits: Between Grahams Ferry Road to Boones Ferry Road Overall Mile Post Limits: N/A Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). Air Conformity/Capacity Status: The project is considered a “capacity enhancing” as it will construct a new 5 lane arterial (two through lanes in each direction). The project completed required air conformity analysis as part of the 2018 RTP Update and is included in the Metro Motor Vehicle modeling network. RTP/Ai Conformity approval date is December 18, 2018. Regional Significance Status: Regionally significant project. The project contains federal funds and is located in the Metro Motor Vehicle Modeling Network. STIP Amendment Number: TBD MTIP Amendment Number: FB21-07-FEB OTC approval was not required for this amendment. 		
What is changing?	<p><u>AMENDMENT ACTION: ADD SCHEDULE CHANGE:</u></p> <ul style="list-style-type: none"> The amendment adjusts the ROW to FY 2023 and corrects the Metro awarded STBG amount to be \$2,803,605. The Construction phase and funding is pushed-out to FY 2026. A minor description update is also being accomplished to the MTIP Detailed Description field. <p>The project is completing Project, Specifications, and Estimates (PS&E). Cost updates are occurring and schedule adjustments are needed. The re-programming action initially requested FY 2024 as the ROW phase obligation year. The STBG funds programmed for the ROW are considered “Older Funds” and must be obligated no later than the end of FY 2023. However, the PE phase also requires additional funds and a later amendment most likely will shift the ROW phase STBG to PE covering the PE phase funding needs and ensuring the funds do not lapse.</p>		

While the ROW and construction phase delivery timing is worked-out, the Construction phase is being moved out to FY 2026 as a precautionary action. Once the final delivery schedule is developed, the ROW and Construction will be adjusted as necessary to reflect the correct obligation year.

RFFA Source Funding Award for the Current ROW

Step 2: Community Investment Fund			
Active Transportation/Complete Streets			
Project name	Applicant	Sub-region	Amount
Beaverton Creek Trail	THPRD	Washington	\$3,693,212
Brentwood-Darlington Safe Routes to School	City of Portland	Portland	\$2,200,000
To be determined ¹	City of Gresham	Multnomah	\$3,141,156
Cully Walking and Biking Parkway	City of Portland	Portland	\$2,200,000
Halsey Street Safety and Access to Transit	City of Portland	Portland	\$2,400,000
Herman Road Walking and Biking Improvements	City of Tualatin	Washington	\$625,000
Highway 43 Walking and Biking Improvements	City of West Linn	Clackamas	\$3,000,000
I-5 Walking and Biking Bridge	City of Wilsonville	Clackamas	\$1,550,000
Jade and Montavilla Connected Centers	City of Portland	Portland	\$3,200,000
Molalla Avenue Walking and Biking Improvements	City of Oregon City	Clackamas	\$3,800,632
Total:			\$25,810,000
Regional Freight Initiatives			
Project name	Applicant	Sub-region	Amount
Basalt Creek Parkway Extension	Washington County	Washington	\$2,803,605
Central Eastside Access & Circulation Improvements	City of Portland	Portland	\$2,805,879
Hunziker Road Industrial Area	City of Tigard	Washington	\$1,730,516
Regional Freight Studies	Metro	Regional	To be determined ²
Total:			\$7,340,000
Total 2019-21 RFFA:			\$130,380,000

Additional Details:

Project Location Map



<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, schedule delays resulting in phase reprogramming outside of the MTIP constrained years requires a formal/full amendment to complete.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount for the project slightly decreases to \$35,244,017</p>
<p>Added Notes:</p>	<p>None</p>

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment

- Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket
- RTP project cost consistent with requested programming amount in the MTIP
- If a capacity enhancing project – is identified in the approved Metro modeling network

- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- 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.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts

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. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

- RTP Priority Investment Areas support
- Climate Change/Greenhouse Gas reduction impacts
- Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the February 2021 Formal MTIP amendment (FB21-07-FEB) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	February 1, 2021
● TPAC notification and approval recommendation.....	February 5, 2021
● JPACT approval and recommendation to Council.....	February 18, 2021
● Completion of public notification process.....	March 3, 2021
● Metro Council approval.....	March 4, 2021

Notes:

- * If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	March 9, 2021
● Submission of the final amendment package to USDOT.....	March 9, 2021
● ODOT clarification and approval.....	Late March, 2021
● USDOT clarification and final amendment approval.....	Early April, 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT approved Resolution 21-5159 on February 18, 2021 consisting of two projects in the February 2021 Formal Amendment Bundle and is recommending Metro Council approve Resolution 21-5159 enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Note: No attachments:

Agenda Item No. 3.3

Resolution No. 21-5164, For the Purpose of Confirming the Appointment of RICARDO LOPEZ to
the Investment Advisory Board

Consent Agenda

Metro Council Meeting
Thursday, March 18, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 21-5164
APPOINTMENT OF RICARDO LOPEZ TO THE)	
INVESTMENT ADVISORY BOARD	)	Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, Metro Code, Section 7.03.030(c) provides for the creation of the Investment Advisory Board and requires the Chief Operating Officer, acting in the capacity of the Investment Officer, to recommend to the Council for confirmation those persons who shall serve on the Board to discuss and advise on investment strategies, banking relationships, the legality and probity of investment activities, and the establishment of written procedures of the investment operation; and

WHEREAS, the Metro Charter requires appointments to be made by the Council President subject to Council confirmation; and

WHEREAS, the Chief Operating Officer has recommended Ricardo Lopez, Investment Strategist at Business Oregon to the Council President and the Council President has appointed Mr. Lopez for a new term beginning upon confirmation of the appointment and ending July 31, 2024; and

WHEREAS, the Metro Council desires to confirm the appointments; now therefore,

BE IT RESOLVED that the Metro Council confirms the appointment of Ricardo Lopez to the Metro Investment Advisory Board for the position and term set forth.

ADOPTED by the Metro Council this 18th day of March, 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 21-5164, FOR THE PURPOSE OF
CONFIRMING THE APPOINTMENT OF RICARDO LOPEZ TO THE INVESTMENT
ADVISORY BOARD

Date: 2/26/2021
Department: Finance and Regulatory
Services
Meeting Date: 3/18/2021

Prepared by: Brian Kennedy, 503-797-
1913, brian.kennedy@oregonmetro.gov
Presenter: N/A
Length: N/A

ACTION REQUESTED

Confirm the appointment of Ricardo Lopez to the Metro Investment Advisory Board.

BACKGROUND

Metro Code, Section 7.03.030, includes the creation of the Investment Advisory Board. One provision of this Code requires the Chief Operating Officer, acting in the capacity of the Investment Officer, to recommend to the Council for confirmation those persons who shall serve on the Board to discuss and advise on investment strategies, banking relationships, the legality and probity of investment activities, and the establishment of written procedures of the investment operation. The Metro Charter requires appointments to be made by the Council President subject to Council confirmation. Metro Council President Lynn Peterson, upon recommendation of the Chief Operating Officer, has appointed Ricardo Lopez to the board subject to Council confirmation. This appointment will be for a term beginning upon appointment and ending July 31, 2024.

Ricardo Lopez is Business Oregon's Investment Strategist, running the two investment portfolios overseen by the Oregon Growth Board. The goals of the portfolios include earning high returns for the State's Education Stability Fund while fostering economic development, targeting underserved entrepreneurs, and filling capital gaps across the State. Prior to joining Business Oregon, Ricardo was an Investment Analyst for the Oregon State Treasury ("OST"). Prior to joining OST, Ricardo worked for RVK, a national institutional investment consulting firm in Portland, performing a variety of analytical and client-facing roles. Ricardo is a CAIA charterholder and earned a Bachelor of Business Administration degree in Finance as well as a Master of Science in Finance from the University of Portland.

We are fortunate that Mr. Lopez is willing to devote his time and energy serving on the Metro Investment Advisory Board. His experience and knowledge will be a valuable resource.

Agenda Item No. 4.1

Resolution No. 21-5168, For the Purpose of Approving a Contract-Specific
Special Procurement For On-Call Fencing Installation, Maintenance and Repair
Services

Resolutions

Metro Council Meeting
Thursday, March 18, 2021

BEFORE THE METRO LOCAL CONTRACT REVIEW BOARD

FOR THE PURPOSE OF APPROVING A	)	RESOLUTION NO. 21-5168
CONTRACT-SPECIFIC SPECIAL)	
PROCUREMENT FOR ON-CALL FENCING	)	Introduced by Chief Operating Officer
INSTALLATION, MAINTENANCE, AND	)	Marissa Madrigal in concurrence with
REPAIR SERVICES	)	Council President Lynn Peterson

WHEREAS, the Metro Council, acting in its capacity as the Metro Local Contract Review Board, has authority under ORS 279B.085 and Metro Local Contract Review Board Rule 47-0285 to authorize a contract-specific special procurement upon the making of certain findings described in ORS 279B.085(4); and

WHEREAS, Metro staff desires to use a contract-specific special procurement process for on-call fencing installation, maintenance, and repair services at Metro-owned or operated facilities; and

WHEREAS, pursuant to ORS 279B.085(2), the attached Exhibit A more particularly describes the contracting procedure and the services that are the subject of the special procurement and the circumstances that justify the use of a special procurement under the standards set forth in ORS 279B.085(4); now therefore,

BE IT RESOLVED that the Metro Local Contract Review Board hereby approves the contracts-specific special procurement described in the attached Exhibit A and finds that the special procurement process described on Exhibit A is justified as it (a) is unlikely to encourage favoritism in the awarding of public contracts or to substantially diminish competition for public contracts, and (b) otherwise substantially promotes the public interest in a manner that could not practicably be realized by complying with requirements that are applicable under ORS 279B.055, 279B.060, 279B.065 or 279B.070.

ADOPTED by the Metro Local Contract Review Board this _____ day of March 18, 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A

Request by Metro Procurement Services for the purpose of approving a contract-specific Special Procurement for on-call fencing installation, maintenance, and repair services

Pursuant to Metro's Local Contract Review Board Administrative rules section 47-0285(3), Metro hereby requests approval by the Metro Local Contract Review Board of a special procurement for the agency-wide on-call fencing installation, maintenance, and repair services that will be released for solicitation between April and May 2021. Under ORS 279B.085(2), contract specific special procurements require a written request to the Local Contract Review Board that describes the contracting procedure, the good or services that are subject of the special procurement and the circumstances that justify the special procurement in accordance with the standards set forth in ORS 279B.085(4).

Proposed Special Procurement Process.

This contract-specific special procurement will apply to the agency-wide on-call fencing installation, maintenance, and repair services that will be released for solicitation between April and May 2021. The method for this procurement will be a formal request for proposals (RFP) process required under ORS 279B.060 with the following modifications: the solicitations will be advertised and widely promoted among COBID-certified firms only and proposals will be accepted from COBID-certified firms only. The Certification Office of Business Inclusion and Diversity (COBID) certifies firms as minority-owned, woman-owned, service disabled veteran-owned and emerging small businesses.

Proposed Process Unlikely to Encourage Favoritism or Substantially Diminish Competition.

The formal RFP method will allow for broad participation and competition among COBID-certified firms. Metro staff has identified that there is a competitive pool of COBID-certified firms for fencing work. Therefore, this procurement method is unlikely to encourage favoritism in the award of the contracts or diminish competition for such contracts. The proposed special procurement will still require competition among prospective contractors, and Metro intends to award the contracts to the offers who Metro determines to be the most advantageous to Metro in accordance with Metro's competitive proposal process.

Proposed Process Substantially Promotes Public Interest.

The COVID-19 health pandemic has had severe impacts to business and the most impacted businesses are those who have historically been excluded from public contracting. In this context, approving a procurement procedure that targets those impacted businesses by accepting proposals only from COBID-certified minority-owned, woman-owned, service disabled veteran-owned and emerging small businesses will help to ensure that Metro is contributing to economic recovery actions and supporting the firms most impacted. This method will substantially promote the public interest in providing COBID-certified firms better access to significant, long-term contract opportunities that would not be realized by complying with standard formal procurement procedures.

IN CONSIDERATION OF RESOLUTION NO. 21-5168, REQUEST BY METRO
PROCUREMENT SERVICES FOR THE PURPOSE OF APPROVING A CONTRACT-
SPECIFIC SPECIAL PROCUREMENT FOR ON-CALL FENCING INSTALLATION,
MAINTENANCE, AND REPAIR SERVICES

Date: 3/18/2021
Department: Finance and Regulatory
Services
Meeting Date: 03/18/2021

Prepared by: Gabriele Schuster,
gabriele.schuster@oregonmetro.gov
Presenters: Gabriele Schuster
Length: 10 minutes

ISSUE STATEMENT

The COVID-19 health pandemic has had severe impacts to business and the most impacted businesses are those who have historically been excluded from public contracting. In this context, approving a procurement procedure that targets those impacted businesses by accepting proposals only from COBID-certified minority-owned, woman-owned, service disabled veteran-owned and emerging small businesses will help to ensure that Metro is contributing to economic recovery actions and supporting the firms most impacted.

ACTION REQUESTED

Designate a contract-specific special procurement for on-call fencing installation, maintenance, and repair services that will serve Metro facilities.

IDENTIFIED POLICY OUTCOMES

The special procurement process requested involves conducting a formal, competitive procurement open to COBID-certified firms only. This will ensure that contract awards are financially responsible for Metro, in that they will be based on competition, while also directing this work to certified minority-owned, woman-owned, service disabled veteran-owned and emerging small businesses.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

This action is supported by Metro's commitment to racial equity as outlined in the Strategic Plan to Advance Racial Equity Diversity and Inclusion Goal E to "advance economic opportunities for communities of color through ... equitable contracting practices..." Specifically this special procurement aligns with the action to "Continue to invest in the social equity contracting program that focuses on the removal of barriers and the creation of accessible contracting opportunities for vulnerable business communities."

This no-cost action provides a manner of supporting historically excluded firms at the same time as Metro is evaluating budget reductions and communities of color are seeking additional support from Metro.

ATTACHMENTS

Resolution No. 21-5168 Request by Metro Procurement Services for the purpose of approving a contract-specific special procurement for on-call fencing, installation, maintenance and repair services.

Agenda Item No. 4.2

Resolution No. 21-5157, For the Purpose of Authorizing Execution of an Intergovernmental Agreement with Home Forward for Implementation of the Metro Affordable Housing Bond Measure

Resolutions

Metro Council Meeting
Thursday, March 18, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. 21-5157
EXECUTION OF AN INTERGOVERNMENTAL)	
AGREEMENT WITH HOME FORWARD FOR	)	Introduced by Chief Operating Officer
IMPLEMENTATION OF THE METRO	)	Marissa Madrigal in concurrence with
AFFORDABLE HOUSING BOND MEASURE	)	Council President Lynn Peterson

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

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

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

WHEREAS, on January 31, 2019, the Metro Council adopted Resolution No. 19-4975, approving the Metro Housing Bond Measure Program Work Plan (the "Work Plan"), which, among other things, provided that the Housing Bond Measure program would primarily be implemented by local jurisdiction partners who have created individualized plans (each, a "Local Implementation Strategy") to (a) achieve certain unit productions targets, (b) advance racial equity, and (c) ensure community engagement in program implementation; and

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

WHEREAS, in accordance with the Work Plan, Metro staff has negotiated terms and conditions under which Housing Bond Measure funding will be provided to Home Forward, which terms and conditions are set forth in the proposed intergovernmental agreement attached hereto as Exhibit A; now therefore

BE IT RESOLVED that the Metro Council:

Authorizes the Metro Chief Operating Officer to enter into an intergovernmental agreement with Home Forward, substantially in the form attached hereto as Exhibit A.

ADOPTED by the Metro Council this _____ day of ____, 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Metro
600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1700

Intergovernmental Agreement

Affordable Housing Bond Measure Program IGA

Metro Contract No. XXXXX

THIS INTERGOVERNMENTAL AGREEMENT ("Agreement") is between Metro, a metropolitan service district organized under the laws of the State of Oregon and the Metro Charter, located at 600 N.E. Grand Avenue, Portland, Oregon 97232-2736, and Home Forward ("Local Implementation Partner" or "LIP"), located at 135 SW Ash Street and is dated effective as of the last day of signature set forth below (the "Effective Date").

RECITALS

A. The electors of Metro approved Ballot Measure 26-199 on November 6, 2018 (the "Bond Measure"), authorizing Metro to issue \$652.8 million in general obligation bonds to fund affordable housing (the "Bonds").

B. On January 31, 2019, the Metro Council adopted Resolution No. 19-4956, which, among other things, provides that Metro will distribute a portion of the proceeds of the Bonds (the "Bond Proceeds") to eligible local government affordable housing implementation partners, and LIP is a participating local government partner eligible to receive Bond Proceeds.

C. The parties desire to enter into this Agreement to provide the terms and conditions under which Metro will provide Bond Proceeds to LIP to implement the Bond Measure goals, requirements, and restrictions set forth in the Work Plan (defined below).

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. Definitions. In addition to the definitions above, capitalized terms used in this Agreement have the definitions set forth in this Section 1.

1.1. "Administrative Costs" means Capital Costs that are not Direct Project Costs, including general program administrative expenses (e.g. staff support and overhead costs attributable to Bond Measure program implementation), and expenses related to community engagement and outreach.

1.2. “Administrative Share” means that portion of the Bond Proceeds totaling \$334,297.

1.3. “Affordable Housing” means land and improvements for residential units occupied by low-income households making 80% or less of area median income, consistent with the intents and purposes of the Bond Measure.

1.4. “Affordable Housing Project(s)” or “Projects” means Affordable Housing that is developed, built or acquired by LIP using Bond Proceeds, or supported by LIP through grants or loans of Bond Proceeds, burdened by a Restrictive Covenant; LIP currently anticipates using its Eligible Share on two Projects: (1) Dekum Court, located in the City of Portland (the “Dekum Project”); and (2) East County, located in a to-be-determined location in eastern Multnomah County (the “East County Project”).

1.5. “Area Median Income” or “AMI” means median gross household income, adjusted for household size, for the Portland, Oregon metropolitan statistical area as established each year by HUD.

1.6. “Capital Costs” means costs of Affordable Housing that are capitalizable under generally acceptable accounting principles (GAAP), which costs include the costs of capital construction, capital improvements or other capital costs, as those terms are defined by the relevant provisions of the Oregon Constitution and Oregon law (including ORS 310.140).

1.7. “Concept Endorsement” is as defined in Section 4.1, below.

1.8. “Conversions” means conversion of existing, occupied market-rate housing units to Affordable Housing units burdened by a Restrictive Covenant.

1.9. “Direct Project Costs” means Capital Costs that are expended for the acquisition, development, or construction of an Affordable Housing Project.

1.10. “Disbursement Request” is as defined in Section 4.3, below.

1.11. “Eligible Share” means that portion of the Bond Proceeds totaling \$38,678,193, which total includes \$1,764,347 from Metro’s Regional Site Acquisition Program.

1.12. “Final Approval” is as defined in Section 4.2, below.

1.13. “HUD” means the United States Department of Housing and Urban Development.

1.14. “LIS” means the LIP’s local implementation strategy document adopted by LIP and attached to this Agreement as **Exhibit A**.

1.15. “LIS Annual Progress Report” is as defined in Section 9.1, below.

1.16. “New Construction” means development and construction of a new Affordable Housing Project.

1.17. "Oversight Committee" means the Affordable Housing Bond Community Oversight Committee created pursuant to Metro Code Section 2.19.260.

1.18. "Project Funds" means that portion of Eligible Share committed through the Metro approval process set forth and disbursed in accordance with Section 4.

1.19. "Property Acquisitions" means real property acquisitions by LIP to be used for future development of an Affordable Housing Project.

1.20. "Restrictive Covenant" is as defined in Section 5, below.

1.21. "Term" is as defined in Section 11.1, below.

1.22. "Unit Production Targets" means those targets set forth in Section 2.1 below, and include the "Total Unit Target," the "30% or Below Target," the "31%-60% Unit Target," the "61-80% Cap," and the "Two-Bedroom+ Target," each as defined in Section 2.1.

1.23. "Unit(s)" means residential units in an Affordable Housing Project.

1.24. "Work Plan" means Metro's Affordable Housing Bond Measure Program Work Plan adopted by the Metro Council by Resolution 19-4956, as subsequently amended by the Metro Council on October 17, 2019 by Resolution 19-5015.

2. Unit Production Targets

2.1. Unit Production Targets. LIP hereby agrees to adopt and take all necessary and appropriate action to implement the Unit Production Targets set forth below. The parties anticipate the LIP's Unit Production Targets will be met using a combination of funds, including LIP's Eligible Share. LIP's failure to make reasonable progress towards meeting its Unit Production Targets, in accordance with the timeline attached hereto as **Exhibit B**, is grounds for termination of this Agreement by Metro as provided in Section 11, after which Metro shall have no further obligation to distribute the Eligible Share for those Projects that have not received a Concept Endorsement.

2.1.1. Total Unit Target: 258. This is the minimum total number of Units to be built or acquired using LIP's Eligible Share. Should LIP build or acquire additional units above the Total Unit Target using its Eligible Share, those units may be occupied by households earning anywhere between 0-80% so long as the 30% or Below Target and the 31%-60% Unit Target have been satisfied

2.1.2. 30% or Below Target: 107. This is the number of the Total Unit Target that will be restricted to households earning 30% or less of AMI, in accordance with the terms of the Restrictive Covenant. If any of the 30%

or less AMI units have rental subsidies and/or operating support through Federal, State or Local sources and such source(s) become unavailable, then the income and rent restrictions associated with these 30% or below AMI units may become available to households with higher AMIs in accordance with the applicable Regulatory Agreement so long as these units satisfy the definition of Affordable Housing under the terms of this Agreement.

- 2.1.3. 31%-60% Unit Target: 125. This is number of the Total Unit Target that will be restricted to households earning 31%-60% of AMI, in accordance with the terms of the Restrictive Covenant.
- 2.1.4. 61-80% Cap: 26. This is the maximum number of Units contributing to the Total Unit Target that may be restricted to households earning 61-80% of AMI.
- 2.1.5. Two-Bedroom+ Target: 129. This is number of the Total Unit Target that will be two bedrooms or more.

2.2. Transfer of Assistance. LIP may elect to commit project based vouchers, supportive housing services funds, or other operating subsidies under its control (herein collectively referred to as "Operating Assistance") to support the creation of housing units regulated at 30% of AMI or less. Should LIP transfer Operating Assistance from an existing, non-Bond funded unit to a Project receiving Eligible Share, thereby causing the rent in said unit to rise above 30% of AMI or otherwise be taken out of service ("Transfer of Assistance"), the Units benefitting from the Transfer of Assistance will not be counted towards LIP's 30% or Below Target. Notwithstanding the foregoing, the parties acknowledge that LIP intends to transfer project based vouchers from an existing non-bond funded Project to the Dekum Project but LIP commits that such transfer will not cause a rent increase for any resident currently utilizing such Operating Assistance. In addition, prior to placing 30% of units in service at the Dekum Project, LIP will have committed 28 Housing Choice Vouchers (to be used as project based vouchers) to Portland Housing Bureau. Provided that the Transfer of Assistance contemplated is as described in this section, the Dekum Project units benefitting from the Transfer of Assistance will count towards the LIP's 30% or Below Target.

3. Local Implementation Partner's Eligible Share.

3.1. Direct Project Costs; Consistency with LIS. Subject to the terms and conditions of this Agreement, including Section 4, below, and the requirements, limits, and restrictions set

forth in both the Work Plan and the Bond Measure, Metro will provide to LIP the Eligible Share on a Project-by-Project basis. LIP may only spend the Eligible Share (and any interest earned thereon) on Direct Project Costs that are consistent with its LIS (unless otherwise approved in a Concept Endorsement), as determined by Metro, in Metro's reasonable discretion, and will spend no portion of the Eligible Share on Administrative Costs.

3.2. Public or Private Ownership. LIP may use its Eligible Share to support the creation of Affordable Housing that is either privately or publicly owned. The Eligible Share may be contributed to privately-owned Projects in the form of loans or grants on terms approved by LIP, in its sole discretion. The identification and selection of a Project, whether publicly or privately owned, will be at the sole discretion of LIP, provided, however, all Project selections must comply with the LIS (unless otherwise approved in a Concept Endorsement) and contribute towards the Unit Production Targets.

3.3. Approved Project Types. LIP may use its Eligible Share only for the types of projects described in the Work Plan. As of the Effective Date, the Work Plan sets forth the following approved types of Affordable Housing Projects: (a) New Construction, (b) Conversions, and (c) Property Acquisitions.

4. Metro Approval Process; Disbursement of Funds; Repayment

4.1. Concept Endorsement. In order for LIP to receive a disbursement of its Eligible Share to fund a New Construction or Conversion Project, LIP must receive an initial funding commitment for such Project (the "Concept Endorsement") from Metro. LIP's request for a Concept Endorsement must include general project information, including a project narrative, preliminary sources and uses information, a draft project site plan, copies of relevant due diligence documents, and any other information Metro deems reasonably necessary to issue a Concept Endorsement. Metro will issue the Concept Endorsement to LIP upon Metro's determination that (a) the Project will reasonably contribute to the Unit Production Targets relative to the amount of the Eligible Share LIP proposes to use for the Project; and (b) the Project will be consistent with the LIS the Work Plan and the Bond Measure. As of the Effective Date of this Agreement, the Dekum Project has already received Concept Endorsement.

4.2. Final Approval. In order for LIP to use its Eligible Share for an Affordable Housing Project, LIP must have received final approval from Metro, as described in this section ("Final Approval"). Metro will issue Final Approval to LIP upon Metro's determination that (a) the proposed Project reasonably contributes to the Unit Production Targets relative to

the amount of the Eligible Share proposed to be used for the Project; and (b) the Project is consistent with the LIS, the Work Plan, and the Bond Measure. Notwithstanding the forgoing, for the Dekum Project that has already received a Concept Endorsement, only the following section in the LIS will apply: cost containment; distribution of family sized units; distribution of 30% AMI units; leveraged funding; leveraged services; affirmative marketing; tenant selection and lease-up; MWESB contracting; workforce and apprenticeship participation; culturally specific programming selection consideration. LIP's request for Final Approval will include the Project information described above in Section 4.1, as well as any additional information Metro reasonably requests related to the finalized development program, including design development drawings and an updated sources and uses budget. If after receiving Final Approval, the amount of the Eligible Share initially proposed and approved increases or the Project's unit count, bedroom mix, or affordability level changes, then LIP must submit an amended request for Final Approval for the Project. Metro will review such an amended request (along with any related Disbursement Request) expeditiously, making best efforts to accommodate LIP's anticipated Project closing timeline.

4.3. Disbursement. Following Metro's Final Approval of LIP's proposed use of its Eligible Share for an Affordable Housing Project, LIP may request disbursement of the Project Funds from Metro ("Disbursement Request"). Such request will be made in writing (a) no more than 45 days and (b) no less than 10 business days prior to any anticipated closing or need for use. The Disbursement Request will include: (a) a certification from LIP to Metro that the Project information LIP provided to Metro in connection with its request for Final Approval has not changed or been modified in any material way; (b) a completed draft of the proposed Restrictive Covenant that LIP intends to record against the Project in accordance with Section 5 below, (c) a list of finalized sources and uses, (d) a draft construction contract schedule of values, if applicable, and (d) wiring instructions or other instructions related to the transmittal of funds. LIP will provide to Metro any other information as Metro may reasonably request related to the Project. Metro will review Disbursement Requests expeditiously and will fully disburse the Eligible Share for an Affordable Housing Project within 10 business days of receiving a completed Disbursement Request.

4.4. Project Failure and Repayment. LIP will use the Project Funds strictly in accordance with the manner and method described in the Final Approval. If the Project financing transaction for which disbursement was sought fails to close within sixty (60) days after Metro disburses the requested funds, then, unless otherwise directed in writing by Metro, LIP will immediately repay to Metro the amount of its Eligible Share disbursed for the Project,

including any interest earned thereon. If LIP uses Project Funds for a Property Acquisition, and is thereafter unable to make substantial progress, as reasonably determined by Metro, towards the development of Affordable Housing on the property within four (4) years following the closing date of the Property Acquisition (or such other time period agreed to in writing by Metro), LIP will repay to Metro the amount of the Eligible Share disbursed for the Property Acquisition. LIP acknowledges and expressly affirms its repayment obligations set forth in this section even if such failure is through no fault of LIP. LIP's remaining Eligible Share will be adjusted and increased to reflect such repayment and LIP may use the Eligible Share for a different Project.

5. Affordable Housing Restrictive Covenant.

5.1. General Provisions and Recording Obligations. For all Projects, LIP will ensure an affordable housing restrictive covenant (a "Restrictive Covenant") is recorded on the title to the land that comprises the Project. The parties anticipate that the Restrictive Covenant will be recorded at financial closing, but in no event will LIP contribute or loan Eligible Share to a Project before the Restrictive Covenant is recorded. LIP will provide Metro a copy of the recorded Restrictive Covenant within ten (10) business days following its recording. If for any reason LIP fails to record a Restrictive Covenant in accordance with this section, Metro shall provide written notice to LIP, and LIP shall have thirty (30) days to record a Restrictive Covenant. If LIP fails to record a Restrictive Covenant after such thirty-day period, Metro may, at its sole option and upon written notice to LIP, terminate this Agreement in accordance with Section 11, in which case LIP will refund Metro the Bond Proceeds disbursed to LIP for such Project.

5.2. Form for Property Acquisitions. For Property Acquisitions, the Restrictive Covenant will be granted to Metro directly, be recorded in such priority approved by Metro, and shall be substantially in the form attached hereto as **Exhibit C**, or as otherwise approved by Metro. .

5.3. Required Terms for Privately-Owned New Construction and Conversion Projects. For privately-owned New Construction Projects and Conversion Projects, where LIP contributes the Eligible Share through either a loan or grant, the Restrictive Covenant will (a) acknowledge the use of Bond Measure funds, (b) include applicable long-term affordability restrictions, (c) burden the property for a minimum duration of sixty (60) years for New Construction Projects or thirty (30) years for Conversion Projects where the building is more than ten (10) years old, (d) provide monitoring and access rights to LIP and Metro, (e) name Metro as a third-party

beneficiary and (f) unless otherwise agreed to in writing by Metro, be recorded in a priority position only subject to and subordinate to a primary first mortgage or deed of trust and State low-income housing regulatory agreements. The monitoring, access and third-party beneficiary language will be subject to Metro's review and approval during the Final Approval process. LIP acknowledges that such language will require Projects to provide to Metro certain data (including financial reports, physical inspection reports, and tenant data) typically collected and prepared by Oregon Housing and Community Services. Metro acknowledges and agrees that the Restrictive Covenant shall provide for a waiver or temporary relief from the limitations on qualifying income, in order to address incomes rising in place after move-in to avoid undue hardship or displacement, or to conform to other regulatory, financing or policy requirements.

5.4. Form for Publicly-Owned New Construction and Conversion Projects. For publically-owned New Construction Projects and Conversion Projects, where LIP owns and develops the Project, the Restrictive Covenant will be granted to Metro directly. The form of Restrictive Covenant will be provided to LIP by Metro prior to Final Approval and among other things will (a) include applicable long-term affordability restrictions, (b) burden the property for a minimum duration of sixty (60) years for New Construction Projects or thirty (30) years for Conversion Projects where the building is more than ten (10) years old, (c) provide monitoring and access rights Metro, and (d) unless otherwise negotiated by the parties, be recorded in a priority position only subject to and subordinate to a primary first mortgage or deed of trust and State low-income housing regulatory agreements. Metro acknowledges and agrees that the Restrictive Covenant shall provide for a waiver or temporary relief from the limitations on qualifying income, in order to address incomes rising in place after move-in to avoid undue hardship or displacement, or to conform to other regulatory, financing or policy requirements.

6. Project Information Reports; Funding Recognition

6.1. Project Information and Updates. Upon Metro's disbursement of Eligible Share for any particular Project, LIP will provide Metro with regular updates regarding Project construction and completion. LIP will notify Metro of any events during construction that materially affect the Project, including (a) extensions of the Project schedule that exceed sixty (60) days, (b) significant increases to Project's overall development budget, not otherwise covered by contingency or an additional source, (c) any notices of default issued by LIP or other Project lenders, or (d) any other changes that impact the quality or nature of the Project described in the Final Approval process. If any such material adverse events occur during Project construction, LIP will provide Metro with any additional information Metro reasonably

requests related to such events. In addition to providing the general Project updates and information described above, LIP will provide Metro with the documents listed on the attached **Exhibit D** at the Project milestones referenced therein.

6.2. Funding Recognition. LIP will publicly recognize Metro and the Bond Measure in any publications, media presentations, or other presentations relating to or describing Projects receiving Bond Proceeds. LIP will coordinate with Metro in selecting the date and time for any event recognizing, celebrating or commemorating any Project ground-breaking, completion, ribbon cutting or opening, and provide Metro an opportunity to participate. LIP will ensure that the Bond Measure is officially recognized as a funding source at any such event, and will provide a speaking opportunity for the Metro elected official representing the district in which the Project is located, if such opportunities are provided to LIP or other public officials.

7. Administrative Funding. Subject to the terms and conditions of this Agreement, and the requirements and restrictions set forth in both the Work Plan and the Bond Measure, Metro will provide LIP the Administrative Share. Within thirty (30) days of the Effective Date, Metro will disburse to LIP its Administrative Share in accordance with the schedule set forth on Exhibit B attached to this Agreement. Interest earnings on the Administrative Share while held by LIP may be retained by LIP, provided such interest is used for affordable housing, residential services, or supportive services for residents of affordable housing. Metro's obligation to distribute the Administrative Share is conditioned on LIP making reasonable progress towards its Unit Production Targets, as reasonably determined by Metro in accordance with the timeline set forth on the attached Exhibit B. Upon the expenditure by LIP of the Administrative Share, provided the funds are spent in accordance with this Agreement (in particular Section 8 below) LIP shall have no obligation to repay the Administrative Share.

8. General Obligation Bonds. All Bond Proceeds disbursed to LIP pursuant to this Agreement (including both the Eligible Share, the Administrative Share, and any interested earned thereon) are derived from the sale of voter-approved general obligation bonds that are to be repaid using ad valorem property taxes exempt from the limitations of Article XI, sections 11 and 11b of the Oregon Constitution. LIP covenants and agrees that it will take no actions that would adversely affect the validity of the Bonds or cause Metro not to be able to levy and collect the real property taxes imposed to repay these bonds, which are exempt from Oregon's constitutional property tax limitations. Metro shall provide, no later than thirty (30) days after the Effective Date of this Agreement, a copy of the continuing disclosure obligations

described below. LIP further covenants and agrees that (a) all Bond Proceeds disbursed hereunder, and any interested thereafter earned thereon, will be used only to pay for or reimburse costs that are of a type that are properly chargeable to a Capital Costs (or would be so chargeable with a proper election) to comply with the Oregon Constitution and other applicable laws with respect to the permitted expenditure of general obligation bond proceeds; and (b) within twenty (20) days of the event, LIP will disclose to Metro any events that are required to be included in Metro's continuing disclosure obligations as the issuer of the general obligation bonds. If LIP breaches the foregoing covenants, LIP will immediately undertake whatever remedies or other action may be necessary to cure the default and to compensate Metro for any loss it may suffer as a result thereof, including, without limitation, repayment to Metro of Project Funds, subject to the limitations contained herein.

9. LIP Required Annual Reporting

9.1. Local Implementation Strategy Progress Reports. By the end of each calendar year of the Term, or until LIP has fully expended its Eligible Share, LIP will provide a report to Metro summarizing its LIS progress and outcomes (the "LIS Annual Progress Report"). LIP will create the LIS Annual Progress Report using a template provided by Metro, which template Metro will develop with input from all participating local government partners receiving Bond Proceeds. The Oversight Committee will review the LIS Annual Progress Report and may recommend changes to the LIS to achieve the Unit Production Targets and to better align the LIS with the Work Plan. LIP agrees to participate fully in such annual review process; provided, however, the LIS may be revised or amended only upon written agreement by both LIP and Metro. Failure by LIP to agree to a proposed amendment will not constitute an event of default.

9.2. Financial Eligible Share Reports. Beginning with Metro's first disbursement of any portion of the Eligible Share to LIP for a Project, and continuing each year thereafter, on or before September 15 of each year during the Term until Unit Production Targets are completed and/or all Eligible Share is disbursed, LIP will provide an annual financial report to Metro containing (a) an itemized list of LIP's expenditure of Project Funds (and interest earnings thereon) through the end of the applicable fiscal year and (b) a certification from LIP to Metro that the Eligible Share was used only to pay for Capital Costs.

9.3. Administrative Share Reports. On or before September 15 of each year during the Term, LIP will provide an annual report to Metro containing (a) an itemized list of LIP's expenditure of its Administrative Share (and any investment earnings thereon) through the end of

the prior fiscal year; and (b) a certification from LIP to Metro that the Administrative Share was used only to pay for Capital Costs.

10. Audits, Inspections and Retention of Records. LIP will keep proper records on all activities associated with the expenditure of all funds disbursed by Metro under this Agreement. LIP will maintain these records in accordance with generally accepted accounting principles through the date that is three (3) years after the anticipated maturity date of the Bonds or the anticipated maturity date of any obligations issued by Metro to refund the Bonds. Metro expects the Bonds will be outstanding until approximately May of 2039. LIP will permit Metro and its duly authorized representatives, upon prior written notice, to inspect records during normal business hours, and to review and make excerpts and transcripts of the records with respect to the receipt and disbursement of Bond Proceeds received from Metro. Metro's authorized representatives will have access to records upon reasonable notice at any reasonable time for as long as the records are maintained

11. Term; Termination; Default Remedies; Dispute Resolution

11.1. The term of this Agreement commences on the Effective Date and terminates ten years after the Effective Date (the "Term"). The expectation of the parties is that LIP will spend its Eligible Share within seven (7) years after the Effective Date and that all Projects will be completed within the Term of this Agreement. Metro will have no obligation to disburse any remaining portion of LIP's Eligible Share or Administrative Share after the expiration of the Term. The repayment obligations and indemnities set forth in Sections 4, 5, 8 and 14 survive the expiration or earlier termination of this Agreement.

11.2. Metro and LIP may jointly terminate all or part of this Agreement based upon a determination that such action is in the public interest. Termination under this provision will be effective only upon the mutual, written termination agreement signed by both Metro and LIP.

11.3. If Metro reasonably believes LIP is not spending its Eligible Share according to the terms herein or otherwise has failed to comply with the terms of this Agreement, in addition to any other rights and remedies set forth herein or available at law, or in equity, Metro has the right to immediately withhold or suspend future distributions of Eligible Share and Administrative Share. In such an event Metro will provide LIP with written notice of such determination and will thereafter proceed with the dispute resolution provisions set forth below in Section 11.4.

11.4. Metro and LIP will negotiate in good faith to resolve any dispute arising out of or related to this Agreement. Subject to the provisions set forth below, Metro or LIP may terminate this Agreement during the term if it reasonably determines the other party has failed to comply with any material provision of this Agreement and is therefore in default. Before terminating this Agreement in accordance with this section, the terminating party will provide the other party with written notice that describes the evidence of default and include a description of the steps needed to cure the default. From the date that such notice of default is received, the defaulting party will have 30 days to cure the default. If the default is of such a nature that it cannot reasonably be cured within 30 days, the defaulting party will have such additional time as required to cure the default, as long as it is acting in a reasonable manner and in good faith to cure the default. If the parties are unable to resolve any dispute within thirty (30) days of after receipt of a written notice of default or such additional time as may be needed to reasonably cure the default, the parties will attempt to settle any dispute through mediation. The parties shall attempt to agree on a single mediator. The cost of mediation will be shared equally. If the parties agree on a mediator, the mediation must be held within 60 days of selection of the mediator unless the parties otherwise agree. If the parties cannot agree on a mediator, or the matter is not settled during mediation, the parties will have all other remedies available at law or in equity.

12. Notices and Parties' Representatives

12.1. Any notices permitted or required by this Agreement will be addressed to the other party's representative(s) designated in this section and will be deemed provided (a) on the date they are personally delivered, (b) on the date they are sent via electronic communication, or (c) on the third day after they are deposited in the United States mail, postage fully prepaid, by certified mail return receipt requested. Either party may change its representative(s) and the contact information for its representative(s) by providing notice in compliance with this.

Metro:
Emily Lieb
600 NE Grand Ave.
Portland, OR 97232
503-797-1921
Emily.Lieb@oregonmetro.gov

Home Forward:
Director of Development & Community
Revitalization
135 SW Ash St.
Portland, OR 97204
503-802-8507
Jonathan.Trutt@homeforward.org

13. Compliance with Law

13.1. LIP will comply with all applicable federal, state, and local laws, regulations, executive orders and ordinances applicable to its investment and expenditure of the Bond Proceeds.

13.2. LIP further recognizes that investing Bond Proceeds (through either a loan or grant) could result in a Project being a “public works” for purposes of Oregon’s prevailing wage rate law, ORS 279C.800 to 279C.870, as it may be amended from time to time. LIP will be solely responsible for ensuring that all Projects receiving Bond Proceeds comply with prevailing wage rate law, as applicable.

13.3. No recipient or proposed recipient of any services or other assistance under the provisions of this Agreement or any program related to this Agreement may be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity funded in whole or in part with the funds made available through this Agreement on the grounds of race, color, or national origin, 42 U.S.C. §2000d (Title VI), or on the grounds of religion, sex, ancestry, age, or disability as that term is defined in the Americans with Disabilities Act. For purposes of this section, “program or activity” is defined as any function conducted by an identifiable administrative unit of LIP receiving funds pursuant to this Agreement.

14. Insurance; Indemnification; Limitation on Liability

14.1. Metro and LIP will self-insure or maintain general liability insurance and workers compensation insurance coverage. Each party is responsible for the wages and benefits of its respective employees performing any work or services related to this Agreement. LIP will add Metro as an additional insured to all commercial general, excess and umbrella liability policies. LIP will provide a certificate of insurance listing Metro as a certificate holder within 30 days of execution of this Agreement.

14.2. Subject to the limitations and conditions of the Oregon Constitution and the Oregon Tort Claims Act, LIP will indemnify, defend, and hold harmless Metro, its elected officers and employees, from and against any and all liabilities, claims, demands, damages, actions, costs, penalties, losses and expenses (including any attorney's fees in defense of Metro or any attorney's fees incurred in enforcing this provision) suffered or incurred as a result of third-party claims arising out of LIP's performance of this Agreement or resulting in whole or in part from any act, omission, negligence, fault or violation of law by LIP, its officers, employees, agents, and contractors. This indemnity includes any third-party claims related to the development, construction, operation, repair, or maintenance of Affordable Housing Projects. This indemnity provision does not apply to third-party claims resulting from the sole negligence or willful misconduct of Metro.

14.3. In no event will either party be liable to the other for, and each party releases the other from, any liability for special, punitive, exemplary, consequential, incidental or indirect losses or damages (in tort, contract or otherwise) under or in respect of this Agreement, however caused, whether or not arising from a party's sole, joint or concurrent negligence.

15. Oregon Law, Dispute Resolution, and Forum. This Agreement is to be construed according to the laws of the State of Oregon. Any litigation between Metro and LIP arising under this Agreement will occur, if in the state courts, in the Multnomah County Circuit Court, and if in the Federal courts, in the United States District Court for the District of Oregon located in Portland, Oregon.

16. No Third-Party Beneficiaries. LIP and Metro are the only parties to this Agreement and are the only parties entitled to enforce its terms and the sole beneficiaries hereof. Nothing in this Agreement gives, is intended to give, or will be construed to give or provide any benefit or right, whether directly, indirectly, or otherwise, to third persons any greater than the right and benefits enjoyed by the general public.

17. Relationship of Parties. Nothing in this Agreement nor any acts of the parties hereunder will be deemed or construed by the parties, or by any third person, to create the relationship of principal and agent, or of partnership, or of joint venture or any association between any LIP and Metro. Furthermore, Metro will not be considered the owner, contractor or the developer of any Project funded with Bond Proceeds. This Agreement is not intended to be a contract that provides for the development or construction of any Project, either directly with a construction

contractor or through a developer. Metro specifically waives any provision contained in this Agreement, to the extent it is construed to provide Metro the right to manage, direct or control the developer, general contractor or the subcontractors. The rights and duties of the developer, the general contractor and the subcontractors are the subject of a separate contract or contracts with LIP to which Metro is not a party. LIP waives and releases Metro from any claims and actions related to the construction, operation, repair, or maintenance of any Affordable Housing Projects. If LIP obtains an indemnification agreement from any third-party developer or general contractor receiving Bond Proceeds under this Agreement, LIP will contractually require such party to indemnify Metro to the same extent as LIP.

18. Assignment; Merger; Entire Agreement. This Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstance, be assigned or transferred by LIP without Metro's written consent. This Agreement and attached exhibit(s) constitute the entire agreement between the parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. The failure to enforce any provision of this Agreement does not constitute a waiver by Metro of that or any other provision. No waiver, consent, modification or change of terms of this Agreement will bind either party unless it is in writing and signed by both parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, will be effective only in the specific instance and for the specific purpose given. The failure of a party to enforce any provision of this Agreement will not constitute a waiver by that party of that provision, or of any other provision.

19. Further Assurances. Each of the parties will execute and deliver any and all additional papers, documents, and other assurances, and will do any and all acts and things reasonably necessary in connection with the performance of their obligations hereunder and to carry out the intent and agreements of the parties hereto.

20. Counterparts. This Agreement may be executed in any number of counterparts, each of which will be an original, but all of which will constitute one and the same instrument.

21. No Attorney Fees. Except as otherwise set forth in Section 14 of this Agreement, in the event any arbitration, action or proceeding, including any bankruptcy proceeding, is instituted to enforce

any term of this Agreement, each party shall be responsible for its own attorneys' fees and expenses.

22. Debt Limitation. This Agreement is expressly subject to the limitations of the Oregon Constitution and Oregon Tort Claims Act, and is contingent upon appropriation of funds. Any provisions herein that conflict with the above referenced laws are deemed inoperative to that extent.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the Effective Date.

Metro

Home Forward

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

Home Forward Local Implementation Strategy

Home Forward Housing Strategy through 2020

Guiding Principles

RACIAL EQUITY

address housing disparities faced by communities of color

POPULATIONS

focus on families and children, seniors, and persons with disabilities

GEOGRAPHY

improve East County housing and services to increase opportunity and stability

INCOME

balance household income levels to return revenue to the core mission of housing priority populations

SUPPORTIVE HOUSING

assist in inter-jurisdictional efforts to house the most vulnerable households in our community

SYSTEMS ALIGNMENT

leverage housing resources to improve effectiveness of programs addressing poverty

Introduction:

Home Forward, the federally recognized housing authority serving communities throughout Multnomah County, is the largest affordable housing provider in the state. We have over 100 properties providing 6,500 apartment homes and provide over 11,000 housing subsidy vouchers (Section 8) for use in the private housing market.

Three of our primary organizational values state:

- Housing is at the core of what we do and people are the reason it matters.
- We are stewards of public resources and champions for those who need them.
- We do our work in support of systemic change for racial and social justice.

Our current strategic plan and housing strategy emphasize construction of new properties and the preservation of our existing housing portfolio. In order to add 500 units by 2020, the housing strategy outlines plans to:

- Pursue new development opportunities east of 122nd Avenue which include 2- or 3-bedroom family options;
- Acquire and rehabilitate unregulated affordable housing with large unit counts and future development opportunities beyond 2020.

Implementing Metro’s Affordable Housing Bond Goals:

In cooperation with Multnomah County leadership and in keeping with mutual values, goals and strategies, Home Forward will utilize funds from the regional affordable housing bond to either build or acquire apartment homes east of the City of Gresham.

From

Jurisdiction	Total Units	30% AMI	Family-Sized	Total Project Funds
Focus: Fairview, Wood Village, Troutdale	111	46	55	\$15.9 million

Exhibit B – Breakdown of Unit Production, Metro Affordable Housing Bond Program Work Plan, January 2019

Anticipated Project Types: Home Forward is exploring two options to achieve targets outlined in the Metro work plan:

- **Option 1** – our primary option is to explore a site in Troutdale that leverages Multnomah County land for development of between 103-111 units; or
- **Option 2** – one new construction development plus one acquisition/rehab or some variation of these strategies.

Home Forward will achieve the unit production targets whether using Option 1 or 2. If using Option 1, all the targets will be met at a single site.

Cost Containment:

As the direct developer of the homes, Home Forward will ensure that costs are reasonable and appropriate to the project. Considerations will include: appropriate scale for target population and neighborhood, need for and cost of site work, costs of mixed-use development, quality of construction materials, costs associated with anticipated service needs, and reasonable fees and reserves.

Home Forward acknowledges the need to achieve an average Metro bond expenditure per unit of \$143,000. In order to meet the 30% area median income (AMI) targets without rental subsidy and insure a financially sustainable project(s), we intend to utilize 4% LIHTC, permanent debt, and additional resources to achieve the production goals. One of those resources is Metro’s Site Acquisition Program (SAP). Metro anticipates using \$1.7 million in SAP funding towards acquisition and development of a site in East County to support Home Forward in reaching its Unit Production Target of 111 units. If Home Forward decides to achieve its full unit production targets on an existing publically owned site (Option 1), we plan to work with Metro to explore alternative options for how Metro’s SAP investments could support our unit targets. If we are unable to identify alternative options, it is possible that Home Forward’s unit production targets may be reduced by up to 10 percent. Similarly, Metro’s SAP can be used to help with the purchase of land for other project(s) (Option 2).

Anticipated number, size, and range of project types (estimates are acceptable) and cost containment strategies to achieve local share of unit production targets (including 30% AMI and family-size unit goals and the cap on units at 61-80% AMI) using local share of eligible funding

Distribution of Family-Sized Units:

If Home Forward pursues Option 1, 50% of the units will be family-sized. If Option 2 is the approach, we will attempt to purchase an existing market rate project that has close to 50% family size units and make up the difference, if needed, in the new construction project.

Distribution of 30% area median income (AMI) Units:

All projects will include approximately 41% of the units with rents at 30% AMI. In Multnomah County this may require additional resources since there is currently no rent assistance resources available.

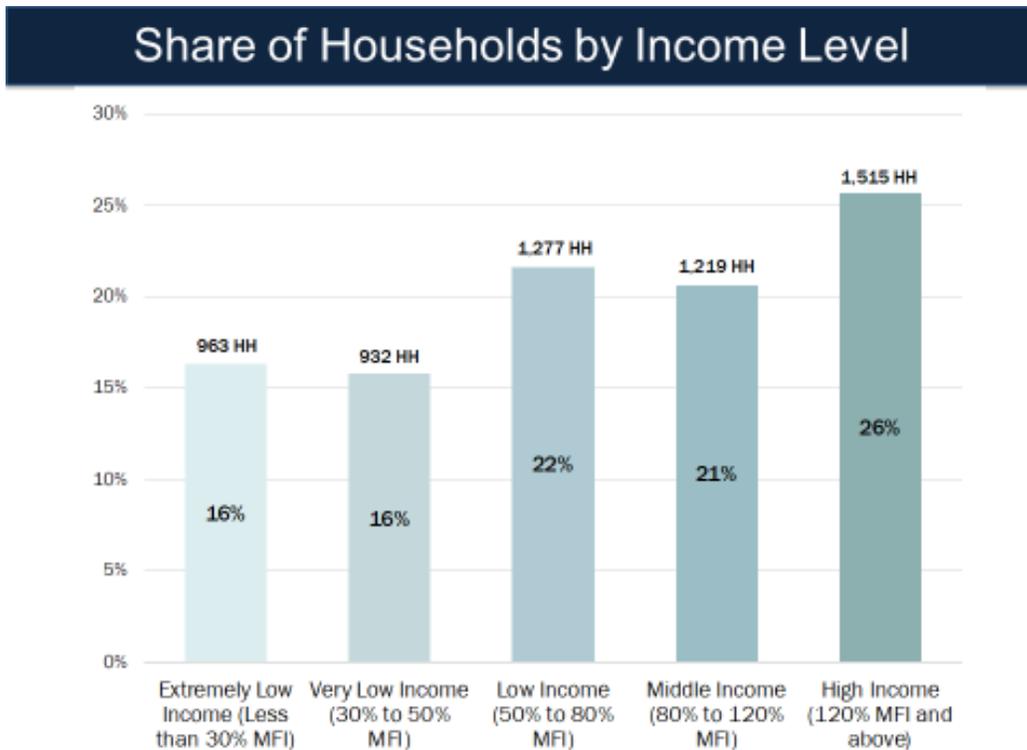
Summary of existing need and supply:

Currently the cities of Troutdale, Fairview and Wood Village have 955 regulated affordable housing units distributed across the three jurisdictions: Fairview has 524 regulated units (328 owned by Home Forward); Troutdale has 431 regulated units; and Wood Village has zero.

The current 431 regulated affordable housing units in Troutdale are located across three properties. These three existing regulated affordable housing communities are not located in the central business area. If Home Forward pursues Option 1, the site is located in the downtown business district near a new elementary school and easy access to the three bus lines.

Our proposed project will help keep current Troutdale residents and other residents stably housed and begin to respond to the need for housing affordable for additional households below 60% AMI living across the Metro area.

Consideration for how new bond program investments will complement existing regulated affordable housing supply and pipeline



Data above from EcoNorthwest’s 2019 preliminary housing needs analysis indicates that over 54% of Troutdale’s 5,906 households (above) have incomes below 50% Median Family Income (MFI).

Almost two out of three Renter Households in Troutdale earn less than \$50,000/year. [1454 out of 2244, 64.8%]. (US Census Fact Finder, 2013-2017 American Community Survey 5-Year Estimates, Tenure by Household Income in the Past 12 Months, Universe: Occupied housing units, Table B25118, Troutdale City, Oregon.)

Troutdale has the largest population and is the most rent burdened of the three cities northeast of Gresham.

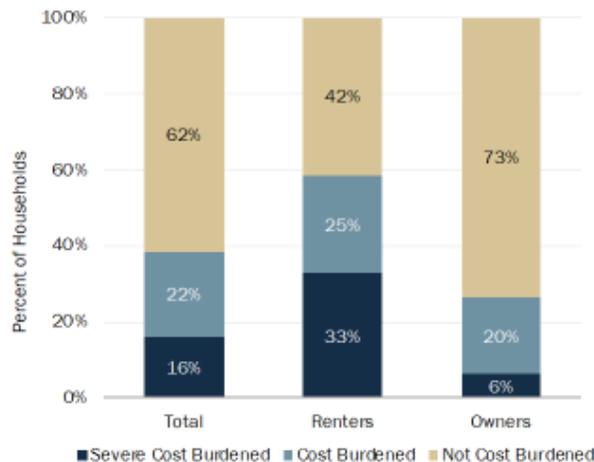
	Renter Cost Burden (over 30% paid toward housing costs)	Severe Cost Burden (over 50% paid toward housing costs)
Troutdale	58%	33%
Wood Village	49%	29%
Fairview	44%	23%
Portland MSA	50%	25%
Oregon	52%	27%

From 2013-2017 Factsheets prepared by ECONorthwest for Multnomah County

Cost Burden, Troutdale, 2017

Cost Burden and Severe Cost Burden by Tenure, Troutdale

Households paying 50% or more for housing costs are said to be **severely** cost burdened.



Source: U.S. Census, American Community Survey 2013-2017

Affordable Housing Pipeline:

We know of no other regulated affordable housing planned in the three jurisdictions.

Leveraged funding:

Home Forward anticipates leveraging 4% Low Income Housing Tax Credits (LIHTC), permanent loan and deferred developer fee. All of these anticipated funds are not competitive. The current budget shows a gap of approximately \$2M, which will need to be filled with state resources, Metro Land Acquisition gap funds or other resources.

The largest leveraging opportunity is available with Option 1 and the use of land provided free of cost by Multnomah County.

Leveraged services:

Home Forward will allocate a portion of a resident services time at the property, paid for from the property operating budget. We will also create partnerships based on the needs of the resident population and leverage existing services provided by other partners. If the project has vulnerable or formally homeless populations we intend to collaborate with the Joint Office of Homeless Services to provide ongoing funding for services.

Project selection process:

Home Forward will develop and own one to two projects in the balance of Multnomah County. We will select sites using the following criteria:

- Availability of free or discounted land
- Land that will hold approximately 111 units and is zoned appropriately
- Acquisition/rehabs that meet the unit mix criteria, are already occupied by low-income households, need minimal rehab
- High opportunity areas, as defined by access to transit, schools, jobs, parks, services and other amenities
- Opportunities to meet community development goals or develop beneficial service partnerships, and/or
- Opportunities that are aligned with funding resources

Home Forward will use its experienced development team to select projects. Ultimately, projects are approved by the Home Forward Board of Commissioners after initial review by the Board’s Real Estate and Development (READ) committee. Currently our board includes 8 members (one seat is vacant). The Board’s diversity is 63% white and 37% people of color. READ is a sub-committee of the board, which

Goals and/or initial commitments for leveraging additional capital and ongoing operating and/or service funding necessary to achieve the local share of Unit Production Targets

Description of project selection process(es) and prioritization criteria, including anticipated timing of competitive project solicitations and how existing or new governing or advisory bodies will be involved in decisions regarding project selection.

includes board members and former board members. The make-up of this committee is 80% white and 20% people of color. Photos and short bios of Home Forward’s dedicated volunteers serving on our Board of Commissioners can be found at: www.homeforward.org/home-forward/leadership/board-of-commissioners

Fair housing strategies and/or policies to eliminate barriers in accessing housing for communities of color and other historically marginalized communities, including people with low incomes, seniors and people with disabilities, people with limited English proficiency, immigrants and refugees, and people who have experienced or are experiencing housing instability

Prioritization criteria for site acquisition:

Similar to project selection process, site acquisition will use the following criteria:

- Availability of free or discounted land
- Land that will hold approximately 111 units
- High opportunity areas, as defined by access to transit, schools, jobs, parks, services and other amenities
- Opportunities to meet community development goals or develop beneficial service partnerships, and/or
- Opportunities that are aligned with funding resources

Prioritization criteria for projects:

Not needed based on the fact that Home Forward will be the developer and owner.

Project selection process and role of governing/advisory bodies:

Home Forward is a public corporation and housing authority subject to local oversight with a long-standing role in affordable housing development, ownership, and management in the community. Home Forward will use its experienced development team to select projects. As stated above, potential projects will be reviewed by the Home Forward Board of Commissioner’s Real Estate and Development committee and will ultimately be approved by the Home Forward Board of Commissioners.

Affirmative Marketing, Tenant Selection & Lease-Up.

Home Forward will make concerted efforts to make apartments available to communities of color and historically marginalized populations using best practice strategies. In general, this will require:

- **Affirmative outreach and marketing to target populations.** Home Forward will engage in pro-active efforts to make disadvantaged populations aware of the availability of units, and the process and timeline for application. Home Forward will work with property managers and resident services to identify specific target populations for each project and will review the proposed outreach and marketing strategy for each project. This includes extensive outreach prior to lease up to

organizations serving communities of color and agencies working with seniors, people with disabilities, veterans and other people experiencing housing instability.

- **Low barrier screening criteria** – Home Forward will use low barrier screening criteria that balances access to target populations, project operations, and community stability. Typical requirements may include less than standard market apartment income-to-rent ratios, reduced credit history requirements, and criminal history requirements that only consider an applicant’s recent convictions that are most directly tied to tenant success. Home Forward and our property manager will be required to review appeals to denials of standard screening criteria that take into consideration mitigating efforts of applicants that demonstrate stability and potential for tenant success.

MWESB Contracting

Since 2012 Home Forward has maintained a goal of ensuring that 20% of hard and soft costs are contracted to certified Minority, Women, and Emerging Small Business (MWESB) firms. We have consistently exceed this goal and will continue our proven methods on the Bond projects. We will report on our ongoing project participation to Metro.

Strategies and/or policies, such as goals or competitive criteria related to diversity in contracting or hiring practices, to increase economic opportunities for people of color

Workforce and Apprenticeship Participation.

The Workforce Training and Hiring Program requires state-registered apprentices to work a minimum of 20% of the labor hours per trade on construction contracts over \$200,000 and subcontracts of no less than \$100,000. In addition to apprentice hours, Home Forward’s program aims to increase the numbers of women and communities of color in the construction trades. To meet the goals and program requirements, Home Forward contracts with the City of Portland to monitor job hours and provide reporting. Labor hours are recorded by trade along with data showing hours worked by journey-level workers and apprentices and hours worked by minority and female tradespeople. We will report on our ongoing project participation to Metro.

Culturally specific programming selection consideration

Home Forward will take the following factors into consideration when developing/acquiring projects and creating services:

- Outreach, engagement, and ensuring participation of minority and women owned contractors in pre-development and construction of the project, as well as the on-going maintenance of the building;
- Engaging targeted and/or marginalized communities, communities of color as part of its leasing process;
- Creating an inclusive tenant screening criteria process, minimizing barriers to housing experience by communities of color;

Requirements or competitive criteria for projects to align culturally specific programming and supportive services to meet the needs of tenants.

- Providing culturally specific resources and services.

Home Forward plans that Resident Service Coordination will be provided at all projects, appropriate to the level of need of the target population. Resident Services will focus on eviction prevention, helping residents access services for which they may be eligible, and community building activities.

Engagement Summary and Outcomes

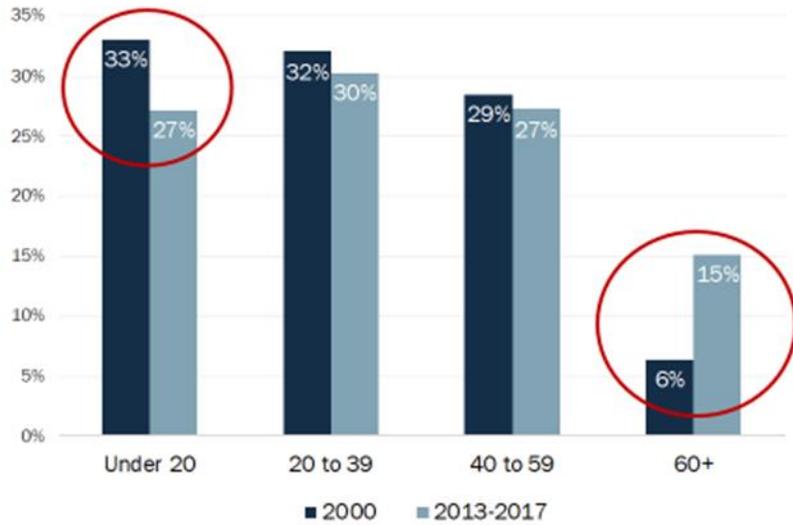
Home Forward’s engagement process for major developments typically begins after a site has been determined (see following section). Our engagement prior to submitting this LIS has focused on getting to know the communities northeast of Gresham, including local elected officials and current residents who live on fixed and lower incomes.

With the focus currently on “Option 1,” the first steps in our engagement strategy have been to:

- 1) Provide introductory outreach to elected officials in each of the three local jurisdictions to clarify Home Forward’s role in the Metro bond implementation (including presentation to Troutdale City Council and participation in the City’s current Housing Needs Analysis);
- 2) Conduct a focus group utilizing Home Forward resident services staff working with residents in Home Forward apartment communities in East County;
- 3) Review Metro reports summarizing input from Communities of Color during Spring 2018 and Troutdale demographic trends (see charts below);
- 4) Conduct a large focus group with community service organizations serving east county (verifying, expanding and helping to prioritize Metro input from 2018 Communities of Color engagement); and
- 5) One-on-one discussions with service providers.
- 6) Conduct two focus groups with potential residents (one facilitated in English and one facilitated in Spanish).
- 7) In the future, Home Forward will work with Metro staff to develop an anonymous “self-reporting” survey card to help assess the actual demographics of participants at outreach events including: disability, race, ethnicity, veteran status, age and other characteristics of frequently marginalized groups.

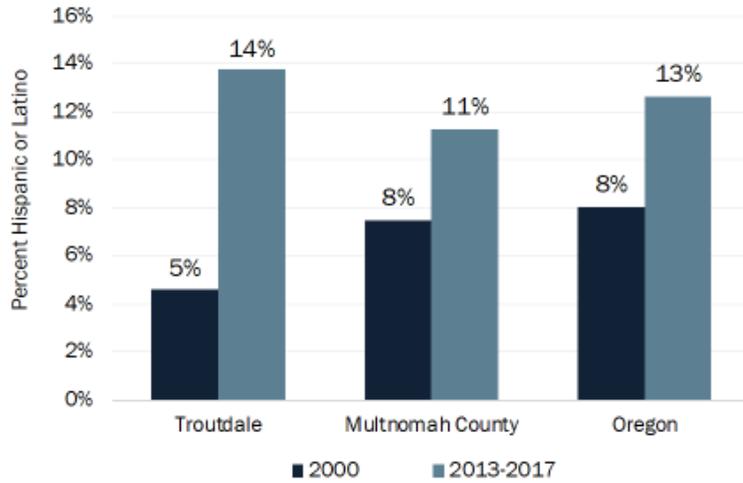
Engagement activities focused on reaching communities of color and other historically marginalized communities, including people with low incomes, seniors and people with disabilities, people with limited English proficiency, immigrants and refugees, and people who have experienced or are experiencing housing instability

Aging Population, Troutdale



Source: U.S. Census, Decennial Census 2000 and ACS 2013-2017

Growth in Latinx Population



Source: U.S. Census, Decennial Census 2000 and ACS 2013-2017, Table P008 and B03002.

The following table summarizes engagement and outreach efforts to date:

Date	Participants	Key Take-Aways
April 23, 2019	Focus Group with seven Home Forward resident services staff serving east county properties	Studios & 1-bedrooms are lacking in Home Forward's East County portfolio; balance with need for additional larger units for families. Barriers to access include complex procedures, translations and jargon. (Attachment 1)

May 3, 2019	Meeting with three Mayors, Metro Councilor, and County Commissioners	Troutdale – community concern with impacts of new multifamily development; Wood Village – issues with aging trailer parks and displacement of low income residents Fairview – interest in affordable home ownership models
May 29, 2019	Focus Group (workshop format) with 24 individuals representing 19 social service agencies serving East Multnomah County	See Executive Summary (Attachment 2) - co-hosted by Cities of Gresham and Portland - questions posed were based upon key topics identified in Communities of Color summary (Attachment 3)
May 21, 2019 and July 9, 2019	Home Forward Board of Commissioners meeting held at Troutdale (invitation to City Council members to join for dinner); Home Forward presentation to Troutdale City Council	Interest in senior housing opportunities; concerns about the capacity of schools to absorb additional students; availability of social services and Tri-Met frequency of service. Possible opportunity to increase jobs-housing balance by partnering with major employers.
July & August 2019	Mt. Hood Community College Head Start; Reynolds High School, El Programa Hispano; TriMet	Meetings with staff to identify barriers to services and opportunities for partnerships
September 25 and October 1, 2019	Community resident focus groups (two sessions with 20 participants at each group; 40 total participants)	See Attachment 4 – Focus Group Summaries
Upcoming Meetings		
Fall-Winter 2019-2020	Multnomah County’s Senior, Disabled & Veterans Services Office	Both Home Forward and City of Gresham staff plan to meet with County staff at the east county service center in Downtown Gresham
Fall-Winter 2019-2020	Amazon and FedEx employers & employees	Follow up on surveys indicating current jobs-housing balance

Local Implementation Strategy Goals

During the sessions described above, multiple themes were addressed which amplify input that has been heard throughout the region:

- **Development in Opportunity Neighborhoods** - Providing new affordable housing in high opportunity neighborhoods helps to achieve multiple Home Forward goals. These locations provide good access to transit, jobs, quality schools, commercial services, parks & open space, etc. **Option 1** (Troutdale downtown location) is consistent with community input that prioritizes

Summary of how the above themes are reflected in the Local Implementation Strategy.

proximity to transit and to schools. In particular, the newly constructed Troutdale Elementary is a short six blocks from the site.

- **Development in Existing Neighborhoods** – Input also emphasized the need to locate affordable housing in areas with existing underserved diverse populations. When considering **Option 2**, any new development and/or acquisition and rehab will strive to locate properties to address this goal.
- **Target Population Goals** – Families (especially Latinx and intergenerational immigrant households), seniors, veterans, people with disabilities, and people experiencing current housing instability have been identified as groups needing housing in eastern-most Multnomah County. We anticipate households representing each of these groups will be part of the diverse community housed by either Option 1 or Option 2.
- **Increased Opportunity for Greater Jobs-Housing Balance** – Large numbers of entry level jobs are available in eastern-most Multnomah County; many resulting in household incomes lower than 50% AMI. Both Amazon and FedEx facilities are located in Troutdale yet affordable rental housing for households earning less than 50% AMI is limited. Home Forward will seek and welcome opportunities to partner with large employers to increase local affordable housing opportunities for employees.
- **Access to Services** – Input stressed that access to social service providers is a challenge throughout eastern Multnomah County. Driven by data, research and best practices, Home Forward, in collaboration with external stakeholders, is designing a framework so that individuals and families can thrive in ways they find most meaningful. The approach is person-centered, trauma-informed, and employs a racial justice lens. The model recognizes the need for enhanced access to social service providers and culturally sensitive programming in the East Multnomah County region and will continue to cultivate relationships to meet this need. Home Forward anticipates introducing and launching the effort in early 2020.

On-going Community Engagement Opportunities:

- **Community Advisory Committee (CAC)** – Home Forward’s successful experience in major developments has proven the value of this engagement model. The CAC will take shape as soon as the architectural design team is selected and work begins on a new development.

In Home Forward’s experience, the CAC model creates an effective forum for all stakeholders to hear and discuss with staff—and each other—issues ranging from physical design to equity in construction contracting to future supportive service programming. An “open house” community meeting will also be planned when initial design concepts are ready to share. As construction nears

Strategies for ensuring that ongoing engagement around project implementation reaches communities of color and other historically marginalized community members, including:

- people with low incomes,
- seniors and
- people with disabilities,
- people with limited English proficiency,
- immigrants and refugees,
- existing tenants in acquired buildings, and
- people who have experienced or are experiencing housing instability

completion, the CAC will discuss marketing and lease-up strategies and work underway to forecast school enrollment increases.

Participants typically include: representatives from historically marginalized groups; neighbors immediately adjacent to the property; neighborhood/ business association and faith-based representatives; school and social service agency representatives; Metro, Multnomah County and City of Troutdale partners; and members-at-large recruited from advocacy groups.

- **On-going Communication** — As the design begins to take shape with input from the CAC and design workshops, a newsletter will be sent to all households and businesses within a half-mile radius of the site. Since the design and construction will span multiple years, these periodic newsletters will keep people updated on the project schedule and point people to the project website for more information.
- **Lease up** – The property management team will conduct enhanced outreach to communities of color during the marketing phase for lease up of the 111 units funded with the Metro Housing Bond. Home Forward is currently piloting a new outreach model that includes an “outreach and equity navigator” position to ensure targeted outreach is occurring for new properties. We will continue to work to ensure access for all communities needing our assistance, especially those who have been disproportionately marginalized throughout the history of the community.

Attachment 1



Focus Group with Internal Community Services staff working in East County

Notes from April 23, 2019 discussion

Attending:

- Melissa Arnold, facilitating (RCSC manager)
- Odalis Perez-Crouse (Goals manager)
- Rebecca Enriquez, RCSC
- Jessica Rayos, Goals coordinator
- Nikki Long, Goals coordinator
- Anna Wilson, RCSC
- Tabetha Suda Opoka, RCSC

Observers: Gresham staff Brian Monberg (housing policy) and Alex Logue (community engagement); Pamela Kambur, Home Forward staff working on East County engagement

What are some of the most important locational factors for residents choosing their housing?

- Transportation (can take 2-3 buses to reach places)
 - Transit can be anxiety provoking (presents barriers for riders with mental health concerns or undocumented status)
 - Transit can be impossible for mom with 3 small children without stroller or car seats
- Grocery stores
- Proximity to services (example: food pantry)
- Proximity to youth programming

What do people look for at their apartment community? What type of housing is needed?

- Space for community gatherings (community rooms)
 - Balance bringing services to the property with encouraging people to self-advocate and go out into community
 - Central City Concern model is good with service providers on first floor
- Mixed communities: example of New Columbia with grocery, rentals and homeownership
- Biggest desire: single family homes or duplexes where there is a yard and they get practice of what it's like to be a homeowner (paying utilities, yardwork, etc.)
- Studios and 1-bedrooms are lacking in Home Forward's portfolio in East County
 - Needed by seniors and single parents whose kids have moved out
- Larger family units also needed (recognize need for a mix)
- Well insulated (need to avoid huge utility bills)
- Overall energy-efficient (appliances, insulation)

- Elevator access needed (not just for seniors and people with physical disabilities; helpful for families too)
- Desire for washer, dryers and air conditioners in units
- Outdoor space “that makes you proud of where you live”
- Durable flooring materials
- Focus on safety; adequate lighting
- Adequate space for garbage and recycling (larger properties need multiple locations for enclosures)
- Containers for pet waste disposal and needle disposal
- Seismic safety
- Recognition that noise from kids is natural

What are some of the most common barriers to accessing affordable housing?

- Money for security deposits
- Expenses related to moving
- Jargon is hard to navigate
- Leases are not easy to understand; even when translated into other languages
- Requirements related to standards for numbers of bedrooms household is eligible for (concern with having children of different genders or ages having to share rooms)
- Screening criteria regarding credit history and criminal backgrounds limit access
- People don’t understand how to request reasonable accommodations

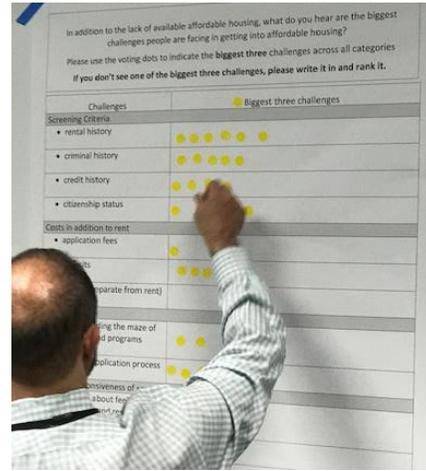
How do people find affordable housing?

- Finding information about current availability is difficult
- People have to try multiple methods
 - Events
 - Internet
 - Community partner agencies and non-profits
 - Especially housing case managers that help people fill out the paperwork
 - Culturally-specific advocacy groups

Initial take-aways: Brian and Alex thanked participants for their expert input. He noted a few things that struck him:

- Need for an east county “resource guide”
- Need for jurisdictions to consider how can we support housing case managers better help people access affordable housing
- Transit can be a barrier – can we consider using Metro’s “Regional Travel Options” grant program for innovative ride-share options to help for situations where transit is just not reasonable
- Need for more ADA accessible and visitable options
- Need to balance need for studios/1-bedrooms with need for larger 2+ bedroom apartments

Attachment 2 - Community Partners Focus Group



Input for Affordable Housing Planning in east Multnomah County

Executive Summary

During May 2019, 24 social service providers and affordable housing advocates representing 19 agencies serving areas of East Multnomah County (east of I-205) came together for a discussion in four key areas:

- 1) Housing location preferences;
- 2) Types of housing needs;
- 3) Social services needed; and
- 4) Barriers to access.

Agency participants included specialties in workforce training, healthcare, food insecurity, housing providers, crisis services, and advocates working with specific communities of color. Participants were asked to respond from the perspective of the people they serve in order to help decision-makers better understand priorities. The focus group questions were composed by the host agencies* as a way to verify, prioritize, and identify gaps from comments gathered through outreach by communities of color during Spring 2018 (prior to passing the regional affordable housing bond).

A series of questions at each "station" around the room allowed participants to respond with comments and/or "dots" (priority votes). After all participants had rotated to each station, a large group discussion gathered additional comments. Below are the primary themes that came through in each topic area during the stations and large group discussion:

1) Housing location preferences –

- a. Amenities - When given a wide range of community amenities, access to bus or MAX was the highest priority, followed by proximity to a school where students are already enrolled. Access to a grocery store came in as the third highest priority. Overall, safety and social connections were identified as drivers of location choice.

- b. Willingness to relocate for better services - When asked to choose between an existing neighborhood or moving to a similarly affordable home in an “opportunity neighborhood” (with higher school rankings, more amenities, etc.), more than half the participants (56%) believe their clients would choose to stay in their existing neighborhoods. There was a strong belief that closeness to social networks of friends and family were key determinants of choice, especially during times of economic stress.

2) Types of housing needs –

- a. Unit sizes - A continuum was provided that included small units (studio & 1-bedroom) on one end and larger units (2, 3, & 4 bedrooms) on the other. The majority of participants (64%) indicated larger units are the highest priority in order to accommodate larger families and intergenerational families from immigrant communities. A 50/50 mix of housing types was indicated by 21% and another 14% indicated a need for smaller units to house seniors and individuals previously experiencing homelessness.
- b. Homeownership opportunities – Advocates emphasized that options for affordable homeownership need to be considered as part of the Metro affordable housing bond implementation.
- c. Design features needed - better sidewalks & streetlights; safe and green areas for children to play outdoors; needs for greater ADA accessibility, better soundproofing & insulation; larger community rooms; laundry facilities; safer enclosures for recycling/refuse; and safe areas for walking pets.
- d. Populations needing assistance – Participants advocated for households at 30% MFI who need resident services support to be successful (i.e. Not only the current focus on the wrap-around supports needed as Permanent Supportive Housing); expressed needs for more culturally sensitive programming and staffing; identified needs of LGBTQ, foster kids, and survivors of trafficking/sex workers, plus people with a range of disabilities (in addition to populations typically served); and suggested congregate SRO (single-room occupancy) models for chronically homeless.
- e. Differences between jurisdictions in East County – In East Portland, lack of sidewalks is a key factor leading to needs for better pedestrian safety/lighting. Also needs for affordable grocery stores; more parks, and coordination with community-driven planning efforts. In Gresham, concerns about stabilizing rents and potential displacement were high, especially for the diverse population in Rockwood and the Rockwood Rising development. In Wood Village, issues around older trailer parks are impacting vulnerable immigrant families (many from indigenous areas of Mexico that are non-Spanish speaking). In Troutdale, workforce housing and rent burden (costs of housing) are issues. In Fairview, similar to all communities, transportation access was cited as a concern.

3) Social Services Needed –

- a. Four top priorities - The following services surfaced as the top four: (i) Financial assistance (subsidies such as vouchers, down payments, etc.); (ii) Culturally appropriate services and activities; (iii) Mental health and addiction services; and (iv) Childcare assistance.

- b. Permanent Supportive Housing (PSH) - In prioritizing populations who need PSH services, over 78% of the participants indicated that the East County focus should be on services for families who have experienced homelessness. When prioritizing the types of PSH services, access to Community Health Workers (a peer support model providing knowledge in criminal justice, mental health and substance abuse issues) were strongly supported and prioritized above more traditional counseling models. The need for culturally-specific services was also highlighted.

4) Barriers to Access –

- a. Screening criteria – Identified as the largest barrier during the voting process, 49% indicated issues of rental history, criminal background, credit history, and citizenship status seriously limit access to affordable housing.
- b. Racial discrimination and lack of cultural responsiveness – During the large group discussion, race was called out as a primary barrier to housing access for people of color. Along with lack of training for property management staff (including topics of racial justice, equity and trauma-informed practices), the lack of culturally responsive services was highlighted.
- c. Overall costs and navigation - Understanding the application process and maze of programs (navigation), plus the associated costs of deposits/fees also were identified as barriers (32% combined).
- d. Supporting access – Participants indicated a large number of staff positions in their agencies that provide housing advocacy, plus direct coaching and navigation supports for their clients. They indicated a need for better education so clients know their rights under fair housing and tenant laws.

In closing, on-going outreach to those most impacted by the lack of affordable housing is essential. In addition, continued collaboration between housing and social service providers is needed to address systemic barriers to initial access to affordable housing and on-going success.

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Attachment 3

Key topics identified by Communities of Color Outreach under contract to Metro – Spring 2018

<p>Location criteria</p>	<ul style="list-style-type: none"> Near schools, parks/pools, community centers, public transportation (LN) Near stores that have fresh food and produce; no liquor stores; near where the jobs are (BPI) Near areas where low-income families already live and have community ties (LN & V-LC) Do not assure preference for “opportunity zones” – instead remain in schools/areas people are already living (WH) Stabilize and strengthen where people already live – stop displacement of people of color (BPI)
<p>Type of housing (# bedrooms; affordability goals, etc.)</p>	<ul style="list-style-type: none"> At least 2-bedroom; preferably 3+ bedrooms (LN); 3+ bedrooms focus for new construction (WH & BPI) Multigenerational housing; housing for different sizes of families (V-LC & NAYA & APANO) Larger units have multiple bathrooms (especially of concern by youth; 11 in household getting ready for school) (LN & NAYA) Need community spaces with apartment buildings (LN); play areas (BPI) No charges for parking (LN) Mobile home park preservation and purchase for affordable housing (V-LC) Purchase existing market-rate buildings and assure existing residents are protected (V-LC) Housing that creates community: gardens, shared outdoor spaces (V-LC) Housing that creates culturally sensitive, Native community owned and operated housing development (NAYA) Ensure community-based and organizations of color develop and own properties developed by bond funds (WH) Serve low-income elderly, families w/kids in school, mental health challenges (BPI)
<p>Resources needed for success</p>	<ul style="list-style-type: none"> Culturally specific and responsive services (NAYA) Respond when people bring their issues to the attention of agency representatives (BPI)
<p>Understanding and accessing affordable rentals</p>	<ul style="list-style-type: none"> Demystify the housing systems (NAYA) Availability for undocumented households (V-LC) Education about screening criteria and how anti-discrimination is enforced (LN) Consider administrative preference policy for communities of color (WH) Address housing discrimination (BPI) and racial diversity access (BPI)
<p>Engagement process</p>	<ul style="list-style-type: none"> Desire to remain involved in decisions moving forward (LN) Get information out to where people are (BPI)
<p>Other concerns</p>	<ul style="list-style-type: none"> Landlord-tenant relations (respect, repairs, rent increases) (LN) Home ownership for undocumented families (V-LC); needed to build intergenerational wealth (APANO) Culturally responsive homeownership funding (NAYA) Funding to prevent displacement (NAYA)
<p>Key: LN – Latino Network summary V-LC – Verde-Living Cully (Cully Housing Action Team) NAYA – Native American Youth and Family Center WH – Welcome Home APANO – Asian Pacific American Network of Oregon BPI – Black Parent Initiative</p>	

Attachment 4



FOCUS GROUP SUMMARIES

English-speaking discussion at Fairview Oaks on September 25, 2019

- 9 Home Forward clients: 4 from east county properties; 8 with Section 8 vouchers
- 10 guests of clients: 4 from Gresham; 1 from Troutdale; 5 from Outer SE Portland; and 1 from Salem

Location

<p>What were the top two reasons you chose to live where you currently live?</p>	<ul style="list-style-type: none"> • On the MAX line • Close to work • Convenient / close to grocery stores • More affordable rental prices
<p>In addition to the above reasons, are there specific reasons you're located in east county?</p>	<ul style="list-style-type: none"> • Value diversity • Wanted to get away from Portland • Close to outdoors – gorge waterfalls, parks • Found a property with a close-knit community; we look out for one another
<p>Are you aware of families “doubling up” in crowded homes? Or “couch surfing” from friend to friend to stay sheltered? What do you think are the top reasons for this?</p>	<p>Overall, yes to awareness of doubling up... Due to:</p> <ul style="list-style-type: none"> • Lack of affordable options/ rents are too high • Criminal background or bad credit issues • Abusive relationships • Past evictions • Substance abuse
<p>If there were two identical apartments at the same price,</p> <ul style="list-style-type: none"> • one is close to where you currently live which is in an area that is struggling but is close to friends and family; and • one is where there are lots of great services (parks, library, good schools”... but it is in an unfamiliar part of town <p>Which location would you choose, and why?</p>	<p>Show of hands:</p> <ul style="list-style-type: none"> • 10 people would move to an opportunity neighborhood even if across town • 4 people would stay in the neighborhood where they are

Types of Housing Needed

<p>What are you looking for when you search for an apartment for your family? (give time for an open list; then follow up with specifics)</p>	<ul style="list-style-type: none"> • Safe location • Apartments with more space (larger rooms overall) • Community room onsite to allow for community building and trainings • Need more bathrooms in larger units • Washer/dryer in unit • Located in safe neighborhoods • More space for storage • Overall cleanliness of property • Good management • Sober housing • Prefer electric heating (only one bill to deal with)
<p>How many bedrooms do you think are needed?</p>	<ul style="list-style-type: none"> • More bedrooms (3 and more) for larger families
<p>What are your parking needs? How many cars does your household have?</p>	<p>Parking needs (show of hands):</p> <ul style="list-style-type: none"> • 1 parking space per unit: 10 (majority) • 2 parking spaces/unit: 4 • No parking spaces/unit: 4

Services Needed (social & health services, grocery stores)

<p>What services do you and your family use most often? (give time for an open list and then follow up with specifics)</p>	<ul style="list-style-type: none"> • Transportation (bus; MAX and Walmart shuttle service) • Local grocery stores • Food boxes • After school homework programs • Free lunch programs • Wallace health clinic • Parks and schools
<p>Are there specific services like addiction prevention that are especially hard to find?</p>	<ul style="list-style-type: none"> • Mental health services • Peer support services – mentors for addiction prevention • In general, more activities for families needed • Utility assistance needed (and help when garbage increases are suddenly imposed) • Emergency assistance • Computer skills training needed • Leads of jobs and “job fairs” • Higher education outreach; mentors for college advising

<p>What kind of barriers do you face in accessing these services (transportation, childcare, culturally sensitive staff, etc.)?</p>	<ul style="list-style-type: none"> • Childcare and high cost of care • Overall, not enough services since the need is so high • Not having a case worker is a barrier to getting services • Communication with case workers can be a barrier
<p>How far do you have to travel (or how long does it take you to get there)?</p>	<ul style="list-style-type: none"> • Range from 30 minutes by car to 90 minutes by MAX and bus from east county to OHSU

Challenges/ Problems Finding Affordable Housing

<p>Other than high costs and lack of affordable apartments, what are the top barriers you face in finding affordable housing in a neighborhood that meets your needs?</p>	<ul style="list-style-type: none"> • Application fees • Deposits, move-in costs, pet fees • Rental history • Discrimination (race, larger families, pets) • Criminal history
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FOCUS GROUP SUMMARIES

Discussion facilitated in Spanish at Fairview Oaks on October 1, 2019

- Home Forward clients with housing subsidy: 3 from east county properties; 2 with Section 8 vouchers
- EI Program Hispano clients: 1 household living in east county
- guests of clients: 5 households living without subsidy

Location

<p>What were the top two reasons you chose to live where you currently live?</p>	<ul style="list-style-type: none"> • Cheaper • Assistance from Home Forward means paying less for rent • Live closer to family • Found bigger apartment for less rent
<p>In addition to the above reasons, are there specific reasons you're located in east county?</p>	<ul style="list-style-type: none"> • Used to live in Gresham before • Better schools • Lots of jobs in different occupations
<p>Are you aware of families "doubling up" in crowded homes? Or "couch surfing" from friend to friend to stay sheltered? What do you think are the top reasons for this?</p>	<p>Overall, yes to awareness of doubling up... Due to:</p> <ul style="list-style-type: none"> • When moved from California, lived in car • Sister doubled-up to save money • Many double up while on wait lists
<p>If there were two identical apartments at the same price,</p> <ul style="list-style-type: none"> • one is close to where you currently live which is in an area that is struggling but is close to friends and family; and • one is where there are lots of great services (parks, library, good schools"... but it is in an unfamiliar part of town <p>Which location would you choose, and why?</p>	<p>Show of hands:</p> <ul style="list-style-type: none"> • 100% said they would move to the area with greater services • Comment: I can always travel to visit family

Types of Housing Needed

<p>What are you looking for when you search for an apartment for your family? (give time for an open list; then follow up with specifics)</p>	<ul style="list-style-type: none"> • Clean spaces • Larger units (including 4-bedrooms for family/guests) • Safe neighborhood • Quiet • Laundry facilities on-site need to be safe places or Washer-dryer in unit • Electricity bill paid as part of rent • Green area to plant food • Speed bumps for safety in parking/access areas
<p>How many bedrooms do you think are needed?</p>	<ul style="list-style-type: none"> • 100% would like 3 bedroom, 2 bathrooms for larger families
<p>What are your parking needs? How many cars does your household have?</p>	<p>Consensus that parking is a huge need</p> <ul style="list-style-type: none"> • Many people want more than one space per unit; some want 2 spots per unit for working families • Concern that parking on street leads to cars getting broken into

Services Needed (social & health services, grocery stores)

<p>What services do you and your family use most often? (give time for an open list and then follow up with specifics)</p>	<ul style="list-style-type: none"> • Grocery stores • Public transit (including MAX and bus) • Close to police station • Schools • Medical clinics
<p>Are there specific services like addiction prevention that are especially hard to find?</p>	<ul style="list-style-type: none"> • Children's hospital • Less expensive grocery stores (like Winco and Grocery Outlet)
<p>What kind of barriers to you face in accessing these services (transportation, childcare, culturally sensitive staff, etc.)?</p>	<ul style="list-style-type: none"> • Lack of larger apartments (spaces are too small) • Discrimination • High costs (including deposits) • Number of people on lease • Rental history • No Social Security Number • Criminal history • No pets allowed • Resources to understand systems/navigate
<p>How far do you have to travel (or how long does it take you to get there)?</p>	<p>Comments about specific locations:</p>

	<ul style="list-style-type: none"> • Services at 181st & Burnside can take 30 minutes to 1 hour to access • Living near 257th “everything is close by”
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Challenges/ Problems Finding Affordable Housing

Other than high costs and lack of affordable apartments, what are the top barriers you face in finding affordable housing in a neighborhood that meets your needs?	<ul style="list-style-type: none"> • Limited services; too many people taking advantage so difficult to get limited resources • Churches and religious activities needed nearby • More security needed (such as gated communities) • More park areas for pets
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Benefits of Home Forward Assistance

For those of you who live at a Home Forward property or receive Section 8 rent assistance, are there benefits that have been especially helpful?	<ul style="list-style-type: none"> • Case workers • Energy assistance • Summer activities • Community rooms/ Party rooms
Other issues/comments	<ul style="list-style-type: none"> • East county property used to be calm but is now more noisy • Gresham property now has problems with smoking and noise • MLK and North Portland “used to be bad” but is now better • New Columbia is an example of a great neighborhood

Administrative Share Funding and LIP Anticipated Timeline

Total Administrative Share available as of the Effective Date: \$334,297

The parties expect to review the following schedule on an annual basis; provided, however, the schedule set forth below may only be revised or amended upon written agreement by both LIP and Metro.

Fiscal year	Annual Administrative Share Allocation	Percent of total Admin Share	LIP Anticipated Timeline/ Program Milestones
Year 1: 2020-21	\$167,148	50%	Commitment and/or IGA from Multnomah County that a county owned site will be transferred to Home Forward at closing. If the site cannot be transferred, then the acquisition of another site or building in East County. Completion of 100% Schematic Design on Dekum
Year 2: 2021-22	\$167,149	50%	Completion of 100% Schematic Design on project in East County Completion of 100% Design Development on Dekum
Year 3: 2022-23			
Year 4: 2023-24			
Year 5: 2024-25			
Year 6: 2025-26			
Year 7: 2026-27			

[DELETE AFTER COMPLETION] Examples of program milestones:

- *Release of NOFA or RFP*
- *Site or building acquisition*
- *Developer selection*
- *Disposition and Development Agreement (DDA)*
- *Groundbreaking*
- *Certificate of Occupancy*
- *Lease up*

After recording return to:
Office of Metro Attorney
600 NE Grand Avenue
Portland, OR 97232-2736
Attn: _____

**DECLARATION OF AFFORDABLE HOUSING
LAND USE RESTRICTIVE COVENANTS**

This Declaration of Affordable Housing Land Use Restrictive Covenants (this “Declaration”) is entered into as of _____, 2019 (the “Effective Date”), by and between Metro, a municipal corporation of the State of Oregon (“Metro”) and _____ (“Owner”).

RECITALS

A. Owner is the owner of certain real property commonly known as _____ in _____, Oregon, and legally described on Exhibit A attached hereto.

B. Owner and Metro are parties to that certain Intergovernmental Agreement dated _____, 20__ (the “IGA”), pursuant to which Metro provided to Owner certain funds applied by the Owner to acquire the Property, which funds were proceeds of certain general obligation bonds issued by Metro for the limited purpose of funding affordable housing projects as authorized by Measure 26-199 approved by the voters on November 6, 2019 (the “Ballot Title”).

C. Owner plans to improve a ___ acre parcel [and modify an existing building from its current use as a _____] into [BRIEFLY DESCRIBE DEVELOPMENT PLAN].

D. The parties expect that the Property will be redeveloped and comprised of approximately _____ units of affordable housing (the “Project”). At initial occupancy, the Project will serve qualifying persons that earn ___% or less of area median income (AMI).

E. As required by the IGA, and as consideration for Metro’s provision of general obligation bond funds to the Owner to acquire the Property, Owner agrees to the restrictions, covenants and obligations set forth herein.

**SECTION 1
PROPERTY USE RESTRICTIONS**

1.1 Affordable Housing Land Use. For the term of this Declaration, the Property and the Project shall at all times be owned, developed, constructed, improved and operated solely as “Affordable Housing” within the meaning of the Ballot Title and as described in the Metro Housing Program Work Plan approved by the Metro Council on January 31, 2019 (the “Work Plan”). For

purposes of the Ballot Title and the Work Plan, "Affordable Housing" is defined as improvements for residential units occupied by households earning 80% or less of median gross household income, adjusted for household size, for the Portland, Oregon metropolitan statistical area as established each year by the U.S. Department of Housing and Urban Development.

1.2 **Nondiscrimination.** In accordance with Title VI of the Civil Rights Act, as amended; 42 U.S.C. Section 2000d; Section 303 of the Age Discrimination Act of 1975, as amended; 42 U.S.C. Section 6102; Section 202 of the Americans With Disabilities Act of 1990; 42 U.S.C. Section 12132, no owner of the Property shall discriminate against any employee, tenant, patron or buyer of the Property improvements because of race, color, creed, national origin, sex, age or disability. In addition, any such owner shall comply, to the extent applicable to the Property, with the applicable federal implementing regulations of the above-cited laws and other applicable state and federal laws. "Owner" shall mean the fee simple title holder to the Property or any part thereof, including contract buyers, but excluding those having such interest merely as security for the performance of an obligation.

1.3 **Running with the Land.** Owner hereby declares that the Property subject to this Declaration shall be held, sold and conveyed subject to the forgoing land use restrictions and covenants, which shall run with the Property and shall be binding on all parties having or acquiring any right, title or interest in the Property or any part thereof, and shall inure to the benefit of Metro. Owner agrees that any and all requirements of the laws of the State of Oregon to be satisfied in order for the provisions of this Declaration to constitute deed restrictions and covenants running with the land shall be deemed to be satisfied in full, and that any requirements of privileges of estate are intended to be satisfied, or in the alternate, that an equitable servitude has been created to ensure that these restrictions run with the Property for the term of this Declaration.

SECTION 2 GENERAL PROVISIONS

2.1 **Enforcement.** Metro shall have standing, and may bring an action at law or equity in a court of competent jurisdiction to enforce all restrictions and covenants established by this Declaration and to enjoin violations, ex parte, if necessary. The failure to enforce any provision shall in no event be deemed a waiver of the right to do so thereafter. If legal proceedings of any type are begun so as to enforce the Declaration, the prevailing party shall recover reasonable attorney's fees, including attorney's fees on appeal. However, attorney's fees shall not be recovered by a prevailing party that initiated the legal proceedings unless the initiating party provided 30 days' written notice to the other party, its successors, and assigns, prior to filing any legal action.

Metro is the only party entitled to enforce the restrictions and covenants set forth herein. Nothing in this Declaration gives, is intended to give, or will be construed to give or provide any benefit or right, whether directly, indirectly, or otherwise, to third persons.

2.2 **Duration.** Subject to the provisions of the IGA providing for the early termination of this Declaration upon the occurrence of certain events or conditions, or otherwise upon mutual consent of the parties, the restrictions established by this Declaration shall run with and bind the Property in perpetuity.

2.3 **Amendment.** This Declaration may not be amended or revoked except by written

Exhibit A

Property Legal Description

Required Project Completion Reporting

Immediate Post Closing (within 10 business days after closing):

- Copy of recorded Metro approved regulatory agreement
- Copy of settlement statement

Post Construction Completion (within 3 months of recorded temporary certificate of occupancy):

- Metro project closeout form attesting to use of funds for capital costs
- Copy of temporary certificate of occupancy
- Copy of recorded OHCS regulatory agreement (if applicable)
- Resident Services Plan (OHCS form)
- Affirmative Fair Housing Marketing Plan (HUD Form)
- Community engagement report
- MWESB/COBID participation outcomes
- Workforce outcomes report, if project has stated workforce goals
- Draft project summary

Post-Occupancy (within 1 month of 95% occupancy):

- Marketing and application outcomes report
- Final project summary

IN CONSIDERATION OF RESOLUTION NO. 20-5157 FOR THE PURPOSE OF
AUTHORIZING EXECUTION OF AN INTERGOVERNMENTAL AGREEMENT WITH
HOME FORWARD FOR IMPLEMENTATION OF THE METRO AFFORDABLE HOUSING
BOND MEASURE

Date: March 8, 2021
Department: Planning & Development
Meeting date: March 18, 2021

Prepared by: Emily Lieb
Presenter(s): Emily Lieb
Length: 10 minutes

ISSUE STATEMENT

As directed by the Housing Bond Program Work Plan, staff has prepared an intergovernmental agreement (IGA) setting forth the terms and conditions under which Metro will disburse Metro Housing Bond funding to Home Forward for eligible program activities. The proposed IGA is attached as Exhibit A to the Resolution. The IGA is intended to provide clarity and accountability regarding the expenditure of bond funds to achieve specific Unit Production Targets.

Eligible funding amounts

Home Forward is eligible for the following funding amounts to support investment in Affordable Housing Projects that are consistent with the Bond Measure, Work Plan, and approved LIS.

- Eligible Share: \$38,678,193, which include \$1,764,347 transferred from Metro's regional Site Acquisition Program and \$21,032,307 transferred from the City of Portland to support the Dekum Court development, to be disbursed on a Project by Project basis to support direct capital investments in eligible Affordable Housing Projects.
- Administrative Share: \$334,297 to be released in annual disbursements to support general costs associated with program administration activities.

Unit production targets

Home Forward agrees to direct the above funding resources toward the creation of Affordable Housing to achieve the following unit production targets:

- Home Forward will support investments to create a total of 258 permanently affordable homes, including 147 units as part of the Dekum Court "Phase 1" project in North Portland, and 111 units to be developed in East Multnomah County;
- At least 107 homes will be restricted to households earning 30% or less of area median income (AMI).
- At least 125 homes will be restricted to households earning 31% to 60% of AMI
- No more than 10% of units (26 of 258 total units) may be affordable to households making 61-80% of AMI.
- At least 129 units will contain two or more bedrooms.

General IGA provisions to ensure transparency and accountability

- All projects selected for bond funding must demonstrate consistency with Home Forward's Local Implementation Strategy (LIS), as confirmed through Metro staff review at the concept and final funding stage. See Home Forward's LIS attached as Exhibit A to the IGA.
- Home Forward will record a restrictive covenant ensuring long-term affordability and monitoring obligations for all approved projects.
- Home Forward will submit annual progress reports to Metro, which will be utilized by the Housing Bond Community Oversight Committee as part of their annual review. Along with project progress information, these reports will include metrics and narratives describing outcomes related to advancing racial equity.
- Metro will disburse administrative funding to Home Forward annually. See the Schedule of Administrative Funding Disbursement and Program Milestones attached as Exhibit B to the IGA.
- Home Forward will submit annual end-of-fiscal-year reports to Metro summarizing direct project expenditures and program administrative expenditures, the latter of which is subject to the 5% administrative cap included in the Housing Bond Measure.

Home Forward Local Implementation Strategy (LIS)

In October of 2019, Home Forward completed its Local Implementation Strategy (LIS). In accordance with requirements set forth in Metro's Housing Bond Program Work Plan, Home Forward's LIS includes a development plan to achieve the City's share of unit production targets and strategies for advancing racial equity and ensuring community engagement throughout implementation. Key highlights of Home Forward's LIS include:

- Focus on development of new affordable housing in high opportunity neighborhoods and sites and in areas with existing underserved diverse populations such as Troutdale downtown;
- Requirements for developers to incorporate affirmative marketing strategies, low barrier screening criteria, and culturally specific programming and supportive services;
- Goal of 20% of hard and soft costs awarded to contracts with COBID certified firms;
- Inclusion of Home Forward's Workforce Training and Hiring Program that requires state-registered apprentices to work a minimum of 20% of the labor hours per trade on construction contracts over \$200,000 and subcontracts of no less than \$100,000.

While Home Forward's LIS is focused on development of 111 units in East County (Fairview, Wood Village, Troutdale), the IGA also encompasses the development of Dekum Court, which received a preliminary funding commitment from Metro Council in July 2019 so support the creation of 160 new affordable homes in North Portland. Metro Council's preliminary approval of funding for Dekum Court was based on an agreement between Portland, Home Forward and Metro to allocate a portion of Portland's bond funding toward this "Phase 1" project. Under the IGA, Dekum Court will be required to demonstrate alignment with racial equity and engagement strategies described in Home Forward's LIS prior to final funding approval.

Since the conceptual approval of Dekum Court in 2019, further planning on the site has resulted in a reduction in the number of units planned for development by 13 units. These units, and the associated funding to support them (\$1,860,000), will be returned to the City of Portland's funding allocation through an IGA amendment.

Home Forward's LIS was reviewed and discussed by the Housing Bond Community Oversight Committee at their November 6, 2019, meeting, where Committee members present voted unanimously to recommend the LIS to Metro Council for approval with considerations for ongoing monitoring. A copy of the Oversight Committee's recommendation and noted considerations is attached to this Staff Report.

REQUESTED

Adopt Resolution No. 20-5157, authorizing the Chief Operating Officer to execute an intergovernmental agreement with Home Forward for implementation of the Metro Affordable Housing Bond Measure.

IDENTIFIED POLICY OUTCOMES

Once the IGA is finalized, Home Forward will be eligible to receive \$38,678,193 in Metro bond funding for disbursement on a project-by-project basis, and \$334,297 in funding for program administration costs beginning in fiscal year 2020-21, according to the schedule in Exhibit B of the IGA. Ongoing disbursement of funds will be contingent upon demonstrated progress toward achieving Home Forward's share of the Unit Production Targets and Home Forward's compliance with its LIS.

POLICY QUESTION(S)

- Does the Council believe the IGA provides the necessary accountability structures and mechanisms to ensure the region's success in fulfilling the commitments articulated in the Housing Bond Measure?
- Does the Council believe Home Forward's LIS (attached as Exhibit A to the IGA) meets the requirements established by the Council in the Program Work Plan, as recommended by the Community Oversight Committee?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

- Authorize the execution of an intergovernmental agreement with Home Forward for implementation of the Metro Affordable Housing Bond Measure by adopting Resolution No. 20-5157. Such authorization would effectively approve Home Forward's LIS, which is incorporated into the IGA as Exhibit A.
- Reject proposed intergovernmental agreement with Home Forward for implementation of the Metro Affordable Housing Bond Measure, and direct staff to renegotiate the terms and conditions upon which funding will be provided.

STAFF RECOMMENDATIONS

Staff recommends adoption of Resolution No. 20-5157.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The IGA was shaped through the direction provided in the Housing Bond Program Work Plan, adopted by Metro Council on January 31, 2019, and through consideration of applicable state laws pertaining to the program. Staff from Planning & Development; Office of Metro Attorney; Finance and Regulatory Services; Risk Management; and external bond counsel have all been consulted in development of the IGA.

Metro staff have worked with staff at all seven eligible local implementation partners since the passage of the Housing Bond Measure to develop IGA terms that protect the integrity of the program and ability for implementation partners to achieve prescribed outcomes. The Multnomah County Board of Commissioners approved the IGA, including the final LIS, on December 17, 2020.

To inform the creation of the LIS, Home Forward conducted a range of engagement activities, including focus groups in communities in Easy County, large focus groups with community organizations serving East County, one-on-one discussions with services providers such as Mt. Hood Community College Head Start, El Program Hispano, and two focus groups with potential residents (facilitated in English and Spanish). Home Forward also hosted a listening session with residential service coordinators and a summit of approximately 25 organizations that provide residential services and housing.

Oversight Committee members present at the November 6, 2019, meeting voted unanimously to recommend Metro Council approval of the LIS as part of the IGA. Staff are not aware of any opposition to Home Forward's LIS or to the IGA.

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

- Resolution No. 19-4956, approving the Metro Affordable Housing Bond Program Work Plan
- Resolution No. 18-4898, referring the Affordable Housing Bond Measure to Metro District voters
- Resolution No. 19-4997, approving Home Forward's request for an Affordable Housing Bond Measures Phase 1 Project Concept Endorsement

ATTACHMENTS

Attachment 1: Metro Housing Bond Community Oversight Committee Recommendations and Considerations for Local Implementation Strategies

Attachment 1 to Staff Report

METRO HOUSING BOND OVERSIGHT COMMITTEE RECOMMENDATIONS TO METRO COUNCIL REGARDING HOME FORWARD'S LOCAL IMPLEMENTATION STRATEGY

The Oversight Committee recommends that Metro Council approve Home Forward's Local Implementation Strategy (LIS). The Committee has identified the following considerations for Home Forward's ongoing implementation and monitoring of outcomes:

- Home Forward should further define strategies and outcomes that will be measured to demonstrate the advancement of racial equity, including low-barrier screening criteria, affirmative marketing, universal design, voucher prioritization, wraparound services, and contract and workforce diversity.

The Oversight Committee has requested an early response from Home Forward regarding the considerations above, as well as ongoing updates as part of Home Forward's annual LIS progress report. The Oversight Committee expects to address these considerations in its annual program review.

Additional Guidance for all Jurisdictions

In addition to the above listed considerations, Committee members offered the following considerations for all jurisdictions participating in implementation of the Housing Bond:

- When describing strategies to advance racial equity, be specific about prioritization among various strategies.
- Expand the impact of the affordable housing bond program by seeking ways to achieve more than the minimum housing unit production targets.
- Work with your own jurisdiction and overlapping jurisdictions to identify local regulatory tools and financial incentives that could be implemented to support affordable housing. Example could include property tax abatements or exemptions, SDC and fee waivers, local construction excise tax, reduced parking requirements, etc.
- Use language that acknowledges intersectionality of populations; avoid differentiating between homelessness, disabling conditions including physical and mental health, and addiction.
- Identify screening criteria not relevant to likelihood of successful tenancy that should not be considered.
- Provide further information about jurisdiction commitments to fund supportive services as needed to meet the needs of certain tenants.
- Additional resources need to be identified to successfully serve tenants who need permanent supportive housing.
- Consider further specificity about family sized unit production that includes goals or requirements to ensure three bedroom and larger homes.
- Measuring outcomes regarding workforce equity should include all workers, not solely apprentices.
- Many minority owned businesses need additional support to successfully participate in the COBID certification program.
- Consider sustainability/durability and life cycle costs, and incorporate findings from the 2015 Meyer Memorial Trust study on cost efficiencies in affordable housing in evaluating project costs.

Materials following this page were distributed at the meeting.

Testimony for 3/18 Council Meeting

Name * Austin Brague

Email * asbrague@gmail.com

Your testimony

Please work with TriMet and develop a new bus shelter and bus stop improvements program. New bus shelters shouldn't be decided on how many riders use the bus stop, it should be just for the sake of accessibility and convenience. Having shelters and other bus stop amenities will encourage new ridership because it is accessible. Whether or not a certain number of riders qualify the bus stop for shelter, shelters should be a standard and put for every 1 mile of the bus line. Putting a bus shelter where the bus stop is just a pole in the ground and not used at all will help make it become more widely used because investment in accessibility and convenience made all of difference.

**Is your
testimony
related to
an item
on an
upcoming
agenda? *** Yes

Reference Images for Testimony by Robert Liberty
To the Metro Council
On Transportation Projects & Planning Matters
March 4, 2021

Today's Topic: Gross versus Net

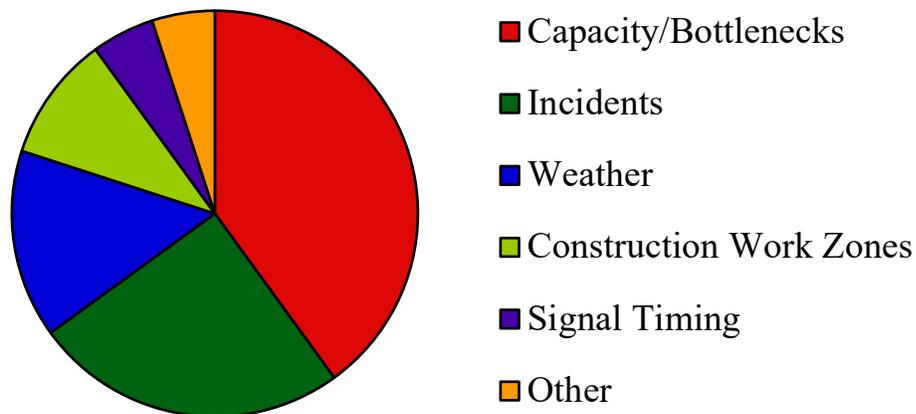
Today's topic is gross versus net benefits of proposed transportation projects or plans.

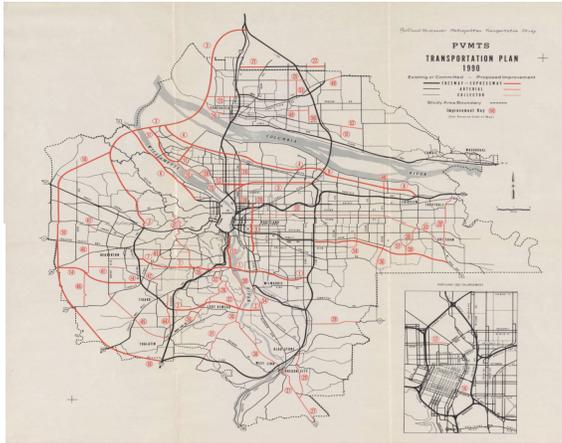
The first image is of pie chart showing the sources of congestion, from data Metro produced 15 years ago, but which is broadly accurate today.

The leaf green pie slice in the upper left is congestion caused by road construction, about 10% of the total pie, equal to about a quarter the congestion caused by bottlenecks.

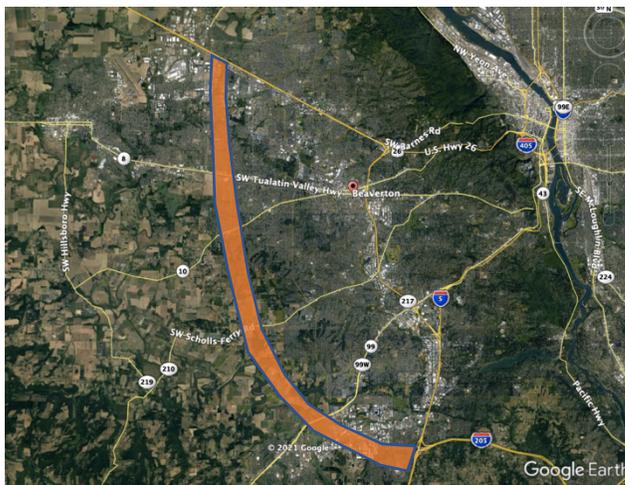
I have noticed that the congestion relief I have never seen the construction delay that will be caused by fixing a bottleneck offset by the congestion relief that will be provided by the project – the difference between a gross benefit and a net benefit.

Figure 9: Causes of congestion, Metropolitan Briefing Book 2007, IPMS page 57 Data source: Metro





PVMTS 1960 showing Western Bypass outer highway



Rough Representation of Western Bypass Corridor

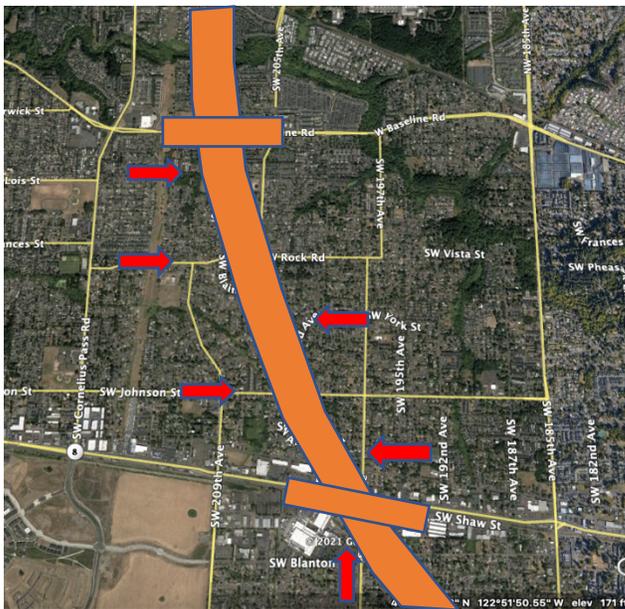
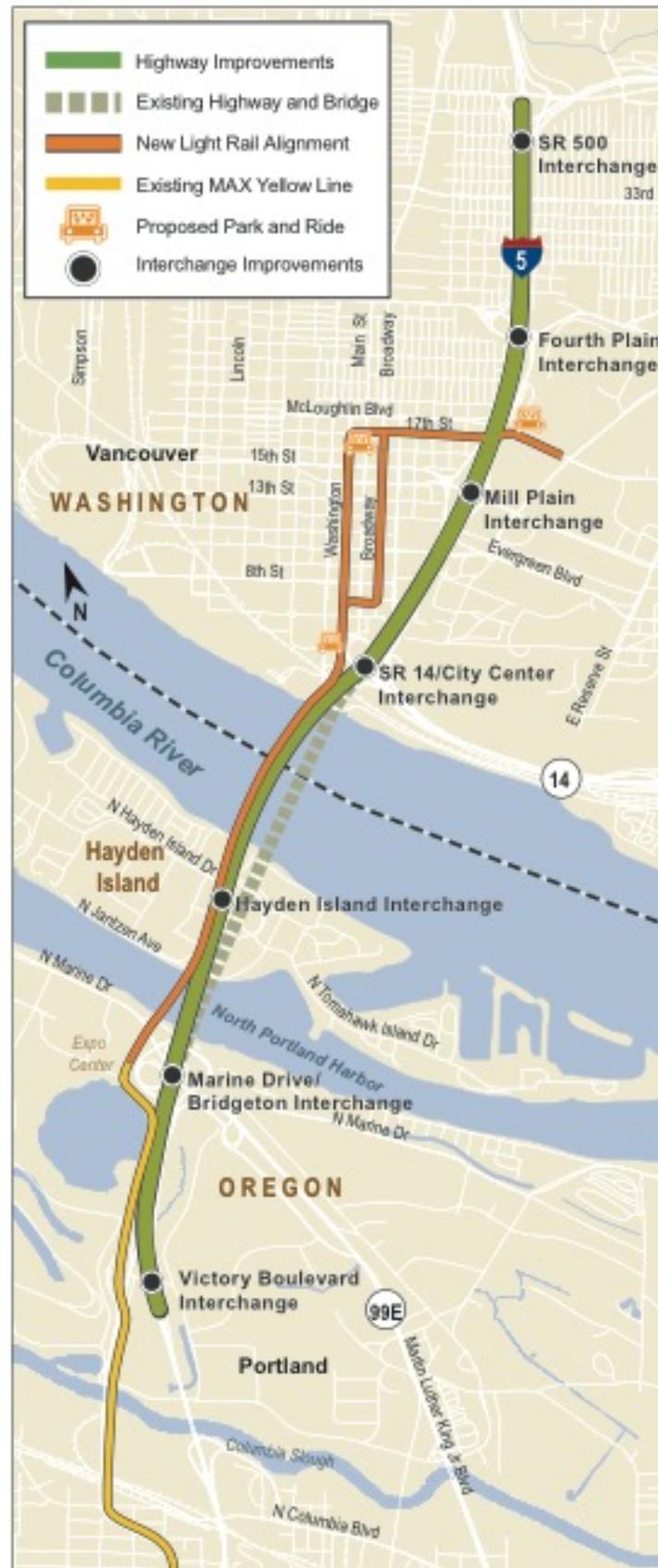


Exhibit 1.3-1
Columbia River Crossing Project Area



Affordable Housing Bond

Housing Bond
Implementation IGA for
Home Forward

March 18, 2021



Home Forward's implementation strategy

- \$38.8M to fund 258 affordable homes:
 - 147 units of new affordable housing at Dekum Court, a Phase I project in the city of Portland
 - 111-unit new development on a county-owned site in Troutdale
- \$334K in program administration funding
- 20% COBID/MWESB participation goal, and 20% apprenticeship participation goal



Oversight Committee recommendations

Recommendation for approval

Considerations for ongoing implementation and monitoring



Intergovernmental agreement

Metro staff will review projects at concept and final stage for consistency with LIS

Restrictive covenants for long-term affordability

Annual progress reports, including racial equity outcomes

Annual disbursement of administrative funding

Annual financial reporting on expenditures



oregonmetro.gov

