



600 NE Grand Ave.  
Portland, OR 97232-2736

## Council meeting agenda

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**Thursday, May 20, 2021**

**2:00 PM**

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

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

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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](mailto: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](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

- 3. Presentations**

- 3.1 Housing Bond Annual Report: Discussion of Key Findings [21-5557](#)

Presenter(s): Patricia Rojas, Regional Housing Director; Emily Lieb, Housing Program and Policy Manager; Jenny Lee, Affordable Housing Bond Community Oversight Committee Co-Chair; Steve Rudman, Affordable Housing Bond Community Oversight Committee Co-Chair

Attachments: [Housing Bond 2020 Annual Report](#)  
[Metro Housing Bond Oversight Committee Memo](#)  
[Executive summary of Metro Housing Bond 2020 Annual Report](#)  
[Metro Housing Bond 2020 Annual Report](#)

**4. Consent Agenda**

- 4.1 Consideration of the Council Meeting Minutes for May 6, 2021. [21-5561](#)

Attachments: [050621c Minutes](#)

- 4.2 Resolution No. 21-5165, For the Purpose of Adopting the Fiscal Year 2021-22 Unified Planning Work Program and Certifying That the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements [RES 21-5165](#)

Attachments: [Resolution No. 21-5165](#)  
[Exhibit A](#)  
[Exhibit B](#)  
[Staff Report](#)

**5. Chief Operating Officer Communication**

**6. Councilor Communication**

**7. Adjourn**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកម្មប្រព័ន្ធរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Agenda Item No. 3.1

**Housing Bond Annual Report: Discussion of Key Findings**

*Presentation*

Metro Council Meeting  
Thursday, May 20, 2021

## METRO AFFORDABLE HOUSING BOND 2020 ANNUAL REPORT

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Date: May 5, 2021

Department: Planning & Development

Meeting Date: May 20, 2021

Prepared by: Emily Lieb,  
[emily.lieb@oregonmetro.gov](mailto:emily.lieb@oregonmetro.gov)

Presenters:

Patricia Rojas, Regional Housing Director;  
Emily Lieb, Housing Program and Policy  
Manager; Jenny Lee, Affordable Housing  
Bond Community Oversight Committee  
Co-Chair; Steve Rudman, Affordable  
Housing Bond Community Oversight  
Committee Co-Chair

Length: 30 minutes

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### **ISSUE STATEMENT**

Program staff will present findings from the Housing Bond Program's first annual program report highlighting implementation progress, followed by recommendations from the Affordable Housing Bond Program Community Oversight Committee, presented by the committee Co-Chairs. Staff will then present proposed next steps for program refinement to respond to the recommendations.

### **ACTION REQUESTED**

Staff seek Council guidance on proposed next steps. No Council action is requested at this time.

### **IDENTIFIED POLICY OUTCOMES**

- Metro Council has strong awareness of implementation progress in the Affordable Housing Bond Program, as well as opportunities to further improve program outcomes.
- Metro Council considers the Affordable Housing Bond Community Oversight Committee's recommendations for improving program outcomes.

### **POLICY QUESTION(S)**

Does Metro Council agree with the Oversight Committee's recommendations?

- Working with implementing jurisdiction partners to ensure that project investment decisions are being made with an eye toward maximizing collective impact of Metro bond and leveraged funds by
  - Seeking opportunities to exceed the initial production goals—whether that means going broader to achieve more overall units and/or going deeper to support the most challenging-to-fulfill needs, such as permanent supportive housing and larger, family-sized units;
  - Seeking opportunities to leverage and align with complementary investments, such as digital equity, early learning, and green building;

- Providing funding and technical assistance to increase the region’s capacity to implement permanent supportive housing and equitable workforce strategies; and
- Adding program staff capacity as needed to fully deliver on the program’s commitments and the opportunities highlighted in the annual report.

**POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Should staff move forward with the following next steps to respond to the Oversight Committee’s recommendations?

- Work with partners to support regional coordination and best practices in responding to unanticipated market and policy changes to seek opportunities exceed the program’s initial production goals and support investments in community amenities that support residents;
- Plan for and support the integration of Supportive Housing Services and Housing Bond program investments;
- Develop technical assistance to support partners in achieving equitable contracting and workforce goals; and
- Plan for and add program staff capacity as necessary to deliver on the Council priorities and program commitments.

**STAFF RECOMMENDATIONS**

See above proposed next steps. Staff will come back to Council in the fall to provide an update on these next steps.

**STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

In January, Metro received progress reports from all seven local implementation partners and Metro’s Site Acquisition Program. Staff have analyzed regional progress and performance, as summarized in the 2020 program report, which includes:

- Summary of local and regional progress toward unit production goals, and existing pipeline of projects;
- Analysis of progress to advance racial equity in all aspects of implementation, including geographic distribution of investments, inclusive and meaningful community engagement, creation of equitable economic opportunities through the construction process, and planning to ensure fair housing access for priority community members; and
- Financial analysis of current project pipeline to understand trends, challenges and opportunities related to cost efficiency and leveraged funding.

Since January, the Affordable Housing Bond Community Oversight Committee has reviewed local progress through presentations from each implementing jurisdictions as well as from Metro staff, and the Committee has developed a set of key recommendations for Council consideration.

Key context for the Oversight Committee’s recommendations are two changes impacting the availability of leveraged funding:

- Unanticipated, favorable conditions in the debt and tax credit market are impacting availability of leveraged funding in the Metro Affordable Housing Bond portfolio, creating opportunities to not only meet, but exceed the initial goals established for the program, as recommended by the Oversight Committee.
- The passage of the Supportive Housing Services measure presents new opportunities to ensure that homes created by the Housing Bond can be paired with the rental assistance and supportive services necessary to provide housing stability for our most vulnerable community members.

The following opportunities and outcomes have been identified as priorities by the Metro Council, Housing Oversight Committee, and community stakeholders over the past year, and will inform the program refinement process:

- Expanding the number of deeply affordable and permanent supportive housing units—including seeking opportunities for integration with the Supportive Housing Services measure;
- Expanding the number of larger family-size units (3 to 4+ bedrooms)—an unmet need that is a consistent theme in community engagement;
- Maximizing the number of total units produced by identifying opportunities for cost containment;
- Upgrading projects to support investments in sustainability/durability, accessibility, and resident amenities (e.g., laundry, free Wi-Fi, community spaces);
- Supporting strong equitable contracting/workforce outcomes, including investments in technical assistance.

## BACKGROUND

In November 2018, greater Portland's voters took action to address the region's housing crisis, overwhelmingly passing the nation's first regional affordable housing bond, with a goal of creating 3,900 affordable homes across the region, of which at least half (1,950) would be sized for families with two bedrooms or more and 1,600 would be affordable to households with very low incomes.

The Council further directed staff to ensure that four core values, developed and refined through extensive stakeholder engagement in 2018, would guide implementation:

1. **Lead with racial equity.** Ensure that racial equity considerations guide and are integrated throughout all aspects of implementation, including community engagement, project location prioritization, tenant screening and marketing, resident and/or supportive services, and inclusive workforce strategies.
2. **Create opportunity for those in need.** Ensure that program investments serve people currently left behind in the region's housing market, especially: communities of color, families with children and multiple generations, people living with disabilities, seniors, veterans, households experiencing or at risk of homelessness, and households at risk of displacement.
3. **Create opportunity throughout the region.** Ensure that investments are distributed across the region to (a) expand affordable housing options in neighborhoods that have not historically included sufficient supply of affordable homes, (b) increase access to



transportation, employment, education, nutrition, parks and natural areas, and (c) help prevent displacement in changing neighborhoods where communities of color live today.

4. **Ensure long-term benefits and good use of public dollars.** Provide for community oversight to ensure transparency and accountability in program activities and outcomes. Ensure financially sound investments in affordable, high quality homes. Allow flexibility and efficiency to respond to local needs and opportunities, and to create immediate affordable housing opportunities for those in need.

Since the measure's passage, Metro Council has taken the following actions to direct implementation of the program:

- Creation and appointment of the **Housing Bond Program Community Oversight Committee**, to provide program oversight on behalf of the Metro Council to ensure the investments achieve regional goals and desired outcomes, and to ensure transparency and accountability throughout implementation;
- Approval of the **Metro Housing Bond Program Work Plan**, which provides an operational framework for the program;
- Approval of four **"Phase I" projects** intended to support early program results while allowing time for broader implementation (two of these projects are scheduled to open in 2021);
- Approval of **local implementation strategies** for all seven of Metro's local implementation partners, as part of **intergovernmental agreements** which lay out the terms and conditions upon which Metro will provide Metro bond funds to local implementation partners for investment in eligible affordable housing projects; and
- Approval of **Metro's Site Acquisition Program Implementation Strategy**, through which Metro is working collaboratively with partners to acquire and support development of regionally significant sites.

Recent program updates were previously provided during work sessions in October 2020 and March 2021.

#### **ATTACHMENTS**

- 1) Metro Housing Bond Oversight Committee Memo
- 2) Executive summary of Metro Housing Bond 2020 Annual Report
- 3) Metro Housing Bond 2020 Annual Report

Date: April 2021

To: Metro Council

From: Metro Affordable Housing Bond Community Oversight Committee

Re: 2020 Annual Report

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## **A report to the community from the Metro Affordable Housing Bond Community Oversight Committee**

Over the past two months, the Metro Affordable Housing Bond Community Oversight Committee has reviewed progress reports from all eight implementation partner agencies, as well as an analysis of regional progress and performance presented by Metro staff. We are happy to report that, in a year of unprecedented challenges, the Metro affordable housing bond program is **on track to exceed the promises made to voters**. What's more—there are opportunities to go above and beyond. And we should.

So much has changed in the past year. The housing crisis has been intensified by the ripple effects of the global pandemic, increasing the urgent need for more affordable homes and other services to ensure that everyone in our community has access to safe, stable affordable housing.

The program is on track to exceed its goals due to a combination of policy and market forces, as well as early action from implementation partners. Federal policy changes have increased the value of 4% Low Income Housing Tax Credits, a major source of leveraged funding in the housing bond portfolio. Interest rates are low, meaning projects can leverage more private debt than initially anticipated. Finally, housing bond implementation partners have moved quickly to deploy resources; in addition to responding to the urgent need for housing, these rapid efforts to advance implementation are reducing the impact of construction cost escalation (although cost escalation is expected to increase the cost of delivering units later in implementation).

Combined, this early progress and market/policy changes impacting leveraged funding opportunities mean that the average per unit need for Metro bond funding required to achieve our targets is lower than initially forecasted.

From the passage of the Metro supportive housing services measure in May to economic recovery efforts at the state and federal level, there is an influx of new resources in the system of funding that layers and intersects with affordable housing development. Additional federal funding for housing development is anticipated in forthcoming federal infrastructure funding packages.

**With the region on track to exceed the unit production goals established for the measure, and new resources coming online, we believe there is not only an opportunity, but an imperative, to do more with these resources - whether that means going broader to achieve more overall units and/or going deeper to support the most challenging-to-fulfill needs** such as permanent supportive housing and larger, family-sized units. There are also opportunities to look for synergies that allow housing bond investments to leverage state/federal/other local funds and to be integrated with complementary investments, such as digital equity and co-location with early learning facilities. **We need to ensure that, as a system, we are working toward “doing more with more.”**

Along these lines, there is an important opportunity to **support integration of Metro supportive housing services funding with affordable housing bond investments to ensure that these**

**voter approved funding sources can fulfill their game-changing potential to address the needs of community members who are experiencing or at risk of homelessness.** It is essential that supportive housing implementation plans include prioritization of long-term rental assistance funding in the form of project-based vouchers that can be integrated early in the development process, so that we are designing and programming affordable housing buildings specifically to meet the needs of individuals and families exiting homelessness. There's a critical opportunity for ongoing coordination between Metro bond implementation and supportive housing implementation within each county, as well as between Metro and implementers.

As an oversight committee, we have been charged not only with ensuring progress toward the unit production targets, but also with ensuring that implementation is aligned with the core values established by the Metro Council, including the charge of leading with racial equity throughout implementation. Early indicators show that jurisdictional and development partners are taking these commitments seriously—with much more remaining to be seen as projects begin to lease up.

Key highlights of progress on advancing racial equity include:

- *Fair housing access:* Projects are distributed across the region and are incorporating strategies for fair housing access through thoughtful approaches to low-barrier screening and affirmative marketing—consistent with the expectations established in Metro's work plan. Continued monitoring will be needed to evaluate fair housing outcomes once projects start to lease up. Beyond lease up, Metro should work with partners to explore creative approaches to monitor stability and resident satisfaction over time.
- *Culturally responsive programming and services:* Local progress reports reflect robust community engagement throughout planning, and we believe this early engagement will help to improve resident livability throughout the life of the investments. It will be important for the relationships established through engagement to continue beyond development to operations. Implementing partners need to think about who is providing services for residents, as well as the need to invest in capacity building (i.e. cultural competency) among property managers.
- *Equitable contracting and workforce:* We are seeing strong commitments for equity in contracting, which was emphasized by the committee in the local implementation strategy review process. More work and investment is needed to support economic opportunities for women and people of color through construction. Tracking workforce diversity may be a positive first step, but requirements could have unintended consequences, particularly for smaller subcontractors. Workforce strategies are a priority area that should be considered for technical assistance.

The Metro affordable housing bond is already catalyzing new regional coordination and partnership to respond to the region's housing crisis. There are opportunities for Metro to engage local jurisdiction partners in a conversation about how to expand the impact of our investments beyond initial targets. These conversations need to acknowledge that jurisdictions face different challenges and are participating in implementation at varying scales and with varying internal capacity. **We recommend that Metro work with implementing jurisdiction partners to ensure that project investment decisions are being made with an eye toward maximizing collective impact of Metro bond and leveraged funds, as well as aligning with complementary investments, such as digital equity, early learning, and green building. We also recommend**

**that Metro provide funding and technical assistance to increase the region's capacity to implement permanent supportive housing and equitable workforce strategies.**

Finally, we want to underscore the need for Metro to further staff up to support this work. The housing bond team has accomplished so much with limited capacity, but, as noted in the recent audit, additional investments in staff are essential to ensure that Metro can take advantage of the opportunities outlined above. We are excited for the recent arrival of a new regional housing director, who can support those conversations with partner jurisdictions about opportunities to elevate commitments together, and for other staff who will join Metro's housing team soon to support program evaluation and administration. We look forward to continuing to build on this progress in 2021.

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Melissa Erlbaum

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Nicole Stingham

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Tia Vonil





Executive Summary

# Metro Housing Bond 2020 Annual Report

May 2021



# Production progress

In November 2018, greater Portland's voters took action to address the region's housing crisis, overwhelmingly passing the nation's first regional affordable housing bond with a goal of creating 3,900 affordable homes across the region; half (1,950) would be sized for families with two bedrooms or more and 1,600 would be affordable to households with very low incomes.

Metro and partners are more than **halfway to achieving the goal of 3,900 units with only one third of bond funds committed**. As of December 2020, there were four projects under construction and 15 more in the pipeline, collectively representing 2,045 affordable homes.



52%



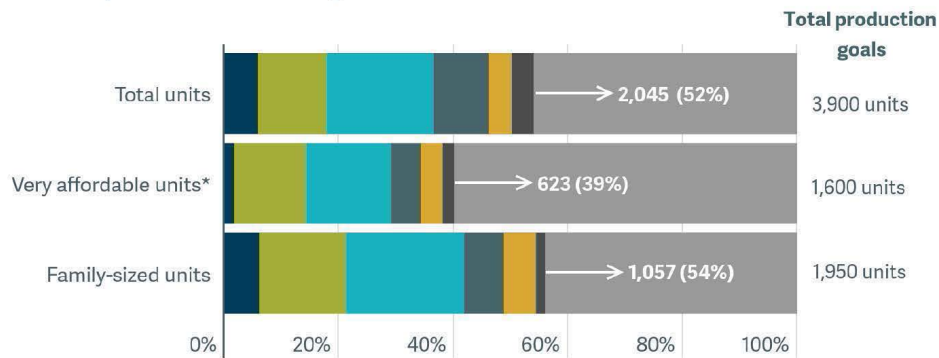
33%

- Homes in development
- Homes remaining

- Funds used
- Funds remaining



## Predevelopment underway as of December 2020

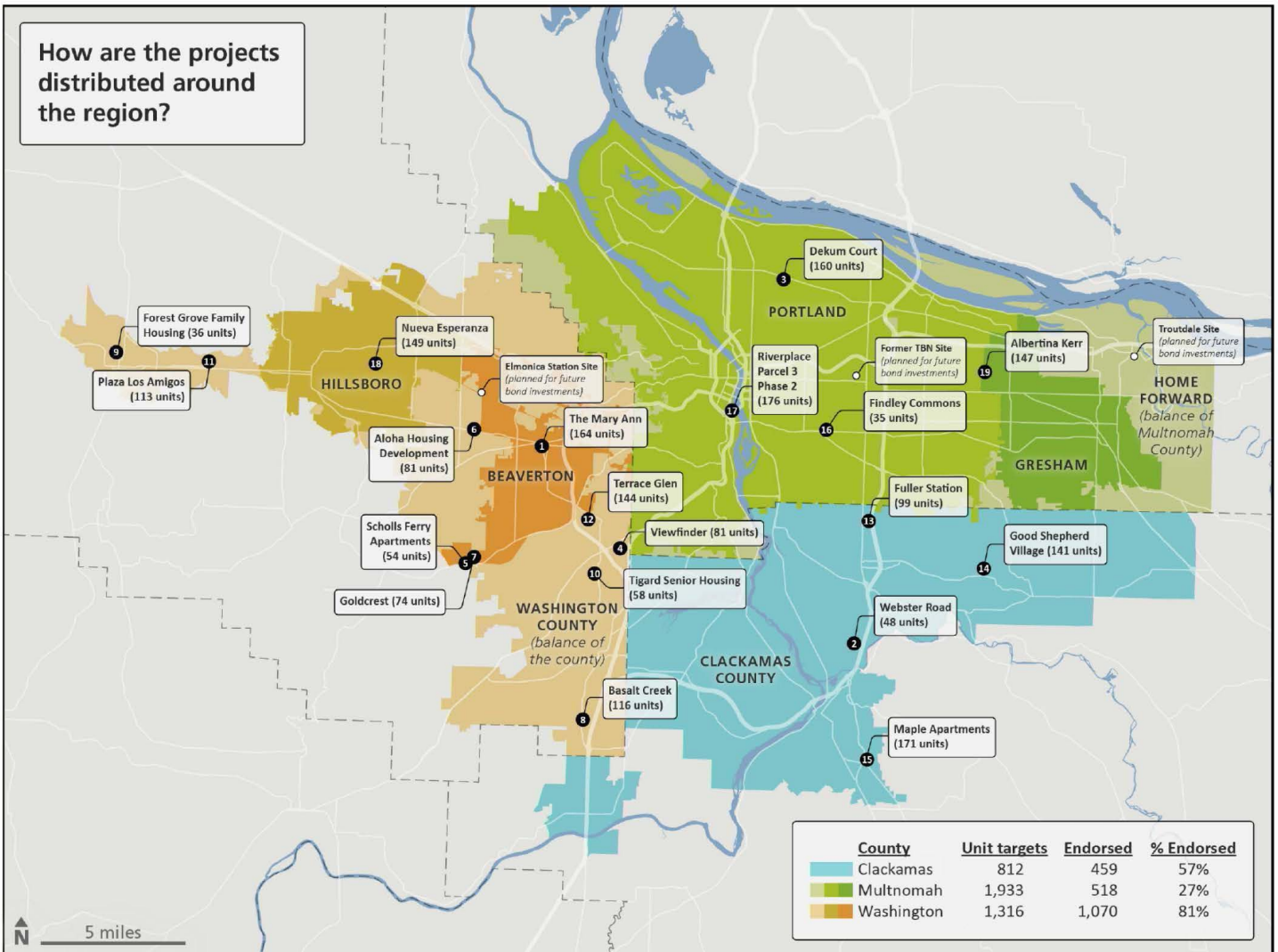


\*refers to households at 30% Area Median Income (AMI)

## Resources committed



## How are the projects distributed around the region?







# Policy goals

Decisions about where and how to invest in new affordable housing are guided by a set of core values and policy goals established through Metro-wide engagement in 2018 and further informed through local community engagement and planning from 2019 onward.

**The program seeks to ensure that investments serve people currently left behind by the region's housing market, especially:**

- communities of color
- families with children and multiple generations
- people living with disabilities
- seniors
- veterans
- households experiencing or at risk of homelessness
- households at risk of displacement.

**Goal: Create housing opportunities throughout the region** in locations that (a) expand affordable housing options in neighborhoods that have not historically included sufficient supply of affordable homes, (b) increase access to transportation, employment, education, nutrition, parks and natural areas, and (c) help prevent displacement in changing neighborhoods where communities of color live today.

**Outcomes:**

- Bond investments demonstrate **strong outcomes toward the goal of advancing fair housing and reducing segregation regionally**. Forty-six percent of units are in areas with lower than the regional average percentage of people of color, and 59% are in areas with a lower share of per capita regulated affordable housing. Four projects, representing 19% of the total units, have no existing regulated affordable housing within a one-mile radius.
- Bond investments are largely **located in areas with access to public transportation and in walkable areas**, including 69% of total units within either a quarter-mile of frequent service bus or a half-mile of MAX, and 70% with a walkscore of 50 ("somewhat walkable") or better.
- The distribution of bond investments across the region shows **substantial support for the goal of stabilizing communities at a higher risk for displacement**, particularly communities of color and people with limited English proficiency. Of the total units in the pipeline, 54% are located in areas that have a higher proportion of people of color, and 73% are located in places that have higher than average concentrations of either people of color or people who speak English less than "very well."





**Goal: Increase access and stability for priority communities**

**Outcomes:**

- All local implementation partners have reported on efforts to support the bond program's goal of advancing fair housing access through low-barrier screening and affirmative marketing in projects.
- Several projects have established partnerships with culturally specific service providers, many of which will support the marketing and lease-up process in addition to providing ongoing resident services.

**Goal: Create economic opportunities through the construction process**

**Outcomes:**

- All developers have committed to meeting, and many developers have committed to exceeding, the bond's goals for achieving a minimum of 20% of construction contracts for bond funded projects awarded to minority-owned, women-owned and service-disabled veteran-owned firms.

**Goal: Engage communities of color and other historically marginalized communities**

**Outcomes:**

- Efforts to engage communities of color and other historically underrepresented communities are resulting in meaningful engagement. Engagement themes that are shaping local implementation and project planning/design include the need for larger units, communal spaces, varied outdoor spaces and laundry facilities.



# Metro Affordable Housing Bond Program

**2020 Annual Report**

April 2021

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Project web site: [www.oregonmetro.gov/housing](http://www.oregonmetro.gov/housing)

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Metro wishes to thank the following staff for their contributions in developing the Affordable Housing Bond Program 2020 annual report.

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Lakeeyscia Griffin

Ash Elverfeld

Pilar Karlin

Date: April 2021

To: Metro Council

From: Metro Affordable Housing Bond Community Oversight Committee

Re: 2020 Annual Report

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## **A report to the community from the Metro Affordable Housing Bond Community Oversight Committee**

Over the past two months, the Metro Affordable Housing Bond Community Oversight Committee has reviewed progress reports from all eight implementation partner agencies, as well as an analysis of regional progress and performance presented by Metro staff. We are happy to report that, in a year of unprecedented challenges, the Metro affordable housing bond program is **on track to exceed the promises made to voters**. What's more—there are opportunities to go above and beyond. And we should.

So much has changed in the past year. The housing crisis has been intensified by the ripple effects of the global pandemic, increasing the urgent need for more affordable homes and other services to ensure that everyone in our community has access to safe, stable affordable housing.

The program is on track to exceed its goals due to a combination of policy and market forces, as well as early action from implementation partners. Federal policy changes have increased the value of 4% Low Income Housing Tax Credits, a major source of leveraged funding in the housing bond portfolio. Interest rates are low, meaning projects can leverage more private debt than initially anticipated. Finally, housing bond implementation partners have moved quickly to deploy resources; in addition to responding to the urgent need for housing, these rapid efforts to advance implementation are reducing the impact of construction cost escalation (although cost escalation is expected to increase the cost of delivering units later in implementation).

Combined, this early progress and market/policy changes impacting leveraged funding opportunities mean that the average per unit need for Metro bond funding required to achieve our targets is lower than initially forecasted.

From the passage of the Metro supportive housing services measure in May to economic recovery efforts at the state and federal level, there is an influx of new resources in the system of funding that layers and intersects with affordable housing development. Additional federal funding for housing development is anticipated in forthcoming federal infrastructure funding packages.

**With the region on track to exceed the unit production goals established for the measure, and new resources coming online, we believe there is not only an opportunity, but an imperative, to do more with these resources - whether that means going broader to achieve more overall units and/or going deeper to support the most challenging-to-fulfill needs** such as permanent supportive housing and larger, family-sized units. There are also opportunities to look for synergies that allow housing bond investments to leverage state/federal/other local funds and to be integrated with complementary investments, such as digital equity and co-location with early learning facilities. **We need to ensure that, as a system, we are working toward “doing more with more.”**

Along these lines, there is an important opportunity to **support integration of Metro supportive housing services funding with affordable housing bond investments to ensure that these**



**voter approved funding sources can fulfill their game-changing potential to address the needs of community members who are experiencing or at risk of homelessness.** It is essential that supportive housing implementation plans include prioritization of long-term rental assistance funding in the form of project-based vouchers that can be integrated early in the development process, so that we are designing and programming affordable housing buildings specifically to meet the needs of individuals and families exiting homelessness. There's a critical opportunity for ongoing coordination between Metro bond implementation and supportive housing implementation within each county, as well as between Metro and implementers.

As an oversight committee, we have been charged not only with ensuring progress toward the unit production targets, but also with ensuring that implementation is aligned with the core values established by the Metro Council, including the charge of leading with racial equity throughout implementation. Early indicators show that jurisdictional and development partners are taking these commitments seriously—with much more remaining to be seen as projects begin to lease up.

Key highlights of progress on advancing racial equity include:

- *Fair housing access:* Projects are distributed across the region and are incorporating strategies for fair housing access through thoughtful approaches to low-barrier screening and affirmative marketing—consistent with the expectations established in Metro's work plan. Continued monitoring will be needed to evaluate fair housing outcomes once projects start to lease up. Beyond lease up, Metro should work with partners to explore creative approaches to monitor stability and resident satisfaction over time.
- *Culturally responsive programming and services:* Local progress reports reflect robust community engagement throughout planning, and we believe this early engagement will help to improve resident livability throughout the life of the investments. It will be important for the relationships established through engagement to continue beyond development to operations. Implementing partners need to think about who is providing services for residents, as well as the need to invest in capacity building (i.e. cultural competency) among property managers.
- *Equitable contracting and workforce:* We are seeing strong commitments for equity in contracting, which was emphasized by the committee in the local implementation strategy review process. More work and investment is needed to support economic opportunities for women and people of color through construction. Tracking workforce diversity may be a positive first step, but requirements could have unintended consequences, particularly for smaller subcontractors. Workforce strategies are a priority area that should be considered for technical assistance.

The Metro affordable housing bond is already catalyzing new regional coordination and partnership to respond to the region's housing crisis. There are opportunities for Metro to engage local jurisdiction partners in a conversation about how to expand the impact of our investments beyond initial targets. These conversations need to acknowledge that jurisdictions face different challenges and are participating in implementation at varying scales and with varying internal capacity. **We recommend that Metro work with implementing jurisdiction partners to ensure that project investment decisions are being made with an eye toward maximizing collective impact of Metro bond and leveraged funds, as well as aligning with complementary investments, such as digital equity, early learning, and green building. We also recommend**

**that Metro provide funding and technical assistance to increase the region's capacity to implement permanent supportive housing and equitable workforce strategies.**

Finally, we want to underscore the need for Metro to further staff up to support this work. The housing bond team has accomplished so much with limited capacity, but, as noted in the recent audit, additional investments in staff are essential to ensure that Metro can take advantage of the opportunities outlined above. We are excited for the recent arrival of a new regional housing director, who can support those conversations with partner jurisdictions about opportunities to elevate commitments together, and for other staff who will join Metro's housing team soon to support program evaluation and administration. We look forward to continuing to build on this progress in 2021.

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## TABLE OF CONTENTS

<b>Chapter 1: Introduction</b> .....	<b>6</b>
<b>Chapter 2: Key findings</b> .....	<b>7</b>
Unit production progress .....	7
Geographic distribution .....	7
Economic opportunity through construction .....	7
Engagement of communities of color & other marginalized communities .....	8
Reducing barriers to access .....	8
Efficient use of funds .....	8
<b>Chapter 3: Background</b> .....	<b>10</b>
Core values .....	10
Leading with racial equity.....	10
Implementation partners .....	11
Work plan and local implementation strategies .....	11
Housing Bond Community Oversight Committee .....	11
Intergovernmental agreements .....	12
Funding allocation .....	12
Targets and metrics .....	14
Project and annual reporting .....	15
Supportive housing services measure .....	16
<b>Chapter 4: Unit production progress</b> .....	<b>17</b>
Local progress .....	18
Beaverton.....	20
Clackamas County.....	21
Gresham.....	22
Hillsboro .....	23
Home Forward.....	24
Portland .....	25
Washington County.....	26
Metro site acquisition program .....	27
<b>Chapter 5: Projects in pipeline – details</b> .....	<b>29</b>
Phase I projects .....	29
Projects endorsed in 2020 .....	30
<b>Chapter 6: Advancing racial equity through project locations</b> .....	<b>33</b>
Geographic distribution across three counties .....	35
Preventing displacement and stabilizing communities .....	35
Advancing fair housing access and reducing segregation .....	37
Access to transit and amenities .....	39

<b>Chapter 7: Advancing racial equity through opportunity in construction.....</b>	<b>40</b>
Equitable construction contracting .....	40
Expanding construction workforce diversity.....	40
Increasing capacity to advance construction diversity .....	42
<b>Chapter 8: Advancing racial equity: marketing, screening and services .....</b>	<b>43</b>
Ensuring equitable access .....	43
Plans to align culturally responsive programming & supportive services .....	44
<b>Chapter 9: Community engagement outcomes .....</b>	<b>46</b>
Engagement of communities of color & historically marginalized groups .....	46
Engagement methods.....	46
Partnerships for engagement .....	47
Engagement themes .....	48
Metro’s role .....	49
<b>Chapter 10: Efficient use of funds .....</b>	<b>50</b>
Development costs .....	50
Leveraged funding.....	51
Local affordable housing policy tools and incentives .....	52
Operating costs and subsidy .....	53
Planning for integration of Metro supportive housing services funding .....	54
<b>Chapter 11: Administrative funding .....</b>	<b>56</b>
<b>Exhibit A: Community Oversight Committee considerations .....</b>	<b>58</b>
<b>Exhibit B: Housing bond program metrics .....</b>	<b>60</b>
<b>Exhibit C: Financial analysis summary tables.....</b>	<b>65</b>
<b>Exhibit D: Detailed table of location metrics.....</b>	<b>78</b>
<b>Exhibit E: Expenditures report .....</b>	<b>79</b>
<b>Exhibit F: Community engagement — supplemental information .....</b>	<b>82</b>
<b>Exhibit G: Leveraged funds by type of source .....</b>	<b>84</b>

## CHAPTER 1: INTRODUCTION

On Nov. 6, 2018, greater Portland's voters took action to address the region's housing crisis, overwhelmingly passing the nation's first regional affordable housing bond. Since that time, Metro and our partners in community, government and business have worked together to deliver the results sought by voters. And the news is good.

The purpose of this report is to summarize implementation progress for the Metro affordable housing bond, to support the Housing Bond Community Oversight Committee in its annual review of progress and report to the Metro Council. This is the first annual report of the housing bond program, reflecting the first year of active implementation following completion of local implementation strategies and intergovernmental agreements.

Beginning in early 2020, Metro program staff have produced quarterly progress reports summarizing implementation activities, progress toward targets and commitment and expenditure of bond funds. Supported by annual progress reports from local implementation partners, this report provides a more comprehensive analysis of activities, outcomes and progress through December 2020, including:

- Summary of local and regional progress toward unit production targets, funding commitments and expenditures;
- Analysis of progress to advance racial equity through unit production goals, community engagement, geographic distribution of investments, commitments for equitable contracting and hiring, and project plans for low-barrier screening, affirmative marketing and services to meet the needs of residents;
- Activities and outcomes for community engagement to ensure that communities of color and other historically marginalized groups have a say in shaping project outcomes to meet their needs; and
- Financial analysis of the current project pipeline to understand trends, challenges and opportunities related to cost efficiency and leverage.

## CHAPTER 2: KEY FINDINGS

### Unit production progress

- As of December 2020, Metro and partners were more than **halfway to achieving the total unit targets with only one-third of bond funds committed.**
- Metro and partners were **on track to exceed the program’s overall goal of 3900 units and family-sized unit goal of 1950 units** and meet the goal of creating 1600 very affordable units.
- As of December 2020, for **five of seven local implementation partners, more than half the units in their production goals were already in development or under construction.** Several more funding solicitations are planned for 2021.

### Geographic distribution

- **Bond investments were geographically distributed across the three counties.** Of the current pipeline units, 22% are in Clackamas County, 25% are in Multnomah County and 52% are in Washington County. This reflects early action by Washington County and Beaverton to commit funding to projects. It is expected that Clackamas County and Multnomah County will add many more units to the pipeline in 2021.
- The distribution of bond investments across the region shows **substantial support for the goal of stabilizing communities at a higher risk for displacement,** particularly communities of color and people with limited English proficiency. Of the total units, 54% are located in areas that have a higher proportion of people of color, and 73% are located in places that have higher than average concentrations of either people of color or people who speak English less than “very well.”
- Bond investments demonstrate **strong outcomes toward the goal of advancing fair housing and reducing segregation regionally.** Forty-six percent of units are in areas with lower than the regional average percentage of people of color, and 59% are in areas with a lower share of per capita regulated affordable housing. Four projects, representing 19% of the total units, have no existing regulated affordable housing within a one-mile radius.
- Bond investments are largely **located in areas with access to public transportation and in walkable areas,** including 69% of total units within either a quarter-mile of frequent service bus or a half-mile of MAX, and 70% with a walkscore of 50 (“somewhat walkable”) or better. Many of the projects also have access to a range of amenities, including grocery stores, natural areas, schools and jobs.

### Economic opportunity through construction

- Many developers have committed to **exceeding the bond's goals for achieving a minimum of 20% of construction contracts for bond funded projects awarded to**

**minority-owned, women-owned and service-disabled veteran-owned firms.**

Outcomes are not yet available to evaluate performance toward these goals.

- **Efforts to support the program’s goal of advancing construction workforce diversity are limited in jurisdictions without a history of setting goals or tracking workforce diversity.** Capacity building and technical assistance may be needed to support these outcomes.

### **Engagement of communities of color and other historically marginalized communities**

- Efforts to engage communities of color and other historically underrepresented communities are resulting in **meaningful engagement**, and **feedback is informing project implementation.**
- **Partnerships with community-based organizations are crucial to accomplishing community engagement goals** of reaching communities of color and other marginalized communities and ensuring their feedback informs projects in support of future tenant success. Compensating organizations leads to more effective partnerships.
- Major themes of engagement so far have included the **need for larger units, communal spaces, varied outdoor spaces and laundry facilities.**
- More work is needed to support **demographic and other data collection to understand engagement outcomes.**

### **Reducing barriers to access**

- All local implementation partners have reported on efforts to support the bond program’s goal of advancing fair housing access and culturally responsive programming through **low-barrier screening and affirmative marketing** in projects. Several projects have established **partnerships with culturally specific service providers**, many of whom will support the marketing and lease-up process in addition to providing ongoing resident services.

### **Efficient use of funds**

- The current affordable housing bond pipeline represents **over \$745 million in investments**, of which approximately 27%, or \$203 million, is affordable housing bond funding, and **over \$542 million is leveraged from other sources.**
- **In general, development costs for the Metro affordable housing bond portfolio are consistent with costs for similar affordable housing across the region and nationally.** The housing bond’s focus on family-size units and goals for equitable contracting and workforce, among other factors, contribute to higher costs than smaller units and/or those without contracting goals.

- Variation in local investment practices suggests that **stronger regional coordination** may be needed to ensure that bond investments are optimizing the use of Metro bond funding and leveraged public subsidy.
- **A combination of policy and market changes, as well as swift action by implementation partners, has enabled the program to exceed expectations in early phases of implementation.** The targets for the housing bond were established based on projections that reflected current conditions as of 2018. Since then, significant and unanticipated policy and market changes have occurred, enabling greater leverage of bank debt and federal tax credits than was initially anticipated. In addition, swift action by implementation partners is reducing the impact of construction cost escalation; while escalating costs will mean that more per unit funding is needed for projects built later in implementation, if implementation continues at the current pace, construction cost escalation is likely to have less of an impact across the portfolio than was initially forecasted.
- The federal economic recovery bill passed in December 2020 significantly **increases the value of 4% Low Income Housing Tax Credits (LIHTC) — the most significant source of leveraged funding in the bond portfolio.** While the increase in the value of 4% LIHTCs will likely be partially offset by a reduction in tax credit yields paid by investors, it is estimated that, on a net basis, this policy change will result in a \$30-45 million boost in leveraged equity across the portfolio. Metro will work with implementing jurisdictions and sponsors to evaluate opportunities to ensure that this unanticipated increase in equity available to pipeline projects results in expanded public benefits within the project and/or a reduction in the Metro bond contribution and other sources of local subsidy.
- The supportive housing services measure passed by greater Portland voters in May 2020 presents **opportunities to integrate rental assistance and supportive services** with housing bond investments to deepen affordability, expand overall unit production, and provide wraparound supportive services to meet the needs of people with disabilities who are experiencing or at risk of homelessness. Housing bond local implementation partners are exploring strategies to integrate this funding across their bond portfolios.
- Local funding and policy tools to support affordable housing investments — such as **land contribution, system development charge and other fee waivers, property tax abatements, density bonuses and local funding contributions — vary across the region.**

## CHAPTER 3: BACKGROUND

Implementation of the housing bond is guided by a framework that was developed through months of engagement with partners and community members leading up to the measure's referral to voters.

### Core values

The program framework includes four core values that guide implementation:

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

### Leading with racial equity

Because people of color have been and continue to be among those most deeply impacted by housing discrimination and lack of access to safe, stable, affordable housing, the Metro Council directed the housing bond program to lead with racial equity in all aspects of the program. Explicitly focusing policies and investments to benefit communities of color can reduce racial disparities while benefiting the whole community.

The housing bond program addresses historic barriers first and foremost through its ambitious goals for family-size and deeply affordable homes. But this isn't enough. The program also prioritizes leading with racial equity throughout implementation — from community engagement that informs projects, to the geographic distribution of investments, to creating economic opportunity with the development of affordable housing,

to strategies for reducing barriers to access and promoting culturally appropriate services to meet the needs of future residents.

## **Implementation partners**

Metro is working to deliver the housing bond program in close partnership with seven local implementation partners: the cities of Beaverton, Gresham, Hillsboro and Portland; Clackamas and Washington counties; and Home Forward, as the implementation partner for east Multnomah County. In recognition of the unique knowledge, experience and opportunities in communities across the region, each partner has developed its own implementation strategy to meet local needs while serving the bond's overall regional goals. Jurisdictions are responsible for administering funding to invest in property acquisition and eligible development projects. Some projects will be developed and operated by public housing authorities but the majority will be public-private partnerships with third-party affordable housing developers, owners and property managers.

Metro is responsible for providing oversight and accountability, including reviewing each proposed investment at conceptual and final stages to ensure alignment with program requirements and contribution to the production outcomes committed to voters. In addition, Metro directly invests housing bond funding through the site acquisition program, which works to strategically acquire sites and invest in development of the sites as affordable housing in partnership with local implementation partners.

## **Work plan and local implementation strategies**

In 2019, Metro Council adopted a program work plan to provide operational guidance for program administration activities including roles and responsibilities, funding allocation and eligibility criteria and processes for funding approvals. In accordance with requirements set forth in the work plan, each implementing partner created a local implementation strategy informed by local engagement processes. Each strategy includes a development plan to achieve the local share of unit production goals and commitments for advancing racial equity and ensuring community engagement informs projects throughout implementation.

## **Housing Bond Community Oversight Committee**

Independent community oversight is a hallmark of accountability to voters and the community. The Metro Council appointed a community oversight committee in January 2019 to provide independent and transparent oversight of housing bond implementation, including evaluating local implementation strategies for consistency with program goals and guiding principles, monitoring investment outcomes and providing an annual report to the Metro Council. Throughout 2019, the committee reviewed and recommended local partners' implementation strategies to Metro Council for approval. The committee also identified considerations for ongoing monitoring and evaluation (see Exhibit A).



## Intergovernmental agreements

Intergovernmental agreements provide a foundation of cooperation between Metro and local partners. The Metro Council approved local strategies as part of intergovernmental agreements describing the terms and conditions for using bond funds for eligible investments and program administration. Intergovernmental agreements include these provisions:

- All projects selected for bond funding must demonstrate contribution to unit production targets and consistency with approved local implementation strategies as confirmed through Metro staff review at the concept endorsement and final funding stages.
- All funded projects will have a regulatory agreement ensuring long-term affordability and monitoring obligations for a term of 60 years (or 30 years for acquired buildings that are more than 10 years old).
- Implementing jurisdictions will submit annual progress reports to Metro, to support the oversight committee's annual review.
- Metro will disburse administrative funding to implementation partners annually based on a schedule established in the intergovernmental agreement. One exception is City of Portland, which will have its administrative share included in project funding, to be reimbursed to the City through a 'project delivery fee.'
- Implementing jurisdictions 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.

The community oversight committee completed its review and recommendation of local implementation strategies between July 2019 and February 2020, and Metro Council approved strategies as part of intergovernmental agreements. The majority of intergovernmental agreements were executed between November 2019 and August 2020. The intergovernmental agreement for Home Forward was approved in March 2021; it was on a slower track because Home Forward, the implementation partner for east Multnomah County, only has a small funding allocation to complete one project and will not be seeking funds for that project until later in 2021.

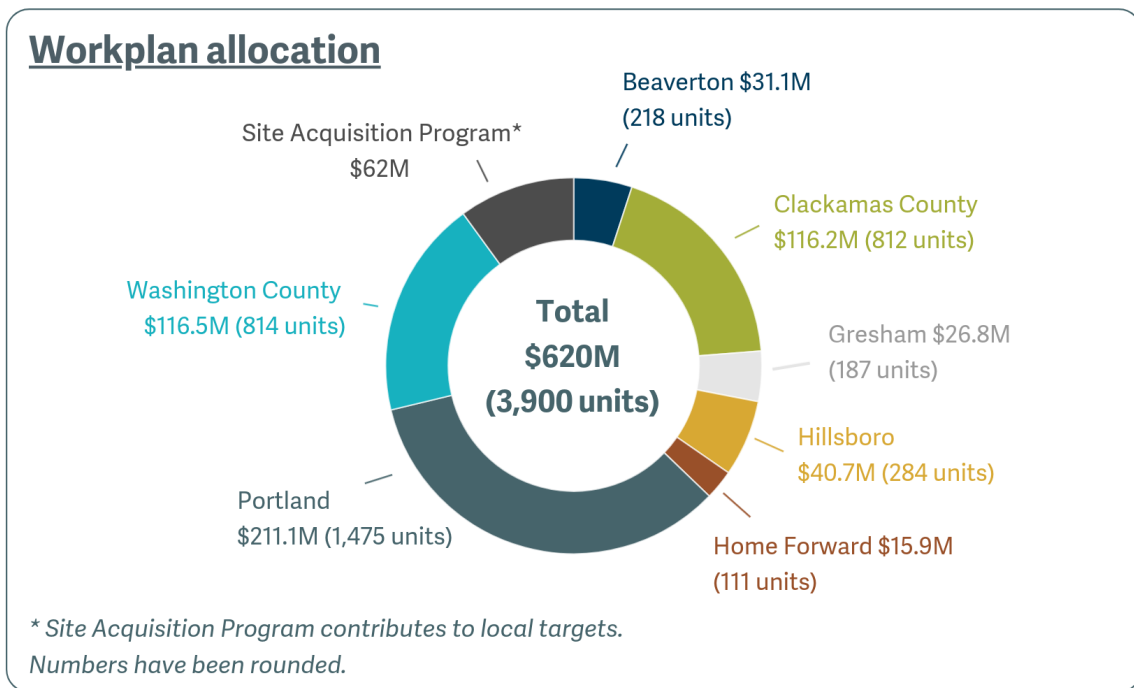
## Funding allocation

As stipulated in the housing bond measure framework adopted by Metro Council in 2018, funding is allocated region-wide based on assessed value of property in each of the three counties. A total of \$620,016,000 in funding is allocated to support investments in property acquisition and development.

Ninety percent of these funds, or \$558,000,000, is dedicated to local implementation, distributed on the basis of share of assessed property value to achieve a proportionate distribution of investments across the region (45% in Multnomah County, 34% in Washington County and 21% in Clackamas County).

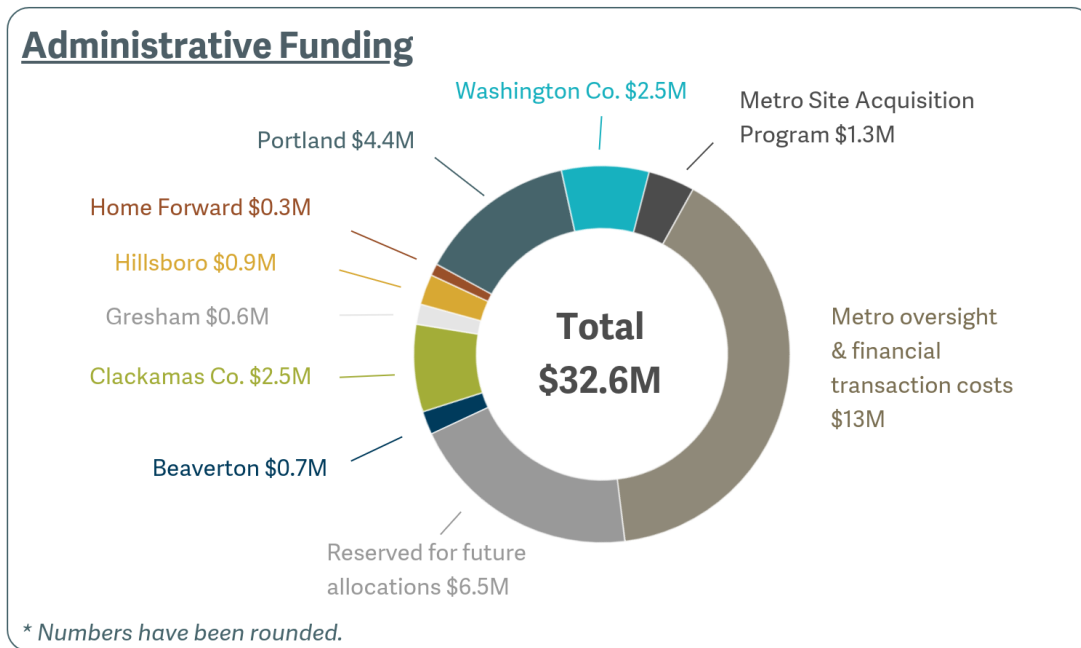
Ten percent of investment funding, or \$62,016,000, is reserved for investment by Metro's site acquisition program, which acquires regionally significant sites and supports their development in coordination with local implementing jurisdictions.

**Figure 3.1. Work plan distribution of funding and production targets**



The measure included an administrative funding cap of 5%, or \$32,640,000. Of these funds, \$13,056,000 is directed to Metro’s regional oversight and accountability functions, and an equal amount is allocated for implementation partner administration costs across all eight implementation partners, including Metro’s site acquisition program. Additionally, \$6,528,000 in funding within the 5% cap is designated as “reserved for future allocation as determined necessary to achieve targets.”

**Figure 3.2. Work plan distribution of administrative funding**



### Targets and metrics

Defining success with clear metrics has been a vital regional conversation. From 2019 through 2020, Metro engaged implementation partners, stakeholders, practitioners and the community oversight committee to further define metrics for evaluating progress toward goals and targets in the measure.

Metro established the following goals for the program:

- Create 3,900 affordable homes.
  - Reserve 1,600 homes for people with very low incomes (30% or less of area median income, or about \$27,000 per year for a family of four).
  - Build half of the homes with two or more bedrooms — big enough to accommodate families.
  - Up to 10 percent of homes may be moderately affordable for people with below average incomes (61-80% of area median income, or about \$73,000 per year for a family of four).
- Distribute investments across the region to create 21% of homes in Clackamas County, 45% in Multnomah County and 34% in Washington County.
- No more than 5% of total funding may be spent on program administration activities.
- At least 20% of construction contracts for each project should be awarded to state certified minority- or women-owned and emerging small business (MWESB) firms, and

jurisdictions should demonstrate progress toward increasing equitable contracting outcomes over time.

In addition, Metro has established a number of other performance metrics to support program evaluation and future policy discussions. These include metrics related to the following topics:

- Community engagement outcomes, including demographics of participants
- Location outcomes related to access, fair housing and community stabilization
- Outreach to COBID/MWESB firms
- Construction workforce diversity
- People served and resident diversity
- Projects' cost and cost drivers
- Efficient use of subsidy and leveraged funding
- Affirmative marketing activities and outcomes (e.g., referral sources)
- Screening and lease-up outcomes (e.g., application denials)

A summary of outcome and performance metrics is included in Exhibit B. It is important to note that many metrics will not be reported until after projects reach completion (e.g., contracting/workforce outcomes) and lease-up (e.g., marketing/lease-up outcomes, resident demographics) and are therefore not discussed in this annual report.

Investments of this scale provide an opportunity to catalyze new practices in tracking and reporting on metrics in affordable housing development. Each metric is vital, but some — particularly around racial equity outcomes — do not have existing baseline data from which to establish a target. Metro expects that instituting new reporting practices on these metrics will ultimately establish a baseline that could inform future policy goals and targets, as well as providing benchmarks to support program evaluation and continual improvement in the near term.

## **Project and annual reporting**

Metro has developed guidelines and templates for implementing jurisdictions, in coordination with developers, to submit post-completion and post-lease-up reports for each project to Metro. Metro is also working on an intergovernmental agreement with Oregon Housing and Community Services to provide Metro with ongoing monitoring information for all properties that also receive state funding, regarding physical inspections, compliance and occupancy (including resident demographics) and asset management. Metro will receive similar reports from implementing jurisdictions for projects without state funding.

In fall 2020, Metro developed annual progress reporting templates to support consistent reporting on local progress toward goals and objectives outlined in local implementation strategies. Local implementation partners submitted reports in January 2021 covering

activities and outcomes through December 2020. The local progress reports are available on Metro's housing bond webpage.

### **Supportive housing services measure**

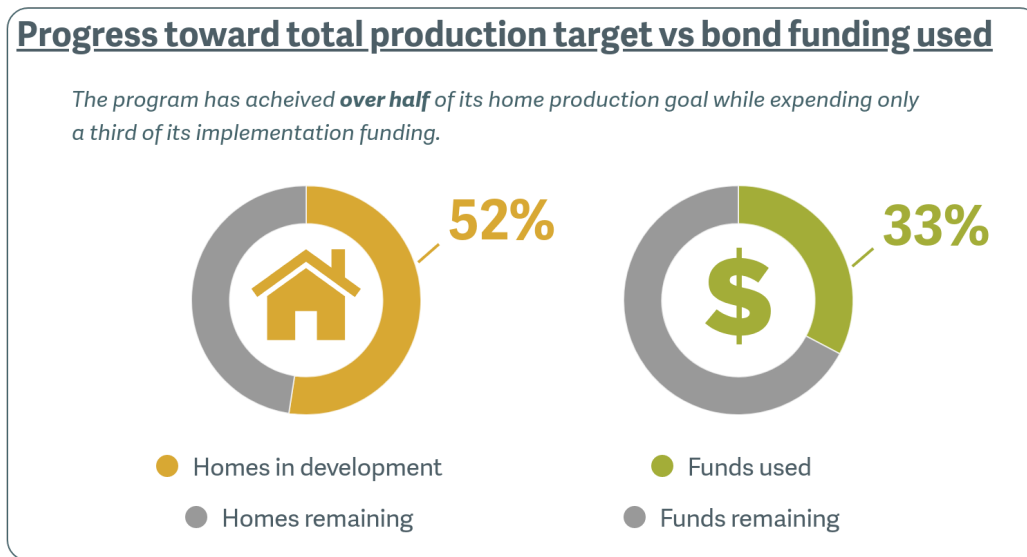
In May 2020, greater Portland voters passed a supportive housing services measure, an unprecedented effort to direct funding toward investments in rental assistance and supportive services for people experiencing or at risk of homelessness. The program aims to provide services for as many as 5,000 people experiencing prolonged homelessness with complex disabilities, and as many as 10,000 households experiencing short-term homelessness or at risk of homelessness.

This measure, which will be implemented by the three Metro area counties (Clackamas, Multnomah and Washington), presents an opportunity to integrate rental assistance and supportive services funding with capital investments through the bond program to maximize the ability of both programs to serve the region's most vulnerable residents. As part of the annual progress reports, each jurisdiction has also submitted an addendum describing anticipated approaches to integrating supportive housing services funding with housing bond investments.

## CHAPTER 4: UNIT PRODUCTION PROGRESS

The bond program is on track to exceed the goal of creating 3,900 affordable homes and the goal of 1,950 family-size homes, and to meet the goal of 1,600 very affordable homes. As of December 2020, over \$203 million in bond funding, or 33% of allocated funding, had been committed to support 2,045 new affordable homes, or 52% of the total production target.

**Figure 4.1. Regional progress toward unit production goals relative to funding commitment**



**A combination of policy and market changes, as well as swift action by implementation partners, has enabled the program to exceed expectations in early phases of implementation.** The targets for the housing bond were established based on projections that reflected conditions in 2018. Since then, significant and unanticipated policy and market changes have occurred, enabling greater leverage of debt and tax credits than was initially anticipated. In addition, swift action by implementation partners is reducing the impact of construction cost escalation; while escalating costs will mean that more per-unit funding is needed for projects built later in implementation, if implementation continues at the current pace, construction cost escalation is likely to have less of an impact across the portfolio than was initially forecasted.

**The program is on track to exceed the 1,950 unit goal for homes with two or more bedrooms, with 1,053 family-size units already in the pipeline** (54% of the target for family-size homes).

**The program is on track to meet the goal of 1600 very affordable (30% AMI or below) units, with 625 units currently planned to serve households with incomes at or below 30% AMI** (39% of the target). (In greater Portland, 30% of AMI is an annual income of

\$19,410 for a household with one person, or \$27,650 for a household of four.) As anticipated, the targets for very affordable units have been the most challenging to achieve. These units require additional subsidy because their rental income is lower and their operating expenses can be higher, creating operating funding gaps and limiting projects' ability to carry debt. Additionally, buildings serving very low income households often require investment in ongoing services that are beyond the scope of traditional real estate related operating expenses.

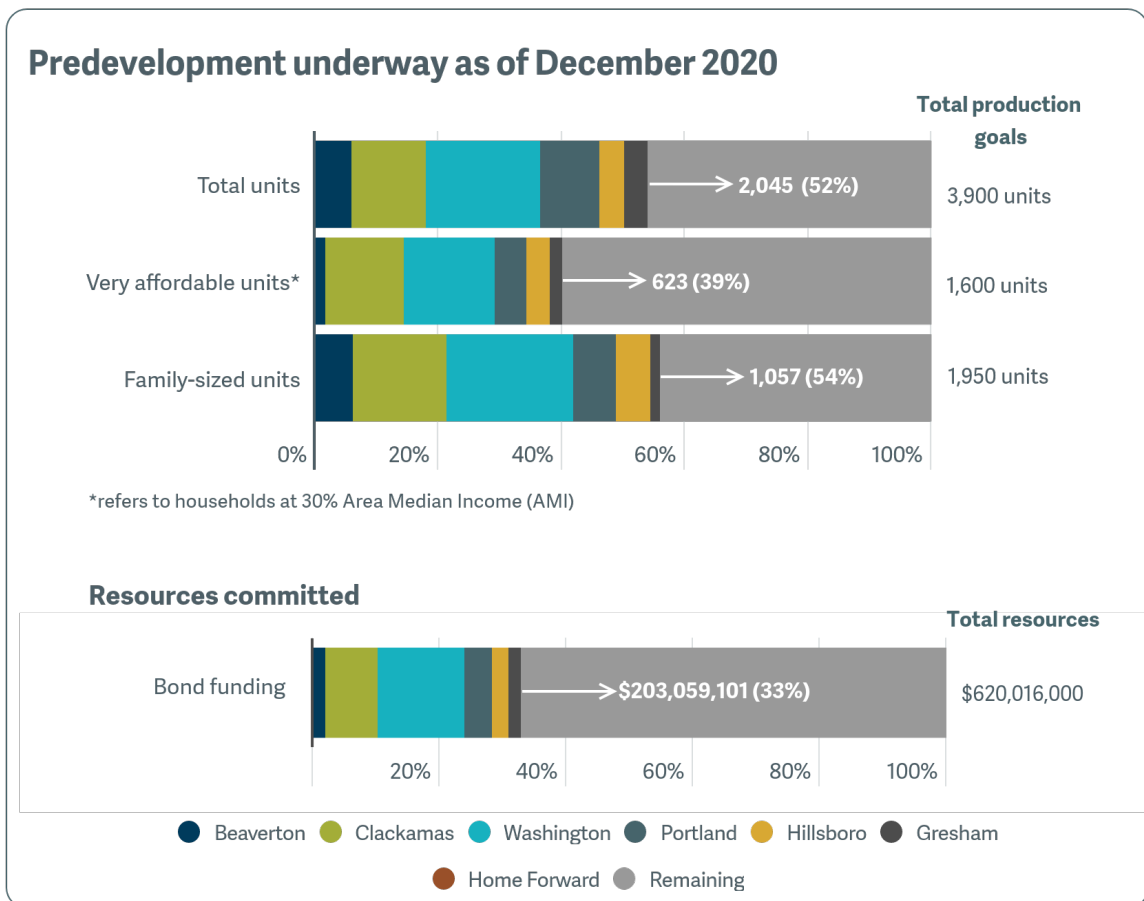
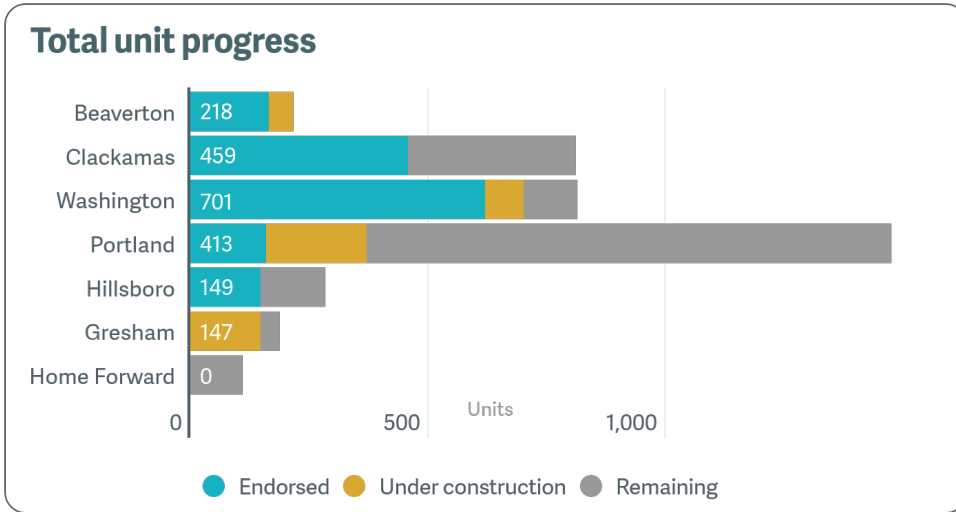
**The pipeline portfolio includes a significant number of greater bedroom sizes and larger units designated for families with very low incomes** — both needs consistently identified in community engagement themes. The pipeline currently includes a total of 1,053 family-size units, of which 752 (69%) are two-bedroom, 317 (29%) are three-bedroom and 24 (3%) are four-bedroom units. Of the 1,053 total family-size units, one-fifth are regulated for affordability at 30% AMI.

This report does not reflect changes to projects that occurred after December 2020, including: reduction in the Metro contribution to Fuller Road Station and Albertina Kerr due to the impacts of federal policy changes on the value of 4% Low Income Housing Tax Credits (LIHTC), concept endorsement and final approval of Rockwood 10, concept endorsement of Aloha Inn, and a reduction in the number of units and proportionate reduction in the Metro bond funds anticipated for Dekum Court. For this reason, some information for projects provided in local jurisdiction progress reports may vary from that included in this report.

### **Local progress**

As of December 2020, five of seven local implementation partners have more than half their total unit production goals already in development or construction. Several more funding solicitations are planned in 2021.

**Figure 4.2. Local progress toward unit production goals**





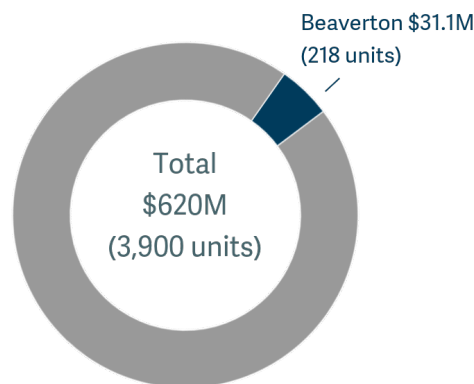
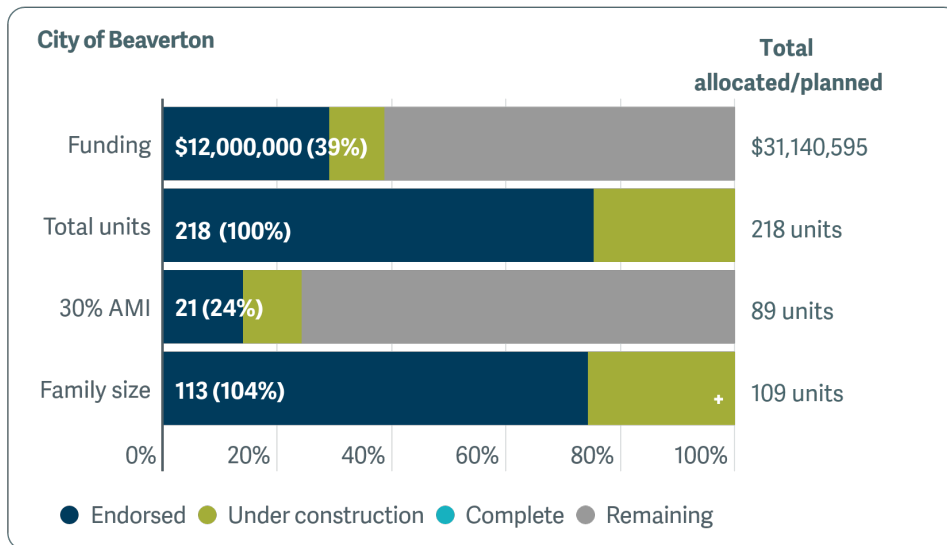
## Beaverton



Beaverton has achieved its total and family-size unit production targets in its first two projects, with \$19.1 million in remaining funds not yet committed to projects. In November, Beaverton and Metro’s site acquisition program issued a joint RFQ to select a

developer for the Metro-owned Elmonica site. Beaverton plans to issue another solicitation later in 2021 for development of a city-owned property; it is expected that this project will include a significant focus on very affordable units.

**Figure 4.3. Beaverton progress toward unit production goals**



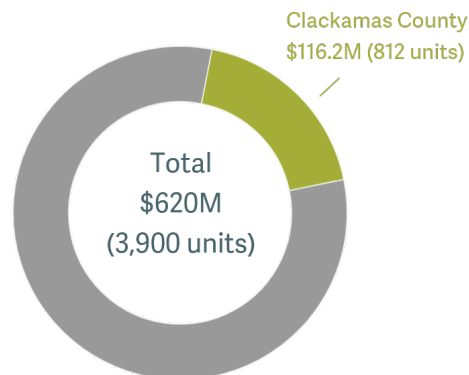
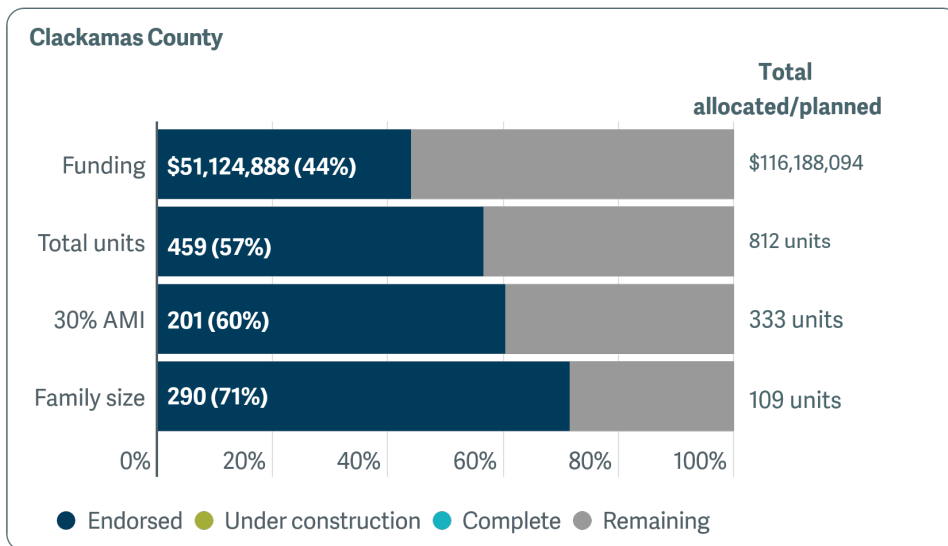
## Clackamas County



Clackamas County was 57% of the way toward its overall unit production targets in December, with 44% of funding committed toward four projects. Clackamas County's portfolio includes a former residential care facility in Gladstone acquired by the Housing Authority of Clackamas County with bond

funding as a Phase I project which will be converted to supportive housing for older adults, and three projects selected through a solicitation in spring 2020. Clackamas County is exploring strategies to invest bond funding to support its housing authority's redevelopment of the Hillside Park public housing complex, which could facilitate the development of up to 400 new affordable homes. The county plans to allocate any remaining funding through a solicitation in 2022.

**Figure 4.4. Clackamas progress toward unit production goals**



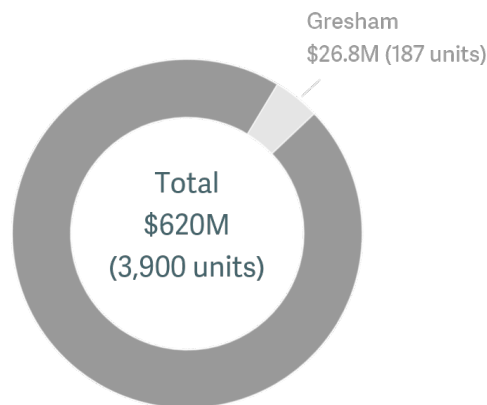
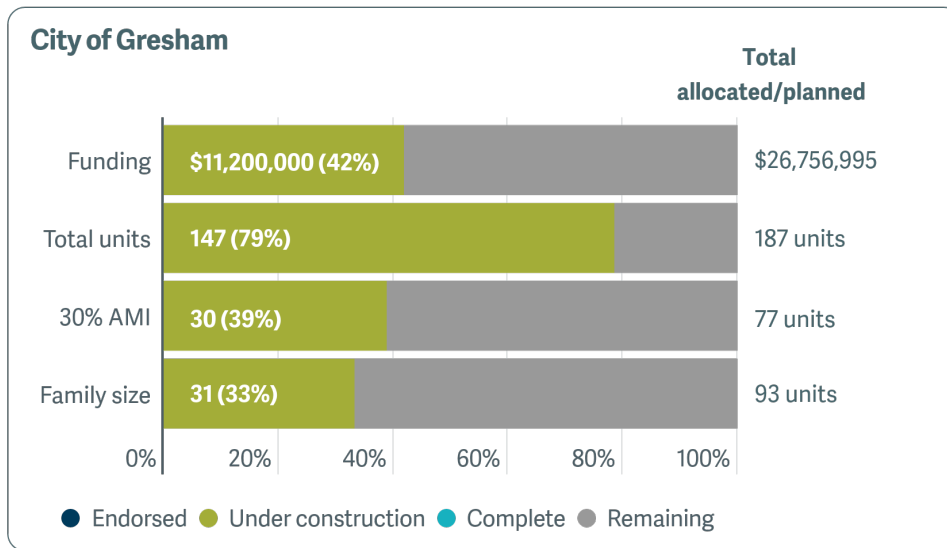
## Gresham



As of December 2020, Gresham was 79% of the way toward meeting its overall unit targets through the Albertina Kerr project, which began construction in February 2021. Gresham had \$15.6 million in remaining funds not yet committed to projects. A total of \$5.15 million has since been committed to the Rockwood 10 project, which is under construction and will use Metro bond funds to support the

conversion of 47 units initially planned for affordability at 60% AMI to be made affordable for households making 30% or less AMI. The Rockwood 10 project will bring Gresham to 100% of its total goal for very affordable units.

**Figure 4.7. Gresham progress toward unit production goals**

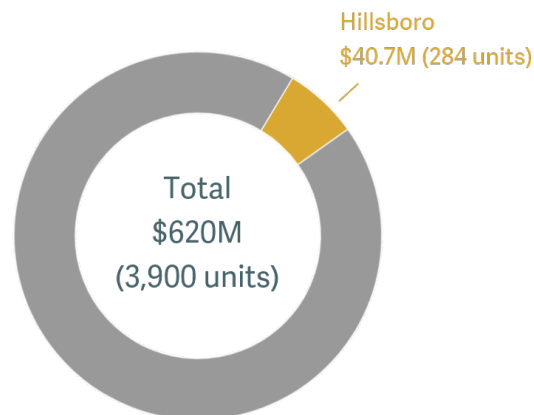
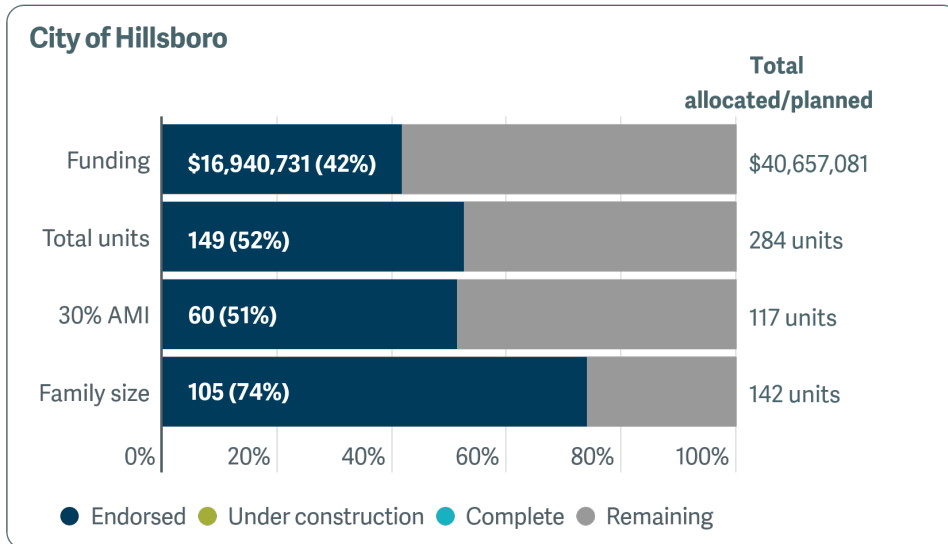


## Hillsboro



Hillsboro was 52% of the way to its overall unit production in December, after committing funding to the development of the 149-unit Nueva Esperanza project on the city-owned 53<sup>rd</sup> Avenue site. Hillsboro has \$23.7 million in remaining funds not yet committed to projects.

**Figure 4.6. Hillsboro progress toward unit production goals**



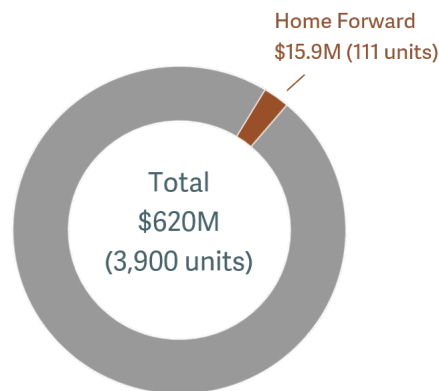
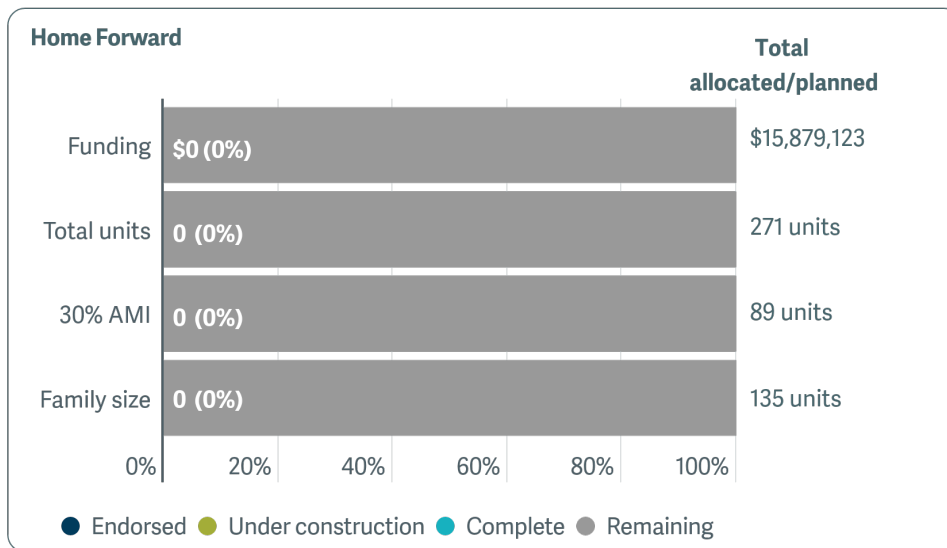
## Home Forward



As the housing authority for Multnomah County, Home Forward is responsible for implementation in portions of east Multnomah County not covered by Portland and Gresham. Home Forward may also serve as the developer for projects in Gresham and Portland, as in the case of Dekum Court, Portland’s Phase 1 project. Home Forward is advancing plans

to achieve its overall unit production target for east Multnomah County on a 3.5-acre, county-owned parcel of land in Troutdale. In summer 2021, Home Forward plans to break ground on Dekum Court, Portland’s Phase I project which received a concept endorsement in 2019 to create 160 net new affordable homes through the redevelopment of an existing public housing site.

**Figure 4.9. Home Forward progress toward unit production goals**



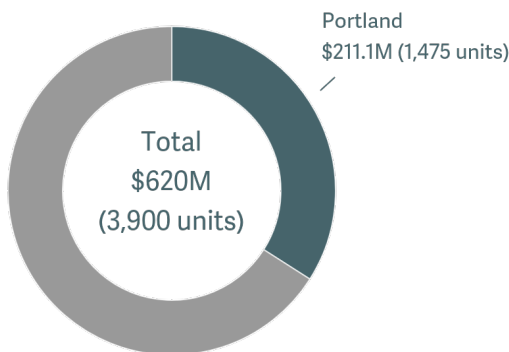
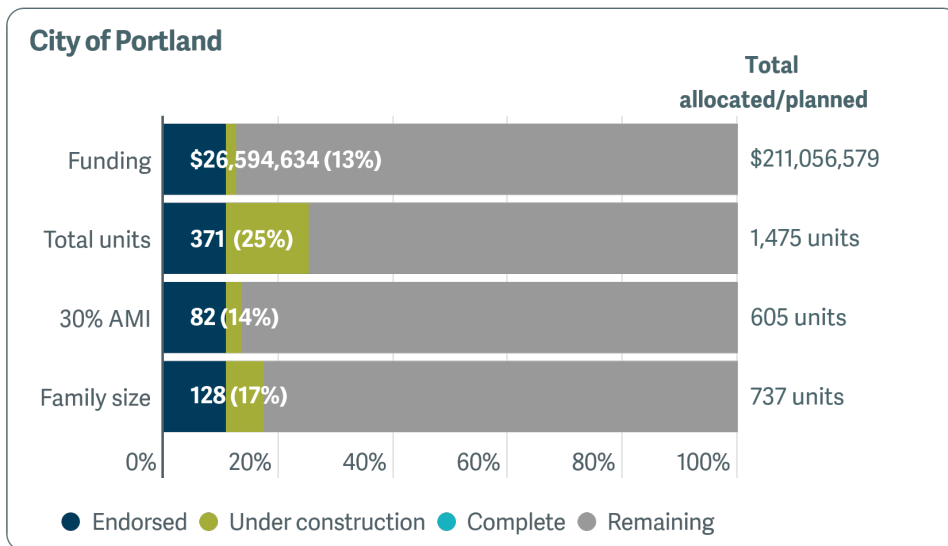
## Portland



Portland was one-fourth of the way toward meeting its overall unit target as of December, with one project in predevelopment (Portland’s Phase I project, Dekum Court, sponsored by Home Forward) and two projects under construction. The two projects that are under construction (Findley Commons and RiverPlace Parcel 3) are part of “Phase 2” of Portland’s

implementation plan, which identified up to 10 percent of its Metro bond funds to fill small funding gaps in their existing pipeline. In the fall, Portland released an RFQ for supportive housing, which will result in additional project funding commitments this spring. Starting in 2021, Portland will issue annual Metro bond solicitations that include aligned SHS program funds and supportive housing goals. Portland has \$184.4 million in remaining funds not yet committed to projects.

**Figure 4.8. Portland progress toward unit production goals**





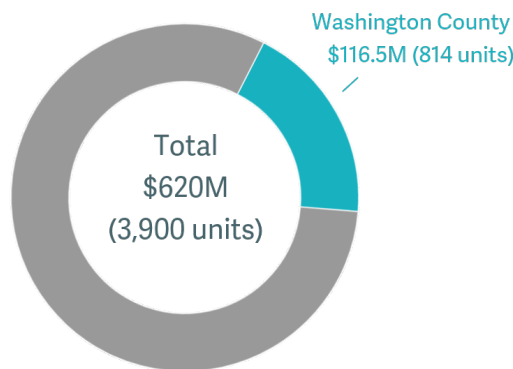
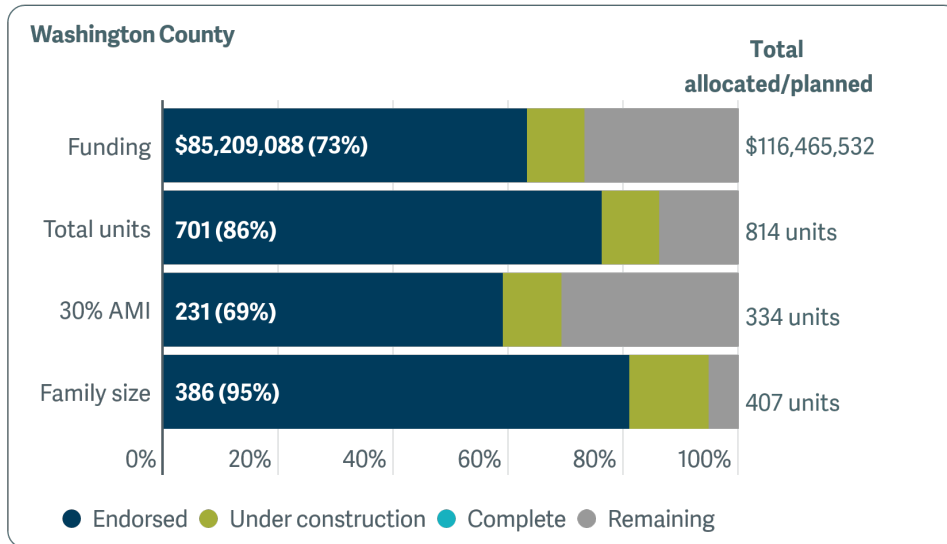
## Washington County



Washington County was 86% of the way toward its unit production targets with 73% of funds committed in December. Seven projects were in predevelopment and one (the Viewfinder in Tigard) under construction. The county's pipeline includes 334 very affordable units regulated for 30% AMI

affordability. Of these, 58 will be permanent supportive housing (PSH) — supporting a county goal of achieving 124 PSH units in their housing bond portfolio. As of December, the county had \$31.2 million in remaining funding not yet committed to projects, of which \$8.5 million has since been committed to support the acquisition of the Aloha Inn in Forest Grove and its rehabilitation to produce 54 studio units of permanent supportive housing designated for individuals with very low incomes who are exiting homelessness.

**Figure 4.5. Washington County progress toward unit production goals**



## **Metro site acquisition program**

Metro's site acquisition program is pursuing acquisition and development of several properties throughout the region. In the near term, the program is actively preparing for the development of two sites previously acquired with funding from Metro's transit oriented development program. These sites include the Elmonica Station property at 17030 Baseline Road in Beaverton and the former Trinity Broadcasting Network property at 432 NE 74th Avenue in Portland.

The program is under contract to purchase a property on SW Barbur Blvd. in Portland. This property is currently being utilized as a COVID-19 shelter run by the Portland/Multnomah County Joint Office of Homeless Services. If the transaction is finalized, site acquisition program and joint office staff anticipate that it will continue to be operated as a shelter until the existing building is demolished and the site developed into permanent affordable housing in partnership with City of Portland utilizing Metro housing bond funds.

The site acquisition program also anticipates developing a Metro-owned site near Gresham's Civic Drive MAX station and a property on SW Boones Ferry Road in partnership with Clackamas County and the city of Lake Oswego. The program continues to pursue opportunities to acquire property for affordable housing development, working in close coordination with local jurisdiction partners.

The site acquisition program's implementation strategy aims to invest its funds proportionately in implementing jurisdictions based on the share of regional assessed value. Projects developed on Metro-acquired properties will contribute to each jurisdiction's unit goals. In most cases, projects developed on Metro-acquired properties will require additional funding assistance from each implementing jurisdiction's bond allocation. The following table shows the estimated number of property acquisitions Metro currently anticipates in each jurisdiction and progress toward identifying investments.

**Figure 4.10. Metro site acquisition program LIS plan and current progress to distribute investments proportionately**

<b>Implementation Partner</b>	<b>Metro site program funds</b>	<b>Estimated acquisitions</b>	<b>Notes</b>
Beaverton	\$3,460,066	1	Funds will be invested in development of the Metro-owned Elmonica Station property.
Clackamas County	\$12,909,788	1-2	Pursuing MOU with City of Lake Oswego and Clackamas County for Boones Ferry Rd. property acquisition. Seeking and evaluating additional sites in coordination with county staff.
Gresham	\$2,972,999	1	Evaluating Metro-owned parcel at Gresham Civic Drive MAX Station.
Hillsboro	\$4,517,453	1	Seeking and evaluating sites in coordination with City staff.
Home Forward (balance of Multnomah County)	\$1,764,347	NA	Given insufficient funds to acquire and provide gap financing for a site, funds will be transferred to Home Forward to support Troutdale development—the only project that will be implemented in East County.
Portland	\$23,450,731	2-3	Funds will be invested in development of the 74th & Glisan site. Due diligence underway on the SW Barbur site.
Washington County	\$12,940,615	1-2	Seeking and evaluating sites in coordination with County staff.

## CHAPTER 5: PROJECTS IN PIPELINE – DETAILS

As of December 2020, there were 19 projects in the regional housing bond pipeline. Four projects were under construction; 15 projects plan to break ground in 2021.

### Phase I projects

While local implementation planning was underway, each local implementation partner was invited to submit up to one “Phase 1” project. In 2019, the Metro Council endorsed preliminary reservations of funding for four of these Phase 1 projects, subject to final approval to demonstrate consistency with each partner's local implementation strategy.

**Figure 5.1. Phase I Projects endorsed in 2019**

Project name, location	Implementing jurisdiction	Project team	Total cost / Metro bond*	Description
<b>Mary Ann Apartments, Beaverton</b>	Beaverton	REACH, Walsh	\$21.9M / \$3M	54 units of new affordable housing in downtown Beaverton, including 29 family-size units. Walking distance to high school, library, farmer’s market, MAX and bus. Under construction and planned to open this summer.
<b>18000 Webster Road, Gladstone</b>	Clackamas County	Housing Authority of Clackamas, Walsh	\$10.8M / \$6.9M	Acquisition and conversion of a former residential care facility to provide 48 units of deeply affordable single room occupancy and studio housing for older adults – the only SRO housing in Clackamas County. Construction will begin in 2021.
<b>Dekum Court Apartments, North Portland</b>	Portland	Home Forward, Walsh	\$65.9M / \$22.9M	Redevelopment of an existing public housing site to create 160 net new affordable homes, including 80 family-size homes and 65 deeply affordable homes. Partnership with Faubian Elementary and Head Start facility on site. Construction will begin in 2021 and will be phased to avoid displacing existing residents during construction.
<b>Viewfinder, Tigard</b>	Washington County	CDP, Bremik	\$32.9M / \$11.5M	81 units of new affordable housing in the Tigard Triangle, including 55 family-size units and 33 deeply affordable homes, with eight deeply affordable units for veterans at risk of or experiencing homelessness. Under construction and planned to open this summer.

*\*Project costs reflect preliminary estimates for projects not yet under construction. Total cost and Metro bond contribution are subject to change during final approval process.*

## Projects endorsed in 2020

Metro’s work plan delegates approval authority for funding requests to its Chief Operating Officer, following staff evaluation of projects at a concept and final stage. In 2020, partners collectively released competitive solicitations that resulted in the selection of 15 projects that have been endorsed by Metro. All plan to start construction by end of 2021.

**Figure 5.2. Projects endorsed in 2020**

Project name, location	Implementing jurisdiction	Project team	Total cost / Metro bond*	Description
<b>17811 Scholls Ferry Rd, Beaverton</b>	Beaverton	Wishcamper, Colas	\$53.7M/ \$9M	Located in the up and coming South Cooper Mountain development area, three new buildings with 164 affordable units, including 84 units dedicated to seniors, with ground-floor amenities.
<b>Aloha Housing, Beaverton</b>	Washington County	BRIDGE, LMC	\$27.8M/ \$10.2M	82 units of new housing near TV Highway, 62 of which will be two- or three-bedrooms. Amenities include gardens, playgrounds and a community room.
<b>Goldcrest, Beaverton</b>	Washington County	BRIDGE, Colas	\$28.1M/ \$8.7M	The second of two bond projects in South Cooper Mountain, comprised of 75 units. Mostly one- and two-bedrooms with some three-bedrooms, the project will offer resident services by Hacienda CDC including housing stabilization, food pantry, youth and family services and economic opportunity services.
<b>Basalt Creek, Tualatin</b>	Washington County	CPAH, LMC	\$43.6M/ \$14.3M	116 units of housing in the planned urban expansion area spanning Wilsonville and Tualatin. Includes a community building, education space, expansive landscaping and elevators in each three-story building so each unit can be adapted for ADA access.
<b>Forest Grove Family Housing, Forest Grove</b>	Washington County	DCM Communities, LMC	\$11M/ \$3.8M	36 units featuring several three-bedroom townhomes as well as one- and two-bedroom units. Five two-story buildings will cluster around community amenities and outdoor spaces including playground, gardens, sitting area and ample space for culturally specific social activities.

<b>Tigard Senior Housing, Tigard</b>	Washington County	NHA, Walsh	\$19.2M/ \$6.3M	58 units of new housing for seniors, near Fanno Creek Park, Tigard Public Library and Tigard Senior Center. Universal design principles are included with ADA accessibility in every unit and throughout common spaces, some units with special auditory and visual accommodations.
<b>Plaza Los Amigos, Cornelius</b>	Washington County	REACH, LMC	\$39.2M/ \$12.8M	113 units, including 16 units of supportive housing with a specific focus on serving Latinx families. A park and trailhead for a planned regional trail system are also slated for development here.
<b>Terrace Glen, Tigard</b>	Washington County	Related NW, Walsh	\$48.4M/ \$17.5M	144 units located in the Metzger neighborhood within the Washington Square District along Greenburg Road. Adjacent to retail, grocery and rapid transit, the building will have a multipurpose room for informal resident gatherings which will also flex as an art center.
<b>Fuller Road Station, Happy Valley</b>	Clackamas County	GSA, GRES, R&H	\$47.3M/ \$10M	100 units located on the MAX Green line. The project will include a mix of one-, two, and three-bedrooms, including 25 units designated for individuals and families who are homeless or at-risk of homelessness, including youth who have exited the foster system.
<b>Good Shepherd Village, Happy Valley</b>	Clackamas County	Caritas, Catholic Charities, Walsh	\$53.9M/ \$18.3M	Happy Valley's first affordable housing development, with 141 units, including 15 units prioritized for veterans and seniors and eight supportive housing units.
<b>Maple Apartments, Oregon City</b>	Clackamas County	CDP, Hacienda CDC, LMC	\$53M/ \$15.9M	171 units around a central green space designed as a publicly accessible park and located minutes from Clackamas Community College. Includes 70 very affordable units, with 12 set aside for agricultural workers and 9 designated for individuals and families transitioning out of homelessness.
<b>Findley Commons, Portland</b>	Portland	Home First, Beaudin	\$7M/ \$2M	A large and under-utilized church-owned parking lot will be transformed into 35 supportive housing units for veterans who are homeless or at risk of homelessness. Construction underway, anticipated completion in fall 2021.
<b>Riverplace, Portland</b>	Portland	BRIDGE, Walsh	\$80.3M/ \$1.7M	176 affordable units next to a streetcar station in South Waterfront. Impact NW will provide resident services onsite, with focus on serving veterans and households with very



				low incomes. Under construction, anticipated completion in fall 2022.
<b>Nueva Esperanza, Hillsboro</b>	Hillsboro	Bienestar, HDC, LMC	\$47.9M/ \$17M	149 affordable units across 12 buildings, the design configures buildings in three distinct neighborhoods or colonias, each with their own unique identities, to foster a sense of community for residents.
<b>Albertina Kerr</b>	Gresham	Kerr, Edlen and Company, Pence	\$45.2M/ \$11.2M	The 4th largest multifamily Net Zero project in the U.S. 146 units of new affordable housing of which 30 units will be for adults with intellectual and developmental disabilities and restricted to 30% AMI, and 117 units for direct service professionals.

*\*Project costs reflect preliminary estimates for projects not yet under construction. Total cost and metro bond contribution are subject to change during final approval process.*

## CHAPTER 6: ADVANCING RACIAL EQUITY THROUGH PROJECT LOCATIONS

Metro’s bond work plan required local implementation strategies to include a **location strategy that considers geographic distribution of housing investments; access to opportunity; strategies to address racial segregation; and strategies to prevent displacement and stabilize communities**. Local implementation strategies were consistent in describing prioritization for project locations that consider geographic distribution and access to public transportation, groceries, schools, jobs and open spaces.

For this annual report, Metro analyzed the pipeline project locations to assess how they are distributed and how they support goals for advancing racial equity. Each implementing jurisdiction’s progress report provides additional detail on access to transportation, employment, education, nutrition and parks and natural areas for the specific project locations.

The following table summarizes which projects support each location-based metric and the percentage of the total eligible units that support each metric. See Exhibit E for a more detailed table. Each metric is described in more detail after the table, including how it supports the program’s core values and how it has been measured for this analysis.

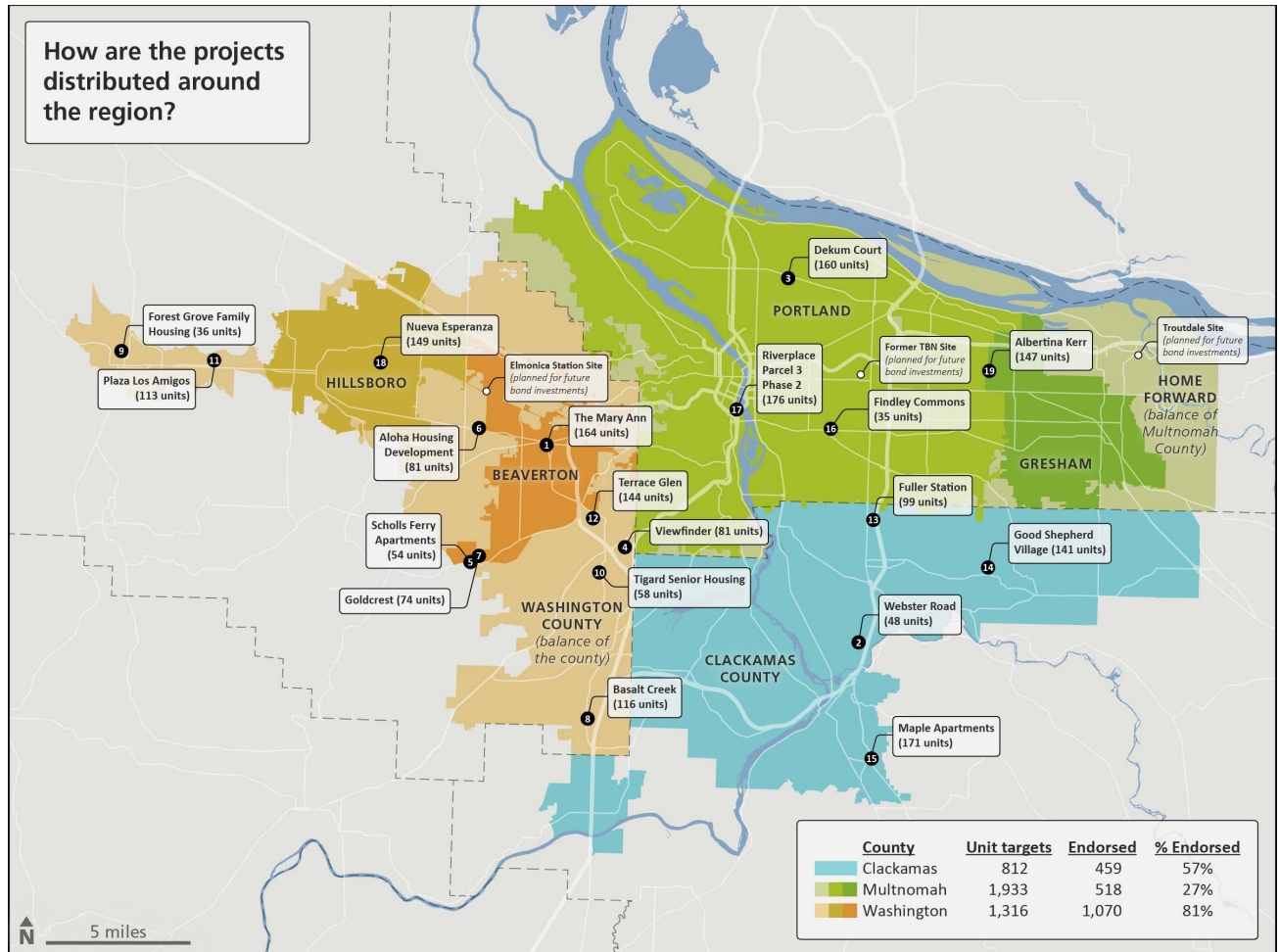
**Figure 6.1. Summary of project location metrics**

Project	County	Eligible units	Areas where communities at risk of displacement live today	Areas historically inaccessible to comm. of color	Areas with limited regulated affordable housing	Areas with access to transit	Walkable areas
The Mary Ann	Wash.	54	X		X	X	X
Webster Road	Clack.	48		X	X		X
Dekum Court	Mult.	160	X		X	X	X
Viewfinder	Wash.	81		X		X	X
Scholls Ferry Apartments	Wash.	164	X		X		
Aloha Housing Development	Wash.	81	X			X	X
Goldcrest	Wash.	74		X	X		
Basalt Creek	Wash.	116		X	X		
Forest Grove Family Housing	Wash.	36		X			X
Tigard Senior Housing	Wash.	57	X	X		X	X
Plaza Los Amigos	Wash.	112	X		X	X	X
Terrace Glen	Wash.	144	X	X	X	X	X
Fuller Station	Clack.	99	X			X	X
Good Shepherd Village	Clack.	141	X		X		
Maple Apartments	Clack.	171		X			
Findley Commons	Mult.	35		X	X	X	X
Riverplace Parcel 3 Phase 2	Mult.	176	X	X		X	X
Nueva Esperanza	Wash.	149	X		X	X	
Albertina Kerr	Mult.	147	X			X	X
<b>Percent of total eligible units</b>			<b>73%</b>	<b>46%</b>	<b>59%</b>	<b>69%</b>	<b>66%</b>

## Geographic distribution across the three counties

**Project locations are distributed throughout the three counties.** Of the total units, 22% are in Clackamas County, 25% are in Multnomah County and 52% are in Washington County. This reflects early action by Washington County and Beaverton to commit funding to projects. It is expected that Clackamas County and Multnomah County will add many more units to the pipeline in 2021.

**Figure 6.2. Distribution of project locations**



## Preventing displacement and stabilizing communities

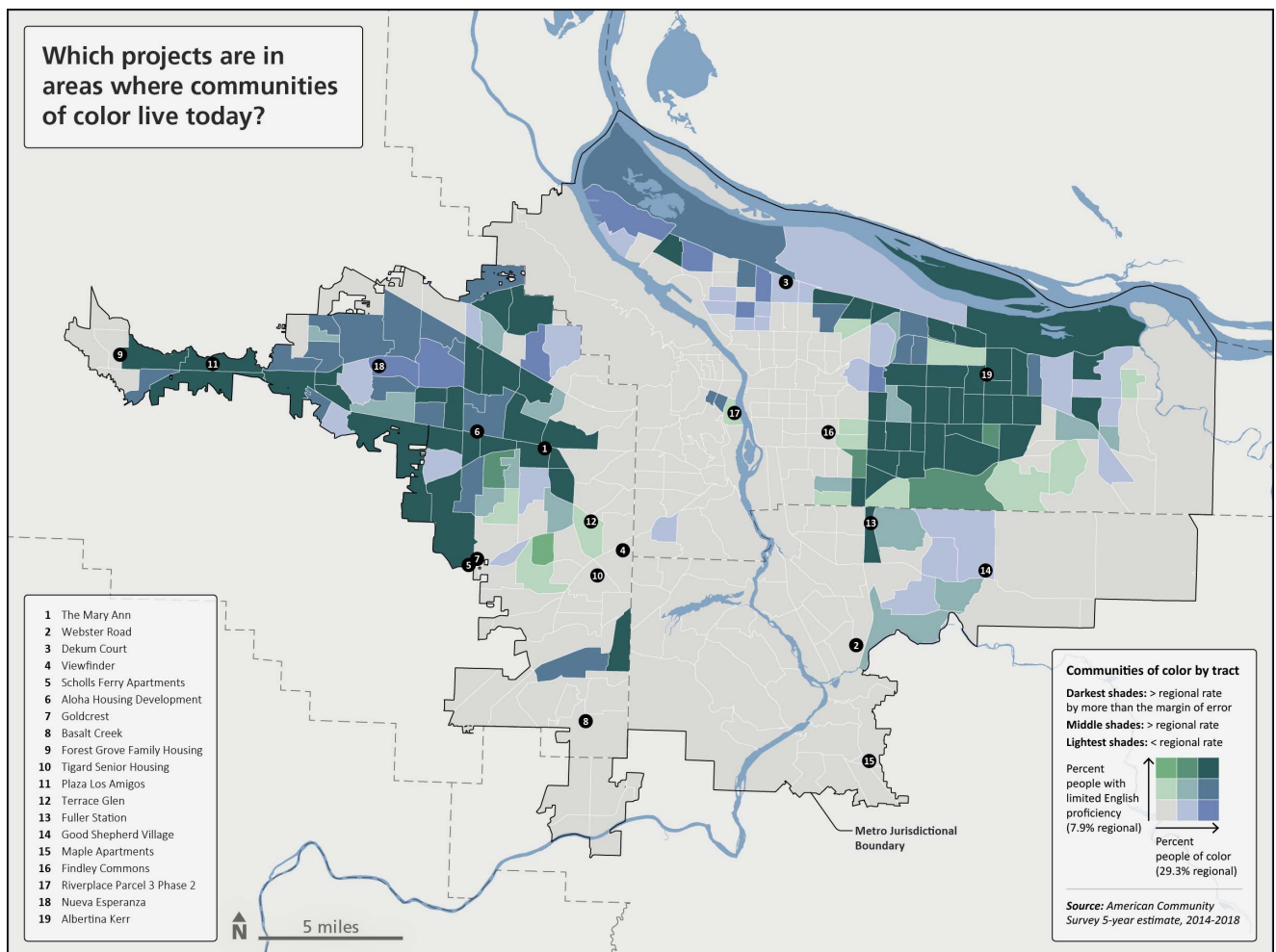
The distribution of units across the region shows substantial support for the goal of stabilizing communities at a higher risk for displacement, which was measured by identifying which projects are located in areas where the population has a high proportion of communities of color and/or people with limited English proficiency. Of the total eligible units, 73% are located in census tracts with higher proportions than the region of either people of color or people with limited English proficiency (people age 5 or older who speak

English less than “very well”) based on recent American Community Survey (ACS) estimates.

Because there is considerable error in ACS estimates, the analysis also identified areas where the percent of people of color or people with limited English proficiency exceeds the regional average by more than the margin of error. These represent areas where there is more certainty of concentrations of communities of color and people with limited English proficiency: census tracts with up to 49% people of color and up to 16% people with limited English proficiency, compared to region averages of approximately 29% people of color and 8% people with limited English proficiency. See the detailed table in Exhibit E for more information.

Figure 6.3 illustrates these areas across the region overlaid with the project locations.

**Figure 6.3. Projects located in areas where communities of color live today**



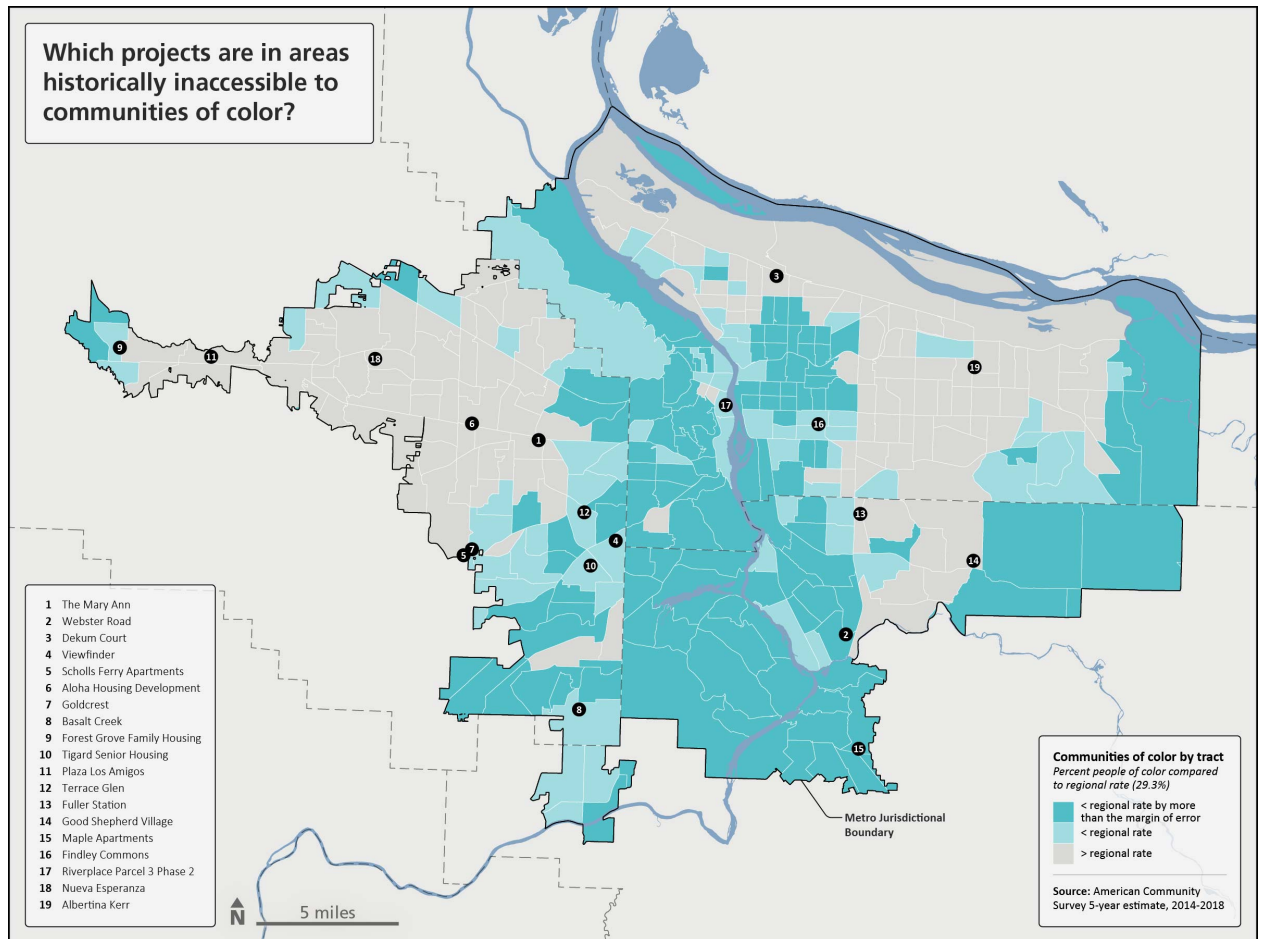
## Advancing fair housing access and reducing segregation

The projects also demonstrate strong outcomes for advancing regional fair housing goals and reducing segregation, by locating affordable homes in areas that have been historically inaccessible to communities of color. This goal was measured by identifying which projects are located in areas where the population has a lower proportion of people of color than the region, based on recent ACS estimates. Of the total eligible units, 46% are in areas with a lower proportion of people of color than the regional average.

As with the measurement of areas at risk of displacement above, the analysis has identified areas where the percent of people of color is lower than the regional average by more than the margin of error in the ACS data. See the detailed table in Exhibit E for more information.

Figure 6.4 illustrates the areas with a lower percentage of people of color than the region overall, overlaid with the project locations.

**Figure 6.4. Projects located in areas that have been inaccessible to communities of color**

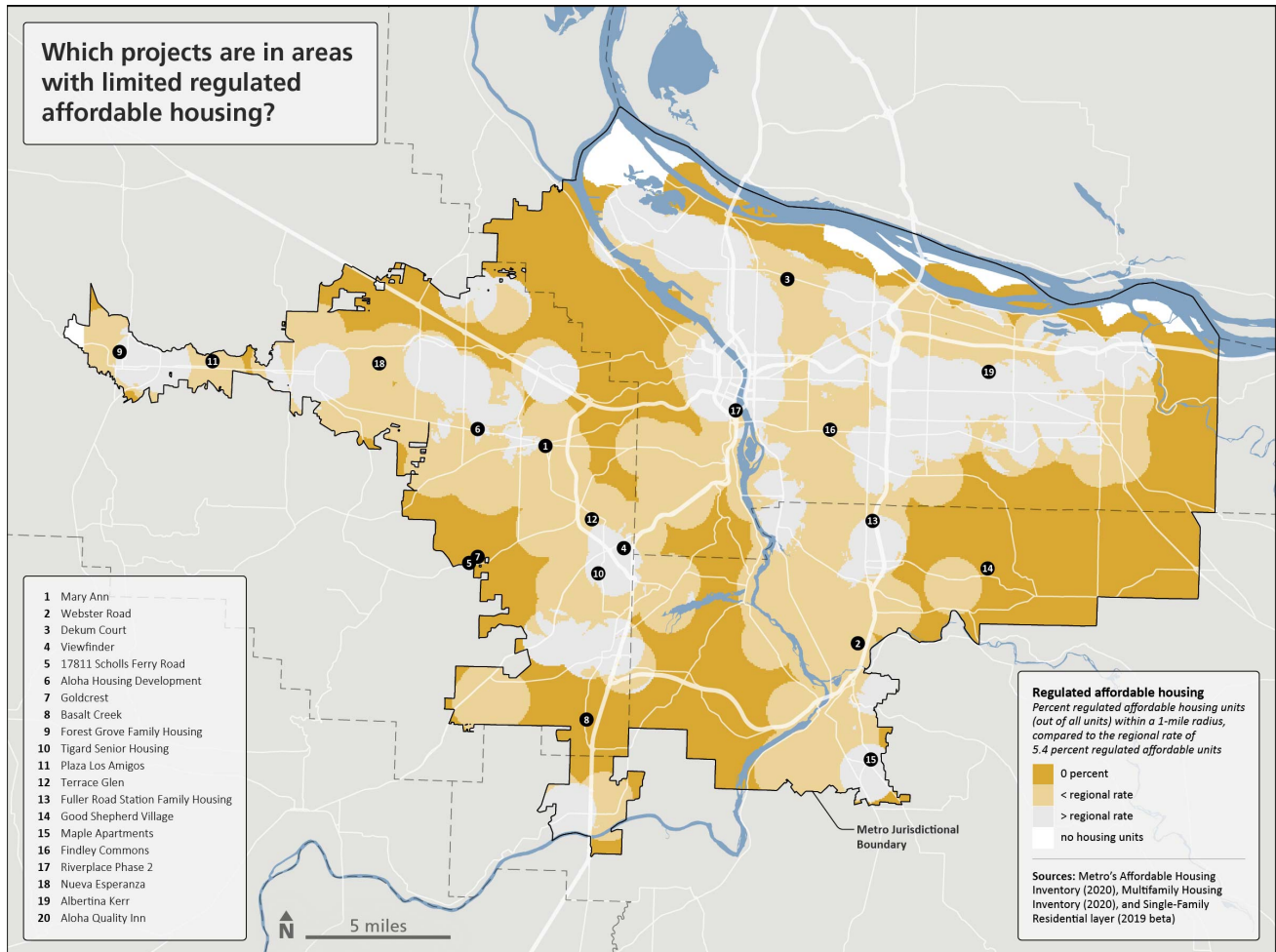




**The projects improve the distribution of affordable housing across the region by locating over half of the total pipeline units in areas with a relatively low share of affordable housing nearby.** This was measured by calculating the share of housing units within 1 mile of each project that are regulated affordable units. Of the total eligible units, 59% are in areas with less than the regional rate of regulated affordable housing (5%) within a 1-mile radius. Four projects, representing 19% of the total units, have no existing regulated affordable housing within a 1-mile radius.

Figure 6.5 illustrates the areas across the region with no nearby regulated affordable housing, less than the regional rate, and more than the regional rate, overlaid with the project locations. The detailed table in Exhibit E shows the percent of housing units that are affordable within 1 mile of each project location.

**Figure 6.5. Project locations relative to existing regulated affordable housing**



## **Access to transit and amenities**

Projects to date are largely located in areas with access to public transportation and in walkable areas. Of the total eligible units, 69% are within either ¼ mile of a frequent service bus stop or ½ mile of a MAX station, and 70% are rated with a walkscore of 50 (“somewhat walkable”) or better. The detailed table in Exhibit E provides the walkscore and the distance to the nearest frequent service bus stop or light rail station for each project location.

Many of the projects also have access to a range of amenities, including grocery stores, natural areas, schools and jobs. Each implementing jurisdiction’s progress report provides additional detail on nearby amenities.

## CHAPTER 7: ADVANCING RACIAL EQUITY THROUGH OPPORTUNITY IN CONSTRUCTION

Metro’s work plan required that local implementation strategies include 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. In June 2019, while local implementation planning was still underway, the Housing Bond Community Oversight Committee submitted a memo to Metro Council expressing that simply requiring goals or criteria was not enough; the committee urged Council to establish an expectation that local implementation strategies should set expectations for a minimum goal of 20% MWESB participation. In response, the Metro Council directed jurisdictions to ensure that their local implementation strategies describe a path to get to 20% COBID participation in a reasonable timeframe.

The oversight committee and Metro Council further articulated that Metro’s Construction Career Pathways Project (C2P2) could be useful in informing workforce development strategies and capacity that will support the implementation of the housing bond program, and further encouraged all participating jurisdictions to consider participating in the C2P2 program, including “setting workforce goals, tracking and reporting on workforce diversity, requesting workforce diversity plans for contractors, and building partnerships with workforce development providers that serve communities of color.”

### **Equitable construction contracting**

All local implementation partners have established 20% COBID/MWESB goals, and the city of Portland has a goal of 30% for the Metro bond (it was already exceeding 20% participation). Metro has established a primary metric of the amount and percentage of total payments above \$250,000 made to COBID certified firms by category (MBE, WBE, DBE, SDV, ESB) and by construction trade.

**While outcomes will not be available until projects begin to reach completion, project level goals for equitable contracting demonstrate commitments to achieve, and in several cases exceed, local goals.** The two Phase I projects under construction are both on track to meet or exceed local goals; the Viewfinder is tracking at 26% and the Mary Ann at 23% COBID participation.

### **Expanding construction workforce diversity**

**Efforts to support construction workforce diversity are limited in jurisdictions without a history of setting goals or tracking workforce diversity.** Currently, no pipeline projects located outside the City of Portland have established project-specific goals for workforce diversity. However, 12 of 19 projects have committed to tracking workforce outcomes, creating opportunities to establish baseline data that could inform future goals. With the exception of two projects in Beaverton, most projects planning to track workforce outcomes are projects with prevailing wage requirements which create a need for projects to use a certified payroll system (making tracking easier).

**Figure 7.1. Summary of equitable contracting goals, workforce tracking commitments and prevailing wage requirements**

Project	Implementing jurisdiction	Developer & general contractor	Total cost/ Metro subsidy (millions)	COBID goal	Workforce tracking?	Prevailing wage
<b>The Mary Ann</b>	Beaverton	REACH, Walsh	\$21.9 / \$3.0	20%	X	
<b>Webster Road</b>	Clackamas	Housing Authority of Clackamas, Walsh	\$32.9 / \$10.8	20%	X	DB
<b>Dekum Court</b>	Portland	Home Forward, Walsh	\$66.5 / \$22.9	28%	X	DB
<b>Viewfinder</b>	Washington	CDP, Bremik	\$32.9 / \$11.5	20%	X	DB
<b>Scholls Ferry Apartments</b>	Beaverton	Wishcamper, Colas	\$53.7 / \$9.0	20%	X	
<b>Aloha Housing Development</b>	Washington	BRIDGE, LMC	\$27.9 / \$10.2	25%		
<b>Goldcrest</b>	Washington	BRIDGE, Colas	\$28.1 / \$8.7	25%		
<b>Basalt Creek</b>	Washington	CPAH, LMC	\$43.6 / \$14.3	25%		
<b>Forest Grove Family Housing</b>	Washington	DCM Communities, LMC	\$11.0 / \$3.8	35%		
<b>Tigard Senior Housing</b>	Washington	NHA, Walsh	\$19.2 / \$6.3	30%	X	DB
<b>Plaza Los Amigos</b>	Washington	REACH, LMC	\$39.2 / \$12.8	35%	X	DB
<b>Terrace Glen</b>	Washington	Related NW, Walsh	\$48.4 / \$17.5	20%		
<b>Fuller Station</b>	Clackamas	GSA, GRES, R&H	\$47.3 / \$10.0	20%	X	DB, BOLI
<b>Good Shepherd Village</b>	Clackamas	Caritas, Catholic Charities, Walsh	\$53.9 / \$18.3	25%	X	DB
<b>Maple Apartments</b>	Clackamas	CDP, Hacienda CDC, LMC	\$53.0 / \$15.9	20%	X	DB
<b>Findley Commons</b>	Portland	Home First, Beaudin	\$7.0 / \$2.0	24%	X	DB
<b>Riverplace Parcel 3 Phase 2</b>	Portland	BRIDGE, Walsh	\$80.3 / \$1.7	30%	X	BOLI
<b>Nueva Esperanza*</b>	Hillsboro	Bienestar, HDC, LMC	\$47.9 / \$17.0	20%		
<b>Albertina Kerr</b>		Edlen and Company,	\$45.2 / \$11.2	20%		
<b>Total projects</b>					12	10

\*The Nueva Esperanza project will include informal tracking of workforce participation with narrative reporting.

## **Increasing capacity to advance construction diversity**

Local implementation partners have noted the need for capacity building and technical assistance to support successful outcomes in both contracting and workforce diversity. Several implementation partner jurisdictions lack software systems to support tracking of contracting outcomes and/or workforce diversity. Additionally, local implementation partners and stakeholders have identified a need for technical assistance to support outreach and networking among established developers/contractors and MWESB contractors and workforce organizations — as well as the need to invest in minority- and women-owned firms to support a pipeline of diversity in the construction trades.

Currently, two local implementation partner jurisdictions (City of Portland and Clackamas County) have signed on to Metro’s Construction Career Pathways Program and two others (City of Beaverton and Washington County) are considering signing on. The initiative brings together stakeholders from public agencies, private industry, apprenticeship programs, unions and community-based organizations to develop reliable career pathways for women and people of color in the construction trades.

## CHAPTER 8: ADVANCING RACIAL EQUITY: MARKETING, SCREENING AND SERVICES

Metro's work plan required that local implementation strategies include fair housing strategies/policies to eliminate barriers in accessing housing for communities of color and other historically marginalized communities, as well as plans to align culturally specific programming and supportive services to meet the needs of tenants. While the success of these strategies will ultimately be evaluated based on the outcomes (e.g., resident diversity and stability) reported to Metro after buildings are leased up, early reports provide some information about implementation partners' activities to support these outcomes.

**All local implementation partners have reported on efforts to ensure low barrier screening and affirmative marketing in projects, and several projects have established partnerships with culturally specific providers, many of whom will support the marketing and lease-up process in addition to providing ongoing resident services.**

### **Ensuring equitable access through low barrier screening and affirmative marketing**

While all bond projects have submitted an affirmative fair housing marketing plan complying with federal standards, local implementation partners' annual progress reports varied in the level of detail provided regarding specific plans to reduce barriers through marketing and screening. A lesson learned from Washington County is to provide specific sample screening criteria rather than simply requiring "low barrier screening," so developers, owners and managers can work with concrete examples and gain familiarity with ways to approach this crucial equity issue. Metro's site acquisition program also included competitive criteria to address low barrier screening in their Elmonica solicitation.

All implementation partners reiterated their commitment to create an inclusive tenant screening criteria process and minimize barriers to housing often experienced by communities of color. The cities of Hillsboro and Gresham provided the most specific examples of how they plan to reduce barriers to access, including:

- Management will consider relevant individualized evidence of mitigating factors throughout the process, and approach it through the lens of proactive fair housing and equity
- Management will not deny an applicant for negative rental history or prior evictions if they were based on excessive rent burden
- Criminal conviction review process has removed any crimes that are no longer illegal at the state or federal level
- Applicants are encouraged to provide professional letters to assist in the review process
- Lower income-to-rent and credit history requirements



- Lower application fees and deposits

One of the most common strategies partners reported to further their affirmative marketing goals was engaging service providers who work with priority and/or marginalized communities and communities of color as part of their leasing process. Tools such as distribution of multilingual/multicultural marketing materials through partnerships, leveraging service partners' peer and community-based networks for direct referrals, in-person outreach and community meetings were the most mentioned strategies in local progress reports. Both Clackamas and Washington Counties required bond funded projects to include partnership with a culturally specific organization (as co-developer or service provider).

### **Plans to align culturally responsive programming and supportive services**

A common theme in early engagement activities was a need for on-site services to meet the needs of tenants, helping to support their stability and ability to prosper. In the local implementation strategies, all partners committed to the integration of culturally specific services. While some pipeline projects have already established relationships with on-site service providers, others are less clear on their plans to integrate culturally specific programming and supportive services to meet the needs of residents.

Across the pipeline of housing bond projects, several projects have already established partnerships with culturally specific service providers, with plans to provide a range of services including:

- providing language translation services
- hiring on-site staff with cultural competencies
- providing asset building and educational opportunities
- increasing food access through on-site pantries
- creating community building events in communal spaces
- hiring case managers to connect tenants with other supportive services

Of the partners who have turned to community organizations with established roots in priority populations, Hillsboro's partnership with Bienestar on the Nueva Esperanza project is an excellent example of the strengths of partnership with community organizations. As a culturally specific organization working within Latinx and immigrant communities, Bienestar is well positioned to provide services they know community members need to succeed. Bienestar's unique promotores program recruits and trains residents from each housing site to act as "connectors" for their community, facilitating relationships with neighbors to assess needs and connect residents to crucial services while advocating for important community issues.

Projects are at different stages of development and it is anticipated that partners will be integrating more detailed plans for tenant services as projects progress.

## **Sustainability**

Although Metro has not developed sustainability related metrics or requirements for projects, the program still tracks any information our partners highlight related to a project's sustainability features. The project that most exemplifies the commitment to sustainability in the program's portfolio is the Albertina Kerr project in Gresham. It will operate as one of the largest net-zero multifamily affordable housing developments in the nation. In order to achieve the goal of net-zero energy use, developers utilized multiple energy conservation techniques, as well as developing onsite renewable energy. Based on estimated onsite energy consumption, developers included energy efficient appliances, cooling and heating systems, as well as an energy conserving building design. In tandem with these energy conservation efforts, there will be an onsite solar PV system. This solar PV system will be the largest on any affordable housing project in the Pacific Northwest and is projected to generate about 727 megawatt-hours of electricity annually. Utility cost savings will be passed on to tenants in the building, making their housing even more affordable and accessible.

## CHAPTER 9: COMMUNITY ENGAGEMENT OUTCOMES

Metro’s work plan described elements required of each implementing jurisdiction regarding community engagement. To remedy decades of disinvestment and displacement, a priority focus is effectively engaging communities of color and other marginalized groups (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 houselessness or housing instability) and ensuring their input informs project outcomes to support the success of future tenants. Local implementation strategies, responding to this guidance, laid out community engagement approaches describing what was already known about communities of color and other marginalized groups in their area, how these groups would be reached, how partnerships would support engagement efforts and how feedback would inform solicitations and specific projects. Each jurisdiction submits plans for and reports on this community engagement, including participant demographic information, description of outreach and activities, themes from engagement and how feedback informed implementation of the project.

In annual progress reports, each implementing jurisdiction provided information on community engagement completed to date. Metro staff evaluated progress on these requirements, reviewing information submitted in relation to work plan and local implementation strategy goals and identifying themes and best practices at a regional level.

### **Engagement of communities of color and historically marginalized groups**

**Engagement has effectively reached Black, Indigenous and other people of color.** It has been moderately effective at reaching immigrants and refugees, seniors and people with disabilities, and less effective at reaching (or documenting participation by) people with low incomes, people with limited English proficiency and people with experience of houselessness. See appendix (Exhibit F) for more information on demographics of participants in engagement activities.

### **Engagement methods**

Local progress reports included a description of engagement activities and the outreach methods that garnered participation. Engagement has occurred during local implementation strategy planning, creation of solicitations (both broad and project-specific) and to inform specific projects. Engagement to inform local strategies and solicitations was typically done by jurisdictions. Project specific engagement was typically done by developers, with some exceptions. In many cases, culturally specific and other community-based organizations collaborated on engagement in partnership with jurisdictions and developers.

Though jurisdictions did not report challenges specific to the pandemic, it must be mentioned that COVID 19 complicated engagement and outreach during the past year. Many

activities were adapted to occur online, and though reporting regarding bridging the digital divide was not requested, it is clear that several implementing partners made efforts in this area.

*“The number of staff members present in each listening session was limited with engagement partners leading the sessions to help create a safe, comfortable space for participants to share their experiences. Engagement partners helped determine best ways to facilitate discussion in a virtual setting.” – Housing Authority of Washington County*

Engagement activities included (in order of most frequently mentioned): neighborhood meetings, focus groups, listening sessions, surveys, meetings with established boards and commissions particularly those with BIPOC and/or disability focus, public and resident meetings.

Outreach methods included: coordination with community-based organizations, coordination with schools/school groups and neighborhood associations, fliers to immediate neighbors, contact with businesses, email, social media posts, text and Whatsapp.

## **Partnerships for engagement**

**All implementing jurisdictions described partnerships; working with community-based groups was crucial to accomplishing community engagement goals.**

Partnerships with culturally specific community-based organizations were most common. Partnerships with other community-based organizations (often those providing mainstream social services to houseless people, people with mental health needs, low income people, etc.) were used almost as frequently. Partnerships with faith-based organizations were also mentioned. Some implementing partners reported compensating their partners and others did not report on this aspect. **Fair compensation for partnerships with community-based groups increases effectiveness of engagement activities and is recommended.**

## Engagement themes

All reports described themes from engagement; most indicated what feedback came specifically from communities of color and other historically marginalized community members.

Most frequently reported feedback, especially from BIPOC and immigrant/refugee communities (see appendix Exhibit F for a full summary of all engagement themes):

Larger units	Communal spaces	Outdoor spaces	Laundry facilities
Metro’s “family size” designation of two or more bedrooms must be complemented with creation of even larger units to effectively serve marginalized communities.	Community rooms, parks and green spaces, libraries, spaces for communal cooking, family celebrations, gatherings and to celebrate cultural heritage.	Varied; especially gardens, playgrounds, age-specific play areas, sports courts and covered spaces.	Washer/dryers in unit, or hookups so households can use own machines; mix of washer/dryers in larger units and communal laundry for use by smaller households; concern about cost burden of pay laundry.

**Some of the feedback has already informed projects; for others, it is too soon to know specific outcomes.** Of the above themes:

- Four-bedroom units were added to Hillsboro’s Nueva Esperanza project.
- Communal/community space, especially for cultural celebrations, has been incorporated in the Nueva Esperanza project, as well as Washington County’s Forest Grove Family Housing project.
- Varied outdoor spaces have been included in the Nueva Esperanza project as well as City of Portland and Home Forward’s Dekum Court renovation.
- Innovative laundry solutions were reached through collaboration with the community advisory committee for Dekum Court.

From Washington County’s report: “The Forest Grove Family Housing project is the closest to beginning construction... feedback suggested that family-sized units should be closest to the outdoor space so parents can easily look out of their units and monitor children playing outside. It was also suggested that play areas be divided to provide age-specific play areas. Additionally, feedback indicated that onsite community space was very important for larger gatherings such as birthday parties and other celebrations. This feedback was incorporated into the design with the unit configuration shifted to allow for family-size units closest to outdoor play areas, age-specific play areas, and addition of community space.”

The Nueva Esperanza project in Hillsboro “was explicitly conceived within the framework of racial equity... The focus on family-sized units at Nueva Esperanza, including 4 bedroom

units, is a foundational integration of the feedback from communities of color... The development team intentionally created a distinctive neighborhood feel within the development... Bienestar added thoroughfares that will connect the surrounding community to the property and increase an atmosphere of inclusivity and broader camaraderie... The team will also provide boot washing stations so that residents who do agricultural labor can wash away pesticides and other hazards before coming home to their families.”

## **Metro’s role**

**Metro provides support to partner jurisdictions in developing and carrying out effective engagement.** This has included consultation and coaching on best practices (particularly for developing effective partnerships and reaching marginalized communities) and processing feedback to inform project implementation, convening and facilitating regular peer mentorship meetings, support on adapting engagement activities to safer methods during a pandemic and co-leading developer information sessions on Metro’s community engagement requirements. As described in Clackamas County’s progress report, in the developer session “we discussed best practices for collecting demographic data and highlighted the importance of collecting this data to help measure outcomes. Project sponsors seemed to understand the importance of data collection and showed a willingness to incorporate this in their outreach efforts moving forward. HACC anticipates more participation demographics will be collected as these projects progress through predevelopment and programming.” Metro also gathered and published (with their consent) a list of community-based organizations open to potential partnerships on engagement, service provision and beyond.

**Metro has identified best practices for effective engagement, particularly with marginalized communities.** These practices should be replicated for future projects.

- **Language access** is an important practice for effective engagement (including translation of outreach/written materials and interpretation of engagement activities) and was described in half the reports. This was most commonly for Spanish and Arabic, and Clackamas County also reported Russian, Ukrainian, Vietnamese and Mandarin.
- **Compensating participants** is a helpful practice. Three reports described using stipends; other incentives such as gift cards, transit tickets, food and childcare are helpful as well.
- **Long-term relationship building** was mentioned explicitly once, and can be a very beneficial practice for effective engagement. Beaverton is currently contracting with Unite Oregon for multicultural engagement on bond projects and general housing education and engagement, and anticipates extending the contract through 2023.



## CHAPTER 10: EFFICIENT USE OF FUNDS

Good use of public funds is a core guiding principle of the regional housing bond for Metro and its partners. When a significant new source of funding is infused into an existing affordable housing delivery system, monitoring and regional coordination is essential to ensure maximum public benefit from this limited public funding source. To support evaluation of system-level outcomes for efficiency and stewardship, Metro hired a consultant with 31 years of experience in affordable housing financial analysis to evaluate financial performance across the existing Metro affordable housing bond pipeline portfolio. A full summary of findings from the pipeline analysis is provided in Exhibit C.

This analysis is based on real estate development pro formas received for 18 of the 19 projects that had received a Metro endorsement as of December 2020. Clackamas County's Webster Road property was not included due to the fact that a full rehabilitation budget was not reviewed as part of the Phase I approval which provided bond funding to the county to acquire the property. Additionally, as noted above, this report does not reflect changes to projects that occurred after December 2020, including: reduction in the Metro contribution to Fuller Road Station and Albertina Kerr due to the impacts of federal policy changes on the value of 4% Low Income Housing Tax Credits, concept endorsement and final approval of Rockwood 10, and a reduction in the number of units and proportionate reduction in the Metro bond funds anticipated for Dekum Court. For this reason, some information for projects reported in local progress reports may vary from that included in this report.

### Development costs

The housing development industry recognizes two general categories of cost: *hard costs*, which are focused on construction itself; and *soft costs*, which include a variety of project development, permitting and financing costs. Affordable housing is widely recognized to have higher per-unit soft costs, due to the need to combine various public and private funding sources, and greater regulatory and compliance requirements.

The bond program's priority focus on family-size units also contributes to higher hard costs per unit. For this reason, cost per square foot and cost per bedroom are important metrics. Similarly, the program's priority focus on advancing racial equity was made with an understanding that prioritizing equitable contracting and workforce diversity may mean additional costs. Finally, the use of federal funding, including rental assistance vouchers, is an essential tool to achieve the program's targets for deeply affordable units, and triggers prevailing wage requirements which also impact costs. A number of other factors impact costs including project size, construction type, parking and more.

The Metro affordable housing bond portfolio includes 19 projects ranging in size from 13,000 to 191,000 square feet, with an average size of 122,000 square feet. Projects are configured with a range from one to 12 buildings, with an average of three buildings. Projects include a range from 35 to 200 apartment units, with an average of 133 units.

**In general, the Metro affordable housing bond portfolio's development costs align with general and historic costs for development of similar affordable housing in the**

Portland metropolitan area, which also aligns with patterns in other regions in the Pacific Northwest and across the nation.

*Figure 10.1. Weighted average total project cost and Metro bond funds*

	Minimum	Maximum	Weighted average
<b>Metro bond funds per unit</b>	\$9,771	\$143,000	\$95,883
<b>Total cost per unit</b>	\$192,620	\$471,751	\$342,214
<b>Total cost per bedroom</b>	\$134,910	\$317,819	\$199,251

### Leveraged funding

Building affordable housing is almost always an exercise in layering funding from a variety of sources. The current affordable housing bond pipeline represents over \$745 million in investments, of which approximately 27%, or \$203 million, is affordable housing bond funding and over \$542 million is leveraged from other sources.

The average per unit investment of Metro bond subsidy is \$96,000, which is considerably lower than the average of \$143,000 per unit in Metro bond subsidy available to achieve the goals. The program is on track to exceed the goals due to several trends favorably impacting leveraged funding and costs across the portfolio, most significantly: **unanticipated federal policy changes positively impacting leveraged funding** through the 4% Low Income Housing Tax Credit (LIHTC — commonly pronounced “lie-tech”), **low interest rates** enabling more leveraged debt than anticipated, and **early action by implementation partners** to commit funds to projects quickly, thereby minimizing the impact of construction cost escalation across the portfolio.

Seventeen of the 18 projects included in the pipeline analysis are financed using federal LIHTC. The exception is the smallest project in the portfolio, which lacks sufficient scale to effectively use these tax credits and which has instead used substantial grant funding.

Of the seventeen projects financed with tax credits, one project is financed using 9% LIHTCs, a highly competitive resource that is subject to an annual limit. The remaining 16 LIHTC financed projects utilize 4% LIHTCs. While the availability of 4% LIHTCs is not limited, they must be used in conjunction with tax-exempt, private activity bond debt, which is subject to an annual statewide cap of \$467 million that effectively limits the use of the tax credits. Although this cap has not historically been met, it may become a constraint in the future. Additionally, the federal economic recovery bill passed in December 2020 significantly increases the value of 4% LIHTCs (the impact of this change is discussed below). This increase in available 4% LIHTCs is expected to, correspondingly, increase the demand for tax-exempt, private activity bond debt.

LIHTC equity and permanent loan debt are the primary sources of leveraged funding for projects in the Metro bond portfolio. LIHTC equity ranges from 47% to 60% of project funding, with an average of 52%, and permanent loans range from 0% to 47% of project funding, with an average of 25%. Other funding sources include grants and subordinated

loans, sponsor contributions including cash investment, contributed land, and/or deferred developer fees, and Metro bond funding. As the gap funding for the projects in the portfolio, bond funding provides the balance of funding needed to fully fund the projects, representing 27% of the portfolio's funding.

## Local affordable housing policy tools and incentives

There are affordable housing policy tools or incentives in place in the region that can support development of affordable housing, including housing bond projects. Tracking these policies helps the program anticipate what resources and incentives exist to encourage the development of affordable housing throughout the region, and which are being leveraged in Metro affordable housing bond projects. To gather this information, the housing team distributed a survey to all 24 cities in the Metro region, to which 15 cities responded. The following table summarizes the results of that survey:

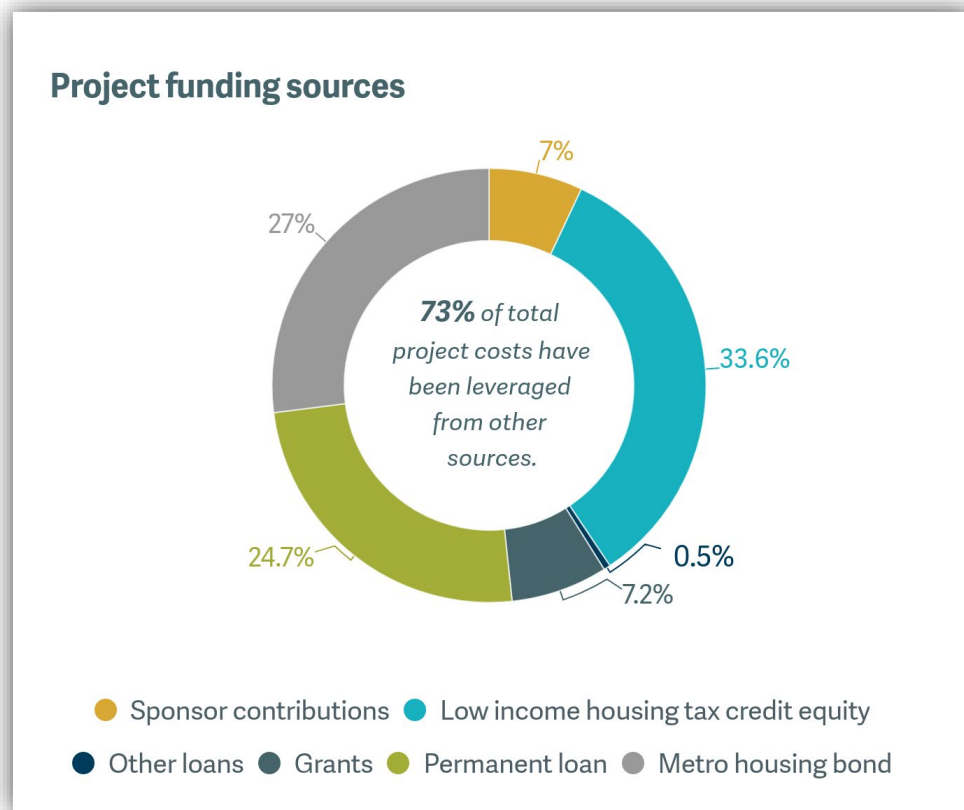
**Figure 10.2. Incentive/policy profile of city**

Responding Jurisdiction	Property tax abatement or exemption	SDC waiver	Local general funding for affordable housing	Public land availability	Reduced parking requirements	Density bonus	Vertical Housing Tax Credit	By right-development or accelerated approvals	Flexible design	Inclusionary zoning
Beaverton	X	X	X	X	X		X			
Cornelius	X									
Durham						X				
Forest Grove						X				
Gladstone										
Happy Valley		X			X	X		X		
Hillsboro		X			X	X		X		
King City								X	X	
Milwaukie	X	X	X	X			X			
Oregon City						X		X	X	
Portland	X	X	X	X	X	X	X	X	X	X
Rivergrove										
Tigard	X	X	X	X	X	X	X	X	X	
Troutdale										
West Linn										

*\*\*The following jurisdictions did not respond to the survey: Fairview, Johnson City, Lake Oswego, Sherwood, Tualatin, Wilsonville, Wood Village, Gresham and Maywood Park.*

Exhibit G provides a breakdown of leveraged funds by type of source for each project in the portfolio. LIHTC is the most common leveraged funding source in bond projects, followed by weatherization funds, OHCS multifamily energy program, Metro transit oriented development funds and SDC waivers. The Mary Ann project in Beaverton has leveraged up to nine different sources of funding, including local, state and federal sources.

**Figure 10.3. Average leverage across the portfolio**



Analysis of the current Metro housing bond pipeline shows variation in investment practices due to a lack of regional guidance to standardize practices. **Stronger regional coordination may be needed to ensure that bond funding investments are optimizing leveraged funding.**

**Additionally, the federal economic recovery bill passed in December 2020 significantly increased the amount of 4% Low Income Housing Tax Credits — the most significant source of leveraged funding in the bond portfolio.** While the increase in these credits will likely be partially offset by a reduction in tax credit yields paid by investors, on a net basis this policy change could result in a \$30-45 million boost in leveraged equity across the portfolio. Metro will work with local implementation partners to evaluate opportunities to reduce the Metro bond contributions previously reserved for projects in light of this unanticipated increase in equity available to projects.

### **Operating costs and subsidy**

Metro's affordable housing bond program includes ambitious goals for very affordable units, defined as those affordable to households making less than 30% of the area median income. (In greater Portland this is an annual income of \$19,410 for a household with one person, or \$27,650 for a household of four.) Providing deeply affordable units requires

additional subsidy. Rental income from these units is lower and their operating expenses can be higher, creating operating funding gaps and limiting projects' ability to carry debt.

Additionally, buildings serving very low income households often require investment in ongoing services that are beyond the scope of traditional real estate related operating expenses and require external operating funding to be financially feasible. Lender and/or tax credit investors may also require the capitalization of reserves to mitigate the risk that these operating expenses may not be able to be adequately funded from projects' operating revenue.

**Of the pipeline portfolio's current 625 units serving households with very low incomes, 285 have project-based rental assistance that funds some or all of the monthly rent, making the assisted units affordable to households with very little or no income.**<sup>1</sup> The vast majority of these units have federal project-based rental assistance vouchers administered by a local housing authority. A few of the units will be the first to use rental assistance provided through the Metro supportive housing services program.

### **Planning for integration of Metro supportive housing services funding**

**The supportive housing services measure passed by Metro voters in May 2020 presents opportunities to integrate rental assistance and supportive services with housing bond investments.** Funding is expected to provide services for as many as 5,000 people experiencing prolonged homelessness with complex disabilities, and as many as 10,000 households experiencing short-term homelessness or at risk of homelessness.

Clackamas County and City of Beaverton are exploring opportunities to infuse supportive housing services funding throughout their portfolios, including options to deepen affordability and expand production in addition to integrating supportive services. City of Portland and Washington County expect to integrate supportive housing services funding in future housing bond investments to support progress toward their local implementation strategy goals for permanent supportive housing (300 units in Portland and 100 units in Washington County); they are not currently evaluating opportunities to utilize funding to increase or exceed these goals. Other jurisdictions are exploring the use of supportive housing services funding to fill operating gaps and provide additional services across their housing bond portfolio.

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<sup>1</sup> Includes Clackamas County's Webster Road project, which will create 48 deeply affordable, voucher supported units. This project was not included in the pipeline analysis provided in Exhibit C.

**Figure 10.4. Anticipated approaches to integrating supportive housing services funding in housing bond portfolio**

<b>Jurisdiction</b>	<b>Anticipated approach</b>
<b>Washington County</b>	No plan to increase targets or integrate supportive housing funding into existing seven projects with existing concept endorsements. Will explore opportunities to integrate supportive housing funding in future projects, including plan to leverage supportive housing for rental assistance and services on the planned acquisition of the Aloha Inn in Forest Grove, which the county plans to convert to 54 units of permanent supportive housing.
<b>Hillsboro</b>	No plan to increase targets; anticipated use of supportive housing rental assistance to fill identified operating gaps and provide supportive services in future solicitations.
<b>Beaverton</b>	Evaluating opportunities to utilize supportive housing funding to expand unit production, increase the number of 30% AMI units and integrate supportive services on existing and future pipeline projects.
<b>Clackamas County</b>	Evaluating opportunities to utilize supportive housing funding to expand unit production, increase the number of 30% AMI units and integrate supportive services on existing and future pipeline projects.
<b>Portland</b>	No plan to increase targets; focus on meeting existing local implementation strategy goal of 300 PSH units as part of bond implementation.
<b>Gresham</b>	No plan to increase targets; interest in future exploration of supportive housing funding for expansion of services in Rockwood 10 and Albertina Kerr projects.
<b>Home Forward</b>	No plan to increase targets; use of supportive housing only for rental assistance to fill operating gaps in Troutdale project.
<b>Metro site acquisition program</b>	Coordination with local plan and approaches.



## CHAPTER 11: ADMINISTRATIVE FUNDING

The Metro affordable housing bond measure included a 5% cap on administrative funding, or \$32,640,000, allocated to support administration needs of Metro and all seven local government implementation partners. As of December, only \$5,525,011 (17% of the administrative cap) had been expended. Below is a summary of administrative expenditures to date.

**Figure 11.1. Administrative funding for implementation partners**

Jurisdiction	Work plan funding allocation	Amount disbursed or expended	% Disbursed or expended
Beaverton	\$655,591	\$223,898	34%
Clackamas County	\$2,446,065	\$489,213	20%
Gresham	\$563,305	\$140,826	25%
Hillsboro	\$855,939	\$171,188	20%
Home Forward (balance of Multnomah County)	\$334,297	\$0	0%
Portland*	\$4,443,296*	\$84,094	2%
Washington County	\$2,451,906	\$1,068,690	44%
Metro site acquisition program	\$1,305,600	\$3,869	0.3%
<b>Total implementation programs</b>	<b>\$13,055,999</b>	<b>\$2,097,684</b>	<b>16%</b>

\* Portland's administrative funding is allocated through a "project delivery fee" charged to each project and recovered through a fee paid to Portland by each project.

**Figure 11.2. Administrative funding for Metro oversight, accountability and financial costs**

Jurisdiction	Work plan funding allocation	Amount disbursed or expended	% Disbursed or expended
One-time financial issuance costs	\$13,056,000	\$655,591	5.0%
Ongoing financial management costs		\$2,446,065	18.7%
Accountability and oversight (staff, materials and services)		\$563,305	4.3%
<b>Total oversight, accountability and financial transaction costs</b>	<b>\$13,056,000</b>	<b>\$3,427,328</b>	<b>26%</b>

The work plan designated \$6,528,000 in funding within the administrative funding cap as “reserved for future allocation” as determined necessary to fulfill the program goals. This funding is subject to future allocation by the Metro Council.

## EXHIBIT A: COMMUNITY OVERSIGHT COMMITTEE CONSIDERATIONS FOR LOCAL IMPLEMENTATION

During their review of local implementation strategies between July 2019 and February 2020, prior to their recommendation to Metro Council, the Affordable Housing Bond Community Oversight Committee identified the following considerations for all partnering jurisdictions for ongoing implementation and monitoring of outcomes. Following the considerations listed for all jurisdictions are additional considerations for two of the jurisdiction partners.

- 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.
- 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. Examples 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 size 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.

## **Washington County**

The committee identified the following additional considerations for the county's implementation:

- The county should provide further clarification regarding intentions for geographic distribution as part of project solicitations.
- The county should provide a plan and measurable outcomes that demonstrate progress toward reaching the 20% MWESB participation goal.

## **City of Portland**

The committee identified the following additional consideration for the city's implementation:

- The city should make a good faith effort to identify opportunities to accelerate the implementation timeline to commit funding to projects within the 5-7 year timeline committed to voters in 2018.

## EXHIBIT B: HOUSING BOND PROGRAM METRICS

This document summarizes metrics that will be used to evaluate performance and outcomes for Metro’s affordable housing bond program. Metro has worked with implementing jurisdiction partners to develop reporting standards and templates for gathering data from project sponsors and owners at different points in the development process (funding approval, construction completion and post-lease-up). In addition, Metro is identifying metrics for regional analysis such as outcomes related to project location. Finally, Metro is working with Oregon Housing and Community Services and implementing jurisdictions to ensure plans for ongoing monitoring of properties throughout the term of the regulatory agreement.

These metrics are intended to align with the affordable housing bond framework and work plan adopted by Metro Council, and to align with strategies and plans described in local implementation strategies. They have also been informed by research regarding emerging best practices for advancing racial equity in affordable housing, and through conversations with community stakeholders, practitioners and the community oversight committee that occurred between 2018-2020.

In addition to the below metrics, Metro is tracking a range of financial and budget metrics to ensure that expenditures are aligned with allocations in the work plan and with the 5% administrative cap in the measure.

### **Outcomes metrics**

The following metrics directly measure primary program outcomes related to goals and priorities in the affordable housing bond framework and work plan. The definitions describe the specific metric to be tracked, and “what constitutes success” describes established or proposed approaches to evaluating outcomes based on those metrics.

In some cases, “what constitutes success” is goals or program targets established by the work plan or in local implementation strategies. In other cases, this has not been defined due to lack of baselines for establishing a meaningful goal. For the latter, the annual review process will include a discussion of what constitutes success and/or jurisdictions will demonstrate progress over time, using the first year’s metrics as a baseline.

Some metrics are noted as “optional/if applicable.” These refer to targets or goals that are described in some local implementation strategies and not in others. These are included so Metro can help ensure consistent tracking and reporting when multiple jurisdictions report on a metric that does not relate to a regionally required metric or target.

Category	Definition	What constitutes success
Unit production	<i>Total units:</i> Number of new regulated affordable homes	Achieve or exceed unit production targets (jurisdiction, region)
	<i>Deeply affordable units:</i> Number of new affordable homes restricted for households making 30% AMI	
	<i>Family sized units:</i> Number of new affordable homes with 2+ bedrooms	
	<i>Units regulated at 61-80% AMI:</i> Number of new affordable housing units restricted for household making 61-80% AMI	Remain within cap of 10% of total local unit production target (jurisdiction)
	<i>Creation of homes in areas where communities of color live today:</i> Number/percentage of homes created in Census tracts with higher than average non-white population	
	<i>Creation of homes in areas where communities of color live today:</i> Number/percentage of homes created in Census tracts with higher than average population of people with limited English proficiency	Annual review will include a discussion of what constitutes success
Location (fair housing)	<i>Creation of homes in areas that have historically been inaccessible to communities of color:</i> Number/percentage of homes created in areas with lower than the regional average of non-white residents	No established targets due to lack of baseline  Annual review will include a discussion of what constitutes success
	<i>Creation of homes in areas with limited regulated affordable housing supply:</i> Number/percentage of homes created in or adjacent to Census tracts with lower than average per capita regulated affordable housing units	
Location (physical access)	<i>Access to transit:</i> Number/percentage of units located within 0.25 miles of frequent service bus or 0.5 miles of light rail transit stop	No established targets due to lack of baseline
	<i>Walkscore:</i> Average walkscore weighted by number of units, broken down by county	Annual review will include a discussion of what constitutes success
	<i>Quantitative or narrative data regarding additional location/access outcomes:</i> <ul style="list-style-type: none"> <li>• Proximity to parks/green spaces/trails</li> <li>• Proximity to public elementary/middle/high schools</li> </ul>	



	<ul style="list-style-type: none"> <li>Proximity to other types of schools and groceries (not setting specific definitions to allow for flexibility in reporting)</li> <li>Proximity to employment centers</li> </ul>	
Equitable contracting	<i>Equitable participation in construction contracts:</i> Percentage goal, percentage outcome, and amount of total payments above \$250,000 made to COBID certified firms by category (MBE, WBE, DBE, SDV, ESB) and by construction trade	Achieve or exceed LIS goals for equitable contracting (jurisdiction)
Workforce participation (if applicable based on LIS/project goals)	<i>Participation of apprentices:</i> Number/percentage of hours worked by apprentices, disaggregated by race	Achieve or exceed LIS goals if applicable (only some jurisdictions have targets or existing infrastructure and capacity for tracking)
	<i>Participation of women:</i> Number/percentage of hours worked by women, disaggregated by race	
	<i>Participation of people of color:</i> Number/percentage of hours worked by people of color, disaggregated by race	
Number of people served	<i>People initially served:</i> Number of people occupying the building following initial lease up	12,000 people
	<i>People served over time:</i> Number of people who have live in the building over time (includes new occupants as units turnover)	No established targets
Resident diversity (people served/equitable access)	<i>BIPOC residents:</i> Number and percentage of residents who identify as non-white, disaggregated by race	Percentage of non-white occupants (disaggregated by race) equals or exceeds comparable population percentages in the County where the project is located
	<i>Age/family makeup:</i> Number and percentage of households with senior (62+), children 18 and under, and families with multiple generations*	
	<i>Veterans:</i> Number of residents who are military veterans	
	<i>Percentage of households experiencing homelessness prior to moving into bond-funded housing:</i> Number of people referred to housing through the county's "coordinated entry" system	No established targets

### Key performance metrics

In addition to the above outcomes metrics, Metro will also work with implementing jurisdictions to gather data about the following performance metrics for each project approved for bond funding. These metrics and qualitative data points are intended to support collective understanding about cost/subsidy efficiency and effective strategies to

achieve goals for advancing racial equity and ensuring participation of historically marginalized communities in shaping project outcomes.

Category	Definition	What constituted strong performance
Efficient use of resources	<i>Subsidy efficiency</i> : Metro bond subsidy per bond eligible unit	Portfolio averages \$143,000 or less in bond funding per unit (jurisdiction, region)
	<i>Cost efficiency (units)</i> : Total cost per total units by project, jurisdictions, and region	Compare individual projects to portfolio averages
	<i>Cost efficiency (bedrooms)</i> : Total cost per total bedrooms, by project, jurisdiction and region	
	<i>Cost efficiency (per square foot)</i> : Total cost per total residential square foot	
	<i>Use of vouchers</i> : Number and percentage of 30% AMI units with/without vouchers	
	<i>Leverage</i> : Amount of funding leveraged by bond investments	
Prevailing wage	<i>Prevailing wage</i> : Number of project and number of units subject to federal (Davis Bacon) or state commercial (BOLI) prevailing construction wages	No target; understand trends and inform future policy discussions
Community engagement	<p><i>Participation of people of color and historically marginalized community members</i>: Participant information, including demographics or other information to demonstrate participation of people of color and other historically marginalized community members, including (all disaggregated by race):</p> <ul style="list-style-type: none"> <li>• people with low incomes</li> <li>• seniors and people with disabilities</li> <li>• people with limited English proficiency</li> <li>• immigrants and refugees</li> <li>• existing tenants in acquired buildings</li> <li>• people who have experienced or are experiencing housing instability</li> </ul>	Qualitative/narrative data intended to ensure people of color and other marginalized community members have meaningful access to informing project outcomes and to understand best practices for ensuring that projects are planned, designed and programmed to meet the needs of historically marginalized groups
	<i>Event/outreach summary</i> : Description of engagement events/activities and outreach strategies used to encourage participation	
	<i>Engagement partnerships (if applicable)</i> : Description of partnerships for engagement including organization name and type (culturally specific,	

	community-based, faith, etc.), how they participated, and lessons learned	
	<i>Summary of feedback received, and how feedback from communities of color and other historically marginalized community members informed project implementation and outcomes:</i> Description of engagement themes and how they informed the project. Examples of “project outcomes” include solicitation selection criteria, location, unit composition, individual project design principles or specific features (e.g., community space, landscaping), development of service partnerships, and property management practices	
	<i>Evaluation (optional):</i> Evaluation of effectiveness of engagement efforts	
Equitable contracting	<i>Outreach:</i> Description of outreach methods to reach COBID-certified firms and lessons learned	Qualitative/narrative data intended to further collective understanding about effective approaches to achieve desired outcomes for COBID certified firms
Marketing and referrals	<i>Affirmative marketing:</i> Total number of applicants referred by culturally specific organizations (only tracks formal referrals through established partner agencies)	No targets; understand effectiveness of strategies and develop baseline to inform future targets
	<i>Marketing partners:</i> List of community contacts and/or partners that directly supported affirmative marketing activities and description of role played by each organization	
	<i>Source of information/referral:</i> Summary of how applicants heard about the project	
	<i>Marketing evaluation:</i> Evaluation of effectiveness of affirmative marketing efforts	
Screening and lease up	<i>Low barrier screening:</i> Percentage of applications screened that resulted in initial acceptance	No targets; understand effectiveness of strategies and develop baseline to inform future targets
	<i>Low barrier screening:</i> Percentage of applications denied, disaggregated by reason for denial	
	<i>Accessibility:</i> Percentage of accessible (Type A/ADA) units matched to tenant requesting accessible unit	

## EXHIBIT C: FINANCIAL ANALYSIS SUMMARY TABLES

**To:** Metro

**From:** John Warner

Affordable housing finance consultant

**Date:** March 16, 2021

**Subject:** Metro affordable housing bond pipeline analysis through December 2020

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### Introduction

This memorandum summarizes my analysis of the financial pro formas for 18 of the 19 projects that have received Metro concept endorsement as of December 2020.

Clackamas County's Webster Road project was not included in this analysis because the rehabilitation budget for the project was not reviewed as part of the Phase I approval, which provided bond funding to the county to acquire the property.

Additionally, this analysis does not reflect changes to projects that occurred after December 2020, including: reduction in the Metro contribution to Fuller Road Station and Albertina Kerr due to the impacts of federal policy changes on the value of 4% Low Income Housing Tax Credits (LIHTC), concept endorsement and final approval of Rockwood 10, and a reduction in the number of units and proportionate reduction in Metro bond funds anticipated for Dekum Court. For this reason, some information for projects provided in local jurisdiction progress reports may vary from that included in this report.

### Project portfolio description

The Metro affordable housing bond portfolio includes 18 projects with a range of building sizes, configurations and densities, as summarized in the following table.

### Project characteristics

	Site area	Total sq ft	No. of buildings	Total units	Avg unit size	Density (units/acre)
Weighted average	4.71 Ac.	123,681 SF	3	135	756 SF	54
Minimum	0.43 Ac.	13,150 SF	1	35	314 SF	11
Maximum	11.00 Ac.	191,106 SF	12	200	981 SF	220

## Development costs

### Total project costs

It is well documented that the cost for construction and development of affordable rental housing — that is developed through public-private partnerships, using layered public financing mechanisms including Low Income Housing Tax Credits (LIHTC), tax-exempt debt and grants from private foundations and local and state government, and which must adhere to layered public sector regulatory compliance and public benefit requirements — is typically higher than the cost for privately developed, market-rate rental housing that is financed using conventional debt and equity sources.

The Metro affordable housing bond portfolio of projects conforms to this general pattern of higher construction and development costs for affordable rental housing, in alignment with the general and historic cost for development of similar affordable housing in the Portland Metropolitan region, which is also aligned with patterns in other regions in the Pacific Northwest and across the nation.

The weighted average cost per square foot, per unit and per bedroom for the projects in the Metro affordable housing bond portfolio are included in the following table.

<b>Total project costs</b>				
(Weighted average)				
	% of total	\$/sq. ft.	\$/unit	\$/bedroom
Acquisition	4.2%	\$16.38	\$15,045	\$8,760
Construction	63.5%	\$245.77	\$225,652	\$131,384
HC contingency	3.1%	\$12.00	\$11,022	\$6,417
FF&E	0.3%	\$1.11	\$1,017	\$592
Development costs	9.9%	\$38.12	\$35,010	\$20,385
Cash developer fee	7.3%	\$28.14	\$25,818	\$15,032
Deferred dev fee	3.7%	\$14.39	\$13,218	\$7,696
Financing	5.5%	\$21.16	\$19,405	\$11,299
SC contingency	0.8%	\$3.15	\$2,899	\$1,688
Lease-up/relocation	0.3%	\$1.31	\$1,199	\$698
Reserves	1.4%	\$5.60	\$5,146	\$2,996
<b>Total dev cost</b>	<b>100.0%</b>	<b>\$387.12</b>	<b>\$355,432</b>	<b>\$206,947</b>
(-) Deferred dev fee	-3.7%	-\$14.39	-\$13,218	-\$7,696
<b>Net total dev cost</b>	<b>96.3%</b>	<b>\$372.74</b>	<b>\$342,214</b>	<b>\$199,251</b>
<b>Minimum net total dev cost</b>		<b>\$295.26</b>	<b>\$192,620</b>	<b>\$134,910</b>
<b>Maximum net total dev cost</b>		<b>\$512.68</b>	<b>\$471,751</b>	<b>\$317,819</b>

Note that total project costs are presented on a gross basis, including deferred developer fees, as well net of deferred developer fees, because deferred developer fees are not paid out of capitalized development sources for the project (see developer fees section below for additional information). Minimum and maximum total development costs are also presented net of deferred developer fee.

### Construction costs

Project attainment of Metro policy framework goals, including production of family-size units and implementation of equitable contracting/workforce participation goals, increases construction (“hard”) costs. Use of nine or more Section 8 project-based vouchers to increase a project’s very low income affordability triggers federal Davis-Bacon prevailing wage requirements (PWR) for project construction. Construction five stories or higher or mixed use development, including uses other than affordable housing, triggers state Bureau of Labor and Industry (BOLI) PWR.

The weighted average cost per square foot, per unit and per bedroom for construction with and without PWR costs for the projects in the Metro affordable housing bond portfolio are included in the following table.

**Impact of prevailing wage requirements on construction cost**  
(Weighted average)

	\$/sq. ft.	\$/unit	\$/bedroom
Without PWR	\$229.93	\$210,960	\$127,154
With PWR	\$259.91	\$238,844	\$134,945
Variance	\$29.97	\$27,883.96	\$7,790.35
% Variance	13%	13%	6%

### Development costs

Development (“soft”) costs vary based on jurisdictional requirements (land use approvals, building permits and fees, system development charges), development team composition, capabilities and experience, and requirements (architecture and engineering, legal and accounting, other consultants, developer fee), financing (costs, fees and interest), development contingency, and lease-up and relocation expenses.

The weighted average percent of total project cost and cost per square foot, per unit and per bedroom for development cost and minimum and maximum development costs for the projects in the Metro affordable housing bond portfolio are included in the following table.



### Development (“soft”) costs

(Weighted average)

	% of Total	\$/sq. ft.	\$/unit	\$/bedroom
Average	9.9%	\$38.12	\$35,010	\$20,385
Minimum	5.8%	\$19.40	\$19,333	\$11,847
Maximum	18.8%	\$100.46	\$50,761	\$37,745

### Developer fees

Developer fees are all funds paid to a developer as compensation for developing a project, including developer overhead and profit, development consulting fees, construction management oversight fees (whether performed by the developer or a third-party), personal guarantee fees, loan processing agent fees, tax credit syndicator consulting fees and reserves in excess of those customarily required by tax credit investors and multi-family housing lenders.

Because affordable housing is subject to rent restrictions that substantially limit operating cash flow for projects, affordable housing developers cannot rely on project cash flow as a source of profit, as is the case for developers of market-rate rental housing. Instead, developers of affordable housing substantially rely on developer fees to fund their operations and as a source of working capital to fund their growth and pay for predevelopment expenses for future projects.

There are three sub-categories of developer fees, each with distinguishing characteristics, some or all of which may be applicable to any given project based on its unique circumstances and characteristics:

- Capitalized (“cash”) developer fee is the amount of developer fee that is paid out of capitalized development sources for the project.
- Deferred developer fee is the amount of developer fee that is unable to be paid out of capitalized development sources for the project and, therefore, must be financed by the developer by taking back a developer fee promissory note that is paid out of the developer’s portion of net cash flow from operations of the project. (In order to be included in tax credit basis, this amount must be payable generally within 12–15 years, as defined by the project’s tax counsel.)
- Contributed developer fee is the amount of the developer fee that is contributed by the developer as a source of equity for the project. (In order to be included in tax credit basis, this amount must be an equity contribution as defined by the project’s tax counsel.)

Oregon Housing and Community Services (OHCS) has established maximum limitations for developer fees for affordable housing projects that use LIHTCs and/or access other OHCS funding sources that vary by project type (new construction vs. acquisition/rehabilitation), project size (number of units) and tax credit type (4% vs. 9% LIHTC), which range from

12% to 22-plus% of total development cost, less the cost of acquisition, capitalized reserves, developer's fee and overhead, and costs attributable to tax credit syndication.

Of the participating local jurisdictions in the Metro affordable housing bond program, Portland and Hillsboro have established maximum limitations for capitalized developer fees that are lower than OHCS maximums. The rest of the jurisdictions have not established maximum limitations for capitalized developer fees.

The weighted average developer fees for the projects in the Metro affordable housing bond portfolio are included in the following table.

**Developer fees**  
% of total cost

	Average	Minimum*	Maximum*
Capitalized developer fee	6.9%	-6.9%	14.7%
Deferred developer fee	4.4%	0.0%	9.4%
Contributed developer fee	1.0%	0.0%	6.1%
Total developer fee	12.3%	-3.5%	18.0%

*\*The minimums and maximums for the sub-categories of developer fees are independent and do not sum to the total developer fee minimums and maximums.*

Note: The instance of a negative developer fee is associated with Home Forward's Dekum Court project, which includes a replacement housing component for which Home Forward is contributing a substantial amount of its reserves as a funding source. These funds are characterized as sponsor equity, which serves to offset the cash developer fee for the project in the Metro affordable housing bond portfolio analysis.

**Financing costs**

Financing cost for affordable housing is generally higher as a percent of total project cost than for market-rate rental housing. This difference is attributable to the increased complexity of the public-private partnerships used to own and finance affordable housing projects and the programmatic requirements of the layered public financing mechanisms including LIHTC, tax-exempt debt and grants from private foundations and local and state government, that are used to finance affordable housing projects.

Financing costs include fees and expenses for construction, bridge and permanent loans; tax credits; and bond issuance, as well as capitalized reserves for loan interest expenses for the construction period, bridge to permanent loan closing and the post-completion lease-up period.

The weighted average financing cost for the projects in the Metro affordable housing bond portfolio are included in the following table.

**Financing costs**  
(Weighted average)

	% of total	\$/sq. ft.	\$/unit	\$/bedroom
Average	5.5%	\$21.16	\$19,405	\$11,299
Minimum	0.0%	\$0.00	\$0	\$0
Maximum	8.4%	\$35.94	\$37,850	\$27,387

**Capitalized reserves**

The projects in the Metro affordable housing bond pipeline include capitalized reserves for operations, debt service, capital replacement, resident services and/or cash accounts (insurance and tax escrows, etc.) to mitigate risks that these ongoing needs may not be adequately funded from projects' operating cash flow.

The sizing of capitalized reserves for a project is dependent on several of factors including project size and construction type, resident characteristics (e.g., low-income, very low-income, families, seniors, special needs), projected operating cash flow for the project and developer financial strength.

The weighted average level of capitalized reserves for the projects in the Metro affordable housing bond portfolio are included in the following table.

**Capitalized reserves**  
(Weighted average)

	% of total	\$/sq. ft.	\$/unit	\$/bedroom
Average	1.4%	\$5.60	\$5,146	\$11,299
Minimum	0.6%	\$2.43	\$2,138	\$1,318
Maximum	3.6%	\$11.33	\$11,738	\$7,347

**Operating analysis**

The 18 projects in the Metro affordable housing bond portfolio have a diversity of unit types, from studio to four-bedroom apartments, and mixes of affordability. Of the 577 units affordable at less than or equal to 30% of area median income (AMI), 237 units have Section 8 rental assistance and the remaining 340 are unassisted. Of the 1,415 units affordable at between 31–60% of AMI, 35 units have Section 8 rental assistance and the remaining 1,380 are unassisted. Five units are affordable for households with incomes between 61–80% of AMI. The Metro affordable housing bond portfolio's affordability by bedroom size is described in the following table.

**Unit affordability by bedroom size**

	Unit size					Total	%	2+ Bedroom	
	0 Bdrm	1 Bdrm	2 Bdrm	3 Bdrm	4 Bdrm			Total	%
<b>≤ 30% AMI</b>									
Without Section 8	69	154	93	23	1	<b>340</b>	17%	117	34%
With Section 8	4	115	71	47	0	<b>237</b>	12%	118	50%
Total ≤ 30% AMI	73	269	164	70	1	<b>577</b>	29%	235	41%
<b>31–60% AMI</b>									
Without Section 8	106	456	572	223	23	<b>1,380</b>	69%	818	59%
With Section 8	8	27	0	0	0	<b>35</b>	2%	0	0%
Total 31–60% AMI	114	483	572	223	23	<b>1,415</b>	71%	818	58%
<b>61–80% AMI</b>	0	5	0	0	0	<b>5</b>	0%	0	0%
<b>Total units</b>	<b>187</b>	<b>757</b>	<b>736</b>	<b>293</b>	<b>24</b>	<b>1,997</b>	100%	<b>1,053</b>	<b>53%</b>

The weighted average affordability for projects in the Metro affordable housing bond portfolio ranges from 47% of AMI to 60% of AMI, with an average 52% of AMI.

The U.S. Department of Housing and Urban Development (HUD) annually publishes income and rent limits that are used to regulate maximum allowed tenant incomes and rents for affordable rental housing. While HUD incomes and rents are generally assumed to increase on an annual basis at the approximately two percent rate of natural long-term rate of price inflation rate in the U.S. economy, there can be substantial year-to-year variability in the change in HUD incomes and rents (the COVID-19 pandemic may precipitate such a variance in 2021). This variability notwithstanding, the rents for the projects in the Metro affordable housing bond portfolio are escalated on a pro forma basis at two percent per year.

Operating income for the projects in the Metro affordable housing bond portfolio is composed of tenant paid rents, Section 8 project-based operating subsidy and other income from laundry facilities and fees for tenant application and screening, late rent payment and non-refunded security deposits. The per unit per year (PUPY) weighted average annual operating income breakdown for the projects in the Metro affordable housing bond portfolio are described in the following table.

**Operating income, per unit per year**

(Weighted average)

	Rent	Sec 8	Other	Total
Average	\$10,962	\$1,251	\$139	\$12,352
% of total	88.7%	10.1%	1.1%	100.0%
Minimum	\$6,123	\$0	\$49	\$10,184
Maximum	\$12,871	\$4,926	\$350	\$16,025

Operating income for the projects in the Metro affordable housing bond portfolio is reduced by a vacancy and credit loss factor that ranges from five to seven percent of gross income, with an average of just over five percent, to calculate effective gross income (EGI).

Project operating expenses vary, depending on the project type and scale and resident incomes and service needs. The average annual operating expenses for the project portfolio range from \$3,678 to \$8,036 PUPY, with an average of \$5,989 PUPY. Operating expenses for the projects in the Metro affordable housing bond portfolio are escalated on a pro forma basis at three percent per year.

Project net operating income (NOI) is calculated by subtracting annual operating expenses from annual EGI.

The income to expense ratio (ITER) is a key indicator of a project’s long-term ability to maintain adequate NOI, as rents and operating expenses change over time due to price inflation. ITER is calculated by dividing annual EGI by annual operating expenses.

The weighted average annual operating performance of the projects in the Metro affordable housing bond portfolio PUPY by EGI, operating expenses (op exp), NOI and ITER, is described in the following table.

**Operating performance**  
(Weighted average)

	PUPY			
	EGI	Op exp	NOI	ITER
Average	\$11,686	\$5,989	\$5,698	2.02
Minimum	\$9,675	\$3,678	\$2,315	1.29
Maximum	\$15,224	\$8,036	\$9,003	3.27

### **Leverage funding**

The 18 projects in the Metro affordable housing bond portfolio are funded with a variety of funding sources, including federal Low Income Housing Tax Credits (LIHTC) derived equity, grants, permanent and subordinate loans, sponsor equity contributions and Metro housing bond funds. The combination and relative proportion of funding sources for each project is impacted by factors including:

- geographic location (impacts extent of LIHTC availability),
- size of project (impacts ability to access scale sensitive resources, with high minimum fixed cost),
- size of net operating income (impacts permanent loan capacity),
- resident characteristics, including average household size, composition, incomes and service needs (impacts LIHTC and grant funding),
- local jurisdiction (impacts availability of local funding and other subsidy sources), and

- financial strength of the project sponsor (impacts sponsor’s ability to invest equity in the project and secure favorable terms from LIHTC investor and permanent lenders).

The weighted average, minimum and maximum of funding sources as a percentage of total project funding for the projects in the Metro affordable housing bond portfolio are included in the following table.

**Funding sources as percentage of total project funding**  
(Weighted average)

	% of total		
	Average	Minimum	Maximum
LIHTC equity	33.6%	0.0%	54.9%
Permanent loans	24.7%	0.0%	46.9%
Grants	7.2%	0.0%	68.1%
Subordinate loans	0.5%	0.0%	5.5%
Sponsor contribution	7.0%	0.0%	18.0%
Total leverage	73.0%	63.3%	97.8%
Metro bond	27.0%	2.2%	36.7%
Total	100.0%	NA*	NA*

*\*Totals are not applicable for funding source minimums and maximums.*

### Low income housing tax credits

Seventeen of the 18 projects in the Metro affordable housing bond portfolio are financed using federal Low Income Housing Tax Credits (LIHTC). The exception, Findley Commons, is the smallest project in the portfolio and lacks sufficient scale to effectively use LIHTCs. The developer for Findley Commons has used substantial grant funding to offset the lack of LIHTCs.

Of the 17 projects financed with LIHTCs, one project, The Mary Ann, is financed using 9% LIHTCs. The availability of 9% LIHTCs is subject to an annual limit and allocation of this scarce resource is highly competitive.

The remaining 16 projects are financed using 4% LIHTCs. While the availability of 4% LIHTCs is not limited, the requirement that they be used in conjunction with tax-exempt, private activity bond debt which is subject to an annual statewide cap of \$467 million (only a portion of which is available for affordable rental housing) effectively creates a limit on the use of 4% LIHTCs. While the demand for tax-exempt, private activity bond debt used to finance affordable rental housing with 4% LIHTCs has not historically exceeded annual limits, it is anticipated that this may become an actual constraint in the future, as financing of affordable housing with 4% LIHTCs increases.

This increase in available 4% LIHTCs is expected to, correspondingly, increase the demand for tax-exempt, private activity bond debt.

LIHTC regulations for 4% LIHTCs provide projects that are located in designated qualified census tracts (QCT) or difficult to develop areas (DDA) with a 30% increase in the amount of the eligible project costs that are used to determine the amount of tax credits allocated to a project (eligible basis). This increase in eligible basis correspondingly increases the tax credits available for these projects by 30%.

All things being equal, it is preferable to develop a project financed with 4% LIHTCs in a QCT or DDA because doing so increases the available LIHTC equity by 30%. However, as a practical matter, available developable land is a finite resource, and not all property located in QCTs and DDAs are well-suited for the development of affordable housing. Ultimately, issues such as land availability and cost, zoning and land use requirements, and proximity to transportation, services, amenities and schools determine where affordable housing is developed.

Additionally, the federal economic recovery bill passed in December 2020 significantly increased the amount of tax credits available for projects that are financed with 4% LIHTCs. While the increase in these credits will likely be partially offset by a reduction in tax credit yields paid by investors, on a net basis this policy change could result in a \$30-45 million increase in leveraged equity across the portfolio.

Twelve of the 17 projects in the Metro affordable housing bond portfolio that are financed with 4% LIHTCs are located in QCTs or DDAs and receive the 30% increase in LIHTCs.

While all of the 9% and 4% LIHTC projects in the Metro affordable housing bond portfolio have been structured to maximize the use of available LIHTCs, each project sponsor has independently sought out and secured commitments from LIHTC investors to purchase the LIHTCs for the projects. There is variation in the tax credit pricing (yield) which these investors have agreed to pay for the LIHTCs. These tax credit yields vary depending on a number of factors including the type and location of the project, the level of affordability and residents served, the experience and financial strength of the project sponsor, the timing of the pay of the investor equity, the level of capitalized reserves for the project, the structure and sizing of other aspects of financing for the project and the investor's level of interest in the project, the developer and the location of the project relative to the investor's market focus.

The tax credit yields for the projects in the Metro affordable housing bond portfolio ranges from \$0.87 to \$1.02, with an average of \$0.92.

### **Permanent loans**

The Mary Ann uses conventional, taxable, permanent loan in conjunction with the OHCS administered Oregon Affordable Housing Tax Credit (OAHTC) program that provides a state income tax credit for affordable housing loans for which a lender reduces the interest rate by up to four percent for a period of 20 years. The entire benefit of the tax credit must be entirely passed on to reduce tenant rents.



The remaining 16 projects in the Metro affordable housing bond portfolio that are financed with 4% LIHTCs must use tax-exempt private activity bond debt financing for their permanent loans.

Whether the project permanent loan is financed with taxable or tax-exempt debt, project sponsors have secured permanent loans from a wide variety of lenders at differing interest rates and loan terms.

The lenders use underwriting criteria including evaluating the above described ITER and underwriting guidelines like debt service coverage ratio (DSCR, which is calculated by dividing NOI by annual debt service) to size the permanent loan amount for the projects.

The capacity of the projects in the Metro affordable housing bond portfolio to leverage debt is constrained by the program’s goals for deep affordability (which was an intentional policy choice). The Metro affordable housing bond serves to fill the funding gap that would otherwise be filled with permanent debt in a less deeply affordable project.

The conventional, taxable, permanent loan for The Mary Ann has an interest rate of 6.00%, a term of 30 years, and a DSCR of 1.20.

The weighted average, minimum and maximum interest rates, loan terms and DSCRs for the tax-exempt, private activity bond financed projects in the Metro affordable housing bond portfolio are included in the following table.

**Terms for tax-exempt, private activity bond debt**  
(Weighted average)

	Interest rate	Loan term	DSCR
Average	4.243%	35 Years	1.27
Minimum	0.000%	20 Years	1.15
Maximum	6.000%	40 Years	3.24

### **Subordinate loans and grant funding**

Subordinate loans and grant funding for the projects in the Metro affordable housing bond portfolio come from OHCS, Metro transit oriented development, local participating jurisdictions and other sources.

There is substantial variability for the projects in the Metro affordable housing bond portfolio as to the extent of project funding provided by grants and subordinated loans.

There is also substantial variability in the extent to which participating local jurisdictions provide subordinate loans and grant funding to finance affordable housing. Some offer little or no financial assistance. Others have an extensive array of financial assistance for the development of affordable housing, including land contribution, subordinate loans and

grants, system development charge (SDC) waivers, building and development fee waivers and property tax and other tax exemptions.

**Grants and subordinated loans**

(% of total cost)

	Grants					Subord. loans
	OHCS	Metro TOD	Local	Other	Total	
Average	2.0%	0.3%	4.2%	0.2%	6.7%	0.5%
Minimum	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Maximum	28.4%	1.8%	34.8%	11.4%	68.1%	5.5%

**Metro affordable housing bond funding**

The combined total project cost and total Metro affordable housing bond funding for the 18 projects in the Metro affordable housing bond portfolio, as well as the weighted average, minimum and maximum total project costs and Metro affordable housing bond funding for individual projects, are included in the following table.

**Total project costs, leveraged funding and**

**Metro affordable housing bond funding**

(Weighted average)

	Total project cost	Leveraged funding		Metro housing bond	
		Total	% of total	Total	% of total
Total	\$727,213,339	\$531,036,139	73.0%	\$196,177,453	27.0%
Average	\$47,975,549	\$35,431,156	73.0%	\$12,544,407	27.0%
Minimum	\$7,041,707	\$5,096,532	63.3%	\$1,739,219	2.2%
Maximum	\$80,233,569	\$78,494,350	97.8%	\$22,910,240	36.7%

The weighted average, minimum and maximum Metro affordable housing bond funding per square foot, per unit and per bedroom for the projects in the Metro affordable housing bond portfolio are included in the following table.

**Metro housing bond funding**

(Weighted average)

	\$/sq. ft.	\$/unit	\$/bedroom
Average	\$104.23	\$95,883	\$55,827
Minimum	\$9.28	\$9,771	\$7,070
Maximum	\$154.98	\$143,000	\$108,103

**Housing Bond Portfolio  
Summary**

Jurisdiction	Project Name	Total Project Cost	Metro Bond Funding	Affordable Res Sq Ft	Total Sq Ft	Site Area	Number of Buildings	Units					≤30% AMI		2+ Bedroom		Total Bdrms
								Affordable	Other	Total	Eligible	Sec 8	No.	% Tot	No.	% Tot	
Beaverton	Mary Ann	\$21,867,324	\$3,000,000	39,458 SF	69,209 SF	0.44 Ac.	1	54	0	54	54	8	9	16.7%	29	53.7%	86
	Scholls Ferry	\$53,767,111	\$9,000,000	133,180 SF	169,832 SF	9.46 Ac.	3	164	0	164	164	0	12	7.3%	84	51.2%	262
Clackamas	Fuller Road Station	\$47,344,650	\$10,000,000	97,097 SF	129,060 SF	2.08 Ac.	1	99	1	100	99	25	25	25.3%	82	82.8%	203
	Good Shepherd Village	\$53,902,667	\$18,330,000	103,820 SF	127,610 SF	11.00 Ac.	3	141	1	142	141	25	58	41.1%	79	56.0%	242
	Maple Apartments	\$53,041,069	\$15,903,000	145,524 SF	145,524 SF	7.00 Ac.	6	171	0	171	171	70	70	40.9%	129	75.4%	384
Gresham	Albertina Kerr	\$45,238,678	\$11,200,000	78,507 SF	96,500 SF	2.50 Ac.	1	147	0	147	147	30	30	20.4%	31	21.1%	186
Washington	Aloha Housing Devel	\$27,853,500	\$10,230,000	57,864 SF	72,140 SF	1.15 Ac.	1	81	1	82	81	0	33	40.7%	50	61.7%	133
	Goldcrest	\$28,142,095	\$8,700,000	55,412 SF	75,052 SF	2.15 Ac.	1	74	1	75	74	0	14	18.9%	45	60.8%	128
	Basalt Creek	\$43,583,824	\$14,320,000	92,400 SF	92,400 SF	4.66 Ac.	4	116	0	116	116	8	47	40.5%	60	51.7%	194
	Forest Grove Family Hsg	\$10,994,346	\$3,792,088	28,050 SF	28,500 SF	1.36 Ac.	7	36	0	36	36	0	8	22.2%	30	83.3%	72
	Tigard Senior	\$19,209,708	\$6,270,000	34,200 SF	44,350 SF	1.70 Ac.	1	57	1	58	57	23	23	40.4%	0	0.0%	58
	Plaza Los Amigos	\$39,208,557	\$12,830,000	88,030 SF	105,065 SF	9.98 Ac.	1	112	1	113	112	16	26	23.2%	72	64.3%	198
	Terrace Glen	\$48,389,878	\$17,484,000	100,275 SF	143,528 SF	2.88 Ac.	1	144	0	144	144	3	46	31.9%	73	50.7%	235
Viewfinder	\$32,951,190	\$11,583,000	62,800 SF	87,180 SF	1.11 Ac.	1	81	0	81	81	16	34	42.0%	56	69.1%	147	
Hillsboro	Nueva Esperanza	\$47,884,645	\$16,940,731	131,000 SF	140,960 SF	5.93 Ac.	12	149	1	150	149	8	60	40.3%	105	70.5%	310
Portland	Dekum	\$66,558,821	\$22,910,240	151,400 SF	151,400 SF	5.50 Ac.	1	200	0	200	160	0	65	32.5%	80	60.0%	395
	Findley Commons	\$7,041,707	\$1,945,175	11,000 SF	13,150 SF	0.43 Ac.	1	35	0	35	35	20	0	0.0%	0	0.0%	35
	Riverplace Phase 2	\$80,233,569	\$1,739,219	129,231 SF	191,106 SF	0.81 Ac.	1	176	2	178	176	20	17	9.7%	48	27.3%	246
<b>Total</b>		<b>\$727,213,339</b>	<b>\$196,177,453</b>	<b>1,539,251 SF</b>	<b>1,882,566 SF</b>	<b>70.14 Ac.</b>	<b>47</b>	<b>2,037</b>	<b>9</b>	<b>2,046</b>	<b>1,997</b>	<b>272</b>	<b>577</b>	<b>28.2%</b>	<b>1,053</b>	<b>51.5%</b>	<b>3,514</b>
<b>Weighted Average</b>		<b>\$47,975,549</b>	<b>\$12,544,407</b>	<b>102,764 SF</b>	<b>123,681 SF</b>	<b>4.71 Ac.</b>	<b>3</b>	<b>135</b>	<b>1</b>	<b>135</b>	<b>131</b>	<b>17</b>	<b>38</b>	<b>28.3%</b>	<b>69</b>	<b>53.6%</b>	<b>236</b>
<b>Minimum</b>		<b>\$7,041,707</b>	<b>\$1,739,219</b>	<b>11,000 SF</b>	<b>13,150 SF</b>	<b>0.43 Ac.</b>	<b>1</b>	<b>35</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>35</b>
<b>Maximum</b>		<b>\$80,233,569</b>	<b>\$22,910,240</b>	<b>151,400 SF</b>	<b>191,106 SF</b>	<b>11.00 Ac.</b>	<b>12</b>	<b>200</b>	<b>2</b>	<b>200</b>	<b>176</b>	<b>70</b>	<b>70</b>	<b>42.0%</b>	<b>129</b>	<b>83.3%</b>	<b>395</b>

Jurisdiction	Project Name	Units Per Acre	Avg % AMI	Avg. Affordable		Cost Efficiency (Total Project)			Bond Subsidy Efficiency (Eligible Units)		Operating Performance (PUPY)			Income to Expense Ratio	Debt Svc Coverage Ratio	Cash Dev Fee	LIHTC Basis Boost	Prevailing Wage Requirement
				Bdrm Size	Unit Size	Per Sq Ft	Per Unit	Per Bdrm	Per Unit	Per Bdrm	EGI	Op Exp	NOI					
Beaverton	Mary Ann	123	55.0%	1.6	731 SF	\$315.96	\$404,950	\$254,271	\$55,556	\$34,884	\$10,149	\$6,123	\$4,026	1.66	1.20	6.1%	100%	No PWR
	Scholls Ferry	17	57.8%	1.6	812 SF	\$316.59	\$327,848	\$205,218	\$54,878	\$34,351	\$12,022	\$3,678	\$8,344	3.27	1.15	5.7%	130%	No PWR
Clackamas	Fuller Road Station	48	53.4%	2.0	981 SF	\$366.84	\$473,447	\$233,225	\$101,010	\$49,751	\$14,457	\$5,680	\$8,776	2.55	1.19	14.7%	130%	D-B & BOLI
	Good Shepherd Village	13	47.7%	1.7	736 SF	\$422.40	\$379,596	\$222,738	\$130,000	\$76,695	\$12,110	\$5,323	\$6,788	2.28	1.15	3.1%	100%	Davis-Bacon
	Maple Apartments	24	47.7%	2.2	851 SF	\$364.48	\$310,182	\$138,128	\$93,000	\$41,414	\$15,224	\$6,221	\$9,003	2.45	1.16	11.3%	100%	D-B & BOLI
Gresham	Albertina Kerr	59	53.9%	1.3	534 SF	\$468.79	\$307,746	\$243,219	\$76,190	\$60,215	\$11,253	\$6,816	\$4,437	1.65	1.32	6.4%	130%	No PWR
Washington	Aloha Housing Devel	71	47.8%	1.6	714 SF	\$386.10	\$339,677	\$209,425	\$126,296	\$78,092	\$9,675	\$6,895	\$2,780	1.40	1.44	7.5%	130%	No PWR
	Goldcrest	35	54.3%	1.7	749 SF	\$374.97	\$375,228	\$219,860	\$117,568	\$69,600	\$11,805	\$7,100	\$4,706	1.66	1.20	8.5%	130%	No PWR
	Basalt Creek	25	47.8%	1.7	797 SF	\$471.69	\$375,723	\$224,659	\$123,448	\$73,814	\$10,375	\$5,158	\$5,217	2.01	1.20	7.2%	130%	No PWR
	Forest Grove Family Hsg	26	53.3%	2.0	779 SF	\$385.77	\$305,399	\$152,699	\$105,336	\$52,668	\$14,244	\$6,183	\$8,061	2.30	1.18	9.4%	100%	No PWR
	Tigard Senior	34	47.9%	1.0	600 SF	\$433.14	\$331,202	\$331,202	\$110,000	\$110,000	\$11,639	\$5,600	\$6,039	2.08	1.20	6.5%	100%	Davis-Bacon
	Plaza Los Amigos	11	53.0%	1.8	786 SF	\$373.18	\$346,978	\$198,023	\$114,554	\$65,459	\$12,204	\$5,968	\$6,236	2.04	1.19	6.2%	100%	Davis-Bacon
	Terrace Glen	50	50.4%	1.6	696 SF	\$337.15	\$336,041	\$205,914	\$121,417	\$74,400	\$10,430	\$5,237	\$5,193	1.99	1.21	4.8%	130%	No PWR
Viewfinder	73	47.4%	1.8	775 SF	\$377.97	\$406,805	\$224,158	\$143,000	\$78,796	\$12,173	\$6,017	\$6,156	2.02	1.15	13.1%	130%	Davis-Bacon	
Hillsboro	Nueva Esperanza	25	47.9%	2.1	879 SF	\$339.70	\$319,231	\$154,467	\$113,696	\$55,002	\$11,077	\$5,708	\$5,369	1.94	1.25	4.9%	130%	No PWR
Portland	Dekum	36	50.3%	2.0	757 SF	\$439.62	\$332,794	\$168,503	\$143,189	\$69,215	\$9,887	\$7,000	\$2,887	1.41	1.50	-6.9%	130%	Davis-Bacon
	Findley Commons	81	60.0%	1.0	314 SF	\$535.49	\$201,192	\$201,192	\$55,576	\$55,576	\$10,351	\$8,036	\$2,315	1.29	3.24	8.3%	130%	Davis-Bacon
	Riverplace Phase 2	220	57.1%	1.4	734 SF	\$428.05	\$450,750	\$326,153	\$9,882	\$7,187	\$11,403	\$6,924	\$4,480	1.65	1.19	6.6%	130%	D-B & BOLI
<b>Weighted Average</b>		<b>54</b>	<b>51.6%</b>	<b>1.7</b>	<b>756 SF</b>	<b>\$387.12</b>	<b>\$355,432</b>	<b>\$206,947</b>	<b>\$98,236</b>	<b>\$57,237</b>	<b>\$11,686</b>	<b>\$5,989</b>	<b>\$5,698</b>	<b>2.02</b>	<b>1.27</b>	<b>6.1%</b>		
<b>Minimum</b>		<b>11</b>	<b>47.4%</b>	<b>1.0</b>	<b>314 SF</b>	<b>\$315.96</b>	<b>\$201,192</b>	<b>\$138,128</b>	<b>\$9,882</b>	<b>\$7,187</b>	<b>\$9,675</b>	<b>\$3,678</b>	<b>\$2,315</b>	<b>1.29</b>	<b>1.15</b>	<b>-6.9%</b>		
<b>Maximum</b>		<b>220</b>	<b>60.0%</b>	<b>2.2</b>	<b>981 SF</b>	<b>\$535.49</b>	<b>\$473,447</b>	<b>\$331,202</b>	<b>\$143,189</b>	<b>\$110,000</b>	<b>\$15,224</b>	<b>\$8,036</b>	<b>\$9,003</b>	<b>3.27</b>	<b>3.24</b>	<b>14.7%</b>		

**EXHIBIT D: DETAILED TABLE OF LOCATION METRICS**

*Note: Project map IDs and cell shading in this table correspond to Figures 6.2 through 6.5 in the 2020 Annual Report*

Map ID	Project name	Eligible units	How are the projects distributed around the region? (see Figure 6.2)	Which projects are in areas where communities of color live today? (see Figure 6.3 and notes A, B and C below)					Which projects are in areas historically inaccessible to communities of color? (see Figure 6.4 and notes A, B and C below)		Which projects are in areas with limited regulated affordable housing? (see Figure 6.5 and notes A and D below)		How is the physical access near each project? (see notes E and F below)		
				People of color (vs. regional rate of 27.3%)		Combined POC and LEP, vs. regional rates	People with limited English proficiency (vs. regional rate of 7.9%)		People of color (vs. regional rate of 27.3%)		Affordable housing share (vs. regional rate of 5.4%)	Access to transit (miles to nearest stop/station)		Walkscore	
				Estimate	MOE		POC / LEP	Estimate	MOE	Estimate		MOE	MAX ½ mi		FS Bus ¼ mi
1	The Mary Ann	164	Washington	42%	±7%	> / >	16%	±5%	42%	±7%	4.6%	0.3	0.1	93	
2	Webster Road	48	Clackamas	15%	±5%	≤ / ≤	5%	±3%	15%	±5%	0.3%	3.1	1.3	53	
3	Dekum Court	160	Multnomah	31%	±4%	≥ / ≤	2%	±1%	31%	±4%	2.9%	2.1	0.1	52	
4	Viewfinder	81	Washington	23%	±9%	≤ / ≤	5%	±6%	23%	±9%	11.4%	4.5	0.2	59	
5	Scholls Ferry Apartments	54	Washington	38%	±5%	> / >	14%	±4%	38%	±5%	0.0%	5.1	3.8	8	
6	Aloha Housing Development	81	Washington	42%	±5%	> / ≥	9%	±4%	42%	±5%	7.0%	1.1	0.1	74	
7	Goldcrest	74	Washington	28%	±6%	≤ / ≤	7%	±4%	28%	±6%	0.0%	4.8	3.4	11	
8	Basalt Creek	116	Washington	28%	±6%	≤ / ≤	3%	±1%	28%	±6%	0.0%	8.8	1.9	14	
9	Forest Grove Family Housing	36	Washington	25%	±6%	≤ / ≤	2%	±2%	25%	±6%	6.7%	5.9	0.5	61	
10	Tigard Senior Housing	58	Washington	28%	±6%	≤ / ≥	8%	±4%	28%	±6%	8.3%	5.0	0.2	51	
11	Plaza Los Amigos	113	Washington	48%	±5%	> / >	16%	±4%	48%	±5%	2.6%	2.7	0.2	58	
12	Terrace Glen	144	Washington	28%	±9%	≤ / ≥	10%	±5%	28%	±9%	2.0%	3.1	0.1	70	
13	Fuller Station	99	Clackamas	45%	±7%	> / >	15%	±6%	45%	±7%	5.7%	0.1	0.1	65	
14	Good Shepherd Village	141	Clackamas	30%	±4%	≥ / ≤	6%	±2%	30%	±4%	0.0%	3.7	3.7	30	
15	Maple Apartments	171	Clackamas	11%	±6%	≤ / ≤	2%	±2%	11%	±6%	11.7%	7.0	0.7	35	
16	Findley Commons	35	Multnomah	24%	±6%	≤ / ≤	4%	±3%	24%	±6%	0.9%	2.0	0.1	89	
17	Riverplace Parcel 3 Phase 2	176	Multnomah	27%	±8%	≤ / ≥	9%	±5%	27%	±8%	18.1%	0.3	0.2	73	
18	Nueva Esperanza	149	Washington	47%	±9%	> / ≤	7%	±3%	47%	±9%	3.1%	0.4	0.4	34	
19	Albertina Kerr	147	Multnomah	49%	±8%	> / >	15%	±6%	49%	±8%	7.8%	0.5	0.5	54	

**Percent of Total Eligible Units**

22% Clackamas	39% > regional	39% > regional	28% > regional	11% < regional	19% none	21% FS Bus and MAX	27% score ≥ 70
25% Multnomah	15% ≥ regional	33% ≥ regional	22% ≥ regional	35% ≤ regional	40% < regional	47% FS bus or MAX	43% score 50-69
52% Washington	46% ≤ regional	27% ≤ regional	49% ≤ regional	54% ≥ regional	41% > regional	31% neither	30% score < 50

> or ≥ region for either POC or LEP

**Abbreviations:** FS = frequent service; LEP = limited English proficiency; MOE = margin of error; POC = people of color.

**Notes on data sources and assumptions**

- A Regional rates are calculated based on Metro's jurisdictional boundary.
- B People of color and people with limited English proficiency (people age 5 and older who speak English less than "very well") use the American Community Survey 2014-2018 5-year estimate, by tract.
- C The darkest cell shading for people of color or people with limited English proficiency means greater (or less) than the regional rate by more than the MOE. Middle shades are greater (or less) than the regional rate but within the MOE.
- D Affordable housing share is based on Metro's inventories of affordable housing (2020), multifamily housing (2020), and single-family housing (2019, beta).
- E Access to transit is calculated based on linear distance ("as the crow flies"), using Metro's data on existing transit (RLIS).
- F Walkscore is calculated at <https://www.walkscore.com>. A score of 50-69 is "somewhat walkable" and a score of 70+ is "very walkable" or "walker's paradise"

EXHIBIT E: EXPENDITURES REPORT

Quarter 4 Metrics

Project Name	Location	Implementation Partner	Developer	General Contractor	Number of units			Metro bond funds	Metro bond subsidy per bond eligible unit	Total Project Costs*	Total cost per total unit	Total bedrooms ****	Total cost per total bedrooms	Percent of bond eligible units at 30% AMI	Percent of bond eligible units with 2+ bedrooms	Contracting goal (% of total hard costs to be awarded to COBID firms)	Prevailing wage?	Status (concept endorsement, final approval or groundbreaking)
					Total	30% AMI	2+BR											
Mary Ann	Beaverton	Beaverton	REACH	Walsh	54	11	29	\$ 3,000,000	\$55,556	\$21,867,324	\$404,950	86	\$254,271	20%	54%	20%	no	Under construction (anticipated to
17811 Scholls Ferry Rd	Beaverton	Beaverton	Wishcamper	not yet	164	12	84	\$ 9,000,000	\$54,878	\$51,923,724	\$316,608	262	\$198,182	7%	51%	20-30%	TBD	Concept endorsement 07/2020
Webster Road**	Gladstone	Clackamas	Housing Authority of Clackamas County	Walsh	45	45	0	\$6.9 M	\$151,319	\$17.9 M	\$397,778	45	\$397,778	100%	0%	20%	yes (Davis Bacon)	Concept endorsement 07/2019
Fuller Rd Station Family	Unincorporate	Clackamas	GSA (Anna Geller), GRES (Thomas Brenneke)	Alex	100	25	83	\$ 10,000,000	\$100,000	\$47,223,075	\$472,231	209	\$225,948	25%	83%	20%	yes (Davis Bacon and BOLI)	Final approval 12/2020
Good Shepherd Village	Happy Valley	Clackamas	Caritas Housing + Catholic Charities	Walsh	141	58	79	\$ 18,330,000	\$130,000	\$53,902,667	\$382,288	239	\$225,534	41%	56%	25%	yes (Davis Bacon)	Concept endorsement 08/2020
Maple Apartments	Oregon City	Clackamas	Community Development Partners and Hacienda	LMC	171	70	129	\$ 15,903,000	\$93,000	\$53,041,069	\$310,182	384	\$138,128	41%	75%	20%	yes (Davis Bacon)	Concept endorsement 08/2020
Dekum Court	Portland	Home Forward	Home Forward	Walsh	160***	65	80	\$22.9 M	\$143,089	\$65.9 M	\$329,253	254	\$259,254	41%	40%	20%	yes (Davis Bacon)	Concept endorsement 07/2019
Aloha Housing	Beaverton	Washington	BRIDGE	tbd	81	34	56	\$ 12,890,152	\$159,138	\$27,853,500	\$343,870	131	\$212,622	41%	62%	25-30%	no	Concept endorsement 09/2020
South Cooper Mountain	Beaverton	Washington	BRIDGE	tbd	75	12	46	\$ 8,700,000	\$116,000	\$28,142,095	\$375,228	125	\$225,137	16%	61%	25-30%	no	Concept endorsement 09/2020
Basalt Creek	Tualatin	Washington	CPAH	LMC	116	47	60	\$ 14,320,000	\$123,448	\$43,583,824	\$375,723	194	\$224,659	41%	52%	25%	no	Concept endorsement 09/2020
Forest Grove Family	Forest Grove	Washington	DCM Communities	LMC	36	8	30	\$ 3,792,088	\$105,336	\$10,994,346	\$305,399	72	\$152,699	22%	83%	35%	no	Concept endorsement 09/2020
Tigard Senior Housing	Tigard	Washington	NHA	Walsh	58	23	0	\$ 6,270,000	\$108,103	\$19,209,708	\$331,202	57	\$337,012	40%	0%	30%	yes (Davis Bacon)	Concept endorsement 09/2020
Plaza Los Amigos	Cornelius	Washington	REACH	LMC	113	26	73	\$ 12,830,000	\$113,540	\$39,208,808	\$346,981	198	\$198,024	23%	65%	35%	yes (Davis Bacon)	Concept endorsement 09/2020
Terrace Glen	Tigard	Washington	Related Northwest	Walsh	144	43	73	\$ 17,484,000	\$121,417	\$48,389,878	\$336,040.82	259	\$186,834	30%	51%	20-25%	no	Concept endorsement 09/2020
Viewfinder	Tigard	Washington	Community Development Partners	Bremik	81	33	55	\$ 11,583,000	\$143,000	\$32.9 M	\$405,844	157	\$209,385	42%	68%	20%	yes (Davis Bacon)	Under construction (anticipated to open in Fall 2021 )
Findley Commons*****	Portland	Portland	Home First Development	Beaudin	35	0	0	\$ 1,945,175	\$55,576	\$7,041,707	\$201,192	35	\$201,191.63	0%	0%	25%	yes(Davis Bacon)	Under construction (anticipated to open in July 2021)
Riverplace	Portland	Portland	BRIDGE	Walsh	176	17	48	\$ 1,739,219	\$9,882	\$80,268,263	\$456,069.68	242	\$331,687.04	10%	27%	30%	yes(BOLI)	Final approval 10/2020
Nueva Esperanza	Hillsboro	Hillsboro	Bienestar, Housing Development Corporation	LMC	149	60	105	\$ 16,940,731	\$113,696	\$47,884,645	\$321,373.46	308	\$155,469.63	40%	70%	20-35%	no	Concept endorsement 11/2020

\*Total project costs reflect most recent estimates provided. These will be updated within 1-3 months prior to anticipated groundbreaking, as projects are submitted for final funding approval.

\*\*\$2.6 million was disbursed to Clackamas County to acquire the property. An additional funding request is expected in fall 2020 for the rehabilitation. A preliminary estimate of \$4.2 million in rehabilitation costs was provided by Housing Authority of Clackamas County in Spring 2020; a refined request is expected in Fall 2020.

\*\*\*Number of units for Dekum Court only reflects Metro bond funded units. In addition to 160 units eligible for Metro funding, the site will also include 40 units of "replacement housing" for public housing units currently on the site, for a total of 200 units.

\*\*\*\*Counting studio units as one bedrooms

\*\*\*\*\*This project counts with VASH vouchers for the 20 one bedroom apartments. VASH units may have incomes up to 50% MFI. For this reason, we are not counting these 20 units towards the 30% AMI unit progress.

## METRO AFFORDABLE HOUSING BOND

Financial Report Through December 2020

### FINANCIAL SUMMARY

<b>TOTAL REVENUE:</b>	<b>\$676,869,711</b>
<b>TOTAL EXPENSES and DISBURSEMENTS:</b>	<b>\$38,885,803</b>
<b>TOTAL COMMITTED:</b>	<b>\$182,101,766</b>
<b>TOTAL FUNDING AVAILABLE</b>	<b>\$455,882,142</b>

### REVENUE

	<b>FY 2018 - 2019</b>	<b>FY 2019 - 2020</b>	<b>FY 2020-21</b>	<b>TOTAL REVENUE</b>
Bond Proceeds	\$652,800,000			\$652,800,000
Premiums on Bonds	\$2,630,335			\$2,630,335
Interest Earnings	\$250,129	\$15,809,567	\$5,379,680	\$21,439,376
<b>TOTAL REVENUE:</b>	<b>\$655,680,464</b>	<b>\$15,809,567</b>	<b>\$5,379,680</b>	<b>\$676,869,711</b>

<- "Premiums on Bond" & "Interest Earnings" not included in Work Plan Funding = \$24,069,711

## EXHIBIT E: EXPENDITURES REPORT

### EXPENSES

PROJECTS	FY2018-2019 Expended or Disbursed	FY2019-2020 Expended or Disbursed	FY 2020-2021 Expended or Disbursed	Committed -- Not Yet Disbursed	TOTAL EXPENDED, DISBURSED or COMMITTED	WORK PLAN FUNDING	% of Work Plan Funding Expended, Disbursed or Committed
<b>Jurisdiction:</b>							
Beaverton	\$0	\$3,000,000		\$9,000,000	\$12,000,000	\$ 31,140,595	38.53%
Clackamas County	\$2,609,333	\$0		\$48,515,555	\$51,124,888	\$ 116,188,094	44.00%
Gresham	\$0	\$0	\$12,300,000		\$12,300,000	\$ 26,756,995	45.97%
Hillsboro	\$0	\$0		\$16,940,731	\$16,940,731	\$ 40,657,081	41.67%
Home Forward (East Multnomah Co.)*	\$0	\$0				\$ 15,879,123	0.00%
Portland*	\$0	\$0	\$3,684,394	\$22,894,240	\$26,578,634	\$ 211,056,579	12.59%
Washington County	\$0	\$0	\$11,583,000	\$84,751,240	\$96,334,240	\$ 116,465,532	82.71%
Metro Site Acquisition Program	\$0	\$156,108	\$27,957		\$184,065	\$ 62,016,000	0.30%
<b>TOTAL ACTUAL &amp; COMMITTED PROJECT EXPENSES:</b>	<b>\$2,609,333</b>	<b>\$3,156,108</b>	<b>\$27,595,351</b>	<b>\$182,101,766</b>	<b>\$215,462,558</b>	<b>\$ 620,160,000</b>	<b>34.74%</b>

\*Home Forward's Dekum Court project is reflected under the Portland allocation and commitments, since funding for this project was part of the funding initially allocated to City of Portland.

ADMINISTRATIVE	FY2018-2019 Expended or Disbursed	FY2019-2020 Expended or Disbursed	FY 2020-2021 Expended or Disbursed	TOTAL EXPENDED or DISBURSED	WORK PLAN FUNDING	% of Work Plan Funding Expended or Disbursed	Project Delivery Fee **
<b>Jurisdiction:</b>							
Beaverton	\$80,000	\$143,898	\$0	\$223,898	\$655,591	34.15%	
Clackamas County	\$0	\$489,213	\$0	\$489,213	\$2,446,065	20.00%	
Gresham	\$0	\$0	\$140,826	\$140,826	\$563,305	25.00%	
Hillsboro	\$0	\$171,188	\$0	\$171,188	\$855,939	20.00%	
Home Forward (Multnomah County)	\$0	\$0	\$0	\$0	\$334,297	0.00%	
Portland	\$0	\$0	\$0	\$0	\$4,443,296	0.00%	\$84,094
Washington County	\$148,690	\$460,000	\$460,000	\$1,068,690	\$2,451,906	43.59%	
Metro Site Acquisition Program	\$3,869	\$0	\$0	\$3,869	\$1,305,600	0.30%	
<i>Metro Accountability and Financial Transaction Costs</i>							
One-Time Financial Issuance	\$1,867,934	\$0	\$0	\$1,867,934	\$13,056,000	26.25%	
Ongoing Financial Management Costs	\$26,048	\$207,178	\$63,489	\$296,716			
Accountability and Oversight	\$26,695	\$743,020	\$492,963	\$1,262,678			
Reserved for Future Allocations					\$6,528,000	0.00%	
<b>TOTAL ACTUAL &amp; COMMITTED ADMINISTRATIVE EXPENSES:</b>	<b>\$2,153,236</b>	<b>\$2,214,497</b>	<b>\$1,157,278</b>	<b>\$5,525,011</b>	<b>\$32,640,000</b>	<b>16.93%</b>	<b>\$84,094</b>

\*\* PHB's Project Delivery Fee is an administrative reimbursement, not paid for by Metro's Affordable Housing Bonds



## EXHIBIT F: COMMUNITY ENGAGEMENT – SUPPLEMENTAL INFORMATION

### Further demographic information

Implementing partners reported a total of at least 470 participants in their engagement activities through December 2020. Some progress reports described engagement for local implementation strategies as well as Phase 1 projects and others that occurred prior to the development and publication of Metro’s guidelines for reporting on community engagement, which include an expectation that demographic information be (voluntarily) collected during engagement activities. Because of this, the true total is likely higher, and more thorough demographic information will be available for 2021 and beyond.

In spite of a lack of specific data for many engagement activities, most implementing partners reported engagement of people of color. The percentage of people of color participants in activities ranged from 31% to 100%, with four activities reporting 100% BIPOC participation, one reporting 95% and another five reporting at least 50%. Engagement of immigrants and refugees was described second-most often, in half the reports. One activity reported 100% immigrant participation and another two reported at least 50% immigrant participation.

*“The City of Beaverton was able to hear feedback from over 200 people. Sixty-nine percent of those who attended feedback events were people of color, where demographic information was provided.” – City of Beaverton*

Engagement of seniors and people with disabilities, people with experiences of housing instability and houselessness, people with low incomes, people with limited English proficiency and people of all genders was referenced in one quarter to half the reports. One activity showed over 50% participation of people who have been houseless or lived in low income housing. One activity engaged 50% women and 50% men and another was mostly women with one nonbinary person and two men.

Engagement of existing tenants in acquired buildings occurred in one project (the only project with existing tenants). Engagement of domestic violence survivors and varying age groups was also described.

### Themes beyond the four top themes described

Other themes mentioned multiple times included needs for: very low income units, fully ADA accessible units, project to be well connected to surrounding neighborhood including features for pedestrian safety, access to transit and access/proximity to neighborhood amenities and services. Parking came up once as a need of future residents, and three times as a concern of neighbors.

Themes that were mentioned once or twice include these from particular cultural communities/priority populations: closed floor plans (Somali communities may prefer kitchens separated from living spaces), boot washing stations for agricultural workers, units and programming for seniors, play areas centrally located/family sized units near outdoor space for easy monitoring and safety of children, low barrier screening criteria, and bathtubs even in small units.

### **Evaluation (optional this year on jurisdiction partner reports)**

One report, Washington County's, included explicit evaluation of effectiveness of engagement efforts: "At one listening session the [desired] number of participants was not met due to participants having last minute scheduling conflicts and technological issues (issues with connecting to Zoom, internet connection). Learning for the future based on this experience include recruiting more participants or having alternates for participants who cannot attend the meeting, sending the participants more reminders in the days leading up to sessions, and having the facilitators do more thorough Zoom assistance check-ins prior to the session."

**EXHIBIT G: LEVERAGED FUNDS BY TYPE OF SOURCE**

	4% LIHTC	9% LIHTC	Local housing account program	Weatherization funds	OHCS Multifamily Energy Program	OHCS Agricultural Worker Housing Tax Credits	Local housing trust fund	Local design grant	Predevelopment grant	Business Oregon Brownfields	Energy Trust	County HOME Funds	Metro TOD Funds	Donated land	City development bonus	Fee waivers (SDC)	CET	Others
<b>Beaverton</b>																		
Mary Ann (Phase 1)		x	x		x		x	x	x	x	x							
17811 SW Scholls Ferry Road	x			x														
<b>Clackamas County</b>																		
Fuller Road Station	x				x							x	x					
Good Shepherd Village	x				x									x	x			
Maple Apartments	x				x	x												
<b>Gresham</b>																		
Albertina Kerr	x				x													
<b>Hillsboro</b>																		
Nueva Esperanza	x				x													
<b>Portland</b>																		
Findley Commons																x	x	Meyer Memorial Trust, Portland Bureau of Planning and Sustainability, Church Land Lease
Riverplace			x										x			x		Veterans OHCS
Dekum Court (Phase 1)	x																	Home Forward Reserves, Land
<b>Washington County</b>																		
Aloha Bridge	x			x							x		x					
Goldcrest	x				x						x	x				x		City of Beaverton funds
Basalt Creek	x			x														OHCS PSH funds
Forest Grove	x			x														
Tigard Senior	x			x									x					
Plaza Los Amigos	x			x								x				x		Freddie TEL
Terrace Glen	x			x									x					Cash
Viewfinder (Phase 1)	x															x		Property Tax Abatement

Agenda Item No. 4.1

**Consideration of the Council Meeting Minutes for May 6, 2021**

*Consent Agenda*

Metro Council Meeting  
Thursday, May 20, 2021

# **Metro**

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



**Metro**

## **Minutes**

**Thursday, May 6, 2021**

**2:00 PM**

**Revised 5/6**

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

**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:** 6 - Councilor Shirley Craddick, Councilor Bob Stacey, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

**Excused:** 1 - Council President Lynn Peterson

**2. Public Communication**

Elvis Clark: Clark expressed their thoughts regarding the Metro Supportive Housing Personal Income Tax, including the desire that the Metro website host the form, as well as instructions and support for its completion.

**3. Presentations****3.1 Zoo Bond Citizens' Oversight Committee Present 2020 Annual Report**

Deputy Council President Craddick introduced Susan Hartnett (Committee Chair) and Heidi Rahn (Metro) to present.

Heidi Rahn recounted the purpose of the committee.

Susan Hartnett opened by confirming that the committee affirms that bond dollars had been spent wisely, and that the bond measure is on track to deliver on voter expectations. Hartnett recapped the bond measure schedule and assorted areas created by the bond measure, including: Rhino Ridge, Primate Forest, and Polar Passage. Thanks was extended to those involved with implementing the bond measure, and celebration of completion was relayed to have been put off for safety reasons.

Heidi Rahn announced that Kate Gerou would be leaving the Oregon Zoo to a contracting position in the private sector, and lauded their work ethic and ability.

*Council Discussion*

Councilors thanked everyone for their hard work in implementing the bond measure.

Councilor Craddick lauded the value of having a public oversight committee reviewing the bond project, and the precedent that it's set.

**4. Consent Agenda**

**A motion was made by Councilor Stacey, seconded by Councilor Lewis, to adopt items on the consent agenda.**

**The motion passed by the following vote:**

**Aye:** 6 - Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

**Excused:** 1 - Council President Peterson

- 4.1 Resolution No. 21-5169, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Correctly Reflect the New Metro State Fiscal Year 2022 Unified Planning Work Program(UPWP) Consisting of Seven Projects Plus Four Additional Projects to Ensure Their Next Federal Approval Step Can Occur Impacting Metro, ODOT, and Portland (AP21-09-APR)

**5. Resolutions**

- 5.1 Resolution No. 21-5176, For the Purpose of Clarifying Language in the 2016 Transfer System Configuration Policy Adopted by Resolution No.16-4716

Deputy Council President Craddick introduced Shane Abma (Metro) to present.

Abma gave background on the Transfer System Configuration Policy, including coverage of several components, including: the tonnage allocation process, improvements for small businesses, reduction of



greenhouse gasses, rate transparency, and self-cost estimation.

Abma recounted a lawsuit by Clackamas County against Metro with respect to the rates to dispose of wet and dry waste; this lawsuit is contingent on language included in the Transfer System Configuration Policy.

*Council Discussion*

Abma explained that the resolution does not change operations; only clarifies language in the Transfer System Configuration Policy.

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

**Aye:** 6 - Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

**Excused:** 1 - Council President Peterson

- 5.2 Resolution No. 21-5166, For the Purpose of Approving the FY 2021-22 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission

Deputy Council President Craddick introduced Marissa Madrigal (Metro) and Brian Kennedy (Metro) to present.

Kennedy explained that this resolution constitutes an important procedural step in the annual budget process, and may be broken down into three important components: it moves Metro's fiscal year 21-22 budget from the "proposed" stage to the "approved" stage, it approves Metro's property tax levies, and submits the approved budget to the Multnomah County Tax Supervising and Conservation Commission. Kennedy also explained next steps with respect to the budget.

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*Council Discussion*

Brian Kennedy provided clarification for councilors on how to make changes to the budget. A levy bond rate relative to what was promised to voters was also conveyed (this year 41c per 1000, next year est. 39 cents per 1000).

**A motion was made by Councilor Rosenthal, seconded by Councilor Nolan, that this item be adopted. The motion passed by the following vote:**

**Aye:** 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

**Excused:** 2 - Council President Peterson, and Councilor Stacey

**6. Chief Operating Officer Communication**

Chief Operating Officer Marissa Madrigal provided an update on the following events or items:

- New events opening: Carousel opening at the zoo, guided kayak trips, Blue Lake Park youth education program and onsite programming

Councilor Gonzalez recounted a trip alongside Marissa Madrigal to Metro South, and the opportunities for engagement they experienced there.

**7. Councilor Communication**

Councilors provided updates on the following meetings or events:

- 5/6 WPES meeting

**8. Adjourn**

Seeing no further business, Deputy Council President Shirley Craddick adjourned the Metro Council work session at 3:10 p.m.

Respectfully submitted,

*Shay Perez*

Shay Perez, Council Policy Assistant

Agenda Item No. 5.1

**Resolution No. 21-5165**, For the Purpose of Adopting the Fiscal Year 2021-22 Unified Planning Work Program and Certifying That the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements

*Resolutions*

Metro Council Meeting  
Thursday, May 20, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 21-5165  
FISCAL YEAR 2021-22 UNIFIED PLANNING ) Introduced by Chief Operating Officer  
WORK PROGRAM AND CERTIFYING THAT ) Marissa Madrigal with the concurrence  
THE PORTLAND METROPOLITAN AREA IS IN ) of Council President Lynn Peterson  
COMPLIANCE WITH FEDERAL )  
TRANSPORTATION PLANNING REQUIREMENTS )

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2021-22; and

WHEREAS, the UPWP is developed in consultation with federal and state agencies, local governments, and transit operators; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2021-22 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 2021-22 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2021-22 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, TPAC recommended approval on April 2, 2021 of the FY 2021-22 UPWP and forwarded their recommended action to JPACT;

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with federal planning regulations as required to receive federal transportation planning funds; now therefore

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's May 20, 2021 recommendation to adopt the FY 2021-22 UPWP, attached hereto as Exhibit A.
2. The FY 2021-22 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.

4. Staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. Staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this 20st day of May 2021.

---

Lynn Peterson, Council President

---

Shirley Craddick, Chair of JPACT

Approved as to Form:

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Carrie MacLaren, Metro Attorney



DISCUSSION DRAFT

# 2021-2022 Unified Planning Work Program

Transportation planning in the  
Portland/Vancouver metropolitan area

**Adopted** May **20**, 2021

[oregonmetro.gov](http://oregonmetro.gov)



Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [oregonmetro.gov/civil rights](http://oregonmetro.gov/civil-rights) or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at [trimet.org](http://trimet.org).

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

Unified Planning Work Program website: [oregonmetro.gov/unified-planning-work-program](http://oregonmetro.gov/unified-planning-work-program)

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## TABLE OF CONTENTS

### FY 2021-2022 PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP)

#### **UPWP Overview**

Introduction .....	3
Amending the UPWP.....	7
Federal Requirements for Transportation Planning .....	7
Status of Metro’s Federally Required Planning Documents .....	10
Metro Overview .....	11
Metropolitan Planning Area Boundary Map.....	12
Regional Policy Framework.....	13
Metro Governance and Committees .....	14
Planning Priorities in the Greater Portland Region.....	16
Glossary of Resource and Requirement Terms.....	18
Metro Resolution to Adopt 2021-2022 UPWP.....	19

#### **1. Regional Transportation Planning**

Transportation Planning .....	23
Climate Smart Implementation .....	25
Regional Transportation Plan Update (2023).....	27
Metropolitan Transportation Improvement Program (MTIP).....	29
Air Quality Program .....	32
Regional Transit Program.....	34
Regional Mobility Policy Update.....	35
Regional Freight Program... ..	37
Complete Streets Program.....	40
Regional Travel Options (RTO) and Safe Routes to School Program.....	42
Transportation System Management and Operations (TSMO) – Regional Mobility Program.....	44
Transportation System Management and Operations (TSMO) - 2021 Strategy Update.....	46
Enhanced Transit Concepts Pilot Program .....	47
Economic Value Atlas(EVA) Implementation .....	49

#### **2. Regional Corridor/Area Planning**

Corridor Refinement and Project Development (Investment Areas).....	53
Southwest Corridor Transit Project .....	54
Columbia Connects.....	55
MAX Tunnel Study .....	57
City of Portland Transit and Equitable Development Assessment.....	58
Tualatin Valley Highway Transit and Development Project .....	59
TriMet Red Line MAX Extension Transit-Oriented Development (TOD) and Station Area Planning ....	61
Westside Corridor Multimodal Improvements Study .....	62

**3. Regional Administration & Support**

MPO Management and Services..... 65  
Civil Rights and Environmental Justice ..... 67  
Public Engagement ..... 69  
Data Management and Visualization ..... 70  
Economic, Demographic and Land Use Forecasting, Development and Application Program..... 72  
Travel Forecast Maintenance, Development and Application ..... 74  
Oregon Household Travel Survey..... 76  
Technical Assistance Program... ..... 78  
Intergovernmental Agreement on Fund Program ..... 79

**4. State Transportation Planning of Regional Significance**

ODOT – Development Review ..... 83  
ODOT – Transportation and Growth Management ..... 84  
ODOT – Region 1 Active Transportation Strategy ..... 86  
ODOT – Region 1 Transportation Data, Tools and Reports ..... 87  
ODOT – Region 1 Planning for Operations ..... 88  
ODOT - Project I-5 and I-205 Portland Metropolitan Value Pricing..... 90  
ODOT – Interstate 5 Boone Bridge Seismic Enhancement and Interchange Improvement Study..... 92  
ODOT – Region 1 Bus on Shoulder Pilots and Feasibility Assessment ..... 93  
ODOT – Oregon City-West Linn Pedestrian-Bike Bridge Concept Plan..... 94  
ODOT – Truck Network Barriers Analysis ..... 96  
ODOT – Region 1 Urban Arterials Assessment Strategy ..... 97  
ODOT – Interstate 5 Columbia River Bridge Replacement ..... 98

**5. Local Planning of Regional Significance**

Clackamas Connections Integrated Corridor Management..... 103  
Hillsboro – Oak and Baseline: Adams Ave – SE 10<sup>th</sup> Ave ..... 104  
Tualatin Hills Parks & Recreation District – Beaverton Creek Trail – SW Hocken Avenue ..... 105  
Willamette River Crossing Feasibility Study ..... 106  
Red Rock Creek Trail – Alignment Study..... 107

Appendices

Appendix A. Fiscal Year 2021-22 Unified Planning Work Program Funding Summary..... 111  
Appendix B. Federal Certification Review Table..... 112  
Appendix C. Southwest Washington Regional Transportation Council UPWP



# Unified Planning Work Program (UPWP) overview



# Portland Metropolitan Area Unified Planning Work Program (UPWP) Overview

## **INTRODUCTION**

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds (and regionally significant activities using local funds). The UPWP is developed by Metropolitan Planning Organizations (MPOs) in cooperation with Federal and State agencies, local governments and transit operators.

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be the regional will accomplish during Fiscal Year 2021-2022 (from July 1, 2021 to June 30, 2022).

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of The Fixing America's Surface Transportation FAST Act, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with the region's land use plans, and meets Federal and state planning requirements.

The UPWP is developed by Metro, as the MPO for the Portland metropolitan area. It is a federally-required document that serves as a tool for coordinating federally - funded transportation planning activities (and locally funded activities of regional significance) to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning projects and programs, listings of draft activities for each project, and a summary of the amount and source of local, state and federal funds to be used for planning activities. Estimated costs for project staff (expressed in full-time equivalent, or FTE) include budget salary and benefits as well as overhead costs per FTE for project administrative and technical support.

## **Transportation planning and project development activities**

Metro, as the greater Portland area MPO, administers funds to both plan and develop projects for the region's transportation system. Transportation planning activities are coordinated and administered through the Unified Planning Work Program (UPWP). Project development is coordinated and administered through the Metropolitan Transportation Improvement Program (MTIP).

Following is a description and guidance of what activities will be defined as transportation planning activities to be included in the UPWP and activities that will be defined as transportation project development activities and included in the MTIP.<sup>1</sup> The descriptions are consistent with the Oregon planning process and definitions.

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<sup>1</sup> If federal transportation funds are used for a transportation planning activity, in addition to its UPWP project entry, those funds will have an entry in the MTIP for the purpose of tracking the obligation of those funds. The coordination and administration of the planning work will be completed within the UPWP process.

Agencies using federal transportation funds or working on regionally significant planning and/or project development activities, should coordinate with Metro on their description of work activities and budgets for how to include a description of those activities in the appropriate UPWP or Transportation Improvement Program (TIP) process and documents.

### **Transportation planning activities to be administered or tracked through the UPWP process**

Work activities that are intended to define or develop the need, function, mode and/or general location of one or more regional or state transportation facilities is planning work and administered through the UPWP process. A state agency may declare an activity as planning if that activity does not include tasks defined as project development.

Examples of UPWP type of planning activities include: transportation systems planning, corridor or area planning, Alternatives Analysis, Type, Size and Location (TSL) studies, and facilities planning.

#### *UPWP Definitions*

"System Planning" occurs at the regional, community or corridor scale and involves a comprehensive analysis of the transportation system to identify long-term needs and proposed project solutions that are formally adopted in a transportation system plan, corridor plan, or facility plan.

"Project Planning" occurs when a transportation project from an adopted plan (e.g. system, corridor, etc.) is further developed for environmental screening and design. Often referred to as scoping, project planning can include:

- Problem identification
- Project purpose and need
- Geometric concepts (such as more detailed alignment alternatives)
- Environmental screening analysis
- Agency coordination
- Local public engagement strategy

"Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of the state transportation planning rule. Needs are typically based on projections of future travel demand resulting from a continuation of current trends as modified by policy objectives, including those expressed in Oregon Planning Goal 12 and the State Transportation Planning rule, especially those for avoiding principal reliance on any one mode of transportation.

"Transportation Needs, Local" means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

"Transportation Needs, Regional" means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.

"Transportation Needs, State" means needs for movement of people and goods between and through regions of the state and between the state and other states.



“Function” means the travel function (e.g. principle arterial or regional bikeway) of a particular facility for each mode of transportation as defined in a Transportation System Plan by its functional classification.

“Mode” means a specific form of travel, defined in the Regional Transportation Plan (RTP) as motor vehicle, freight, public transit, bicycle and pedestrian modes.

“General location” is a generalized alignment for a needed transportation project that includes specific termini and an approximate route between the termini.

**Transportation project development and/or preliminary engineering activities to be administered or tracked through the Transportation Improvement Program process**

Transportation project development work occurs on a specific project or a small bundle of aligned and/or similar projects. Transportation project development activities implement a project to emerge from a local transportation system plan (TSP), corridor plan, or facility plan by determining the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. Project development addresses how a transportation facility or improvement authorized in a TSP, corridor plan, or facility plan is designed and constructed. This may or may not require land use decision-making. *See table below for a description of how Metro’s various Federal, State, Regional and local planning documents interrelate.*

MPO staff will work with agency staff when determining whether work activities to define the location of a facility is more about determining a general location (planning activity) or precise location (project development activity).

For large transit or throughway projects, this work typically begins when the project is ready to enter its Final Environmental Impact Statement and Engineering phase.

**Role of Metro's Federal, State and Planning Documents**

<p><b>Regional Transportation Plan (RTP)</b></p>	<p>Serves as both our Metropolitan Transportation Plan for federal purposes and our Regional Transportation System Plan (TSP) for Oregon statewide planning purposes. Establishes regional policy, performance measures and targets and a rolling 20-year system of transportation investments for the region. Updated every five years. Local cities and counties are also required by the State to complete their own TSP which, must be consistent with the RTP. The local TSPs and the RTP have an iterative relationship – both influence and inform each other.</p>
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<b>Regional Transportation Functional Plan (RTFP)</b>	Establishes transportation planning requirements for cities and counties in the Metro region that build upon state and federal requirements. Updated periodically, usually in tandem with an RTP update.
<b>Metropolitan Transportation Improvement Program (MTIP)</b>	Four-year program for transportation investments in the Metro region using federal transportation funds. Updated every three years and amended as required.
<b>Unified Planning Work Program (UPWP)</b>	Annual program of federally-funded transportation planning activities in the Metro region (including ODOT planning projects and locally led (and funded) projects of regional significance). Includes Metro's annual self-certification with federal planning requirements.

**Organization of UPWP**

The UPWP is organized into three sections: the UPWP Overview, planning activities by category, and other planning related information including the UPWP for the Southwest Washington Regional Transportation Council.

Planning activities for the Portland metropolitan area are listed in the UPWP by categories to reflect:

- Metro led region wide planning activities,
- Corridor/area plans
- Administrative and support programs;
- State led transportation planning of regional significance, and
- Locally led planning of regional significance.

**Development of UPWP**

When developing the annual UPWP, Metro follows protocols established by ODOT in cooperation with the United States Department of Transportation in 2016. These protocols govern the general timeline for initiating the UPWP process, consultation with state and federal agencies and adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

The UPWP is developed by Metro with input from local governments, Tri-County Metropolitan Transportation District (TriMet), South Metro Area Regional Transit (SMART), Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Additionally, Metro must undergo a process known as self-certification to demonstrate that Metro conducts the region’s planning process in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with the adoption of the MTIP.

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2021 through June 30, 2022. During the consultation, public review and adoption process for the 2020-21 UPWP, draft versions of the document were made available to the public through Metro's website, and distributed to Metro's advisory committees and the Metro Council. The same protocol will be followed for the 2021-22 UPWP.

### **AMENDING THE UPWP**

The UPWP is a living document, and must be amended periodically to reflect significant changes in project scope or budget of planning activities (as defined in the previous section of the UPWP) to ensure continued, effective coordination among our federally funded planning activities. This section describes the management process for amending the UPWP, identifying project changes that require an amendment to the UPWP, and which of these amendments can be accomplished as administrative actions by staff versus legislative action by JPACT and the Metro Council.

Legislative amendments (including a staff report and resolution) to the UPWP are required when any of the following occur:

- A new planning study or project is identified and is scheduled to begin within the current fiscal year
- There is a \$500,000 or more increase in the total cost of an existing UPWP project. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Legislative amendments must be submitted by the end of the 2<sup>nd</sup> quarter of the fiscal year for the current UPWP.

Administrative amendments to the UPWP can occur for the following:

- Changes to total UPWP project costs that do not exceed the thresholds for legislative amendments above.
- Revisions to a UPWP narrative's scope of work, including objectives, tangible products expected in fiscal year, and methodology.
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects or programs that extend into multiple fiscal years.

Administrative amendments can be submitted at any time during the fiscal year for the current UPW.

### **FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING**

The current federal transportation ACT, Fixing America's Surface Transportation (FAST) Act, provides direction for regional transportation planning activities. The FAST Act was signed into law by President Obama on December 4, 2015. It sets the policy and programmatic framework for transportation investments. Fast Act stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements and funding levels for the federal aid transportation program, and among key initiatives adds new competitive grants which promote investments in the nation's strategic freight corridors.

The FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST Act builds in the program structure and reforms of the prior federal Transportation Act, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), which created streamlined and performance-based surface transportation program.

Regulations implementing FAST Act require state Department of Transportations and Metropolitan Planning Organizations to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

#### A. Planning Emphasis Areas (PEAs)

The metropolitan transportation planning process must also incorporate Federal Highway Administration/Federal Transit Administration Planning Emphasis Areas (PEAs).

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/joint-fta-fhwa-emphasis-planning-areas-pdf> For FY 2021-2022, these include:

- **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO boundaries and across State boundaries to ensure a regional approach to transportation planning. Cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination includes the linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. It also includes collaboration between State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, target setting, and system performance reporting in support of performance based planning.
- **Access to Essential Services:** As part of the transportation planning process, identify social determination of transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

- **MAP-21 and FAST Act Implementation: Transition to Performance Based Planning and Programming to be used in Transportation Decision-making:** The development and implementation of a performance management approach to metropolitan transportation planning and programming includes the development and use of transportation performance measures, target setting, performance reporting, and selection of transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes. Compliance with MAP-21 reporting requirements is carried out through the MPO Management and Services program, though data for the reporting is generated from programs specific to the measures (e.g., safety, freight, system reliability). The data relationship to these supporting programs is also described in the MPO Services section of the UPWP.

#### **B. Public Involvement**

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for public participation in the planning process.

#### **C. Regional Transportation Plan**

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

#### **D. Metropolitan Transportation Improvement Program (MTIP)**

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out

within the MTIP period.

- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

**E. Transportation Management Area (TMA)**

Metropolitan areas designated TMAs (urbanized areas with a population of over 200,000) such as Metro must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP. See Appendix A for a table displaying Metro’s progress and future actions to address Federal Corrective Actions.

**F. Air Quality Conformity Process**

As of October 2017, the region has successfully completed its second 10-year maintenance plan and is now in attainment with federal air quality regulations

**STATUS OF METRO’S FEDERALLY REQUIRED PLANNING DOCUMENTS**

<b>Plan Name</b>	<b>Last Update</b>	<b>Next Update</b>
Unified Planning Work Program (UPWP)	Adopted in May 2020	Scheduled for adoption in May 2021
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in December 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted in July 2020	Scheduled for adoption in July, 2023
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2021
Title VI/ Environmental Justice Plan	Updated in July 2017	Scheduled for July 2021

Public Participation Plan	Updated in January 2019	July 2022
ADA Self-Evaluation & Facilities Update Plan	Facilities Update Plan completed in July 2019	ADA Self-Evaluation of Programs underway, scheduled for completion by June 2021.

**METRO OVERVIEW**

Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of FAST Act, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

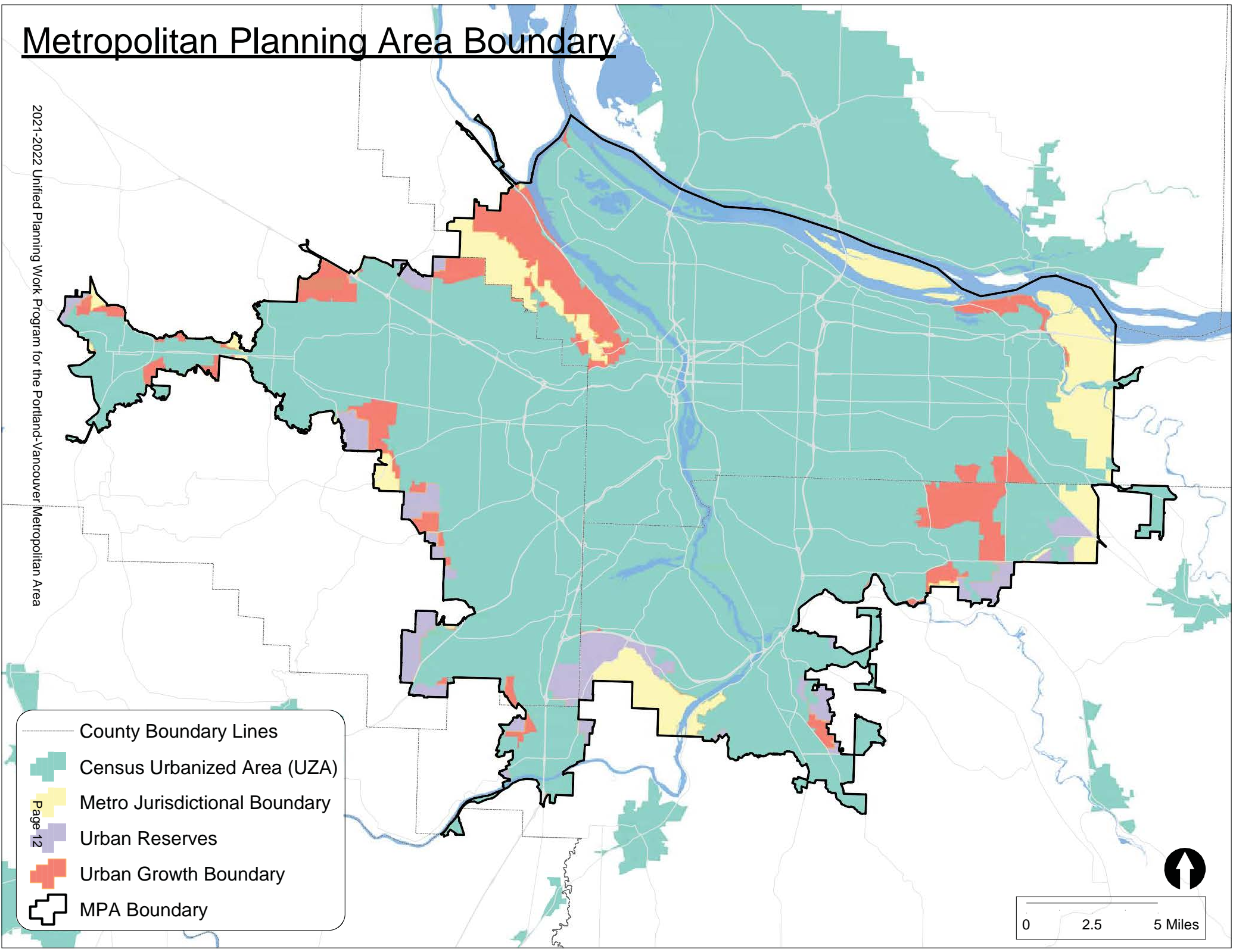
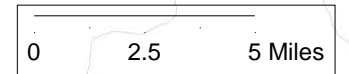
Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes. The multiple boundaries for which Metro has a transportation and growth management planning role are: Metro Jurisdictional Boundary, Urban Growth Boundary (UGB), Urbanized Area Boundary (UAB), Metropolitan Planning Area Boundary (MPA), and Air Quality Maintenance Area Boundary (AQMA).



# Metropolitan Planning Area Boundary

2021-2022 Unified Planning Work Program for the Portland-Vancouver Metropolitan Area

- County Boundary Lines
- Census Urbanized Area (UZA)
- Metro Jurisdictional Boundary
- Urban Reserves
- Urban Growth Boundary
- MPA Boundary



First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region's urban growth boundary.

Third, the Urbanized Area Boundary (UAB) is defined to delineate areas that are urban in nature distinct from those that are largely rural in nature. The Portland-Vancouver metropolitan region is somewhat unique in that it is a single urbanized area that is located in two states and served by two MPOs. The federal UAB for the Oregon-portion of the Portland-Vancouver metropolitan region is distinct from the Metro Urban Growth Boundary (UGB).

Fourth, MPO’s are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities, including development of the UPWP, updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and allocation of federal transportation funding through the Regional Flexible Fund Allocation (RFFA) process. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA) – a fifth boundary.

The federally-designated AQMA boundary includes former non-attainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone non-attainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is no longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000’s due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment. However, Metro continues to comply with the State Implementation Plan for air quality, including Transportation Conformity Measures.

## **REGIONAL POLICY FRAMEWORK**

The 2018 RTP plays an important role in implementing the 2040 Growth Concept, the region's adopted blueprint for growth. To carry out this function, the RTP is guided by six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan. These are the six desired outcomes:

- Equity
- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Clean Air and Water
- Climate Leadership

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2018 Regional Transportation Plan focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning projects included in the UPWP are also described in detail within the 2018 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2018 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

## **METRO GOVERNANCE AND COMMITTEES**

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

### **Joint Policy Advisory Committee on Transportation (JPACT)**

JPACT is a 17-member policy committee that serves as the MPO Board for the region. JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All MPO transportation-related actions are recommended by JPACT to the Metro Council, and require joint action with the Metro Council on all MPO decisions. The Metro Council can ratify the JPACT recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

### **Metro Policy Advisory Committee (MPAC)**

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three

citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only the FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

#### **Transportation Policy Alternatives Committee (TPAC)**

TPAC is comprised of technical staff from the same jurisdictions as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee. TPAC makes recommendations to JPACT.

#### **Metro Technical Advisory Committee (MTAC)**

MTAC is comprised of technical staff from the same jurisdictions as MPAC plus community and business members representing different interests, including public utilities, school districts, economic development, parks providers, housing affordability, environmental protection, urban design and development. MTAC makes recommendations to MPAC on land use related matters.

#### **Metro Public Engagement Review Committee (PERC), Committee on Racial Equity (CORE), and Housing Oversight Committee**

The [Metro Public Engagement Review Committee \(PERC\)](#) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices. The [Committee on Racial Equity \(CORE\)](#) provides community oversight and advises the Metro Council on implementation of Metro's [Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#).

Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and destinations.

On November 6, 2018, voters in greater Portland approved the nation's first regional housing bond. The bond will create affordable homes for 12,000 people across our region, including seniors, veterans, people with disabilities, and working families. Housing affordability is a key component of Metro's 2040 growth concept.

Metro Council adopted a [framework](#) to guide implementation and appointed an [Oversight Committee](#) to provide independent and transparent oversight of the housing bond implementation.

## **PLANNING PRIORITIES IN THE GREATER PORTLAND REGION**

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system. Metro has a unique role in state land use planning and transportation. In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range strategy for managing growth that integrates land use and transportation system planning to preserve the region's economic health and livability in an equitable, environmentally sound and fiscally-responsible manner. A primary mission of the RTP is implementing the 2040 Growth Concept and supporting local aspirations for growth.

These Federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates
- Completing multi-modal refinement studies in the Southwest Corridor Plan and the Powell/Division Transit Corridor Plan.

Among the policy directives in the RTP and state and federal requirements are the region's six desired outcomes:

- Equity – The benefits and burdens of growth and change are distributed equally
- Vibrant communities – People live, work and play in vibrant communities where their everyday needs are easily accessible
- Economic prosperity – Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- Safe and reliable transportation – People have safe and reliable transportation choices that enhance the quality of their life.
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems
- Climate leadership – The region is a leader in minimizing contributions to global warming.

Metro's regional priorities not only meet the most critical planning needs identified within our region, but also closely match federal planning priorities, as well:

- The 2018 RTP update refined our outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new federal requirements for performance base planning.
- The 2018 Regional Freight Strategy addresses rapidly changing port conditions in our region, including a gap in container cargo service, while also addressing FAST Act goals for implementing a national freight system.
- The 2018 Regional Transportation Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.

- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements.
- The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.
- The 2014 Regional Active Transportation Plan makes it easier to walk and ride a bike and access transit to work, school, parks and other destinations by updating and strengthening pedestrian and bicycle policies in the Regional Transportation Plan.
- The 2010 Transportation System Management & Operations Strategy has guided agencies in making coordinated investments in Portland region's transportation systems.

A Climate Smart Strategy was adopted in December 2014, as required by the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, and is currently being implemented through the 2018 RTP. The Congestion Management Process (CMP) was adopted as part of 2018 RTP in December 2018. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2018 RTP update.

Metro's annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality compliance, quarterly reports for FHWA, FTA and other funding agencies, management of Metro's advisory committees, management of grants, contracts and agreements and development of the Metro budget. Quadrennial certification review took place in December 2020 and is covered under this work program.

## **GLOSSARY OF RESOURCE AND REQUIREMENT TERMS**

- PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPOs).
- STBG– Federal Surface Transportation Block Grant (STBG) Program. Transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro’s regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted.
- 5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies.
- FTA / FHWA / ODOT Discretionary Grants – Discretionary grants from FTA, FHWA and ODOT.
- Metro Direct Contribution – Direct Metro support from Metro general fund or other sources.
- Match (Metro) – Local required match support from Metro general fund or other sources.
- Local Support – Funding support from local agencies including ODOT and TriMet.
- Interfund Transfers – Covers indirect costs, based on rates that Metro and ODOT negotiate annually.

**Placeholder for Metro Resolution adopting 2021-2022 UPWP, page 1**



**Page 2 Resolution**



# Regional Transportation Planning



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## Transportation Planning

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**Staff Contact:** Tom Kloster (tom.kloster@oregonmetro.gov)

### Description

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As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning requirements for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that complement federal requirements and support other transportation planning in the region. Core transportation planning activities include:

- Periodic amendments to the RTP
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Policy direction and support for regional corridor and investment area planning
- Ongoing transportation model updates and enhancements
- Policy support for regional mobility and Congestion Management Process (CMP) programs
- Compliance with federal performance measures

Metro also brings supplementary federal funds and regional funds to this program in order to provide general planning support to the following regional and state-oriented transportation planning efforts:

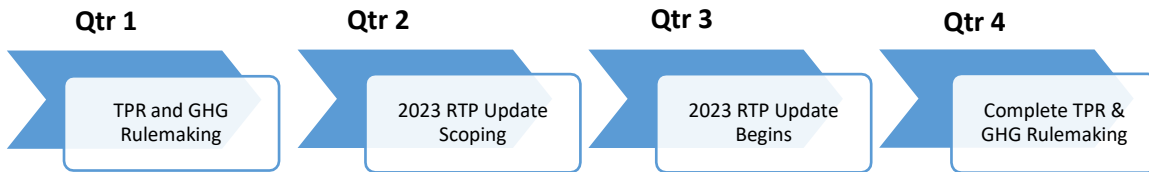
- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Oregon's planning goals and greenhouse gas emission targets
- Policy and technical support for periodic Urban Growth Report updates
- Coordination with local government Transportation System Plan updates
- Engaging in the development of statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

In 2021-22, other major efforts within this program include representing the Metro region in statewide planning efforts such as Oregon Department of Land Conservation and Development's statewide rulemaking for the Oregon Transportation Planning Rule (TPR) and engaging in several ODOT planning and projects that are of both statewide and regional significance, such as I-5 Rose Quarter, I-5 Bridge Replacement study and I-5 Boone Bridge widening project.

In 2021-22 a periodic update to the Regional Transportation Plan is also scheduled to begin, and is described in a separate narrative in the UPWP.

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 674,283
Materials & Services	\$ 42,500
Interfund Transfer	\$ 393,137

**Resources:**

PL	\$ 890,692
PL Match (ODOT)	\$ 101,944
5303	\$ 105,239
5303 Match (Metro)	\$ 12,045

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**TOTAL \$ 1,109,920**

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**TOTAL \$ 1,109,920**

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## Climate Smart Implementation

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**Staff Contact:** Kim Ellis, kim.ellis@oregonmetro.gov

### Description

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The Climate Smart implementation program is an ongoing activity to monitor and report on the region's progress in achieving the policies and actions set forth in the adopted [2014 Climate Smart Strategy](#) and the Oregon [Metropolitan Greenhouse Gas Emissions Reduction Target Rule](#). The program also includes technical and policy support and collaboration with other regional and statewide climate initiatives to ensure MPO activities, including implementation of the [Regional Transportation Plan](#), support regional and state greenhouse gas (GHG) emissions reduction goals.

The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC). Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

Key FY 2020-21 deliverables and milestones included:

- Provided technical and policy support for Climate Smart implementation and monitoring at the local, regional and state level.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.

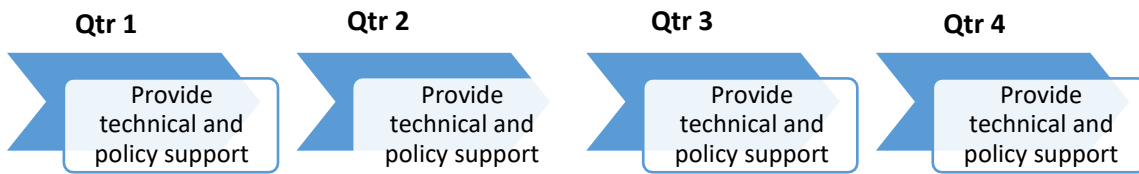
In FY 2021-22, program activities will include:

- Refinement of the modeling tools to measure greenhouse gases; coordination with ODOT's Climate Office on GHG modeling tools
- Participation in the technical committee that supports the Department of Land Conservation and Development's (DLCD's) Transportation Rulemaking that is focused on climate and equity; providing technical support to Metro's member of the rulemaking committee
- Identifying areas of the Climate Smart Strategy that need further progress and refinement prior to the 2023 RTP
- Support local efforts and project-based efforts to measure, analyze and achieve regional GHG goals

More information can be found at [www.oregonmetro.gov/climatesmart](http://www.oregonmetro.gov/climatesmart).

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 8,654
Interfund Transfer	\$ 4,915
<b>TOTAL</b>	<b>\$ 13,569</b>

**Resources:**

5303	\$ 12,175
5303 Match (Metro)	\$ 1,393
<b>TOTAL</b>	<b>\$ 13,569</b>

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## Regional Transportation Plan Update (2023)

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**Staff Contact:** Kim Ellis, [kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)

### Description

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The [Regional Transportation Plan](#) (RTP) is a blueprint to guide local and regional planning and investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The RTP is maintained and updated regularly to ensure continued compliance with state and federal requirements and to address growth and changes in land use, demographics, financial, travel, technology and economic trends. The plan identifies current and future transportation needs and investments needed to meet those needs. The plan also identifies what funds the region expects to have available during a 20-year time horizon to build priority investments as well as maintain and operate the transportation system.

In addition to meeting federal requirements, the plan serves as the regional Transportation System Plan (TSP), consistent with Statewide Planning Goals, the [Oregon Transportation Planning Rule](#) (TPR), the [Metropolitan Greenhouse Gas Reduction Targets Rule](#) and the [Oregon Transportation Plan](#) and its modal and topical plans. The plan also addresses a broad range of regional planning objectives, including implementing the [2040 Growth Concept](#) – the regions’ adopted land use plan – and the [Climate Smart Strategy](#) – the regions’ adopted strategy for reducing greenhouse gas emissions from cars and small trucks.

Federal regulations require an update to the RTP every five years. The last update to the plan was adopted in December 2018. The next update is due for completion by December 6, 2023, when the current plan expires. The 2023 RTP update will continue to use an outcomes-driven, performance-based planning approach to advance RTP policy priorities for advancing equity, improving safety, mitigating climate change and managing congestion. The update also provides an opportunity to incorporate information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2018. The 2023 RTP update will continue into FY 2022-23.

More information can be found at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

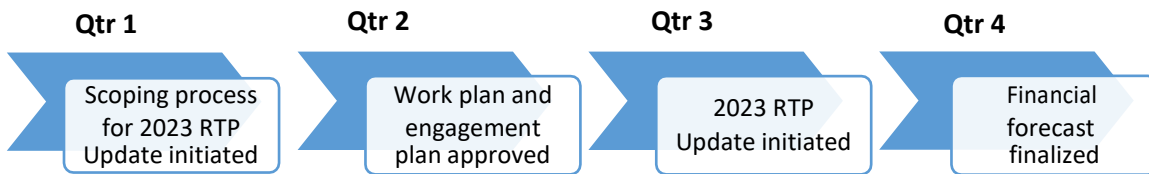
Key FY 2020-21 deliverables and milestones included:

- Provide technical and policy support for 2018 RTP implementation at the local, regional and state level
- Initiate pre-scoping activities for the 2023 RTP update, including:
  - prepare regional data/models/tools and refine system evaluation measures and methods, as needed, to support evaluation process;
  - create inventory of information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2018 to inform development of the work plan and public engagement plan for the 2023 RTP update; and
  - begin update of financially constrained revenue forecast.



FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 381,091
Materials & Services	\$ 10,000
Interfund Transfer	\$ 214,605

**Resources:**

PL	\$ 65,028
PL Match (ODOT)	\$ 7,443
5303	\$ 478,464
5303 Match (Metro)	\$ 54,762

**TOTAL \$ 605,696**

**TOTAL \$ 605,696**

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## Metropolitan Transportation Improvement Program (MTIP)

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**Staff Contact:** Ted Leybold, Ted.Leybold@oregonmetro.gov

### Description

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The MTIP represents the first four-year program of projects from the approved long range Regional Transportation Plan (RTP) identified to receive funding for implementation. It ensures that program of projects meet federal program requirements and informs the region on the expected performance of the package of projects relative to adopted performance goals.

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located in the State Highway System and awarded ODOT-administered funding.
- Transportation projects that are state or locally funded, but require any form of federal approvals to be implemented.
- Transportation projects that help the region meet its requirements to reduce vehicle emissions (documented as Transportation Control Measures in the State Implementation Plan for Air Quality).
- Transportation projects that are state or locally funded, but regionally significant (for informational and system performance analysis purposes).

A significant element of the MTIP is the programming of funds to transportation projects and program activities. Programming is the practice of budgeting available transportation revenues to the costs of transportation projects or programs by project phase (e.g. preliminary engineering, right-of-way acquisition, construction) in the fiscal year the project or program is anticipated to spend funds on those phases. The revenue forecasts, cost-estimates and project schedules needed for programming ensures the USDOT that federal funding sources will not be over-promised and can be spent in a timely manner. Programming also ensures that the package of projects identified for spending is realistic and that the performance analysis can reasonably rely on these new investments being implemented. To enhance the accuracy of programming of projects in the MTIP, Metro includes a fifth and sixth programming year, though the fifth and sixth years are informational only and programming in those years is not considered approved for purposes of contractually obligating funds to projects.

Through its major update, the MTIP verifies the region's compliance with air quality and other federal requirements, demonstrates fiscal constraint over the MTIP's first four-year period and informs the region on progress in implementation of the RTP. Between major MTIP updates, the MPO manages and amends the MTIP projects as needed to ensure project funding can be obligated based on the project's implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program and the Congestion Mitigation Air Quality (CMAQ) federal funding program. These federal funding programs are awarded to local projects and transportation programs through the Metro Regional Flexible Fund Allocation (RFFA) process. MTIP program staff work with local agencies to coordinate the implementation of projects selected to receive these funds. The process to select projects and programs for funding followed

federal guidelines, including consideration of the Congestion Management Process. Projects were evaluated and rated relative to their performance in implementing the RTP investment priority outcomes of Safety, Equity, Climate, and Congestion to inform their prioritization for funding.

In the 2021-22 State Fiscal Year, the MTIP is expected to implement the following work program elements:

*Cooperative development of the 2024-27 MTIP.* Metro is actively working with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders on the cooperative development of the next TIP. This includes required TIP activities such as developing a funding forecast as well as ensuring funding allocation processes consider the needs and policy priorities of the metropolitan region as defined by the current Regional Transportation Plan.

*Adopt program objectives for regional flexible fund allocation, initiate call for projects.* The process for identifying objectives for the allocation of regional flexible funds is scheduled to be adopted this fiscal year. Upon adoption, Metro staff will initiate a call for candidate project applications. Those applications will be evaluated relative to their performance in implementing the program objectives in preparation for a funding allocation decision.

*Publish the Federal Fiscal Year (FFY) 2021 Obligation report.* All project obligations for federal fiscal year 2020 will be confirmed and documented in the annual obligation report. The obligation report is expected to be published in the second quarter of the fiscal year.

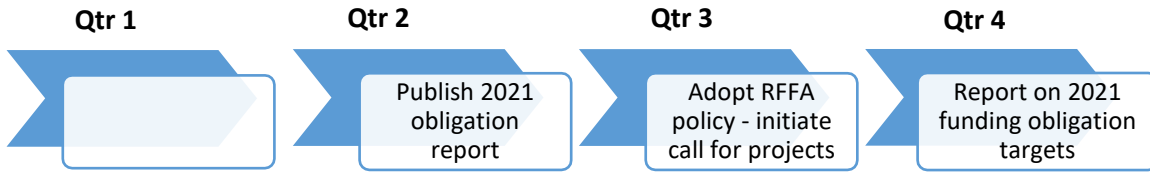
*Report on FFY 2021 Funding Obligation Targets, Adjust Programming.* Metro is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with ODOT and the other Oregon TMA MPOs. If the region meets its obligation targets for the year, it will be eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff will report on the region's performance in obligating funds in FFY 2021 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming.

*Implement a new data management system.* As a part of a broad transportation project tracking system, MTIP staff will be working in cooperation with other MPOs in the state, ODOT and transit agencies to develop and implement a new data management system to improve MTIP administrative capabilities.

There are several MTIP work program elements that are on-going throughout the year without scheduled milestones. These include:

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund-exchange of federal RFFA funding to local funding
- Coordination with ODOT, transit agencies, and local lead agencies for project delivery on MTIP administrative practices.

**Key Project Deliverables / Milestones**




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**FY 2020-21 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 682,269
Materials & Services	\$ 89,000
Interfund Transfer	\$ 328,804

**Resources:**

5303	\$ 364,130
5303 Match (Metro)	\$ 41,676
STBG	\$ 502,211
STBG Match (Metro)	\$ 57,480
Metro Direct Contribution	\$ 134,576

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**TOTAL \$ 1,100,073**

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**TOTAL \$ 1,100,073**

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## Air Quality Program

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**Staff Contact:** Grace Cho, [grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

### Description

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Metro's Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution. The implementation of the SIP is overseen by the Oregon Department of Environmental Quality (DEQ) and the Environmental Quality Commission (EQC). In addition, the program coordinates with other air quality initiatives in the Portland metropolitan area.

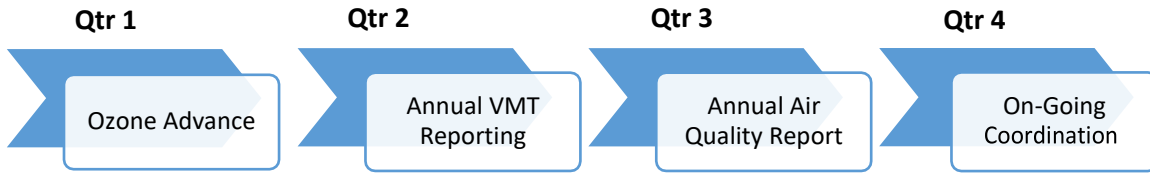
This is an ongoing program. Typical program activities include:

- In collaboration with DEQ, monitor and track regulated criteria and pollutants, particularly ozone, because of the region's history with ozone
- Stay up-to-date on regulations pertaining to the Clean Air Act and on technical tools and resources to assess emissions of air pollutants
- Monitor vehicle miles traveled (VMT) per capita and if key thresholds are triggered (as outlined in the SIP) then undertake the contingency provisions outlined in the SIP
- Facilitate interagency consultation with federal, state, regional, and local partners
- Implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Collaborate with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation
- Collaborate and coordinate with regional partners on other air quality, air pollution reduction related efforts, including the implementation of legislative mandates or voluntary initiatives
- Collaborate in ongoing DEQ and Metro efforts to refine air quality modeling tools and best practices for application to planning and projects

As part of Metro's on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the 2020 ozone national ambient air quality standard (NAAQS) update, the region's ozone pollution levels, and report on vehicle miles traveled. Additionally, Metro will participate in DEQ's Ozone Advance process starting towards the end of FY2020-2021 and throughout FY2021-2022 to develop and begin implementation of a number of regional strategies to proactively address increasing ozone pollution trends and work to keep the region in attainment status. Air quality monitoring and implementation activities are consistent 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change.

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**



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**FY 2021-21 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 15,912  
Interfund Transfer      \$ 9,936

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**TOTAL    \$ 25,848**

**Resources:**

5303                              \$ 23,193  
5303 Match (Metro)      \$ 2,655

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**TOTAL    \$ 25,848**

## Regional Transit Program

**Staff Contact:** Eliot Rose, eliot.rose@oregonmetro.gov

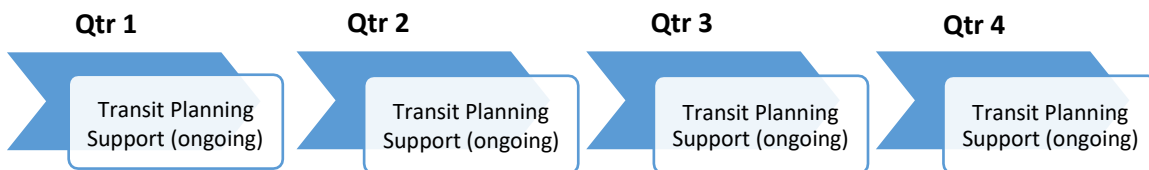
### Description

Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to achieving transportation equity, maintaining compliance with state and federal air quality standards and meeting greenhouse gas (GHG) reduction targets set by the State of Oregon. In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes.

Because of rapid growth and rising congestion in our region, significant and coordinated investment is needed to simply maintain the current level of transit service. Increasing the level of transit service and access will require dedicated funding, policies, and coordination from all jurisdictions. The Regional Transit Strategy provides the roadmap for making these investments over time, and the Regional Transit program focuses on implementing the strategy in collaboration with our transit providers and local government partners in the region. An integral part of implementing the Regional Transit Strategy is to support the pursuit of transit funding for the region.

This work includes ongoing coordination with transit providers, cities and counties to ensure implementation of the Regional Transit Strategy through plans and capital projects, periodic support for major transit planning activities in the region and coordination with state transit planning officials. In FY 2021-22, highlights will supporting several transit service planning efforts, consistent with Chapter 8 of the Regional Transit Strategy.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 33,239	5303	\$ 48,700
Interfund Transfer	\$ 21,036	5303 Match (Metro)	\$ 5,574
<b>TOTAL</b>	<b>\$ 54,274</b>	<b>TOTAL</b>	<b>\$ 54,274</b>

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## Regional Mobility Policy Update

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**Staff Contact:** Kim Ellis, kim.ellis@oregonmetro.gov

### Description

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Metro and the Oregon Department of Transportation (ODOT) are working together to update the Regional Mobility Policy which defines and measures mobility for people and goods traveling in and through the Portland area. The update is focused on how mobility is defined and measured in the [Oregon Highway Plan](#) (OHP), Regional Transportation Plan (RTP), local transportation system plans (TSPs) and during the local comprehensive plan amendment process. The region's current mobility policy relies on a vehicle-based measure and thresholds adopted in the [2018 Regional Transportation Plan](#) and Policy 1F (Highway Mobility Policy) of the OHP. The update aims to better align the policy with the comprehensive set of shared regional values, goals and priorities identified in the RTP and [2040 Growth Concept](#), as well as with state and local goals and priorities. The revised mobility policy and measures for the Portland region will support adopted regional and local land use plans and regional and state priorities for equity, safety, climate and congestion.

The process to update the Regional Mobility Policy began in 2019 and will continue through fall 2021. The process will result in policy recommendations to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC). Pending approval by JPACT and the Metro Council, and concurrence from the OTC, the updated policy for the Portland region will be applied and incorporated in the next update to the RTP. The RTP update is planned to occur from Jan. 2022 to Dec. 2023. The OTC will be asked to consider adoption of the updated mobility policy for the Portland region, including amending Table 7 in Policy 1F in the OHP.

The recommended policy may be refined as it is applied and incorporated in the 2023 RTP and as the policy is considered by the OTC in the context of concurrent statewide updates to the Oregon Transportation Plan (OTP) and the OHP. The OTC will conduct its own statewide stakeholder engagement process to inform those plan updates. This project provides an opportunity for coordination and for the region to help inform those efforts.

Key FY 2020-21 deliverables and milestones included:

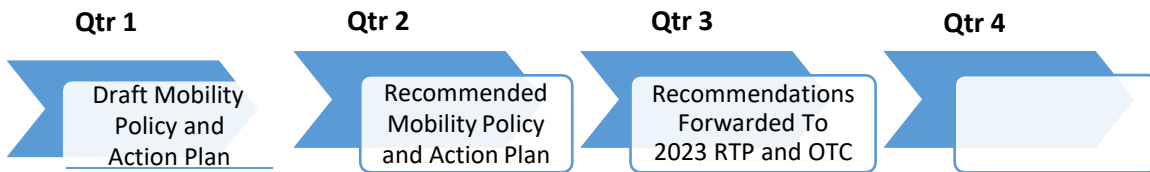
- **Notice to Proceed:** The consultant team received the notice to proceed on July 15, 2020.
- **Project communications and engagement:** Metro maintained a project web page to share project information, including fact sheets, videos, technical reports, engagement reports and other key deliverables. Policymakers, practitioners and other stakeholders identified in the [project engagement plan](#) were provided opportunities to discuss findings from the research and provide input on:
  - what elements (desired outcomes) should be included in the updated urban mobility policy for the Portland region;
  - what evaluation criteria should be used to screen and evaluate potential measures;
  - what measures should be tested at the transportation system plan and plan amendment levels through case studies; and
  - case study analysis findings and recommendations for an updated urban mobility policy and action plan to implement the policy in the Portland region.



- Research Documenting Examples of Current Approaches in the Portland Region.** The project team worked with individual cities and counties and county coordinating committees' technical advisory committees (TACs) to illustrate how the current mobility policy and v/c ratio measure have been applied in the Portland region. Examples covered a range of land use and transportation contexts, including state and regional transportation facilities (e.g., throughways<sup>1</sup> and state- and locally-owned arterials, including state and regional freight routes and enhanced transit corridors), industrial areas and intermodal facilities, mixed-use centers and corridors, and employment areas.
- Research to Inform Potential Mobility Policy Elements and Related Mobility Performance Measures.** The project team reviewed existing state and regional policy documents and past stakeholder input from the 2018 Regional Transportation Plan update, development of the Get Moving 2020 funding measure and the [Scoping Engagement Process](#) for this effort. The research and subsequent stakeholder input were used to identify and select potential policy elements and measures to test through case studies.
- Case Study Analysis and Findings:** The project team tested potential mobility policy elements and related mobility performance measures through transportation system plan and plan amendment case studies. The project team reported findings from the case study analysis and engaged policymakers, practitioners and other stakeholders in discussions that resulted in developing a draft urban mobility policy (and associated measures) for the Portland region and action plan to implement the policy.

More information can be found at [www.oregonmetro.gov/mobility](http://www.oregonmetro.gov/mobility).

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

Requirements:		Resources:	
Personnel Services	\$ 190,163	5303	\$ 275,272
Materials & Services	\$ 7,031	5303 Match (Metro)	\$ 31,506
Interfund Transfer	\$ 109,584		
<b>TOTAL</b>	<b>\$ 306,778</b>	<b>TOTAL</b>	<b>\$ 306,778</b>

<sup>1</sup> Throughways are designated in the 2018 RTP Street Design System and generally correspond to Expressways designated in the OHP.

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## Regional Freight Program

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**Staff Contact:** Tim Collins, tim.collins@oregonmetro.gov

### **General Freight Program Description**

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The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

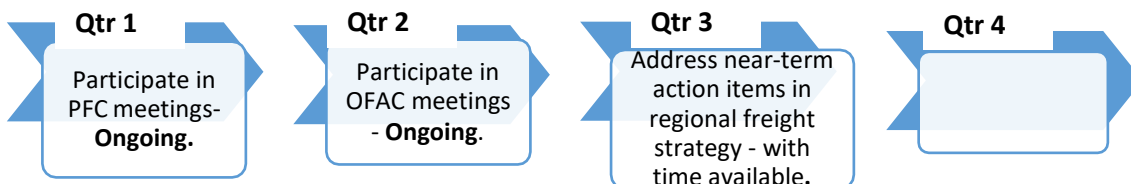
Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that are related to regional safety, clean air and climate change, and congestion; which address the policy guidance in the 2018 RTP.

Work completed in FY 2020-21:

- Developed a draft work plan that outlines which near-term action items within the regional freight action plan (Chapter 8 - Regional Freight Strategy) will be addressed in FY2021-22.
- Completed reviews and ongoing work to adjust the Regional Freight Model to be better calibrated and reflect new information on the movement of commodities.
- Developed a final scope of work and RFP for the Regional Freight Delay and Commodities Movement Study and selected a consultant for the project.

### **Key Project Deliverables / Milestones**

Throughout the 2021-22 FY, near-term action items within the regional freight action plan will be addressed. The following project deliverables and milestone are either ongoing or will be addressed as time becomes available:



### Regional Freight Delay and Commodities Movement Description

In October 2017, the Regional Freight Work Group (RFWG) discussed the need for future freight studies that should be called out in the 2018 Regional Freight Strategy. The RFWG recommended that the Regional Freight Delay and Commodities Movement Study should be included as a future freight study.

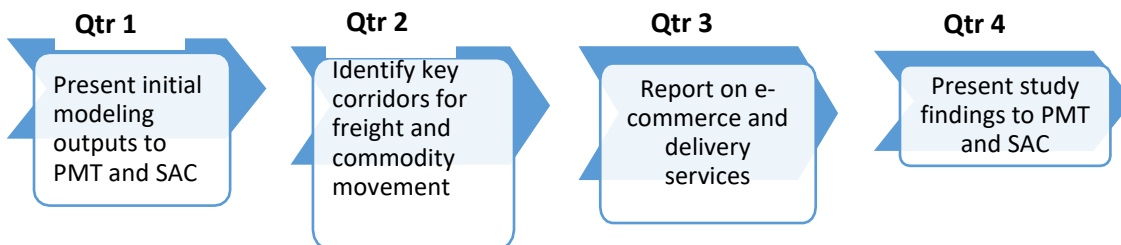
The purpose of the Regional Freight Delay and Commodities Movement Study will be to evaluate the level and value of commodity movement on the regional freight network within each of the mobility corridors identified in the Regional Transportation Plan's Mobility Corridor Atlas. The study will use Metro's new freight model to summarize the general types of commodities, the tonnage of the commodities and the value of the commodities that are using these freight facilities within each of the mobility corridors. The study will also evaluate the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The study will evaluate how the COVID-19 economic impacts have affected freight truck travel within the Portland region compared to the overall vehicle travel in the region, and the rapid growth in e-commerce and other delivery services during the pandemic, which has greatly accelerated a trend that was already reshaping the freight industry.

### Work to be completed in Fiscal Year 2021-2022

- Finalize the Request For Proposal (RFP) for the Regional Freight Delay and Commodities Movement Study.
- Select a contractor/consultant team to work on the Regional Freight Delay and Commodities Movement Study.
- Select, establish and support the participants in the Stakeholder Advisory Committee (SAC).
- Establish a project management team with partner agencies to manage to Regional Freight Delay and Commodities Study.
- Develop a policy framework for the Regional Freight Strategy.

### Key Project Deliverables / Milestones



FY 2021-22 Unified Planning Work Program

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**General Freight Program Budget**  
**FY 2021-22 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 101,474	STBG	\$ 142,980
Interfund Transfer	\$ 57,872	STBG Match (Metro)	\$ 16,366
<b>TOTAL</b>	<b>\$ 159,346</b>	<b>TOTAL</b>	<b>\$ 159,346</b>

**Regional Freight Delay and Commodities Movement Study Budget**

**FY 2021-22 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Materials & Services	\$ 222,891	STBG	\$ 200,000
		STBG Match (Metro)	\$ 22,891
<b>TOTAL</b>	<b>\$ 222,891</b>	<b>TOTAL</b>	<b>\$ 222,891</b>

## Complete Streets Program

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**Staff Contact:** Lake McTighe, lake.mctighe@oregonmetro.gov

### Description

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Metro's Complete Streets program includes activities related to street design, safety and active transportation. Program activities include sharing best practices and resources, providing technical assistance, developing policies and plans, and monitoring progress towards goals and targets.

Program activities support implementation of regional goals included in the 2040 Growth Concept, the Climate Smart Strategy, the 2018 Regional Transportation Plan (RTP), the 2014 Regional Active Transportation Plan (ATP), and the 2018 Regional Transportation Safety Strategy (RTSS). Program activities are also related to local, regional, state and national programs, plans and policies, including the Regional Safe Routes to School Program, Metro's Planning and Development Departmental Strategy for Achieving Racial Equity, ODOT's Blueprint for Urban Design, transit, city and county design guidelines, and local, state and national safety plans and targets.

FY 2020-21, street design related activities included:

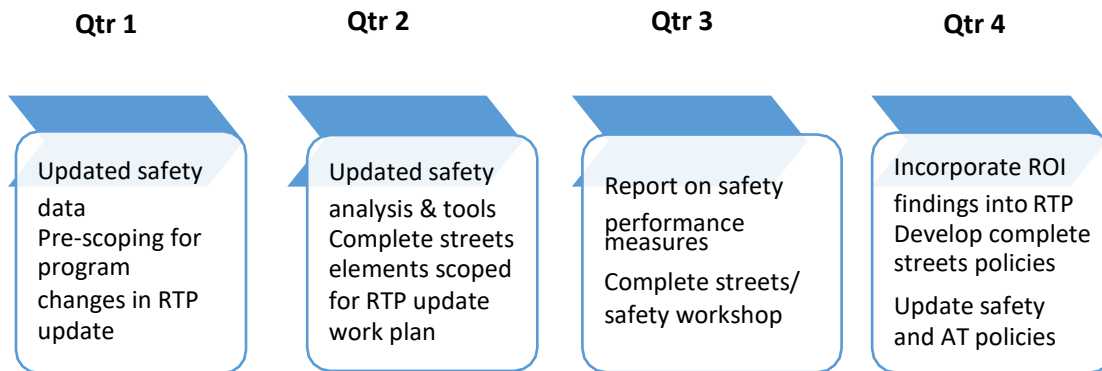
- scoping the work plan for developing new complete streets and green infrastructure policies for the update of the RTP in 2023
- providing internal and external street and trail design technical assistance on transportation projects and plans using the new regional Designing Livable Streets and Trails Guide
- hosting a workshop to share best practices and data to support natural resources in transportation planning and project development.
- collaborating with Portland State University to complete a Return on Investment (ROI) analysis for active transportation in the region to provide research to support policy discussion for the Regional Flexible Funding Allocations; and
- scoping updates to the data and polices related to walking, bicycling and accessing transit in the 2023 RTP update.

In FY 2021-22, the program will deliver:

- focus on continued implementation through technical and policy support
  - training and workshops on street design and safety
  - technical support on MPO-funded projects and programs
  - safety reporting and development of street design and safety elements of an update to the Regional Transportation Plan scheduled to begin in late 2021.
-

FY 2021-22 Unified Planning Work Program

**2021-22 Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

**Requirements:**

Personnel Services	\$ 60,038
Materials & Services	\$ 2,000
Interfund Transfer	\$ 34,043

**TOTAL \$ 96,081**

**Resources:**

5303	\$ 86,213
5303 Match (Metro)	\$ 9,867

**TOTAL \$ 96,081**

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## Regional Travel Options (RTO) and Safe Routes to School Program

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**Staff Contact:** Dan Kaempff, [daniel.kaempff@oregonmetro.gov](mailto:daniel.kaempff@oregonmetro.gov)

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### Description

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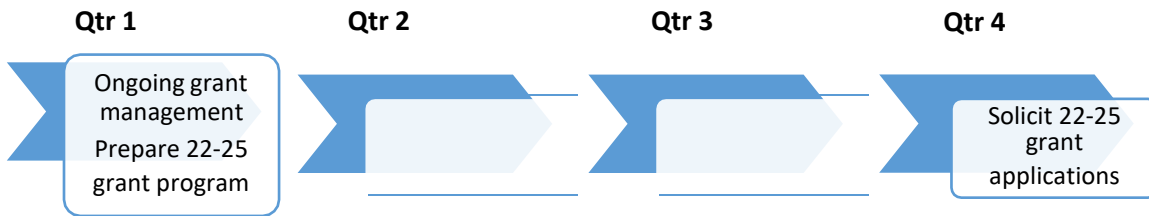
The Regional Travel Options (RTO) Program implements Regional Transportation Plan (RTP) policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School (SRTS) Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities. Approximately two-thirds of the RTO funding is awarded through grants to the region's government and non-profit partners working to reduce auto trips.

RTO is an ongoing program for over the past two decades. It is the demand management element of the region's Congestion Management Process (CMP) and the Transportation System Management and Operations (TSMO) strategy. Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation occurs after the end of each grant cycle to measure and improve performance. In 2018, the RTO Strategy was updated to better align the program with the updated goals, objectives and performance targets of the 2018 RTP, and to create goals and objectives for the SRTS program. The updated RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program.

Creating a Regional Safe Routes to School (SRTS) program was an additional focus area of the 2018 RTO Strategy. In 2019, seven SRTS grants were awarded to local jurisdictions, school districts, and community based organizations to deliver walking and rolling education and encouragement programs for kids and youth. Metro's SRTS Coordinator also facilitates a regional SRTS practitioner group to support program implementation strategies with a focus on serving students at Title I schools (schools with over 40% of students on free or reduced lunch).

During FY 2021-22, staff will continue to manage existing grants which will expire by the end of FY 2022. Work will also be done to develop and implement a selection process for the 2022-25 grant program. The 2022-25 grant program will be updated to ensure the grants are advancing regional goals for equity, climate, congestion and safety. This will be done using data and lessons learned from the program evaluation as well as other sources of data and community input.

**Key Project Deliverables / Milestones**



**FY 2021-2022 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 676,146	FTA Grant	\$ 3,458,394
Materials & Services	\$ 2,772,900	FTA Grant Match (Metro)	\$ 172,642
Interfund Transfer	\$ 403,182	ODOT/FHWA Grant	\$ 198,475
		ODOT/FHWA Grant Match (Metro)	\$ 22,716
<b>TOTAL</b>	<b>\$ 3,852,228</b>	<b>TOTAL</b>	<b>\$ 3,852,228</b>



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## Transportation System Management and Operations – Regional Mobility Program

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**Staff Contact:** Caleb Winter, [caleb.winter@oregonmetro.gov](mailto:caleb.winter@oregonmetro.gov)

### Description

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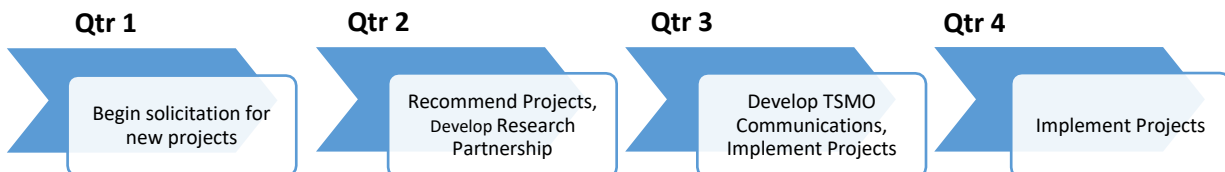
The Regional Transportation System Management and Operations Regional Mobility (TSMO) Program provides a demand and system management response to issues of congestion, reliability, safety and more. The program works to optimize infrastructure investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety. The TSMO Program incorporates racial equity policy throughout its work. The TSMO Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners.

The TSMO Program engages operators through TransPort, the Subcommittee of Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships, particularly when updating the TSMO Strategy. The region’s 2010-2020 TSMO Plan will be updated by the 2021 TSMO Strategy (separate UPWP entry). The TSMO Program and TransPort will begin carrying out the recommended actions of the TSMO Strategy update. TSMO includes Intelligent Transportation Systems (ITS) as well as in coordination with the Regional Travel Options Strategy.

The program includes key components of Metro’s system monitoring, performance measurement and Congestion Management Process (CMP). Most of the required CMP activities are related to performance measurement and monitoring.

In FY 2021-22, the program will continue convening TransPort and will begin implementing the 2021 TSMO Strategy, soliciting projects and increasing levels of planning support, research partnerships and communications. The TSMO Program is ongoing and more information can be found at [www.oregonmetro.gov/tsmo](http://www.oregonmetro.gov/tsmo).

### Key Project Deliverables / Milestones



FY 2021-22 Unified Planning Work Program

**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 153,875  
Materials & Services    \$ 3,500  
Interfund Transfer      \$ 89,267

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**TOTAL    \$ 246,642**

**Resources:**

STBG                              \$ 221,312  
STBG Match (Metro)       \$ 25,330

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**TOTAL    \$ 246,642**

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## Transportation System Management and Operations – 2021 TSMO Strategy Update

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**Staff Contact:** Caleb Winter, caleb.winter@oregonmetro.gov

### Description

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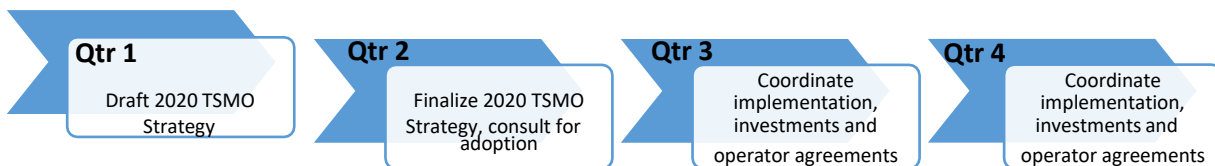
The 2021 TSMO Strategy encompasses regional planning work that will provide an update to the current strategy. The current strategy is titled 2010-2020 TSMO Plan. The update continues from FY2020-21 and is primarily focused on 2018 RTP Goal 4, Reliability and Efficiency, utilizing demand and system management strategies consistent with safety, racial equity and climate policies. Previous work on this Strategy includes a racial equity assessment, developing a participation plan and beginning work with a consultant including stakeholder outreach. Partner work regionally on the Central Traffic Signal System, Connected Vehicle traveler information and Next Generation Transit Signal Priority factor into the strategy. Integrated Corridor Management (ICM) will also inform the corridor actions in the 2021 TSMO Strategy (for example, I-84 Multimodal ICM and Clackamas Connections ICM).

The TSMO Program engages operators through TransPort, the Subcommittee of Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships.

The 2021 TSMO Strategy will be a recommendation from TransPort to the Transportation Policy Alternatives Committee (TPAC) and ultimately considered for regional adoption by Metro Council. The Strategy will provide direction for the TSMO Program, giving a renewed focus on investment priorities. Stakeholders include the operators and supportive institutions in the region: ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners. Components of TSMO connect to the Regional Travel Options Strategy and Emerging Technology Strategy.

The 2021 TSMO Strategy will formalize new concepts among regional TSMO partners including connected and automated vehicles, shared-use mobility, integrated corridor management, decision support systems and more advances in Intelligent Transportation Systems (ITS). The TSMO Program is ongoing and more information can be found at [www.oregonmetro.gov/tsmo](http://www.oregonmetro.gov/tsmo).

### Key Project Deliverables / Milestones



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### FY 2021-22 Cost and Funding Sources

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Note: Included in the program: (TSMO) Regional Mobility Program

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## Enhanced Transit Concepts Pilot Program

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**Staff Contact:** Matt Bihn, matt.bihn@oregonmetro.gov

### Description

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The Enhanced Transit Concepts (ETC) program identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines. The program supports the Climate Smart Strategy, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014, by helping the region progress toward its sustainability and carbon emissions goals through transit investments.

ETC treatments are relatively low-cost to construct, context-sensitive, and are able to be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement ETC capital and operational investments.

In FY 2020-2021, the program, in partnership with TriMet and local partners, initiated designs and implementation for several ETC candidate locations. The ETC program identified locations region-wide for ETC pilots after a series of workshops and engagement of TPAC and JPACT. The City of Portland project were the first to be implemented: projects on NW Everett Street, SW Madison Street, NW Cornell Road at NW 185<sup>th</sup> Avenue, the Burnside Bridge, NE/SE Martin Luther King Boulevard, and NE/SE Grand Avenue were completed. Several of these projects include the application of red paint—the region’s first such treatment after the Federal Highways Administration (FHWA) approved the Portland Bureau of Transportation (PBOT) request to experiment with red-colored pavement to indicate transit-only lanes. Several more projects are in early phases of planning and design in coordination with jurisdictional partners.

ETC program and design work will continue in FY 2021-22. In FY 2021-22 the ETC program will accomplish:

Milestones/deliverables for this reporting period (July 2020 – December 2020):

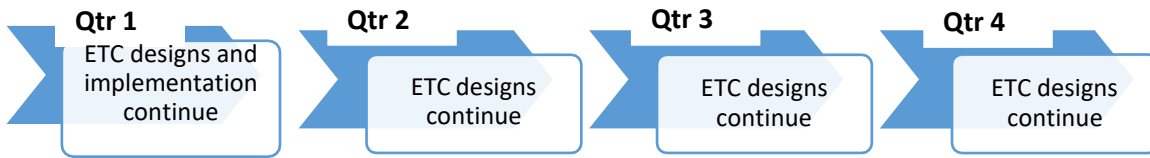
- Designs for Burnside Bridge/ East Burnside submitted to PBOT for review
- Designs for SE Hawthorne/SE Madison submitted to PBOT for review, comments being addressed
- Completed designs for MLK/Grand
- Completed designs in support of Get Moving 2020
- Implementation of Red Paint projects to indicate bus/streetcar only lanes in several locations, including MLK/Grand Boulevards

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Initiate design for transit improvements along NE Couch Street between Sandy Boulevard and NE MLK Boulevard to benefit bus Lines 12, 19, and 20. Advance design to at least 15%.
- Initiate design for transit improvements along SW Alder Street from SW 19th and Burnside to the Morrison Bridge to accommodate the future routing of Lines 15 and 51. Advance design to at least 15%
- Implementation by PBOT of Hawthorne and E Burnside projects

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 90,759

Materials & Services      \$ 25,000

**TOTAL    \$ 115,759**

**Resources:**

Metro Direct                      \$ 115,759  
Contribution

**TOTAL    \$ 115,759**

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## Economic Value Atlas (EVA) Implementation

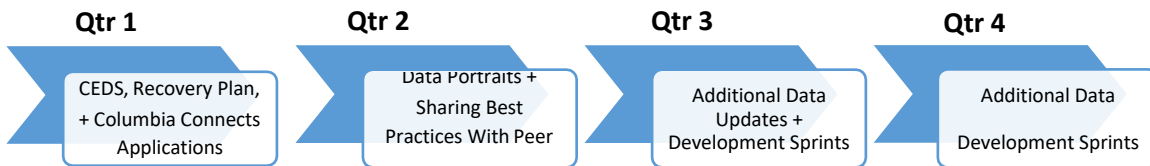
**Staff Contact:** Jeff Raker, jeffrey.raker@oregonmetro.gov

### Description

Metro’s Economic Value Atlas (EVA) establishes tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-20 that included test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities. This is an ongoing program. In FY 2019-20, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – it provides a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all. In FY 2020-21, there were final tool refinements and the data platform was actively used to help visualize equitable development conditions in SW Corridor and the region, aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects.

In FY 2020-21, Metro participates in a group of peer regions organized by The Brookings Institution for other regions to benefit from the EVA as a model for their applications and to share best practices. The EVA has informed the conditions assessment of the Comprehensive Economic Development Strategy, is being used similarly to support the Columbia Connects project, and is being integrated into the Comprehensive Recovery Data dashboard under development by Metro’s Data Research Center. Updates to the EVA will reflect both the recently updated Greater Portland Economic Recovery Plan and Comprehensive Economic Development Strategy. Additional data updates or development needs will be implemented and the tool will support policy decisions on an ongoing basis.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Requirements:**

Personnel Services \$ 199,222  
Materials & Services \$ 88,000

**TOTAL \$ 287,222**

**Resources:**

Metro Direct Contribution \$ 287,222

**TOTAL \$ 287,222**





# Regional Corridor/Area Planning





## Corridor Refinement and Project Development (Investment Areas)

**Staff Contact:** Malu Wilkinson, malu.wilkinson@oregonmetro.gov

### Description

Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region’s 2040 Growth Concept. Projects include supporting compact, Transit Oriented Development (TOD) in the region’s mixed use areas, conducting multijurisdictional planning processes to evaluate high capacity transit and other transportation improvements, and integrating freight and active transportation projects into multimodal corridors.

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region’s growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP. Metro works to develop formal funding agreements with partners in an Investment Area, leveraging regional and local funds to get the most return. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

In FY 2020-21, Investment Areas staff have supported partner work on TV Highway, Enhanced Transit Concepts, the McLoughlin Corridor, Columbia Connects, additional support for the Southwest Corridor Light Rail Project and the Equitable Development Strategy, Max Redline Enhancements, the Max Tunnel Study, Highway 26/Westside Transportation Alternatives, mobility and transit capacity improvements across the region.

This is an ongoing program, staff will further refine the projects listed above as well as potentially identifying additional projects to further the goals identified for mobility corridors in our region.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 323,230	STBG	\$ 12,175
Materials & Services	\$ 12,500	STBG Match (Metro)	\$ 1,393
Interfund Transfer	\$ 5,258	Metro Direct Contribution	\$ 327,420
<b>TOTAL</b>	<b>340,988</b>	<b>TOTAL</b>	<b>\$ 340,988</b>

## Southwest Corridor Transit Project

**Staff Contact:** Brian Harper, [brian.harper@oregonmetro.gov](mailto:brian.harper@oregonmetro.gov)

### Description

The Southwest Corridor Transit Project extends the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to public roadway, sidewalk, bike, and transit and storm water infrastructure. Program activities include environmental review, collaborative project design, coordination on land use planning, and development of an equitable development strategy to protect and enhance housing options and jobs for all households.

The project supports local land use plans and zoning and is a key element of fulfilling the region's goals set forth in the 2040 Growth Concept by allowing for compact development in regional town centers. The project advances 2018 RTP policy direction on vibrant communities, shared prosperity, transportation choices, healthy people and climate leadership. It provides near-term progress on travel options and congestion, and is a developing model for incorporating equitable outcomes into transportation projects.

In FY 2020-21, the project released a final draft conceptual design report and completed a Final Environmental Impact Statement, and acquired a Record of Decision from the Federal Transit Administration. The project paused further engineering and funding efforts.

This is an ongoing program. In future years the project will work to continue equitable development strategy work focused on business and workforce support and stabilization.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 99,082	FTA Grant	\$ 343,048
Materials & Services	\$ 262,500	FTA Grant Match (Metro)	\$ 39,263
Interfund Transfer	\$ 35,113	TriMet Grant	\$ 14,384
<b>TOTAL</b>	<b>396,695</b>	<b>TOTAL</b>	<b>\$ 396,695</b>

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## Columbia Connects

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**Staff Contact:** Jeff Raker, jeffrey.raker@oregonmetro.gov

### Description

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Columbia Connects is a regional collaboration between Oregon and Washington planning partners working together to unlock the potential for equitable development and programs that are made more difficult by infrastructure barriers, and state and jurisdictional separation.

Columbia Connects' purpose is to improve the economic and community development of a sub-district of the region near the Columbia River, by developing a clear understanding of the economic and community interactions and conditions within this sub-district; the shared economic and community values of the region; the desired outcomes; and by creating strategies, projects, and programs, as well as an action plan to achieve these outcomes.

In FY 2020-21 the Columbia Connects project:

- Created a multi-jurisdictional Project Management Group to identify shared values, goals, and potential partnerships. (Metro and the Regional Transportation Council of Southwest Washington are leading this effort.)
- Conducted an inventory of bi-state strategies and economic studies
- Hired a consultant
- Applied Economic Value Atlas tools

The Columbia Connects project is consistent with the Regional Transportation Plan (RTP) 2018 goals and Metro's 2040 Vision which supports a healthy economy that generates jobs and business opportunities, safe and stable neighborhoods, improved transportation connections for equity, efficient use of land and resources for smart growth and development, and opportunities for disadvantaged groups. The project is separate and complementary to the I-5 Bridge Replacement Project. The Columbia Connects work will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without a bridge and high capacity transit project.

### Key Project Deliverables / Milestones

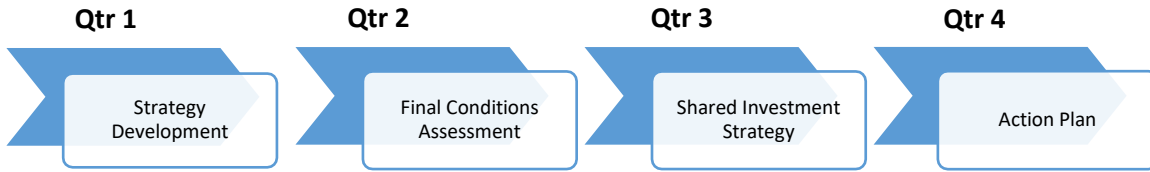
Key projects deliverables and outcomes may include:

- a defined a shared set of desired economic outcomes
- defined values and goals for the area
- defined infrastructure and service needs
- identification of tools, projects, and programs and investments to help realize outcomes
- a strategy and action plan to implement policy commitments, projects, and programs to realize the community's vision for the bi-state region

Columbia Connects will develop a shared strategy to outline specific opportunities for investment based on feasibility, effectiveness, equity, and project champions. Projects and programs will include test approaches and pilot projects. Based on the strategy and coordination with partners, the partners will develop an Action Plan with partner agreements and commitments for implementation and ongoing coordination on resource acquisition.

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FY 2021-22 Unified Planning Work Program




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 153,239
Materials & Services	\$ 15,000
Interfund Transfer	\$ 90,618

**TOTAL \$ 258,857**

**Resources:**

STBG	\$ 232,273
STBG Match (Metro)	\$ 26,585

**TOTAL \$ 258,857**

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## MAX Tunnel Study

**Staff Contact:** Matt Bihn, matt.bihn@oregonmetro.gov

### Description

Metro’s MAX Tunnel Study (formerly the Central City Transit Capacity Analysis) is a preliminary study that expands upon previous TriMet work to identify a long-term solution to current reliability problems and future capacity constraints caused by the Steel Bridge. The purpose of the MAX Tunnel study is to lay the groundwork for a much larger study under the National Environmental Policy Act (NEPA). The goals are to identify a representative project that addresses light rail capacity and reliability issues in the Portland central city and improves regional mobility by eliminating major sources of rail system delay; to provide conceptual, preliminary information for stakeholders and the general public; and to determine the resources needed to advance the project through NEPA.

In FY 2020, project staff identified a light rail tunnel between the Lloyd District and Goose Hollow as the option that would best address 2018 RTP policy direction and provide the most benefits with regard to travel time, capacity, reliability, climate, and equity. The study entered the FTA’s Early Scoping process to introduce the concept of a light rail tunnel under downtown Portland to the public and to provide opportunity for comment on the potential project’s purpose and need and the scope of the planning effort. Staff also conducted targeted engagement with regional stakeholder groups.

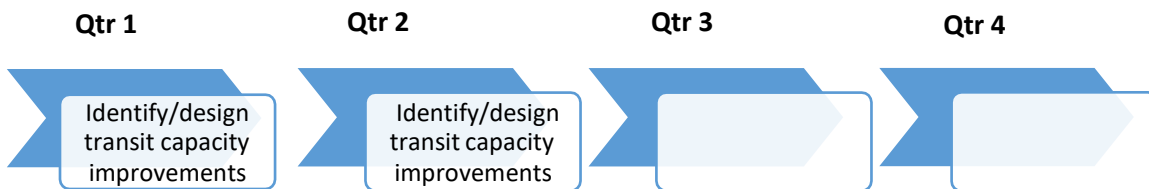
This initial study, focused on a tunnel, concluded this fiscal year, but currently continues to provide information to support decision-makers regarding the potential future phases of the project.

Information can be found on the project’s website:

<https://www.oregonmetro.gov/public-projects/max-tunnel-study>

In the subsequent phase, initiated in January 2021, the study’s focus was broadened to assess other transit service and infrastructure improvements to address Central City transit capacity. In collaboration with the Enhanced Transit Concepts program, this program will identify, evaluate, and design transit priority and access treatments that improve capacity.

### Key Project Deliverables / Milestone



### FY 2021-22 Cost and Funding Sources

**Requirements:**

Materials & Services \$ 40,000

**Resources:**

Metro Direct Contribution \$ 40,000

**TOTAL \$ 40,000**

**TOTAL \$ 40,000**

## City of Portland Transit and Equitable Development Assessment

**Staff Contact:** Brian Harper, [brian.harper@oregonmetro.gov](mailto:brian.harper@oregonmetro.gov)

### Description

The project seeks to create an equitable development plan for two future transit-oriented districts – one in NW Portland and one in Inner East Portland. This project is intended to complement potential transit improvements to better connect Montgomery Park with the Hollywood District. The project will identify the land use and urban design opportunities, economic development and community benefit desires and opportunities leveraged under a transit-oriented development scenario. The project will now consider how such opportunities could support the City’s racial equity, climate justice, employment and housing goals, and the 2035 Comprehensive Plan.

The study will assess affordable housing, economic development and business stabilization opportunities associated with potential transit investments. The study will evaluate existing or future transit service and a potential 6.1-mile transit extension. An initial Phase 1 transit expansion would extend the streetcar, or other high-quality transit service to Montgomery Park, linking Portland’s Central Eastside to an underserved area of Northwest Portland. Phase 2 will explore alignment options and development potential to extend this line to the Hollywood District.

Project partners will examine how transit alternatives can better support inclusive development, affordable housing and access. Major transit investments are seen as a land use tool to shape the future growth of the Central City and surrounding areas.

This is an ongoing program.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 59,821	FTA Grant	\$ 182,776
Materials & Services	\$ 110,000	FTA Grant Match (Metro)	\$ 20,920
Interfund Transfer	\$ 33,875		
<b>TOTAL</b>	<b>203,696</b>	<b>TOTAL</b>	<b>\$ 203,696</b>

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## Tualatin Valley Highway Transit and Development Project

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**Staff Contact:** Elizabeth Mros-O'Hara, [Elizabeth.Mros-OHara@oregonmetro.gov](mailto:Elizabeth.Mros-OHara@oregonmetro.gov)

### Description

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The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County.

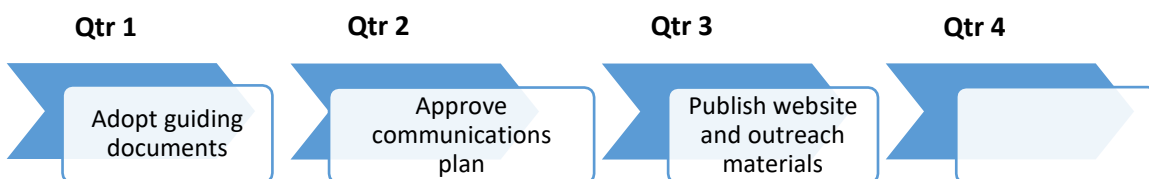
This is a new program commencing in the second half of fiscal year 2020-21. The project's first major task in fiscal year 2020-21 was to establish a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible for developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents.

For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, which may include analysis of alternatives for roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis which would utilize traffic modeling software as appropriate, as well as an evaluation of the feasibility of using articulated electric buses in the corridor.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.

### Key Project Deliverables / Milestones





FY 2021-22 Unified Planning Work Program

**FY 2021-22 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 423,719	FTA Grant	\$ 434,727
Materials & Services	\$ 392,967	FTA Grant Match (Metro)	\$ 49,756
Interfund Transfer	\$ 31,803	STBG	\$ 326,622
		STBG Match (Metro)	\$ 37,383
<b>TOTAL</b>	<b>\$ 848,489</b>	<b>TOTAL</b>	<b>\$ 848,489</b>

## TriMet Red Line MAX Extension Transit-Oriented Development (TOD) & Station Area Planning

**Staff Contact:** Jeff Owen, [owenj@trimet.org](mailto:owenj@trimet.org)

### Description

Through the award of a Federal Transit Administration (FTA) grant, this project will seek to activate under-developed station areas along the west extension of the MAX Red Line and the east portion of the Red Line corridor where increased reliability of MAX service resulting from the proposed Small Starts capital investments provides additional incentive for private and public investments. While the entire extended Red Line corridor includes the alignment between Portland International Airport and the Fair Complex/Hillsboro Airport Transit Center, TriMet is choosing to focus these project activities on two specific segments of the corridor.

The project area is defined as all areas within ¼ of a mile of the MAX alignment east of NE 47th Avenue in Multnomah County and west of SW Murray and east of NE 28th Avenue in Washington County. Focus areas will also be established at the following stations: Parkrose / Sumner Transit Center; Gateway / NE 99th Transit Center; NE 82nd; NE 60th; Millikan Way; Beaverton Creek; Elmonica/SW 170th; Willow Creek/ SW 185th Transit Center; Fair Complex/ Hillsboro Airport. Station areas within the project area that are not focus areas will be included in broader economic and market analysis. Stabilization and economic opportunity development strategies will also be applied to these station areas.

### Key Project Deliverables / Milestones

After project initiation in Q2/Q3 and during the remainder of FY 2020-21, this project plans to complete an economic analysis at focus station areas across the east and west corridor segments; a business stabilization and development taskforce; and begin a resident stabilization and housing growth taskforce. The project will then carry into the following fiscal year.



### FY 2021-2022 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 30,000	Federal grant	\$ 219,213
Materials & Services	\$ 298,820	Local Match	\$ 109,607
<b>TOTAL</b>	<b>\$ 328,820</b>	<b>TOTAL</b>	<b>\$ 328,820</b>

## Westside Corridor Multimodal Improvements Study

**Staff Contact:**

ODOT: Mandy Putney, Mandy.putney@ODOT.state.or.us

Metro: Matt Bihn, matt.bihn@oregonmetro.gov

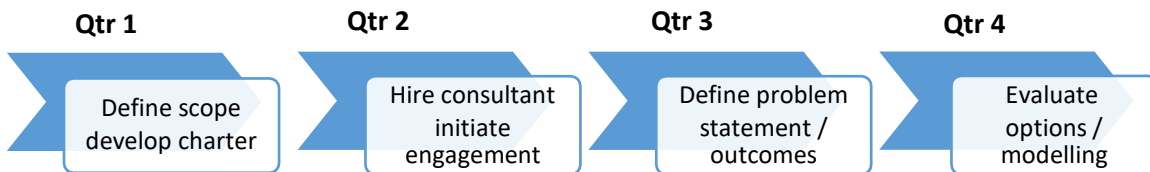
**Disclaimer: This is a new planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency’s budget development and approval it is subject to change.**

**Description**

This corridor is generally defined by US 26 (Sunset Highway), which extends from the Oregon Coast through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5, and I-84. The 2018 Regional Transportation Plan (RTP) includes this project as 8.2.4.6 Hillsboro to Portland (Mobility Corridors 13, 14 and 16).

The study will identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor. Options will be evaluated for their potential to address existing deficiencies and support future growth in freight, commuters, and commercial traffic between Hillsboro’s Silicon Forest, Northern Washington County’s agricultural freight, and the Portland Central City, the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport. Commute trip reduction opportunities and assumptions about remote workforce will be included. The West Side Corridor Study will evaluate multimodal improvements in support of regional and statewide goals, specifically including climate. Study will begin in the first quarter of FY 2021 and conclude in the second quarter of FY 2022.

**Key Project Deliverables / Milestones**



**FY 2021-21 Cost and Funding Sources**

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021**

Requirements:		Resources:	
Personal Services	\$ 250,000	Federal grant	\$ 863,636
Materials & Services	\$ 750,000	Local Match	\$ 136,364
<b>TOTAL</b>	<b>\$ 1,000,000</b>	<b>TOTAL</b>	<b>\$ 1,000,000</b>



# Regional Administration and Support



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## MPO Management and Services

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**Staff Contact:** Tom Kloster (tom.kloster@oregonmetro.gov)

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### Description

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The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibility as a federally-designated MPO. These planning responsibilities include:

- creation and administration of the annual Unified Planning Work Program (UPWP)
- periodic amendments to the UPWP
- procurement of services
- contract administration
- federal grants administration
- federal reporting
- annual self-certification for meeting federal MPO planning requirements
- periodic on-site certification reviews with federal agencies
- public participation in support of MPO activities
- convening and ongoing support for MPO advisory committees
- public engagement

As an MPO, Metro is regulated by federal planning requirements and is a direct recipient of federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that federal transportation planning programs and mandates are effectively implemented, including ongoing coordination and consultation with state and federal regulators. The MPO Management team also ensures consistency between the federal regulations, state plans, the RTP and local plans.

Metro's Joint Policy Advisory Committee on Transportation (JPACT) serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Transportation Policy Alternatives Committee (TPAC) serves as the technical body that works with Metro staff to develop policy alternatives and recommendations for JPACT and the Metro Council. TPAC's membership includes six members of the public with diverse backgrounds and perspectives.

As the MPO, Metro is also responsible for preparing the annual Unified Planning Work Program (UPWP), the document you are reading now, and which coordinates activities for all federally funded planning efforts in the Metro region.

Metro also maintains the following required intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local partners and jurisdictions on general planning coordination and special planning projects:



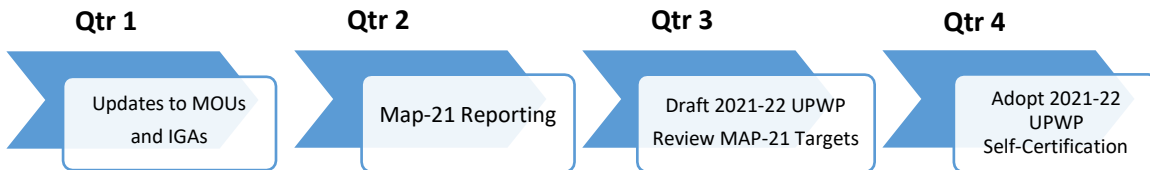
FY 2021-22 Unified Planning Work Program

- ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan (effective through June 30, 2021)
- 4-Way Planning IGA with ODOT, TriMet and SMART (effective through June 19, 2021)
- SW Regional Transportation Council (RTC) MOU (effective through June 30, 2021)
- Oregon Department of Environmental Quality MOU (effective through March 7, 2023)

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions from all eight Oregon MPOs.

As part of federal transportation performance and congestion management monitoring and reporting, Metro will also continue to address federal MAP-21 and FAST Act transportation performance management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and will be coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region’s Congestion Management Process, the 2018 policy guidance on safety, congestion and air quality, and complements other performance measures and targets discussed in Chapter 2 of the 2018 RTP.

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 290,610	5303	\$ 421,861
Materials & Services	\$ 19,000	5303 Match (Metro)	\$ 48,284
Interfund Transfer	\$ 160,535		
<b>TOTAL</b>	<b>\$ 470,145</b>	<b>TOTAL</b>	<b>\$ 470,145</b>

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## Civil Rights and Environmental Justice

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**Staff Contact:** Eryn Kehe, [eryn.kehe@oregonmetro.gov](mailto:eryn.kehe@oregonmetro.gov)

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### Description

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Metro’s transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; the federal Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; Goal 1 of Oregon’s Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability.

This is an ongoing program. Typical activities include receiving, investigating and reporting civil rights complaints against Metro and its sub-recipients; conducting benefits and burdens analysis of investments and decisions to ensure that the burdens do not fall disproportionately on the Region’s underserved populations; conducting focused engagement with communities of color, persons with limited English proficiency and people with low income for transportation plans and programs, providing language resources, including translation of vital documents on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision, providing language assistance guidance and training for staff to assist and engage English language learners. In FY 2020-21, Metro conducted a Title VI/transportation equity assessment on the investments of the Metropolitan Transportation Improvement Program and Title VI and an equity assessment will be incorporated into the Regional Transportation Plan (RTP) update scheduled to begin in FY 2021-22.

### Key Project Deliverables / Milestones





FY 2021-22 Unified Planning Work Program

**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 61,467  
Interfund Transfer      \$ 36,768

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**TOTAL    \$ 98,235**

**Resources:**

5303                              \$ 88,146  
5303 Match (Metro)      \$ 10,089

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**TOTAL    \$ 98,235**

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## Public Engagement

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**Staff Contact:** Eryn Kehe, [eryn.kehe@oregonmetro.gov](mailto:eryn.kehe@oregonmetro.gov)

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### Description

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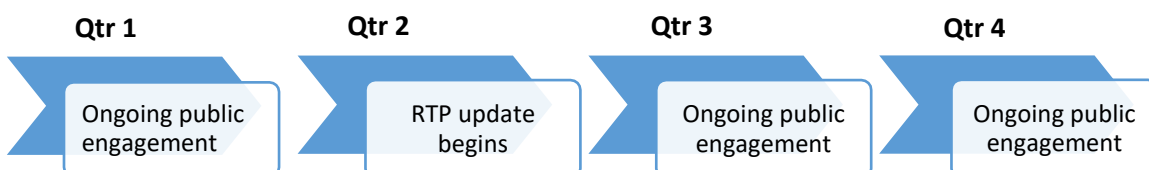
Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials, and integrate, address and respond to the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro is committed to bringing a diversity of voices to the decision making table to inspire inclusive and innovative solutions to the challenges of a changing region. Metro performs focused engagement to hear the perspectives of historically marginalized communities to inform decisions and meet the objectives of its Civil Rights and Environmental Justice program. Metro's public engagement program builds capacity to create more inclusive, transparent and relationship-based public engagement practices. The office serves as a resource for current best practices for public involvement, supports the Diversity Action Plan and the Diversity, Equity and Inclusion work which develops strategies to engage youth and underrepresented communities in regional decision making. This is an ongoing program. Typical activities include strategies for focused and broad engagement in Metro's planning and policy processes. Metro also develops surveys and reports on public engagement to inform decisions before Metro Council and other decision makers. FY 2020-21 activities included engagement on the Metropolitan Transportation Improvement Program and continuing to build our tribal engagement program with new staffing that Metro has recently added. Metro will also conduct public engagement around specific planning activities, such as the Regional Congestion Pricing study. An update to Regional Transportation Plan is expected to begin late in 2021.

[Metro's Public Engagement Guide](#)

[Be Involved in transportation planning: a guide to being involved in a building a better system for getting around greater Portland](#)

### Key Project Deliverables / Milestones



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### FY 2021-22 Cost and Funding Sources

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**Note:** Public Engagement is spread throughout other project budgets. Please refer to the MTIP, Corridor Planning, Civil Rights, MPO Management and services budget summaries.

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## Data Management and Visualization

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**Staff Contact:** Steve Erickson, [steve.erickson@oregonmetro.gov](mailto:steve.erickson@oregonmetro.gov)

### Description

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Metro's Data Research Center provides Metro, regional partners and the public with technical services including data management, visualization, analysis, application development, and systems administration. The Research Center collaborates with Metro programs to support planning, modeling, forecasting, policy-making, resiliency, and performance measurement activities.

The Research Center's work in FY 2021-22 will span all of these disciplines. In the fields of data management and analytics, the Research Center will provide technical expertise and data visualization products for Regional Transportation Planning, including work on the Mobility Policy Update, Metropolitan Transportation Improvement Program, Performance Measures and the Transportation Data Program. The Demographics and Equity Team will move forward with implementing the department's Equity Analytics Strategy.

The Research Center will develop applications and provide systems administration for a variety of tools. Recent examples are: the Regional Barometer, an open-data and performance-measures website that makes key metrics and their associated data available to the public, the Economic Value Atlas, an economic development planning tool, and the Crash Map, a tool for the analysis of transportation safety data. In addition, the program will support its geospatial technology platform, providing a toolset for do-it-yourself mapping and interactive web applications. The program will continue to expand and enhance these products and services.

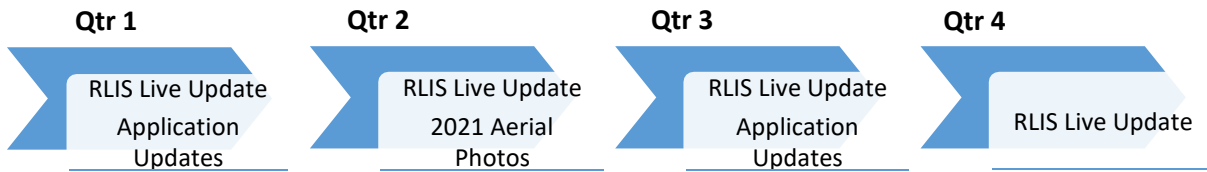
The Research Center will continue adding value to the Regional Land Information System (RLIS) by modernizing its technologies and publishing data on a continual basis. This provides essential data and technical resources to both Metro programs and partner jurisdictions throughout the region. RLIS, Metro's geospatial intelligence program, is an on-going program with a 30+ year history of being a regional leader in GIS and providing quality data and analysis in support of Metro's MPO responsibilities.

For additional information about the Research Center's Data Management and Visualization projects, email [steve.erickson@oregonmetro.gov](mailto:steve.erickson@oregonmetro.gov) or call (503) 797-1595.

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FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

**Requirements:**

Personnel Services	\$ 1,013,546
Materials & Services	\$ 59,560
Interfund Transfer	\$ 273,876

**Resources:**

PL	\$ 720,939
PL Match (ODOT)	\$ 82,515
Metro Direct Contribution	\$ 543,528

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**TOTAL \$ 1,346,982**

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**TOTAL \$ 1,346,982**

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## Economic, Demographic, and Land Use Forecasting, Development and Application Program

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**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### **Description**

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The Economic, Demographic, and Land Use Forecasting, Development and Application Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro's regional planning and policy decision-making processes. The forecasts are developed for various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future. The Economic, Demographic, and Land Use Forecasting, Development, and Application Program also includes activities related to the continued development of the analytical tools that are applied to produce the abovementioned forecasts.

Long-range economic and demographic projections are regularly updated to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Metro staff rely on the forecasts and projections to manage solid waste policy, study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives.

The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and system plan updates. Because the modeling toolkit provides the analytical foundation for informing the region's most significant decisions, ongoing annual support acts to leverage significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro's partners. The analytical tools are also a key source of data and metrics used to evaluate the region's progress toward meeting its equity, safety, climate, and congestion goals.

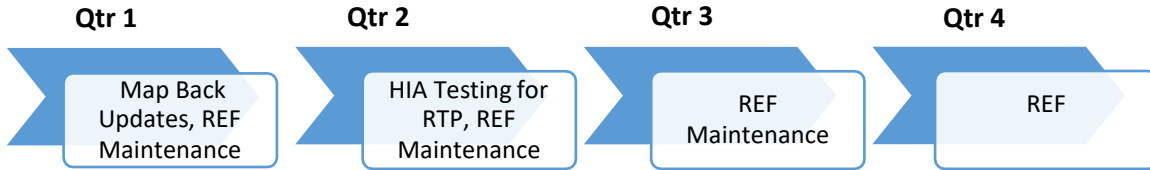
A listing of recent project work completed under the Economic, Demographic, and Land Use Forecasting, Development and Application Program is shown below.

Work completed (July 2020 – June 2021):

- Land Development Monitoring System (Maintenance)
- Census 2020 (Support)
- Regional Economic Forecast (REF--Maintenance)
- Population Synthesizer (Implemented)
- Distributed Forecast (Adopted)
- TAZ-Level Travel Model Inputs (HIA Development)
- Map Back Tool (Updates/Maintenance)
- Housing and Transportation Cost Calculator (Prototype)
- Land Use Model Scoping (Complete)

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 196,435
Materials & Services	\$ 76,300
Interfund Transfer	\$ 104,881

**Resources:**

PL	\$ 163,434
PL Match (ODOT)	\$ 18,706
ODOT Support Funds	\$ 76,885
Metro Direct Contribution	\$ 118,591

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**TOTAL \$ 377,616**

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**TOTAL \$ 377,616**

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## Travel Forecast Maintenance, Development and Application

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**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

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The Travel Forecast Maintenance, Development, and Application Program is a coordinated portfolio of projects and tasks devoted to the development, application, and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decision-making. Individual elements of the toolkit include:

- Travel Demand Models (Trip-based, Activity-based)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- Dynamic Traffic Assignment Model
- VisionEval Scenario Planning Tool

The resources devoted to the development and maintenance of the travel demand modeling toolkit are critical to Metro's jurisdictional and agency partners. Because the modeling toolkit provides the analytical foundation for evaluating the region's most significant transportation projects, ongoing annual support acts to leverage significant historical investments and to ensure that the modeling toolkit is always ready to fulfill the project needs of Metro's partners. The modeling toolkit is also a key source of data and metrics used to evaluate the region's progress toward meeting its equity, safety, climate, and congestion goals.

A listing of recent project work completed under the Travel Forecast Maintenance, Development, and Application Program is shown below.

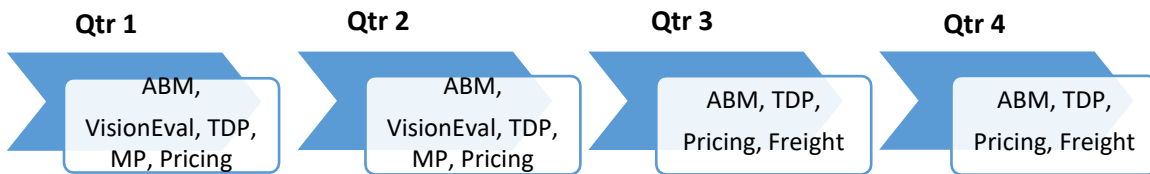
Work to be completed (July 201 – June 2022):

- ODOT I-5/I-205 Tolling (Development, Application, and Analytics)
- Regional Congestion Pricing (Application, and Analytics)
- Mobility Policy Update (Application, and Analytics)
- VisionEval (Regional Prototype Development)
- Regional Freight Delay and Commodities Movement Study (Calibration/Validation)
- Multi-Criterion Evaluation Tool (Development, Application, and Analytics)
- Replica Data Product Pilot Project (Evaluation Completed)
- Transportation Data Program (Implementation)
- CT-RAMP Activity-based Travel Demand Model (Prototype Developed)
- Quick Launch Regional Dynamic Traffic Assignment (Prototype Testing)
- Housing and Transportation Cost Calculator (Prototype Developed)

For more information about the Travel Demand Modeling and Forecasting Program, contact Chris Johnson at [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov).

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 968,813
Materials & Services	\$ 81,086
Interfund Transfer	\$ 426,277

**Resources:**

PL	\$ 786,277
PL Match (ODOT)	\$ 89,993
ODOT Support Funds	\$ 148,115
TriMet Support Funds	\$ 245,000
Metro Direct	\$ 206,791
Contribution	

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**TOTAL \$ 1,476,176**

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**TOTAL \$ 1,476,176**



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## Oregon Household Travel Survey

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**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

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Transportation analysts, planners and decision-makers rely on periodic travel surveys to provide a “snapshot” of current household travel behavior. The data collected through household travel survey efforts are also critical for updating and improving travel demand models, the foundational analytical tool used to support transportation planning, as they provide a comprehensive picture of personal travel behavior that is lacking in other data sources. Because of changing population, demographic and travel trends, updated household surveys are completed periodically to ensure a recent and reliable snapshot of travel behavior.

Metro partners with ODOT, the members of the Oregon MPO Consortium and the Southwest Washington Regional Council to conduct a statewide survey, both to share costs and to provide a statewide data set with broader applications and more consistency than would be possible if each of these partners were to complete surveys independently.

The current household survey project will be structured around three major phases:

- Phase I – Scoping
- Phase II – Survey Design
- Phase III – Survey Implementation (Planned for Fall of 2022, FY 2022-2023)

The survey data will be critical for policy and decision-makers across the state. It will be used in the development of a variety of MPO and statewide trip-based and activity-based travel models throughout Oregon, including models in the Portland/Vancouver, WA area and other Oregon metropolitan and non-metropolitan areas. It will also support the development of integrated land use economic transportation models being developed by ODOT.

Work completed (July 2020 – June 2021):

- Work plan development
- RFP development/release
- Contractor evaluation and selection
- Procurement and contracting
- Scoping/design phases initiated

### Key Project Deliverables / Milestones



FY 2021-22 Unified Planning Work Program

**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 92,072

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**TOTAL**                      **\$ 92,072**

**Resources:**

PL                                      \$ 82,616

PL Match (ODOT)              \$ 9,456

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**TOTAL**                      **\$ 92,072**

## Technical Assistance Program

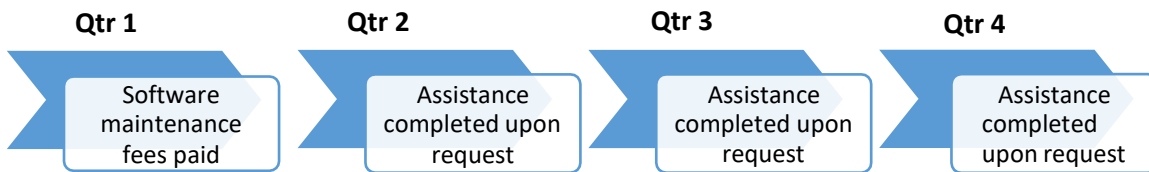
**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

US Department of Transportation protocols require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance program provides transportation data and travel modeling services for projects that are of interest to local partner jurisdictions. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses and the general public.

Client agencies may also use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds available to each regional jurisdiction for these services, and data and modeling outputs are provided upon request. This is an ongoing program.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 50,120	STBG	\$ 94,646
Materials & Services	\$ 30,948	STBG Match (Metro)	\$ 10,833
Interfund Transfer	\$ 24,411		
<b>TOTAL</b>	<b>105,479</b>	<b>TOTAL</b>	<b>\$ 105,479</b>

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## Intergovernmental Agreement Fund Management

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**Staff Contact:** Grace Cho, [grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

### Description

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Metro manages the processes and funds that are part of Intergovernmental Agreements with our partners. As a metropolitan planning organization (MPO) for the Portland region, Metro has allocation and programming authority of federal surface transportation funds. Metro documents and develops the schedule of planned expenditure of federal funds in the region through the Metropolitan Transportation Improvement Program (MTIP). The MTIP, approved by Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, monitors expenditure and project delivery. From 2017 through 2020, JPACT and the Metro Council approved and directed Metro staff to pursue a number of contracts with our partners to meet the specific funding needs of our partners and the region. The intent of the IGAs is to create efficiencies in the number of projects undergoing the federal aid process and to support flexibility in project development on a number of active transportation projects and other regional priorities. .

Metro administers the funding and monitors the delivery of the projects associated with the IGAs. The IGAs also outline the scope of work, deliverables, and schedule for the project. A grant management database supports the administration and monitoring for work completed on the project. As necessary, Metro conducts MTIP amendments or UPWP amendments to facilitate any changes.

This is an ongoing program until the final project IGA is completed. Typical program activities include:

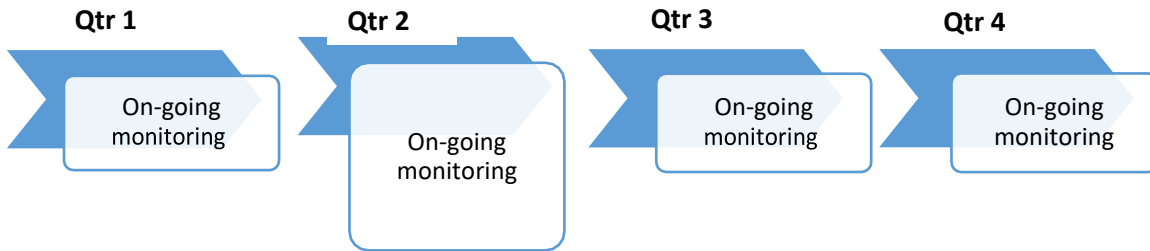
- Monitor project delivery for projects through project progress reports
- Review and approve or conditionally approve project deliverables
- Review and approve or decline invoices
- Problem-solve, review, and make decisions on change management requests
- As requested, participate in technical advisory committees for fund swapped projects
- Keep other Metro staff and departments aware of projects, project progress, and comment opportunities
- Develop and execute IGAs with local jurisdictions
  - Negotiate terms and deliverables
    - Outline reimbursement process and limitations, change management process
    - Outline grantee and grant manager expectations
- Oversee the fund balances of the local funds
  - Ensure scheduled changes line up with anticipated expenditure of funds
- Ensures MTIP or UPWP amendments are undertaken to facilitate funds between the IGA parties and the delivery of those projects identified in the IGAs
- Document the process of administering the funds

In FY 2020-21, Metro continued with program management and monitoring activities. In total, Metro currently manages 22 jurisdiction-led projects and four Metro-led projects through the IGA Fund Management program. Two additional IGAs are anticipated to be signed before the end of FY 2020-

FY 2021-22 Unified Planning Work Program

21, but will be managed throughout FY2021-22. Four projects have been completed as of early November 2020.

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 31,825	Metro Direct	\$ 51,696
Interfund Transfer	\$ 19,871	Contribution	
<b>TOTAL</b>	<b>\$ 51,696</b>	<b>TOTAL</b>	<b>\$ 51,696</b>



# State Transportation Planning of Regional Significance



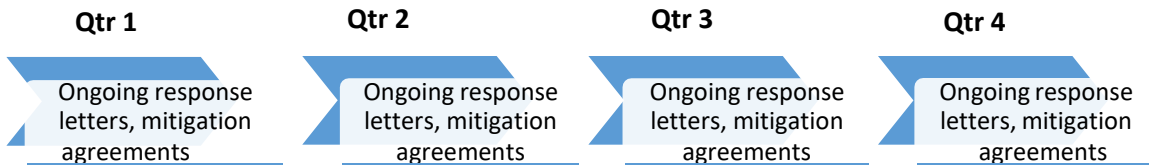
# ODOT Development Review

**Staff Contact:** Jon Makler, jon.makler@odot.state.or.us

## Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state roadway system, or if they involve access (driveways) to state roadways. This includes work with jurisdiction partners and applicants, and products may include written responses and/or mitigation agreements. This work includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time. In a typical fiscal year, ODOT Region 1 staff review more than 2,000 land use actions, with approximately 150 written responses and 100 mitigation agreements. In FY 2020-21, Region 1 staff reviewed just roughly 1,940 land use actions, with approximately 210 written responses and 200 mitigation agreements.

## Key Project Deliverables / Milestones



## FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

### Requirements:

Personal Services	\$ 287,500
Materials & Services	\$ 0
<b>TOTAL</b>	<b>\$ 287,500</b>

### Resources:

Federal grant	\$ 248,295
Local Match	\$ 39,205
<b>TOTAL</b>	<b>\$ 287,500</b>



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## ODOT – Transportation and Growth Management

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**Staff Contact:** Glen Bolen AICP, Glen.a.Bolen@ODOT.state.or.us

### Description

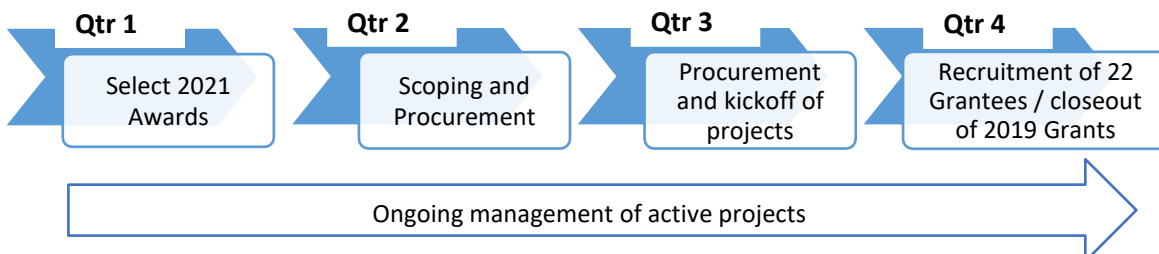
The Transportation and Growth Management (TGM) program is a partnership of the Oregon Department of Land Conservation and Development (DLCD) and Oregon Department of Transportation (ODOT). The program helps governments across Oregon with skills and resources to plan long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses. TGM encourages governments to take advantage of assets they have, such as existing urban infrastructure, and walkable downtowns and main streets.

The goals of the program are:

1. Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth
2. Create communities composed of vibrant neighborhoods and lively centers linked by accessible transportation
3. Support economic vitality and growth by planning for land uses and the movement of people and goods
4. Save public and private costs with compact land uses and well-connected transportation patterns
5. Promote environmental stewardship through sustainable land use and transportation planning

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately \$600 - \$900 Thousand annually to cities, counties and special districts within Hood River and Multnomah counties plus the urban portions of Clackamas and Washington County. Grants typically range from \$75,000 to \$250,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

FY 2021-22 Unified Planning Work Program

<b>Requirements: (Est.)</b>		<b>Resources:</b>	
Personal Services	\$ 200,000	Federal grant	\$ 604,545
Materials & Services	\$ 500,000	Local Match	\$ 95,455
<b>TOTAL</b>	<b>\$ 700,000</b>	<b>TOTAL</b>	<b>\$ 700,000</b>

## ODOT Region 1 Active Transportation Strategy

**Staff Contact:** Kristen Stallman, Kristen.Stallman@odot.state.or.us

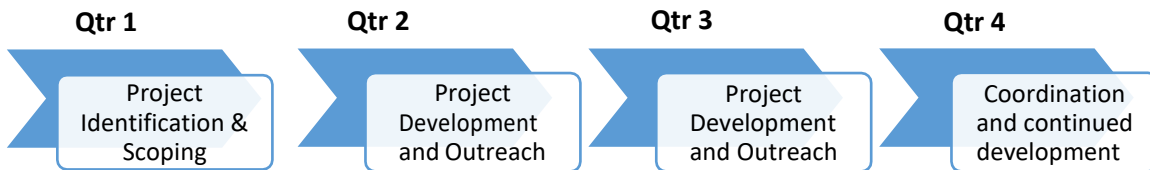
### Description

ODOT’s Active Transportation Needs Inventory (ATNI) implementation will enable ODOT Region 1 to identify gaps and deficiencies on sidewalks and bike facilities in the system and support conceptual planning of projects that increase biking, walking and access to transit including ADA conformance. This data can be referenced across all disciplines and ODOT teams to elevate biking and walking facilities in scoping and program development activities. Primary activities include project identification, scoping for identified needs and gaps, and pairing improvements projects with relevant funding sources to maximize the inclusion of active transportation needs and costs in planning and project development as a proactive rather than reactive effort. ATNI also complements the implementation of ODOT’s Blueprint for Urban Design guidance on best practices for enhancing livability on the arterial highway network.

Education and outreach efforts in coordination with ODOT Region 1 Planning & Development, ODOT Office of Civil Rights, ODOT’s Ped Bike Program, ODOT Traffic Safety and Safe Routes to School, will engage partner agencies and community members in identifying needs and solutions sooner in the planning and project delivery timeline.

The Oregon Transportation Plan sets a goal of completing the state biking and walking network by 2030. The 2016 Statewide Bicycle and Pedestrian Plan and accompanying Implementation Plan establish a framework for pursuing this long-term goal.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

Requirements:		Resources:	
Personal Services	\$ 150,000	Federal grant	\$ 150,000
Materials & Services	\$	Local Match	\$
<b>TOTAL</b>	<b>\$ 150,000</b>	<b>TOTAL</b>	<b>\$ 150,000</b>

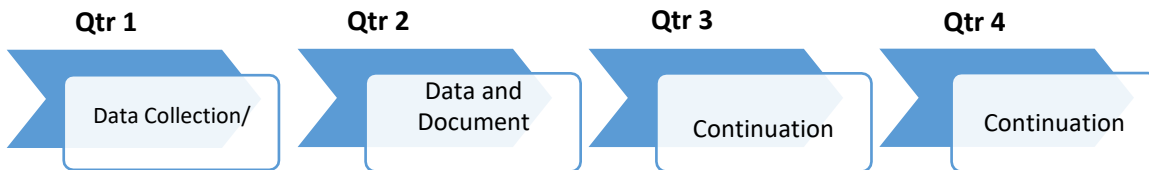
## ODOT- Region 1 Transportation Data, Tools and Reports

**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

### Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Corridor/Traffic Performance Report, COVID Traffic Reports and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of this project is to ensure that ODOT and its partners always have up to date and useful data available.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

#### Requirements:

Personal Services	\$ 137,500
Materials & Services	\$ 62,500

**TOTAL 200,000**

#### Resources:

Federal grant	\$ 200,000
Local Match	\$

**TOTAL \$ 200,000**

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## ODOT Region 1 Planning for Operations

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**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

### Description

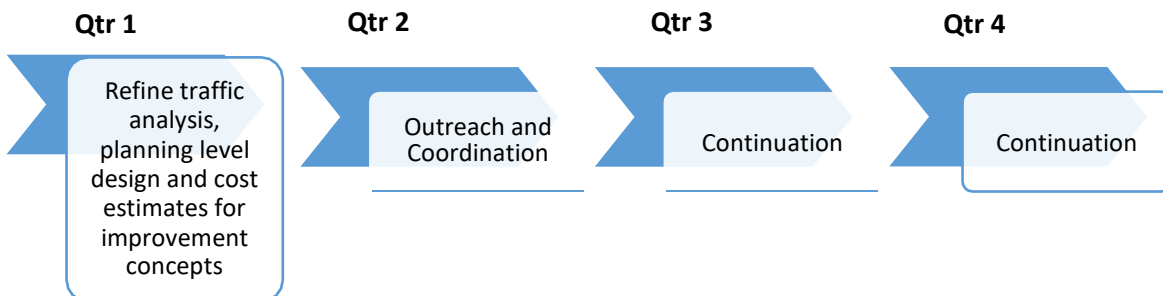
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ODOT seeks to leverage its recent work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

Previously, ODOT developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region. In FY 2019-2020, ODOT completed the CBOS 2 Atlas and initiated refinement of certain projects identified in the CBOS 2 Atlas. ODOT also works to identify and prioritize investment opportunities where TSMO can improve safety and efficiency; collaborate with local and regional agencies to find and implement cost-effective TSMO investments; enhance ODOT's ability to support local planning efforts with respect to planning for operations; and support the regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement's identification of opportunities to coordinate, cooperate and collaborate.

Identification of safety and efficiency improvements through planning for operations includes identifying investment opportunities that are focused on improving safety for all users of the transportation system, as well as improving efficiency, which can lead to improvements in congested conditions and climate impacts, which is consistent with 2018 RTP policy guidance related to safety, congestion and climate change. In FY 2021-22 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts, as well as associated outreach and communications. Please contact ODOT staff listed above to learn more detail.

### Key Project Deliverables / Milestones



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### FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

FY 2021-22 Unified Planning Work Program

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<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 135,180	Federal grant	\$ 410,048
Materials & Services	\$ 300,000	State Match	\$ 24,132
<b>TOTAL</b>	<b>\$ 435,180</b>	<b>TOTAL</b>	<b>\$ 435,180</b>

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## Project: I-5 and I-205: Portland Metropolitan Value Pricing

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**Staff Contact:** Mike Mason, Michael.W.Mason@odot.state.or.us

### **Description**

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The ODOT Toll Program is advancing the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program and includes two planning projects: Interstate 205 in Clackamas County (OR213 to Stafford Road) and a separate Comprehensive Congestion Management and Mobility tolling study considering the full corridor length of Interstate 5 in the Portland metro area plus on I-205 extending to the north from OR213 to the Glenn Jackson Bridge and to the south from Stafford Road to I-5. The planning/environmental analysis phase is expected to continue into 2023 for these toll projects.

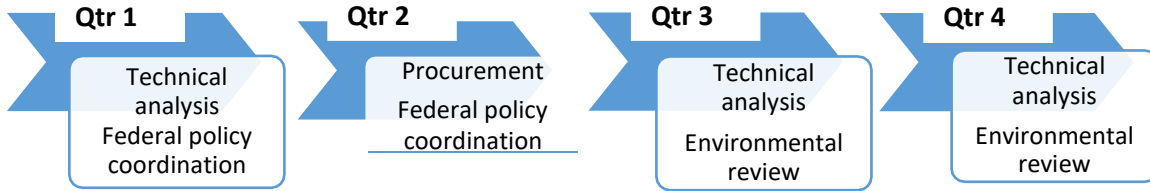
I-205 Tolling: During the period of July 2020 to June 2021, work has been focused on coordination with the Federal Highway Administration and partners, planning for the toll back office system, and coordination with the planned I-205 bridge reconstruction, seismic improvements, and widening on I-205. ODOT initiated an Environmental Assessment for I-205 tolling under the federal National Environmental Policy Act during this period with modeling analysis and public engagement activities.

Comprehensive Congestion Management and Mobility Tolling: From July 2020 to June 2021, ODOT initiated a federal Planning and Environmental Linkage (PEL) process under NEPA along I-5 in the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this study to the full length of I-5 and I-205.

The Oregon Transportation Commission has tolling authority for Oregon's highway system. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process. Regional partners include local, county, and regional agencies, as well as transit service providers including TriMet, Smart, and others. Additionally, ODOT is coordinating with Metro and the City of Portland on concurrent efforts related to congestion pricing.

This project is consistent with RTP Goal 4: Reliability and Efficiency, Objective 4.6 Pricing – Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit. It also is consistent with the RTP's Transportation System Policies: Transportation System Management and Operations Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system; and Regional Motor Vehicle Network Policy 6: In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

**Note: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

**Requirements:**

Personal Services \$ 18,897,890

Materials & Services \$ \$650,000

**TOTAL \$ 19,547,890**

**Resources:**

Federal grant \$ 18,027,064.16

Local Match \$ 1,520,825.84

**TOTAL \$ 19,547,890**



# ODOT – Interstate 5 Boone Bridge Seismic Enhancement and Interchange Improvement Study

**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

**Disclaimer:** This is a potential planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency’s budget development and approval it is subject to change.

**Description**

In 2017-2018, ODOT and the City of Wilsonville partnered on a Southbound I-5 Boone Bridge Congestion Study. The study led to the adoption of the I-5 Wilsonville Facility Plan, which documented a southbound auxiliary lane concept consistent with implementation recommendations for this corridor (see Project 11990 on the 2018 RTP Financially Constrained List)

As directed by the 2019 Legislature, ODOT hired a contractor to evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The report will be completed during Quarter 3 of FY 2020-21.

Along with the engineering analysis of the Bridge, ODOT worked with Metro to analyze the effects bridge widening on travel patterns in the region.

ODOT will consider recommendations from the report as it develops the agency work program for the 2021 – 2023 biennium. This narrative is included in the UPWP to relay the potential for continued planning and analysis during FY 2021-22.

**Key Project Deliverables / Milestones**

No deliverable or milestones are known at this time.



**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personal Services	\$	TBD
Materials & Services	\$	TBD
<b>TOTAL</b>	<b>\$</b>	<b>Total Amount</b>

**Resources:**

Federal grant	\$	TBD
Local Match	\$	TBD
<b>TOTAL</b>	<b>\$</b>	<b>Total Amount</b>

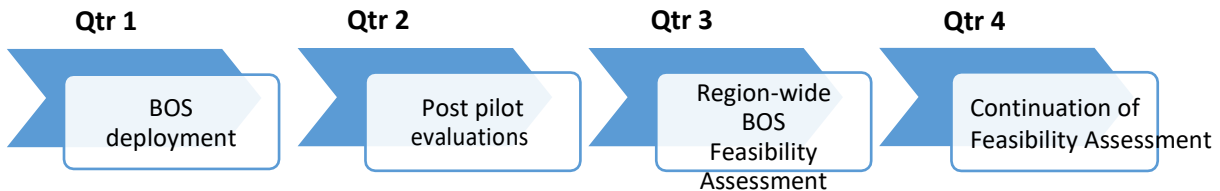
## ODOT Region 1 Bus on Shoulder Pilots and Feasibility Assessment

**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

### Description

Demonstrating its commitment to testing innovative multi-modal tools, the Oregon Department of Transportation (ODOT) will evaluate the Portland-area freeway system for Bus-on-Shoulder (BOS) opportunities. Building on a high-level assessment of nearly 100 miles of urban freeways, the Region 1 BOS Feasibility Assessment will assess multiple pilot projects that were deployed in 2020. This effort will be followed by a more in-depth analysis of the freeway network to identify additional opportunities. Supplementing a pre- and post-pilot evaluation, the regional study will identify and prioritize corridors for potential permanent and longer-term BOS deployment. This will involve a more detailed assessment of existing transportation infrastructure and conditions, and coordination with regional transit providers and other stakeholders to assess transit demand. The assessment will build upon previous analyses and congestion mitigation measures including ODOT’s bi-annual Traffic Performance Report and Corridor Bottleneck Operations Study efforts, and TriMet’s forthcoming Express/Limited Stop Study. ODOT is undertaking this effort in response to internal and partner agency interest in testing BOS in Oregon.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

#### Requirements:

Personal Services	\$ 50,000
Materials & Services	\$ 100,000

#### Resources:

Federal grant	\$ 150,000
Local Match	\$

**TOTAL 150,000**

**TOTAL \$ 150,000**

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## ODOT – Oregon City - West Linn Ped-Bike Bridge Concept Plan

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**Staff Contact:** Kristen Stallman, Kristen.Stallman@odot.state.or.us

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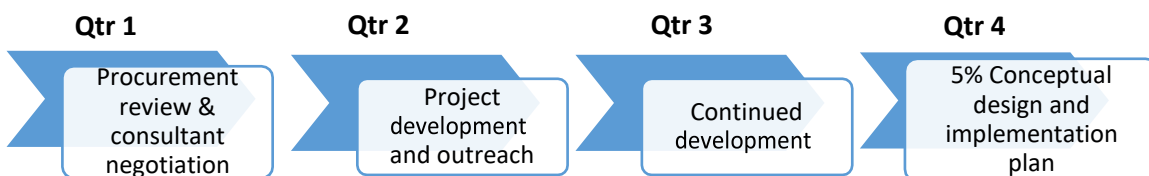
### Description

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ODOT Region 1 is initiating a planning effort with agency partners to assess the need for a pedestrian and bicycle bridge over the Willamette River connecting Oregon City and West Linn, and to identify a preferred bridge alignment. This planning effort supports community desires to connect the regional active transportation network in this area. The existing Arch Bridge (OR 43) does not adequately serve bicycle and pedestrian connectivity within the vicinity. The planned I-205 Abernethy bridge will not allow bicycle and pedestrian use. Further, agency partners are interested in identifying a new option for a low stress connection between the two cities. ODOT, with partner agencies has initiated this planning study in pursuit of providing bicycle and pedestrian travel options between Oregon City and West Linn. The work will rely on ODOT's *I-205: Stafford Road to OR 99E (Abernethy Bridge) Bicycle and Pedestrian Assessment (2016)* and existing local and regional plans, to the greatest extent possible. Today, no existing local or regional plans call for the construction of a new pedestrian and bicycle bridge of the Willamette River between Oregon City and West Linn. There are planned facilities at various stages of development (planned but unfunded, designed but unfunded, funded awaiting construction) within the identified study area on each side of the river. Assessing the need and preferred alignment for a pedestrian and bike bridge will require local agency partnership and community involvement.

ODOT's planning effort aligns with efforts by regional partners to reimagine access to the Willamette River in Oregon City and West Linn. A new pedestrian and bicycle bridge will enhance access for people walking and biking and provide the region opportunities to reconnect with the river and identify a key missing connection in the regional bikeway and pedestrian system. Completing the active transportation network with a bridge creates essential access to and along the Willamette River between Gladstone, Oregon City, and West Linn.

### Key Project Deliverables / Milestones



FY 2021-22 Unified Planning Work Program

**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personal Services       \$ 50,000  
Materials & Services   \$ 300,00,000

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**TOTAL   \$ 350,000**

**Resources:**

Federal                   \$ 50000  
Federal                   \$ 300000

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**TOTAL   \$ 350,000**

## ODOT – Region 1 Truck Network Barrier Analysis

**Staff Contact:** Kristen Stallman, Kristen.Stallman@odot.state.or.us

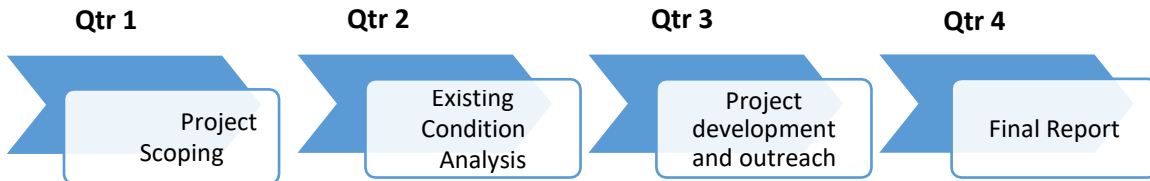
**Disclaimer:** This is a new planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency’s budget development and approval it is subject to change.

### Description

The ODOT Region 1 Truck Network Barrier Analysis will provide a prioritized list of future strategic long-term and short-term investments to address network barriers on ODOT facilities in Region 1. Building on past work, the Network Analysis will define projects which will preserve and enhance freight function within state facilities. It will include a GIS map and prioritized list of solutions to address the network barriers. The proposed solutions and/or projects will be classified by scale, cost, benefit, constructability, and modal priority and given a score (similar to ODOT’s Active Transportation Needs Inventory) to better inform needs across entire corridors. Using a similar building block approach as the Regional Freight Plan, the Network Barrier Analysis will address straightforward solutions and build to more complex solutions to maximize the operation of the existing system (similar to the Congestion Bottleneck Operations Study). This analysis will be used to inform Region 1’s transportation funding plans to strategically invest in projects that leverage future investments such as preservation, bridge maintenance, and highway operational improvements while minimizing barriers on the freight network.

The Network Barrier Analysis will further evolve the strategies in the 2018 RTP Regional Freight Strategy. Presently, the RTP generally identifies projects that address bottlenecks and improve safety along Region 1’s freeways. The Network Barrier Analysis will provide further refinement of the identified projects and strategies in the RTP to assure consistency with the RTP and to define the projects for future scoping in an effort to ready the projects for funding and implementation.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Disclaimer:** Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.

#### Requirements:

Personal Services \$ 75,000  
 Materials & Services \$ 150,000

**TOTAL 225,000**

#### Resources:

Federal grant \$ 225,000  
 Local Match \$ 0

**TOTAL \$ 225,000**

## ODOT Region 1 Urban Arterials Assessment Strategy

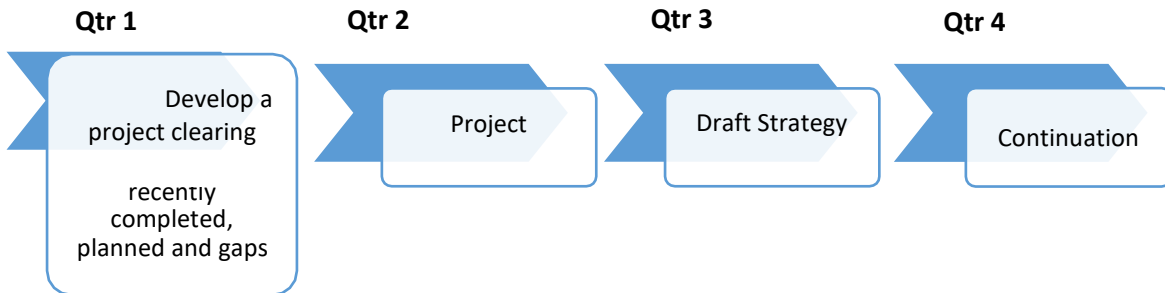
**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

**Disclaimer:** This is a new planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency’s budget development and approval it is subject to change.

**Description**

ODOT seeks to leverage its recent work program investments to improve on corridor projects identified for the 2020 Regional Investment Measure with a focus on addressing safety, transit and multi-modal needs along the region’s urban arterials (state, regional and district highways). This effort will coordinate with local planning and implementation strategies and apply ODOT’s Blueprint for Urban Design. This work supports ODOT and the local jurisdictions’ approach to prioritize equitable and impactful investments for vulnerable users who depending on walking, biking and taking transit along corridors.

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

**Disclaimer:** Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.

**Requirements:**

Personal Services \$ 100,000  
 Materials & Services \$ 200,000

**TOTAL \$ 300,000**

**Resources:**

Federal grant \$ 300,000  
 State Match \$  
 Local Match \$

**TOTAL \$ 300,000**

# ODOT – Interstate 5 Columbia River (Interstate) Bridge Replacement

**Staff Contact:** Raymond Mabey, Raymond.MABEY@odot.state.or.us

## Description

The Interstate 5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. Replacing the aging Interstate Bridge across the Columbia River with a seismically resilient, multimodal structure that provides improved mobility for people, goods, and services is a high priority for Oregon and Washington. In 2019, governors and legislative leadership in both states directed the Washington Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) to launch the bi-state Interstate Bridge Replacement (IBR) program to continue this work.

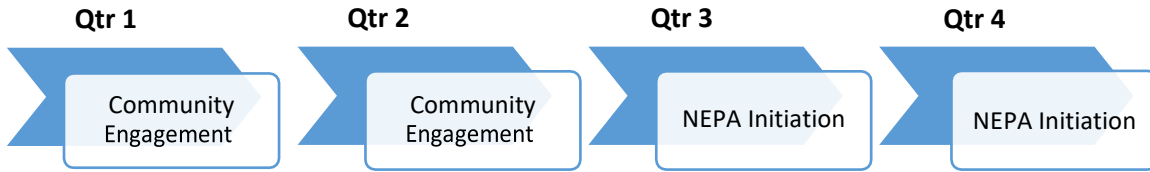
## Key Project Deliverables / Milestones

The IBR program team is actively engaging with the public, legislators, stakeholders, and partner agencies from both states to build consensus in an open and public process. Key to this process is updating the Purpose and Need Statement and establishing the community Vision and Values Statement, which are the transportation problems that need to be addressed and regional perspectives on values that should be considered in identifying a replacement alternative. The range of alternatives that meet the Purpose and Need Statement will be measured against the Vision and Values Statement to determine the best performing alternative.

The next phase of the IBR program will emphasize community engagement and technical analysis, which is some of the initial work needed to identify possible bridge replacement solutions that resolve the unaddressed needs in the current bridge. Upcoming work will focus on:

- Launching two program Advisory Groups, the Community Advisory Group and Equity Advisory Group, to support program development
- Launching a broad range of public engagement tools
- Updating the IBR program Purpose and Need
- Establishing the Community Vision and Values for the IBR program
- Begin to identify a potential range of alternatives for the IBR program
- Coordination with Federal Partners (FHWA/FTA) to begin NEPA documentation

FY 2021-22 Unified Planning Work Program



**FY 2021-22 Cost and Funding Sources**

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021**

**Requirements:**

Personal Services	\$ TBD
Materials & Services	\$ TBD
<b>TOTAL</b>	<b>\$ Total Amount</b>

**Resources:**

Federal grant	\$ TBD
Local Match	\$ TBD
<b>TOTAL</b>	<b>\$ Total Amount</b>







# Local Planning of Regional Significance



## Clackamas Connections Integrated Corridor Management

**Staff Contact:** Bikram Raghubansh, BikramRag@clackamas.us

### Description

Clackamas Connections Integrated Corridor Management (ICM) project will develop the Concept of Operations based on Transportation System Management and Operations (TSMO) strategies around better traveler information, smarter traffic signals and efficient incident response to increase reliability. ICM results in a shared Concept of Operations that integrates agencies operationally, institutionally and technologically. This project is funded through Metro’s regional TSMO program and relates to the 2020 TSMO Strategy which stems from the region’s 2010-2020 TSMO Plan and 2018 RTP Goal 4, Reliability and Efficiency utilizing demand and system management strategies. This project generates recommended action for several corridors in Clackamas County, consistent with safety, equity and climate policies.

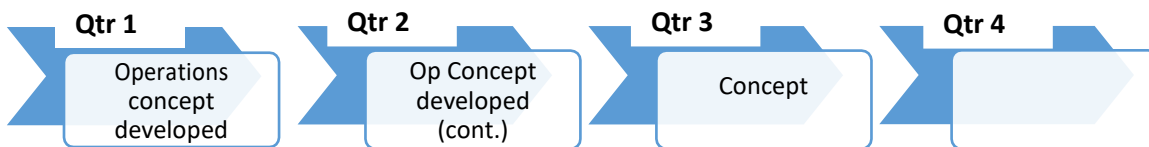
Corridors subject to the initial phase of needs analysis will be sections of Interstate 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65th Avenue, Boreland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (99E) and Highway 224 in Clackamas County. The project will be beneficial for freight drivers as they make route decisions to reach destinations in the region and beyond. It will also make use of the region’s transit investments, improving operations by integrating Intelligent Transportation Systems (ITS).

This project will begin during the second quarter of FY 2020-21 and will extend to the third quarter of FY 2021-22. The project will engage a broad group of stakeholders starting with operator agencies such as TriMet, ODOT, cities within Clackamas County and others.

The following are list of Deliverables/Milestones that are scheduled to completed in FY 2020-21

- Project intergovernmental agreement signed with ODOT for project delivery FY 2020-21 Q1
- Request for Proposal (RFP) for consultant support FY 2020-21 Q2/Q3
- Project kick-off and Stakeholders engagement FY 2020-21 Q3
- Needs assessed FY 2020-21 Q4

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

#### Requirements:

Personal Services \$ 50,000  
 Materials & Services \$ 150,000

**TOTAL 200,000**

#### Resources:

Federal grant \$ 179,460  
 Local Match \$ 20,540

**TOTAL \$ 200,000**

## Hillsboro - Oak and Baseline: Adams Ave – SE 10<sup>th</sup> Ave

**Staff Contact:** Karla Antonini, karla.antonini@hillsboro-oregon.gov

### Description

The Oak, Baseline and 10<sup>th</sup> Avenue study will evaluate design alternatives and select a preferred design that creates an environment supporting business investment and comfortable, safe travel for all users in Downtown Hillsboro.

This project seeks to establish a clear vision on how best to improve walkability and provide safer access across the Oak/Baseline couplet, particularly at currently non-signalized intersections, which would allow the City of Hillsboro to pursue other funding opportunities proactively, or in conjunction with private development, to address these access safety deficiencies.

This project seeks to support redevelopment along the Oak/Baseline couplet by providing a more comfortable environment for residents and business customers while at the same time accommodating auto, transit, and truck traffic along the State highway. It also seeks to increase accessibility by persons using all modes of transport to priority community service destinations such as City and County offices, the Health & Education District, the 10<sup>th</sup> Avenue commercial corridor as well as the Main Street district, with its restaurants, retailers and arts and entertainment venues. The project will also enhance access to the regional light rail system located in the heart of the Downtown, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at MAX Central Station, located one block north of the Oak-Baseline couplet.

In FY 2020-2021, Hillsboro and ODOT selected a consultant for the work. The consultant submitted draft statement of work and breakdown of costs and then those were finalized. ODOT sent the finalized statement of work and breakdown of costs to OPO and DOJ for review. Regional partners include ODOT, Metro, TriMet, and neighboring cities: Forest Grove and Cornelius and non-governmental groups will provide input throughout the planning process.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 550,000	Federal grant	\$ 500,000
Materials & Services	\$ 7,227	Local Match	\$ 57,227
<b>TOTAL</b>	<b>557,227</b>	<b>TOTAL</b>	<b>\$ 557,227</b>

## Tualatin Hills Parks & Recreation District / Beaverton Creek Trail – SW Hocken Avenue Project

**Staff Contact:** René Brucker, rbrucker@thprd.org

### Description

The Beaverton Creek Trail (BCT) Project will design a 1.5-mile multi-use off-street trail that will parallel the TriMet Light Rail corridor and connect the Westside Regional Trail and SW Hocken Avenue in Beaverton. The feasibility study will identify a preferred route for the trail, preliminary cost estimates, environmental impacts, and potential mitigation issues. This project will require coordination with the Bonneville Power Administration, TriMet, Clean Water Services, Washington County, and City of Beaverton.

In 2020-2021, this project work phase will have completed the Trail Design Alternatives, the Trail Alternatives Evaluation Report, the Preferred Alternative Development and the start of the 30% Concept Plans. The proposed project, located in a high-density employment area with higher density residential to the south and east, will improve walkability and safety in four Metro-identified pedestrian corridors and will lead to an increase in non-auto trips through improved user experience. The BCT Project meets objectives identified in THPRD’s Comprehensive Plan and Trail’s Master Plan, the City of Beaverton’s transportation Plan, the Oregon State Comprehensive Outdoor Recreation Plan that was in place at the time the project was approved, and the Oregon Statewide Planning Goals and Objectives for Recreation.

This is an ongoing project and we anticipate this phase of the project will be completed in early FY 2021-22.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 91,564	Federal grant	\$ 800,000
Materials & Services	\$ 800,000	Local Match	\$ 91,564
<b>TOTAL</b>	<b>\$ 891,564</b>	<b>TOTAL</b>	<b>\$ 891,564</b>

## Willamette River Crossing – Feasibility Study

**Staff Contact:** Karen Buehrig, [karenb@clackamas.us](mailto:karenb@clackamas.us)

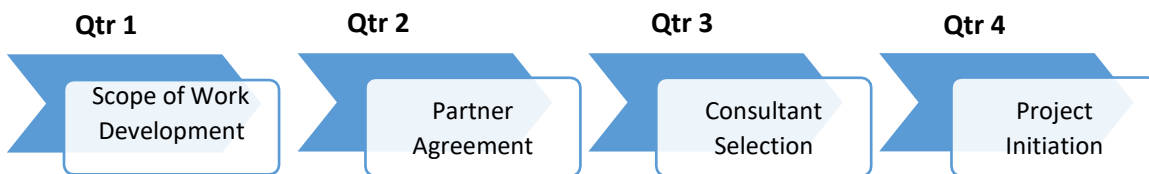
### Description

The purpose of this feasibility study is to identify alternative crossing locations of the Willamette River for pedestrians and bicyclists between Oregon City and the Sellwood Bridge, consistent with the Clackamas County Transportation System Plan project #2022. The project will consider alternatives north and south of Lake Oswego.

The study will begin with coordination with all of the possible project partners to develop a partner agreement. A needs analysis will then be conducted to develop the purpose and need for the Willamette River Crossing, including the entire area between Oregon City and the Sellwood Bridge. Using information from the needs analysis, criteria will be created to guide the identification and evaluation of new alternative crossing locations north and south of Lake Oswego. Alternative crossing locations will include a pedestrian/ bicycle bridge, as well as other manners of crossing the river such as a water taxi. Alternative locations and alignments will be developed and evaluated, including planning level cost estimates.

- No work was completed between July 2020- June 2021 to eliminate confusion with the Oregon City-West Linn Pedestrian/Bikeway project.
- The project will support the work of the Clackamas County Walk Bike Plan.
- The project full cost of the project is anticipated to be \$490,000 (Metro funding) and will continue into the FY 2021-22.
- The project supports the 2018 RTP policy guidance on Equity, Safety, Climate, and Congestion.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Requirements:**

Personal Services	\$ 10,000
Materials & Services	\$ 240,000
<b>TOTAL</b>	<b>\$ 250,000</b>

**Resources:**

Federal grant	\$ 0
Metro Match	\$ 250,000
<b>TOTAL</b>	<b>\$ 250,000</b>



# Red Rock Creek Trail- Alignment Study

**Staff Contact:** Gary Pagenstecher, garyp@tigard-or.gov

## Description

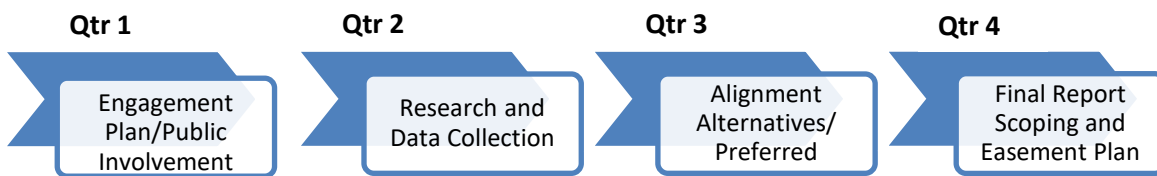
The purpose of the RRCT-Alignment Study project development grant is to fund predesign level of work so that the preferred alignment, section, preliminary design and easement requirements of the trail are available for implementation by the city and its partners during the planning and construction of future capital improvement and private development projects.

The proposed two-mile long Red Rock Creek Trail from Fanno Creek Trail to SW 64<sup>th</sup> Street will provide active transportation options in an urbanizing Metro-designated Town Center area of Tigard and overcome significant barriers to connectivity within the area. The trail is comprised of four distinct trail segments including (1) the Rail Road Crossing MUP Bridge, (2) Hunziker Core Industrial Area, (3) Hwy 217 MUP Bridge, and (4) MUP Bridge, and (4) Tigard Triangle Plan District.

Development of the Study will build on the Metro-funded Tigard Triangle Urban Renewal Equitable Development Plan, TriMet’s SW Corridor LRT, and CWS’s Tigard Triangle Stormwater Implementation Plan. The project is identified in the Metro Bicycle as a future proposed trail, but is located in a defined Employment/Industrial area which makes it a regionally significant UPWP study. The Study is consistent with 2018 RTP policy direction including increasing safety, transportation equity, travel options, and reducing vehicle miles traveled/GHG emissions addressing congestion and climate change.

The project is expected to run one year in FY 2021-22. A project work plan will be available this summer. For more information, please email the staff contact, above.

## Key Project Deliverables / Milestones



## FY 2021-22 Cost and Funding Sources

### Requirements:

Personal Services      \$ \$290,000  
 ODOT Delivery          \$ \$58,000

**TOTAL    \$ \$350,000**

### Resources:

Federal grant            \$ \$314,055  
 Local Match             \$ \$35,945

**TOTAL    \$ \$350,000**







# Appendices



# METRO

	Requirements	Resources												
		PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro)	FTA, FHWA, ODOT Discretionary Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support	Total		
<b>Regional Transportation Planning</b>														
1 Transportation Planning	\$ 1,109,920	\$ 890,692	\$ 101,944	\$ 105,239	\$ 12,045									\$ 1,109,920
2 Climate Smart Implementation	\$ 13,569			\$ 12,175	\$ 1,393									\$ 13,569
3 Regional Transportation Plan Update (2023)	\$ 605,697	\$ 65,028	\$ 7,443	\$ 478,464	\$ 54,762									\$ 605,697
4 Metropolitan Transportation Improvement Plan	\$ 1,100,073			\$ 364,130	\$ 41,676	\$ 502,211	\$ 57,480			\$ 134,576				\$ 1,100,073
5 Air Quality Program	\$ 25,848			\$ 23,193	\$ 2,655									\$ 25,848
6 Regional Transit Program	\$ 54,274			\$ 48,700	\$ 5,574									\$ 54,274
7 Regional Mobility Policy Update	\$ 306,778			\$ 275,272	\$ 31,506									\$ 306,778
8 Regional Freight Program	\$ 159,345					\$ 142,980	\$ 16,365							\$ 159,345
9 Regional Freight Delay and Commodities Movement	\$ 222,891					\$ 200,000	\$ 22,891							\$ 222,891
10 Complete Streets Program	\$ 96,081			\$ 86,213	\$ 9,867									\$ 96,081
11 Regional Travel Options (RTO) and Safe Routes to School Program	\$ 3,852,228							\$ 3,656,869	\$ 195,359					\$ 3,852,228
12 Transportation System Management and Operations (TSMO) - Regional Mobility Program	\$ 246,642					\$ 221,312	\$ 25,330							\$ 246,642
13 Enhanced Transit Concepts Pilot Program	\$ 115,759									\$ 115,759				\$ 115,759
14 Economic Value Atlas (EVA) Implementation	\$ 287,222									\$ 287,222				\$ 287,222
<b>Regional Transportation Planning Total:</b>	<b>\$ 8,196,326</b>	<b>\$ 955,720</b>	<b>\$ 109,387</b>	<b>\$ 1,393,386</b>	<b>\$ 159,479</b>	<b>\$ 1,066,503</b>	<b>\$ 122,066</b>	<b>\$ 3,656,869</b>	<b>\$ 195,359</b>	<b>\$ 537,557</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,196,326</b>
<b>Regional Corridor/Area Planning</b>														
1 Corridor Refinement and Project Development (Investment Areas)	\$ 340,988					\$ 12,175	\$ 1,393			\$ 327,420				\$ 340,988
2 Southwest Corridor Transit Project	\$ 396,695							\$ 343,048	\$ 39,263		\$ 14,384			\$ 396,695
3 Columbia Connects	\$ 258,857					\$ 232,273	\$ 26,585							\$ 258,857
4 MAX tunnel study	\$ 40,000									\$ 40,000				\$ 40,000
5 City of Portland Transit and Equitable Development Assessment	\$ 203,696							\$ 182,776	\$ 20,920					\$ 203,696
6 Tualatin Valley Highway Transit and Development Project	\$ 848,488					\$ 326,622	\$ 37,383	\$ 434,727	\$ 49,756					\$ 848,488
<b>Regional Corridor/Area Planning Total:</b>	<b>\$ 2,088,725</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 571,070</b>	<b>\$ 65,361</b>	<b>\$ 960,551</b>	<b>\$ 109,939</b>	<b>\$ 367,420</b>	<b>\$ 14,384</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,088,725</b>
<b>Administration &amp; Support</b>														
1 MPO Management and Services	\$ 470,145			\$ 421,861	\$ 48,284									\$ 470,145
2 Civil Rights and Environmental Justice	\$ 98,235			\$ 88,146	\$ 10,089									\$ 98,235
3 Data Management and Visualization	\$ 1,346,982	\$ 720,939	\$ 82,515							\$ 543,528				\$ 1,346,982
4 Economic, Demographic and Land Use Forecasting Program	\$ 377,616	\$ 163,434	\$ 18,706							\$ 118,591	\$ 76,885			\$ 377,616
5 Travel Forecast Maintenance, Development and Application	\$ 1,476,176	\$ 786,277	\$ 89,993							\$ 206,791	\$ 393,115			\$ 1,476,176
6 Oregon Household Travel Survey	\$ 92,072	\$ 82,616	\$ 9,456											\$ 92,072
7 Technical Assistance Program	\$ 105,479					\$ 94,646	\$ 10,833							\$ 105,479
8 Intergovernmental Agreement Fund Program	\$ 51,696									\$ 51,696				\$ 51,696
<b>Administration &amp; Support Total:</b>	<b>\$ 4,018,401</b>	<b>\$ 1,753,267</b>	<b>\$ 200,669</b>	<b>\$ 510,007</b>	<b>\$ 58,373</b>	<b>\$ 94,646</b>	<b>\$ 10,833</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 920,606</b>	<b>\$ 470,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,018,401</b>
<b>GRAND TOTAL</b>	<b>\$ 14,303,452</b>	<b>\$ 2,708,987</b>	<b>\$ 310,056</b>	<b>\$ 1,903,393</b>	<b>\$ 217,852</b>	<b>\$ 1,732,219</b>	<b>\$ 198,261</b>	<b>\$ 4,617,420</b>	<b>\$ 305,298</b>	<b>\$ 1,825,583</b>	<b>\$ 484,384</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 14,303,452</b>

As of 3/17/2021

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p><b>Recommendation 1:</b> The Federal review team recommends Metro create a corrective action plan and a certification review action team to assist in the successful resolution of corrective actions.</p>	<p>Metro continues to convene an MPO management group within the agency on a bi-monthly basis to ensure ongoing consistency with federal and state regulations and compliance with corrective actions identified through the federal certification process. This group is led by MPO managers within the Planning &amp; Development Department and includes management staff from Metro's Research Center and Communications Department who are responsible for core MPO functions.</p> <p>Metro tracks and annually updates our progress on both corrective actions and recommendations as part of our self-certification process. This self-assessment is documented in Appendix A of the 2020-21 UPWP, found here:</p> <p><a href="https://www.oregonmetro.gov/unified-planning-work-program">https://www.oregonmetro.gov/unified-planning-work-program</a></p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
<p><b>Metropolitan Transportation Plan (MTP)</b></p>	<p><b>Corrective Action 1:</b> By December 31, 2018, with the update of the 2018-2040 MTP, Metro must create a financial plan that meets all of the requirements of 23 CFR 450.324(f)(11), including documentation of systems-level operations and maintenance costs, the cooperative revenue estimation process, and a clear demonstration of financial constraint.</p>	<p>Metro recognizes the importance of existing asset maintenance and operations costs relative to forecasted revenues and the context this provides for spending trade-offs for these purposes relative to investing in system expansion to serve growing demand for access and mobility.</p> <p>Metro staff is investigating how to utilize existing Oregon DOT data on system conditions and forecasted maintenance costs for the National Highway System and TriMet/SMART data on transit system operations costs relative to forecasted revenues as part of the current RTP update.</p> <p>We are also monitoring the ODOT efforts to respond to mandates from recent state legislation to standardize and report on pavement management conditions for how that data can be utilized in the long-range planning process.</p> <p>Finally, we are cooperating with ODOT and are leading development within the region on implementation of</p>	<p>12/31/2018</p>	<p>Metro completed a forecast of reasonably expected transportation revenues and systems level costs for adequately maintaining the transportation system for the time period of the 2018 RTP in collaboration with our city, county, regional and state agency partners. This work formed the basis for demonstration of financial constraint in the RTP project solicitation.</p> <p>Metro staff participated in and utilized the cooperative statewide long-range transportation revenue forecast of federal and state generated revenues by the ODOT Long-Range Funding Workgroup. This periodic cooperative process develops statewide revenue control totals and served as the basis for Metro’s 2018 regional transportation plan. The LRFA operates in a cooperative fashion among ODOT, the MPOs, and transit agencies. The group develops expected federal and state revenues, develops and agrees upon revenue growth factors, determines annual inflation rates, and general future revenue expectations (e.g. economic stability, possible impacts from macro-economic impacts (population shifts, population growth, changing funding priorities, etc.), along with a detailed analysis and forecast of future state revenues. Metro staff is also participating in the current update to the cooperative statewide long-range transportation revenue forecast for future plan updates.</p>

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		<p>MAP-21 performance measure and target setting requirements for pavement assets and will be incorporating those measures and targets into the RTP and TIP update processes.</p> <p>The current MTP update will describe the cooperative revenue estimation process that has been undertaken. Metro participated in an ODOT led statewide process to forecast state and federal revenues to the state and MPO levels.</p> <p>Metro led the regional process to forecast local transportation revenues developed within the region. How to account for the impacts of the recent state funding legislation (HB 2017) within the long-range plan is still under development with ODOT estimates of fiscal impacts.</p> <p>The 2018 RTP will demonstrate financial constraint by showing that project costs do not exceed forecasted revenues.</p>		<p>Local transportation revenues were derived from local agency Transportation System Plans (TSPs). A Regional Transportation Plan Finance work group worked with Metro staff to review funding methodologies and served as conduits to facilitate any updates to local revenue forecasts from TSP data.</p> <p>To determine transportation system maintenance and operations costs, the RTP process utilized Oregon DOT data on system conditions and forecasted maintenance costs for the National Highway System and TriMet/SMART data on transit system operations and maintenance costs. Local agency data on systems conditions and forecasted maintenance costs for the locally-owned transportation system assets was derived from local TSPs, updated by local agency staff as needed. The ability to update this data was augmented by new state requirements for local agencies to report on asset conditions in order to be eligible for new state funding provided by HB2017.</p> <p>This data on revenue forecasts and costs to maintain and operate the existing transportation system provided the basis for revenues forecasted as reasonably available for new capital projects and transportation programs. Project and program costs were forecasted in year-of-expenditure dollars by time periods and balanced to the reasonably expected revenue forecast. Tables demonstrating</p>

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
				<p>financial constraint are provided in RTP Section 5.3. More detailed information about the forecasting assumptions, sources of funding accounted for, and process used to develop the financially constrained revenue forecast can be found in Appendix H, found here:</p> <p><a href="https://www.oregonmetro.gov/regional-transportation-plan">https://www.oregonmetro.gov/regional-transportation-plan</a></p>
	<p><b>Recommendation 2:</b> To help the public understand Metro’s long-range planning processes and outcomes, the Federal review team recommends Metro:</p> <ul style="list-style-type: none"> <li>• Consider the audience and purpose of the MTP when determining structure, format, and content,</li> <li>• Use plain language and visualization</li> </ul>	<p>Metro continues to explore new ways to make our planning documents and processes more accessible to the public. In 2016, we launched our Regional Snapshot web series, and that continues to be our main forum for creating public awareness on major issues facing the region, including transportation. Our transportation snapshots have used text, photography and video to explore topics like congestion, safety, freight and affordability.</p> <p>We have also made major upgrades to our website to make it simpler and more accessible to the community. We actively use social media and our Opt-in polling program to keep the</p>		



**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p>techniques to present complex information in an easy to understand format,</p> <ul style="list-style-type: none"> <li>• Document the MTP’s purpose in the introduction of the MTP, and</li> <li>• Describe the relationship between the MTP and the modal plans to help ensure the long-range plan remains multimodal and the full scope of the MTP planning process is understandable to the public.</li> </ul>	<p>public engaged on a continuous basis and connect the community to new web content.</p> <p>These web-based tools will continue to be our main focus for translating complex planning topics and using visualization techniques present our planning documents in understandable terms.</p> <p>Metro formatted the 2018 RTP and 2021-2024 MTIP for increased readability and accessibility.</p> <p>For the RTP, a high level and graphic <a href="#">summary is available</a> on the webpage. Graphics are used throughout the document. The 2018 RTP was significantly reformatted as part of this update, and includes a clear purpose statement of its federal, state and regional purpose in the introduction. Our 2018 RTP adoption also includes a summary document aimed at the broader public (<a href="#">RTP summary</a>).</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		<p>Similarly, the <a href="#">Executive Summary for the 2021-2024 MTIP</a> uses accessible language and graphics to summarize the purpose and findings of the MTIP.</p> <p><a href="#">Chapter 1 of the 2021-24 MTIP</a> uses plain language to explain the role of the MTIP. Sidebars and visuals are used throughout the document to highlight information.</p> <p>We will also continue to improve the readability of our RTP, MTIP, UPWP, modal plans and other formal documents to the extent possible, given their legal and regulatory function. In most cases, we publish a summary version of these documents as an alternative for interested public and our elected officials.</p> <p>Our 2018 RTP adoption (including the associated transit, freight and safety modal plans) will include summary documents aimed at the broader public.</p> <p>The RTP will be significantly reformatted as part of this update,</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		and will also include a clear purpose statement of its federal, state and regional purpose in the introduction.		
<b>Transportation Improvement Program (TIP)</b>	<b>Corrective Action 2:</b> By July 1, 2020, with the update of the next TIP, Metro must provide clear documentation of a cooperative revenue estimation process, that ensures adequate funding is available by year to operate and maintain the system, adequate revenue is available to deliver projects on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements	Metro will work with ODOT, the region’s transit agencies, FHWA and FTA staff to document the cooperative revenue process and processes to demonstrate fiscal constraint within the TIP. This work will require the active cooperation of the agencies that administer federal funding within the region and guidance from USDOT staff on acceptable practices between Metro as the MPO and the other administrating agencies to prioritize projects for programming in the TIP and to demonstrate fiscal constraint of those projects.	7/1/2020	A cooperative revenue forecasting process to determine the urban-STBG, TAP set-aside, and CMAQ funds expected to be available through the next allocation cycle was performed by ODOT’s finance team and Oregon MPO staff, and is documented in the 2021-24 MTIP. See Chapter 5 pages 104-108, found here:  <a href="https://tinyurl.com/y57a22ew">https://tinyurl.com/y57a22ew</a>  Metro was also able to work with transit agency staff on the forecast of reasonably expected local transit revenues, which are also documented in the 2021-24 MTIP. The detailed fiscal constraint demonstration tables, sorted by fund and by agency, can be found in Appendix IV, pages 1-34, found here:  <a href="https://tinyurl.com/y6fotnbs">https://tinyurl.com/y6fotnbs</a> MPOs are still struggling to effectively participate in a cooperative process under the current construct for ODOT-administered funding. When ODOT defines its

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p>identified in 23 CFR 450.326 are met.</p>			<p>funding allocation programs (Fix-It, Non-Highway Enhance, etc.) and distributes forecasted revenues to those allocation programs, the needs of the ODOT-owned system and the ODOT policy objectives are considered, but it is not clear how ODOT actively considers the policy objectives and comprehensive transportation needs of the metropolitan transportation systems or findings from prior MTIP cycle analyses during this process. MPOs request briefings and are given the opportunity to provide public comments. Consideration of MPO comments does not rise to the federal definition of a cooperative process in this important step of determining how ODOT-administered revenues will be distributed to their various funding allocation programs.</p> <p>Active engagement by ODOT regarding both the revenue distribution to funding allocation programs and in the selection of projects within those funding allocations is reserved for their Area Commissions on Transportation (ACTs). ACTs provide a forum for which ODOT staff proactively reach out to gather local agency and stakeholder input on various ODOT activities including the STIP, major projects, and planning activities being undertaken by ODOT.</p> <p>However, ACTs are not planning entities but are public input bodies that are not subject to federal</p>

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
				<p>planning or state planning rules. Furthermore, ACT and MPO geographic boundaries overlap, creating confusion among stakeholders, particularly policy/decision-makers who are active members on both the MPO and ACT committees, as to the role of the MPO in the cooperative development of the STIP/MTIP with ODOT. Despite these challenges, some areas of progress were made in the cooperative revenue estimation process during the 2021-2024 MTIP development. In Spring 2018, Metro worked with ODOT and the transit agencies to develop a Portland metropolitan region financial forecast as a starting point to frame the selection and funding allocation to take place between 2018 and 2019. While still constrained with the challenges of the ODOT construct of distributing forecasted revenues to those allocation programs, ODOT and Metro were able to come to an agreement on a forecast with a number of caveats, most significantly that the forecast did not constrain ODOT in its distribution of funds to or within the region. This information was shared at TPAC and JPACT. JPACT took action to formally acknowledge receipt of the forecast. See appendix 2021-2024 MTIP Appendix IV for the spring 2018 forecast materials.</p> <p><a href="https://tinyurl.com/y6fotnbs">https://tinyurl.com/y6fotnbs</a></p>

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
				<p>Throughout the OTC discussion of the revenue estimates and allocation of revenues to ODOT-administered funding allocation programs (Fix-It, Non-Highway Enhance, etc.) between summer 2017 to early 2018, the MPO actively commented to the OTC on the various decisions the Commission would make in shaping the STIP, about how those decisions impact the MPO areas. As part of those comment letters, Metro reiterated federal responsibilities related to cooperative development of the STIP and MTIP.</p> <p>Metro will continue to communicate to ODOT staff and the OTC on the need to actively engage with MPOs to consider the needs of the holistic transportation system within the MPO areas before defining the policy direction of their fund allocation programs and the amount and type of revenues distributed to those ODOT funding allocation programs.</p> <p>Additionally, MPOs have requested to participate in the ODOT funding allocation programs administered at the statewide level. If MPOs were provided a better understanding of an order of magnitude forecast of potentially available funds in an MPO area from these statewide funding allocation programs, MPOs could more effectively analyze and communicate MPO area priorities for those ODOT</p>

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
				<p>fund allocation programs. A more proactive engagement by ODOT statewide allocation programs to solicit cooperative development of their spending and communicate how they could consider MPO long-range planning goals and performance targets that are relevant to their program purpose would be helpful.</p> <p>Within Region 1, the cooperative process with ODOT in the selection of projects from ODOT allocation programs administered at the Region level was successful in that ODOT was able to provide a financial forecast for the three “Leverage” programs to add Active Transportation, Safety, or Highway elements to “Fix-It” asset management projects during the FFY 2022-2024 allocation process. The Metro MPO boundary contains a large portion of the ODOT Region 1 transportation assets, making it possible for the MPO to analyze and communicate its priorities for these ODOT funding programs. Metro worked with ODOT Region 1 staff to engage at MPO committees on its development and prioritization of the Fix-It and Leverage priorities, by having ODOT staff provide regular updates on process and progress at TPAC and JPACT and to allow for regional discussion. Through this effort, ODOT Region 1 staff were able to be proactive in engaging local agency staff in the project scoping refinement process as a</p>

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
				<p>part of the process to define and select priority projects for funding from these allocation programs.</p> <p>All TIP amendments are checked and documented to maintain financial constraint. For ongoing financial constraint of ODOT-led projects and ODOT-administered funding, Metro has instituted a new tool. Metro is now using an Advance Construction fund code programming translation matrix approach. Instead of just programming Advanced Construction to a project, Metro has created multiple Advance Construction fund type codes that contain the expected federal conversion code. Example: If the expected conversion code for Advance Construction is NHPP, then the Advance Construction fund code programmed in the MTIP is "AC-NHPP". The Advance Construction funding is committed against NHPP, enabling a more accurate fiscal constraint of major fund types to be developed and maintained. When the actual conversion code is received, a simple administrative modification occurs to identify the final fund code.</p> <p>Finally, the requirements of the FAST Act and of Oregon HB 2017 have greatly improved the understanding and documentation of adequately</p>



**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
				<p>operating and maintaining the transportation system by ODOT, transit agencies, and local jurisdictions.</p> <p>ODOT Headquarters has begun to undertake the cooperative revenue forecast for long-range metropolitan planning. We expect this process to not only serve the needs of the long-range forecast but to provide a foundation for a better understanding of how revenues are forecasted, distributed to ODOT fund allocation programs, and then programmed in the TIP on projects. At this time, however, it is not yet clear how these two processes are coordinated.</p>
	<p><b>Corrective Action 3:</b> By May 27, 2018, Metro must update amendment “Exceptions” in the TIP management procedures to clearly distinguish what changes affect fiscal constraint and ensure those happen via a full amendment per 23 CFR 450.328.</p>	<p>The TIP amendment management procedures were updated in March 2018 to be consistent with the statewide matrix developed by ODOT and FHWA to define when a project change affects fiscal constraint. Those that do are processed as a full amendment with public notification and comment period and adoption by Metro Council resolution prior to submission for inclusion in the STIP.</p>	<p>5/27/2018</p>	<p>Compliance with this corrective action, as described in the Metro Response, continues. In addition, Chapter 8 of the 2021-2024 MTIP outlines the administration and implementation of the MTIP. The statewide matrix is included on page 203.</p>
	<p><b>Recommendation 3:</b> The Federal review team recommends</p>	<p>The description of the purpose of the STIP, its relationship to the MTIP, how ODOT projects meet the needs of the</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p>Metro update the STIP discussion in the TIP to accurately reflect the purpose of the STIP, its relationship to Metro’s TIP, and how ODOT projects meet the needs of the Metro area and how they get programmed in the TIP.</p>	<p>Metro area, and how ODOT projects get programmed in the TIP has been updated in the 2021-24 MTIP. The 2021-2024 MTIP focused more on providing a more clear-cut explanation on the role of the MTIP and how the content of the MTIP must be included in the STIP without change. This discussion is spread throughout Chapters 4 and 5 of the 2021-2024 MTIP, in efforts to organize content by partner agency in a consistent predictable manner for the reader.</p> <p>Descriptions of how ODOT projects meet the needs of the Metro area are shown as part of the results of the 2021-2024 MTIP evaluation (see Chapter 3), the discussion of the policy direction to guide the prioritization of ODOT administered funds (see Chapter 4), and in the discussion of the 2021-2024 MTIP policy direction (see Chapter 5). At certain times in the development of the 2021-2024 MTIP, the nature of how the MPO areas needs or the RTP goals were considered in the selection</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		<p>of projects and programs by ODOT Region 1 is clear and direct. An example is with the ODOT Region 1 ARTS funding selection, Metro staff participated in the evaluation committee as a means of coordinating the region’s safety policy priorities in the allocation. At other times in the development of the 2021-2024 MTIP, the consideration of the region’s transportation needs and goals was implicit, such as with the Fix-It Leverage, where asset management drove the identification of initial priorities and the Metro region provides comments on how the metropolitan region’s goals should get factored into final selection.</p> <p>Additionally, the development of the 2021-2024 MTIP had an interesting challenge as every partner agency – ODOT, SMART, and TriMet had significant staffing changes during its development. The key person working with Metro on MTIP coordination was changed and replaced with a person new to</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p><b>Recommendation 4:</b> The Federal review team recommends Metro clarify the Regional Flex Fund Process in the FY 2018-2021 TIP to clearly document the process and ensure Metro is not sub-allocating Federal funding to individual modes or jurisdictions.</p>	<p>Metro staff updated both the 2018-21 MTIP and the 2021-24 MTIP descriptions of the Regional Flexible Funding Allocation process of the metropolitan STBG, TAP, and CMAQ funds. It is clear from the descriptions that Metro is not sub-allocating Federal funding to individual modes or jurisdictions.</p> <p>There are no geographical or agency/jurisdictional references in the policies or process to distribute funding, other than one policy goal of “funding projects throughout the region” (with a clarifying statement quoting the CFR that sub-allocation of funds is not allowed) that is considered and balanced against other policy goals to achieve desired outcomes by decision makers.</p> <p>Funding targets designated for Active Transportation/Complete Streets and the Freight and Economic Development project categories are guidance to help achieve desired policy outcomes of equity, safety, climate emission reductions, and</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		<p>congestion relief. Enhancements and modifications to facilities serving all modes are eligible in both categories and as evidenced by the projects funded in the most recent cycle, most projects are multi-modal and include demand and system management elements.</p>		
	<p><b>Recommendation 5:</b> The Federal review team recommends Metro consider the audience(s) and purpose of the TIP so the public can easily understand the TIP's purpose, how the TIP implements the priorities identified in the MTP, and can easily find information they are looking for. Consider using plain language and visualization techniques to present the information in an easy to understand</p>	<p>The 2021-24 MTIP utilized more plain language and incorporated more graphic and visual elements to more clearly and easily communicate the TIP purpose, process and content. It also consolidated documentation of compliance with TIP regulations in a technical appendix to help simplify the main body of the document and ease federal staff review of the TIP for meeting regulations.</p> <p>An executive summary brochure was also created and utilized this cycle for the public comment and MTIP adoption process, to further clarify the purpose and projected impacts of the MTIP, whose link can be found here:</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p>format. This will help the reader understand the processes and outcomes as they read through the document.</p>	<p><a href="https://tinyurl.com/y5z9ezmz">https://tinyurl.com/y5z9ezmz</a></p> <p>This complemented other efforts to make MTIP materials more public friendly, such as updated content on the website and how the public comment process was structured and approached. For example, the public comment survey for the 2021-2024 MTIP focused on communicating the results and outcomes of the MTIP investment package and asked respondents to rate the region’s performance by different outcome areas.</p>		
	<p><b>Commendation 1:</b> The Federal review team commends Metro and ODOT for taking initiative to review project proposals for project readiness and to address the local project delivery concern.</p>	<p>Metro staff will continue to work on project readiness and local project delivery issues through continuous improvement of regional reporting tools, participation in the state Certification User Group process, and if additional resources are available will conduct more in-depth risk assessment and readiness review of projects seeking RFFA funds.</p> <p>Metro has worked with ODOT and the other Oregon TMA MPOs to develop</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		<p>obligation targets and a certification process that incentivize on-time delivery of local federal-aid projects to further address this concern.</p> <p>Metro is also in the process of obtaining ODOT certification for procurement of planning services and delivery of planning products to improve our capabilities for on schedule delivery of planning activities.</p>		
<p><b>Congestion Management Process (CMP)</b></p>	<p><b>Recommendation 6:</b> The Federal review team recommends Metro determine what are the basic requirements for CMP evaluation and monitoring and create a sustainable data collection approach that meets the CMP requirements. Metro can then determine any data needs that go above and beyond</p>	<p>Adopted by JPACT and the Metro Council as part of adoption of the 2018 Regional Transportation Plan, <a href="#">Appendix L</a> to the 2018 RTP documents the region’s approach to addressing the federal transportation performance-based planning and congestion management requirements contained in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act. Appendix L also constitutes the region’s official Congestion Management Process (CMP). The CMP has been updated to address recommendations from the</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	the basic requirements.	<p>2017 Federal Certification Review and to incorporate federal transportation performance measures and targets identified through MAP-21-related rulemaking. The appendix can be found here: <a href="#">Federal performance-based planning and congestion management process documentation</a></p> <p>Key updates to the CMP include:</p> <ul style="list-style-type: none"> <li>• The addition of: Table 2 (pg. 11) documenting key elements of the region’s congestion management process.</li> <li>• Scaling back the CMP network to a more manageable scope for data collection, management and reporting purposes, focusing on multimodal transportation facilities and services located on the National Highway System (NHS) and the region’s high capacity transit network. The NHS includes the region’s interstates and some state-owned arterials and frequent and enhanced transit corridors. See Figure 4 and text on pg. 16 documenting the Congestion Management Network, and Table 4</li> </ul>		



**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		<p>(pg. 24) documenting transportation data to support on-going CMP monitoring and reporting.</p> <ul style="list-style-type: none"> <li>• The addition of Table 5 (pg. 24) documenting the toolbox of strategies to address congestion in the region and Table 6 (pg. 25) documenting RTP performance measures used to forecast potential effectiveness of strategies. These measures are also used in evaluation of future MTIPs.</li> <li>• The addition of Federal MAP-21/FAST Act transportation performance measures and targets in Tables 7 to 14 (pgs. 31-34).</li> <li>• Together, the federal performance targets defined in Appendix L and regional performance targets defined in Chapter 2 of RTP reflect a comprehensive and multimodal performance-based planning approach to address growing congestion and improve mobility options for people and goods movement, while achieving a broader set of land use, economic, equity and environmental</li> </ul>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		<p>outcomes. This approach includes modeling tools, analysis and research combined with meaningful public engagement to help quantify and better understand the potential outcomes of policy decisions and investment actions. The framework also guides data collection, tool development and monitoring/reporting activities identified in Chapter 8 (Section 8.5) of the 2018 RTP. The updated CMP continues the region’s transition to using observed data for performance monitoring consistent with federal requirements, and can be expanded in the future as data collection and resources allow. The CMP will be re-evaluated as part of scheduled updates to the RTP to respond to new requirements, information learned through monitoring activities and changes in the availability of data and tools so that they can be refined as necessary.</p> <p>As part of the TIP process, RFFA funding application questions provide</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		<p>links to relevant CMP data so the applicant can use that data in providing information about their candidate project.</p> <p>As part of the development of the 2021-2024 MTIP, Metro reported on the monitoring data and performance of the federal performance measures and targets. (See Chapter 3 and 5) The MTIP also discussed, in a qualitative manner, how the package of investments is expected to move the region towards established performance targets. This information is expected to assist with other existing conditions data as part of the CMP and inform the prioritization and allocation of funding.</p>		
	<p><b>Recommendation 7:</b> The Federal review team recommends Metro develop a congestion management plan that documents the tools and data used and how they are applied to the MTP</p>	<p><i>(This is addressed in response to Recommendation 6)</i></p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p>and TIP to help the public and decision-makers understand how the CMP informs Metro’s processes. This plan could be an effective tool to document a complex process.</p>			
<p><b>Public Participation</b></p>	<p><b>Corrective Action 4:</b> By January 30, 2018, Metro shall update the PPP to meet all requirements of 23 CFR 450.316 and 326(b), including:</p> <ul style="list-style-type: none"> <li>• Identification of key decision points for each major planning process where the MPO requests public comment and the explicit procedures for outreach at these milestones.</li> </ul>	<p>Metro is committed to updating the PPP to meet all requirements of 23 CFR 450.316 and 326(b).</p> <p>To meet this corrective action, Metro has decided to split its Public Engagement Guide to reflect the need for both the public’s understanding of public engagement in transportation planning processes (through a Public Participation Plan) and a best practices guide for practitioners (the focus of the Public Engagement Guide). The update to the Public Engagement Guide portion of this new “split” document is expected to be completed later in 2018.</p>	<p>3/16/2018</p>	<p>Metro completed and posted the updated PPP for transportation planning on Jan. 30, 2019, entitled “Be involved in building a better system for getting around greater Portland.” The document is published on several pages of the Metro website, including the “Public projects” page (<a href="http://oregonmetro.gov/public-projects">oregonmetro.gov/public-projects</a>). The agency’s larger Public Engagement Guide is expected to be updated to incorporate this information and update other engagement practices. Metro also worked to diversify membership in its standing advisory committees during this period, introducing new community leaders as members of MPAC, and most recently to TPAC where a new stipend policy has removed financial barriers that previously limited the socioeconomic diversity in membership. Three new TPAC members and three alternates were appointed in 2020 through a application process. Metro’s current <a href="#">Public Engagement Guide</a> includes evaluation criteria for measuring the effectiveness of</p>

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<ul style="list-style-type: none"> <li>• Specific outreach strategies to engage traditionally underserved populations.</li> <li>• Criteria or process to evaluate the effectiveness of outreach processes</li> <li>• In each major planning document, a demonstration of how the explicit processes and procedures identified in the PPP were followed and a summary that characterizes the extent to which public comments influenced TIP development.</li> </ul>			<p>outreach processes. The evaluation criteria can be found on pages 36 – 38.</p> <p>The two most recent planning documents, 2018 RTP update and the 2000-20 MTIP demonstrate how the explicit procedures identified in Metro’s Public Engagement Guide and the new “Be involved in building a better system for get around greater Portland” document were followed. Each plan includes a summary of engagement which explains specific activities, including those to engage traditionally underserved populations.</p> <p>For the 2018 RTP, there were nearly 19,000 touch points with community members through discussion groups, community and regional leadership forums, online surveys, committee and organization briefings and workshops—all tools prescribed in Metro’s Public Engagement Guide. (2018 RTP <a href="#">Appendix D</a>)</p> <p>Recognizing that communities of color and other historically marginalized communities are typically under-represented among online survey respondents, Metro’s engagement strategy included discussion groups with members of Russian/Slavic, youth, African Immigrant, Asian Pacific Islander, Native American, Latinx, and African American communities. In addition, community leaders were invited to participate in regional leadership forums and community leader’s forums at key points to further inform the RTP.</p>

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
				<p>The projects and programs in the MTIP continue to implement feedback received through these various means. Following the adoption of the 2018 RTP, the region adopted the policy direction for the 2021-2024 MTIP, which reaffirmed the regional priorities of safety, equity, climate and congestion established in the RTP through extensive public comment. The regional policy direction was taken into account for the different funding allocations processes undertaken by each MTIP partner and Metro through its RFFA process. For the 2021-24 MTIP, Metro conducted a performance evaluation to understand if and how the MTIP package of investments are making progress toward the regional priorities defined by the RTP.</p> <p>Public comments received on the 2021-24 MTIP are summarized in Chapter 7 (<a href="#">2021-24 MTIP</a>) together with an explanation of the engagement process (a public hearing and online survey) as prescribed by Metro’s Engagement Guide. The same chapter summarizes major themes from the comments and how they influenced plan development. More detail is available in MTIP <a href="#">Appendix V</a>, p. 54.</p>
	<p><b>Recommendation 8:</b> The Federal review team recommends Metro identify ways to make Metro’s</p>	<p>Metro is following a protocol for removing outdated draft documents and clearly labeling document status (discussion draft, public review draft, final, etc.)</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p>website navigation easier, taking special consideration for populations that have limited skills using the Internet, and ensure all outdated draft documents are removed after final adoption occurs.</p>	<p>Metro is currently scoping and budgeting for an upgrade to its website server, with the project anticipated to start in early 2021. As part of this process, Metro will continue its user testing to improve navigation.</p>		
	<p><b>Commendation 2:</b> The Federal review team commends Metro for providing information on their website in languages other than English. This practice enables constituents with limited English proficiency to learn how to participate in decisions that affect their community.</p>			
<b>Consultation</b>	<p><b>Corrective Action 5:</b> By June 30, 2018, Metro shall develop and document a</p>	<p>Metro will complete this work in tandem with the current UPWP process and self-certification for 2018.</p>	6/30/2018	<p>Metro has continued to use the annual UPWP process as the hub for consultation across the many transportation planning projects and programs across our region.</p>

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p>formal consultation process for the MPO to meet all requirements in 23 CFR 450.316(b-e).</p>	<p>Our goal is to more directly connect consultation to the UPWP in order to create a blanket finding for smaller projects that would therefore also be eligible for administrative amendments, thus streamlining maintenance for the UPWP. Under our proposed process, larger projects would require separate consultation from the UPWP and would be subject to a legislative amendment.</p> <p>As part of this reform, we are also seeking FHWA clarification on UPWP convening responsibilities for Metro and ODOT. Our objective is for Metro to carry this responsibility, including meeting logistics, agency notices and public notice to improve upon and streamline our current process.</p>		<p>The role of consultation in developing the UPWP is described on page 6 of the document and referenced in many of the individual project narratives:</p> <p><a href="https://www.oregonmetro.gov/unified-planning-work-program">https://www.oregonmetro.gov/unified-planning-work-program</a></p> <p>Consultation in the UPWP process is also set forth in the statewide protocols for all Oregon MPOs developed by ODOT.</p> <p>Metro's consultation with ODOT and the major transit providers in the region is more specifically set forth in a planning agreement that is updated regularly and enacted as a rolling intergovernmental agreement.</p> <p>Planning projects described in the UPWP must also conduct consultation consistent with the general framework required by the UPWP and statewide protocols. This work must be documented as part of this projects. Most notable are updates to the RTP and MTIP. Consultation in the development of the 2018 RTP can be found on page Chapter 1 (page 1-18) and referenced throughout the plan and Appendix D (Public and stakeholder engagement and consultation summary) and documented in the final public comment report</p>



**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
				<p>(pages 44-49), located here:  <a href="https://www.oregonmetro.gov/regional-transportation-plan">https://www.oregonmetro.gov/regional-transportation-plan</a></p> <p>Consultation done in the development of the 2021-24 Metropolitan Transportation Improvement Program is described in Chapter 7 (page 196) of the final public review draft of the document, located here:  <a href="https://www.oregonmetro.gov/metropolitan-transportation-improvement-program">https://www.oregonmetro.gov/metropolitan-transportation-improvement-program</a></p> <p>This most recent update to the MTIP followed the same consultation practices with tribes and agencies that was piloted with the 2018 RTP. In this process, participants are asked to identify process stages of MTIP and RTP updates where and how they would like information or consultation. This information is used to continually improve the consultation process in periodic updates to MTIP and RTP.</p> <p>In early 2020, Metro hired a full-time Tribal Liaison to expand our coordination and consultation with tribes across a range of Metro's activities in the region. This includes ensuring the tribes are consulted early and often in our regional transportation planning activities.</p>

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
<p><b>Civil Rights and Environmental Justice</b></p>	<p><b>Corrective Action 6:</b> By October 1, 2018, to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, Metro must:</p> <ul style="list-style-type: none"> <li>• Designate an employee who will serve as coordinator for Section 504 and ADA matters.</li> <li>• Conduct an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines.</li> <li>• Develop a Section 504/ADA nondiscrimination</li> </ul>	<p>Metro is committed to coming into full compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, including:</p> <ul style="list-style-type: none"> <li>• designating an employee who serves as coordinator for Section 504 and ADA Titles II and III (the Director of Human Resources will continue to be responsible for Title I) (July 2018).</li> <li>• conducting an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines was completed in July 2018. Work continues on the programs evaluation and engagement. Metro expects to publish the ADA Self-Evaluation &amp; Facilities Update Plan for Metro Regional Center in spring 2021.</li> <li>• developing a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information), which has been posted online and will be included</li> </ul>	<p>10/1/2018</p>	<p>An employee for Section 504 and ADA matters was designated before Oct. 1, 2018 (Mary Rowe, HR director). The new HR Director, Julio Garcia, holds the designation currently.</p> <p>An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2018. Many improvements are slated as part of the building's maintenance schedule; a full specified timeline and budget forecast was also completed. The development of the self-assessment and transition plan for the Metro Regional Center building included engagement of staff and the public. The evaluation of programs is underway, the self-evaluation and transition plan is expected to conclude in spring 2021. This process also includes engagement with staff and the public.</p> <p>A Section 504/ADA nondiscrimination notice was developed and posted to the Metro website and included in federal documents.</p>

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p>notice, to be posted internally and externally (for employees' and the public's information).</p>	<p>in planning reports and meeting agendas and posted internally in 2018 (March 2018).</p> <ul style="list-style-type: none"> <li>• Metro has completed a review of the region's demographics as part of the 2015-18 MTIP and as part of the 2018 RTP. In early 2019, Metro will use American Community Survey data analysis to assess shifting demographics for communities of color and communities with lower income since the 2010 Census (January 2019).</li> </ul> <p>To inform the 2018 RTP development and adoption, the Transportation Equity Analysis will assess and contrast the benefits and burdens for EJ and non-EJ populations as part of the 2018 RTP development and adoption. This work was piloted in the 2015-18 MTIP and will continue to frame subsequent MTIP updates (December 2018)</p>		
	<p><b>Recommendation 9:</b> The Federal review team recommends Metro ensure they are addressing the</p>	<p>Currently, Metro prepares a biennial summary of community representative demographics for our MPO committees as part of its annual Title VI report to ODOT. Additionally,</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p>needs of underserved populations, particularly when the demographics of the region are changing and to continue to identify how projects and programs would benefit and/or burden environmental justice (EJ) populations compared to non-EJ populations. Metro should consider using the MTP goals, objectives, and indicators as criteria for this EJ benefits and burden analysis. Metro should also review the demographic composition of the MPO Committees and explicitly document how Metro will ensure they are</p>	<p>Metro has proposed 2-year reviews of all Metro committees as part of our Diversity Action Plan.</p> <p>While capacity constraints have limited Metro’s ability to meet this reporting goal agency-wide, we intend to bring this review into the Title VI Plan for all members (rather than just community representatives) of MPO committees as part of the next update to the plan. Metro conducted a pilot processes for collecting demographic information from committee members in 2019, the next survey will occur in 2021.</p> <p>To address benefits and burdens for EJ and non-EJ populations, the 2018 RTP included a transportation equity evaluation of the financially constrained 2018 RTP investment strategy (<a href="#">Appendix E</a> - Transportation equity evaluation).</p> <p>To ensure that recent input from historically marginalized communities informed the equity assessment, and were ultimately reflected in the RTP,</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	representative of community.	<p>project staff analyzed six public engagement results from transportation-related planning efforts since 2014, focusing on what was heard from people of color and people with lower incomes. The transportation-related planning efforts included the 2014 RTP, the Southwest Corridor Plan, the Powell-Division transit and development strategy, and the early phases of the 2018 RTP development.</p> <p>A civil rights analysis of the 2021-2024 MTIP was undertaken as part of the broader 2021-2024 MTIP performance assessment. The civil rights analysis focused on the outcomes defined in the 2018 RTP transportation equity analysis, which focused on the transportation priorities identified by historically marginalized communities, namely communities of color, people with limited English proficiency, and lower-income households. The discussions of the results and formal determination of findings can be</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		found in Chapter 5 of the 2021-2024 MTIP.		
	<p><b>Commendation 3:</b> The Federal review team commends Metro for implementing their 2015 LEP Plan by customizing public outreach translation needs based on the geography of projects.</p>			
	<p><b>Recommendation 10:</b> The Federal review team recommends Metro identify stakeholders solicited for public comments on their Title VI Plan, Title VI Analysis Reports and other federally required documentation.</p>	<p>Metro completed a review of changing demographics in the region as part of the 2015-18 MTIP and as part of the 2018 RTP. Metro uses ACS Data analysis to see if communities of color have shifted geographically since the 2010 Census (January 2019).</p> <p>Metro tracks participation in public comment periods for the RTP, MTIP and RFFA as well as other community engagement initiatives. The RTP process involved community members and stakeholders through a</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		<p>variety of activities (see the <a href="#">Public and Stakeholder Engagement and Consultation summary</a>, p. 3)</p> <p>Participants were asked to provide demographic information during the following activities related to the RTP, MTIP and RFFA to help Metro know if we are hearing from a representative group of people that reflects our diverse communities and a broad range of experiences in our region:</p> <ul style="list-style-type: none"> <li>• <a href="#">2018 Regional Transportation Plan Update Online Quick Poll 1 Report</a> (October 2015)</li> <li>• <a href="#">2018 Regional Transportation Plan Comment summary Winter 2016 comment opportunity</a></li> <li>• <a href="#">2017 Public Comment Report: Priorities For our Transportation Future</a> (May 2017)</li> <li>• <a href="#">2018 Public Comment Report: Building a Shared Strategy: Priorities For our Transportation Future</a> (April 2018)</li> <li>• <a href="#">2018 Public Comment Report: Adopting a Plan of Action</a></li> <li>• <a href="#">2021-24 MTIP Appendix 5.3 2021-2024 MTIP Public Comment Report</a></li> </ul>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		<ul style="list-style-type: none"> <li>• <a href="#">Public comments on proposed projects for 2022-24 regional flexible funds (October 2019) (p. 66)</a></li> </ul> <p>Metro uses ACS Data analysis to see if communities of color have shifted geographically since the 2010 Census.</p> <p>Currently, we prepare an annual summary report of community representative demographics for our MPO committees. Metro has proposed 2-year reviews of for all Metro committees as part of our Diversity Action Plan. While capacity constraints have limited Metro’s ability to meet this reporting goal agency-wide, we intend to bring this review into the Title VI Plan for MPO committees as part of the next update to the plan.</p>		
<b>Performance-Based Planning and Programming</b>	<b>Recommendation 11:</b> The Federal review team recommends Metro continue to work with ODOT and TriMet to implement Federal planning requirements for	Metro adopted our first outcomes-based Regional Transportation Plan (RTP) that relies on targets and performance measures to ensure progress toward plan goals. While the range of outcomes and correlating performance measures in the RTP are much more		



**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p>performance-based planning and programming, including:</p> <ul style="list-style-type: none"> <li>• Discussing the new requirements, identify which processes need updating to meet new requirements and a plan for updates, data collection and sharing requirements to be ready for PBPP.</li> <li>• Making necessary connections to other performance-based plans, including Statewide Plans.</li> <li>• Further develop data needs to ensure that future MTP and TIP updates implement an</li> </ul>	<p>comprehensive than required under new federal regulations, the framework in our RTP closely matches federal requirements where they overlap.</p> <p>In late 2018, Metro will adopt our third performance-based RTP and as part of this major update to the plan, we are conducting a significant overhaul of the plan's targets and performance measures. This work is partly driven by capacity constraints within our agency, and our ability to sustainably monitor, model and report data for performance measures, and the need to align our measures with federal requirements for efficiency.</p> <p>We are still working through our approach to meeting some federal measures, and have been coordinating with ODOT and TriMet to ensure that we can collectively meet these new requirements. Because of our capacity constraints, we expect to rely heavily on ODOT</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p>objective-driven, performance-based planning process</p> <ul style="list-style-type: none"> <li>• Updating Planning Agreements that describe how transportation planning efforts will be coordinated between the agencies and document specific roles and responsibilities each agency has in the performance of transportation planning for the region.</li> <li>• Reviewing MTP and TIP project prioritization and decision-making processes and how they support a performance-based process.</li> </ul>	<p>data in the near term to meet the new requirements.</p> <p>Currently, we expect to have an initial approach and agreement on responsibilities with our agency partners this year, and on schedule to meet minimum federal requirements.</p> <p>As discussed previously, Metro and ODOT plan to follow the 2018 RTP adoption with an update to our regional mobility policy (which regulates both the RTP and the Oregon Highway Plan for the Metro region). Our goal is to continue linking our mobility policy to the 24 mobility corridors that make up our Regional Mobility Atlas, and we believe this approach strongly meets the intent of federal regulations for tailoring our performance-based planning and programming to conditions on the ground. As part of this work, we will likely fine-tune our performance targets and measures as they relate to federal requirements.</p>		

**2020 Federal Certification Review  
2017 USDOT Findings and 2020 Metro Response**

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<ul style="list-style-type: none"> <li>• Identifying a way to categorize MTP and TIP projects in a way that will assist the MPO in meeting the new performance-based planning and programming requirements.</li> <li>• Reviewing publications, tools, and resources available on FHWA and FTA’s websites for good practices and assistance in implementing Transportation Performance Management and PBPP.</li> </ul>	<p>This work will be completed prior to the next update to the RTP, and will either result in an amendment to the plan or will be incorporated into the 2023 update. Once the new policy has been adopted into the RTP (either through amendment or a scheduled update), it will then apply to subsequent MTIP updates.</p>		



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## **2020 Metro Self-Certification**

### **1. Metropolitan Planning Organization Designation**

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans, and meets federal and state planning requirements.

Metro is governed by an elected regional council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

### **2. Geographic Scope**

The Metropolitan Planning Area boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The Metropolitan Planning Area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

The current boundary was updated and approved by the Governor of Oregon in July 2015 following the release of the new urbanized area definitions by the Census Bureau. The planning area boundary includes the urbanized area, areas within the Metro jurisdictional boundary, urban reserve areas representing areas that may urbanize within the next 20 years, and the areas around 5 key transportation facility interchanges adjacent to and that serve the urban area.

### **3. Responsibilities, Cooperation and Coordination**

Metro uses a decision-making structure, which provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

#### **Joint Policy Advisory Committee on Transportation**

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

#### **Bi-State Coordination Committee**

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

#### **Metro Policy Advisory Committee**

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management

- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the Regional Transportation Plan is developed to meet Federal transportation planning guidelines such as FAST Act and MAP-21, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, land use, and environmental concerns.

#### **4. Metropolitan Transportation Planning Products**

##### **a. Unified Planning Work Program**

The Unified Planning Work Program (UPWP) is developed annually by Metro as the MPO for the Portland metropolitan area. It is a federally - required document that serves as a tool for coordinating federally-funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, Port of Portland, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

##### **b. Regional Transportation Plan (RTP)**

The RTP must be prepared and updated every 4 years and cover a minimum 20-year planning horizon with air quality conformity and fiscal constraint.

##### **Scope of the planning process**

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g. promote efficient system management and operation; and
- h. emphasize the preservation of the existing transportation system.

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans to support the national goal areas:



- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

#### **Elements of the RTP**

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities

#### **c. Metropolitan Transportation Improvement Program**

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects

in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from U.S. Department of Transportation, U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies.

The 2021 -24 MTIP was adopted in July 2020 and was incorporated into the 2021 -24 STIP. Amendments to the MTIP and development of the 2024 -27 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The short-range metropolitan TIP includes the following required elements:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors and making progress toward adopted transportation system performance targets.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2020. All prior year obligation reports are available on the Metro website.

**D. Congestion Management Process (CMP)**

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objective-driven, performance-based approach. MAP-21 retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, FAST Act, retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will continue to advance the goals of

the 2014 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. As part of federal transportation performance and congestion management monitoring and reporting, Metro also continues to address federal MAP-21 and FAST Act transportation performance monitoring and management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and are coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region's Congestion Management Process, the 2018 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2018 RTP.

#### **E. Air Quality**

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

While the region is no longer an active Maintenance Area for Ozone precursors or Carbon Monoxide (CO) and therefore is not required to complete air quality conformity analysis and findings for those pollutants for each RTP and MTIP update, the region is still required to comply with the State Implementation Plan (SIP) requirements that were developed and adopted in response to previously being out of compliance for those pollutants. The SIP requirements still in effect include the Transportation Control Measures (TCMs) adopted within the Ozone and CO SIPs.

Most immediately relevant of the TCMs is the requirement to annually monitor the region's motor vehicle miles traveled (VMT) per capita and institute spending and planning requirements if the rate increases significantly. Specifically, if the rate increases by 5% in a year, planning requirements are instigated to investigate the cause and propose remedies to reduce the VMT per capita rate. If the rate increases again in the second year by 5% or more, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects.

Metro also has agreements with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

### **5. Planning Factors**

*Moving Ahead for Progress in the 21st Century* (MAP-21), passed by U.S. Congress and signed into law by the President in 2012, defines specific planning factors and national goal areas to be considered when developing transportation plans and programs in a metropolitan area. MAP-21 creates a streamlined and performance-based surface transportation investment program and

builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. The most recent federal transportation funding act, *the Fixing America's Surface Transportation (FAST) Act* continues all of the metropolitan planning requirements that were in effect under MAP-21.

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eleven factors defined in federal legislation:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improving transportation system resiliency and reliability;
10. Reducing (or mitigating) the storm water impacts of surface transportation; and
11. Enhancing travel and tourism.

**Table 1: Federal Transportation Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
<p>1. Support Economic Vitality</p>	<ul style="list-style-type: none"> <li>• 2018 RTP policies are linked to land use strategies that promote economic development.</li> <li>• Industrial areas and intermodal facilities identified in policies as “primary” areas of focus for planned improvements.</li> <li>• Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period.</li> <li>• Highway LOS policy tailored to protect key freight corridors.</li> <li>• The 2018 RTP recognizes need for freight linkages to destinations beyond the region by all modes.</li> </ul>	<ul style="list-style-type: none"> <li>• All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities.</li> <li>• Special category for freight improvements in Metro allocation process calls out the unique importance for these projects.</li> <li>• Coordinate with ODOT allocations to support their Transportation Plan Goal 3 of Economic Vitality for all investments, and includes a specific project funding program, the Immediate Opportunity Fund, that supports local development projects which demonstrate job growth.</li> </ul>	<ul style="list-style-type: none"> <li>• 2018 Regional Transit Strategy designed to support continued development of regional centers and central city by increasing transit accessibility to these locations.</li> <li>• HCT improvements identified in the 2018 Regional Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.</li> </ul>
<p>2. Increase Safety</p>	<ul style="list-style-type: none"> <li>• The 2018 RTP policies call out safety as a primary focus for improvements to the system.</li> <li>• Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy).</li> </ul>	<ul style="list-style-type: none"> <li>• All Metro allocation projects rated according to specific safety criteria.</li> <li>• All Metro allocation projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.</li> <li>• Coordinate with ODOT</li> </ul>	<ul style="list-style-type: none"> <li>• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.</li> </ul>

**Table 1: Federal Transportation Planning Factors**

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
		<p>All Roads Transportation Safety funding program select projects with proven safety elements to address high crash sites/corridors.</p>	
<p>3. Increase Security</p>	<ul style="list-style-type: none"> <li>The 2018 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system.</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security.</li> <li>Looking to incorporate recommendations from the current Metro area Emergency Transportation Routes technical study and any follow-up studies into funding programs.</li> <li>TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues.</li> </ul>	<ul style="list-style-type: none"> <li>System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.</li> </ul>

**Table 1: Federal Transportation Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
4. Increase Accessibility	<ul style="list-style-type: none"> <li>• The 2018 RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system.</li> <li>• The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects.</li> <li>• The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers.</li> <li>• Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.</li> </ul>
5. Protect Environment and Quality of Life	<ul style="list-style-type: none"> <li>• The 2018 RTP is constructed as a transportation strategy for implementing the region’s 2040-growth concept. The growth concept is a long-term vision for retaining the region’s livability through managed growth.</li> <li>• The 2018 RTP system has been "sized" to minimize the impact on the built and natural environment.</li> <li>• The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species.</li> <li>• The 2018 RTP conforms to the Clean Air Act.</li> </ul>	<ul style="list-style-type: none"> <li>• The MTIP implements the Transportation Control Measures (TCMs) of the air quality SIP for CO and Ozone related emissions..</li> <li>• The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP).</li> <li>• Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage.</li> </ul>	<ul style="list-style-type: none"> <li>• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region’s most congested corridors and centers.</li> <li>• HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.</li> </ul>

**Table 1: Federal Transportation Planning Factors**

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life (continued)	<ul style="list-style-type: none"> <li>• Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability.</li> <li>• 2018 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system.</li> <li>• Metro coordinates its system level planning with resource agencies to identify and resolve key issues.</li> </ul>		
6. System Integration/ Connectivity	<ul style="list-style-type: none"> <li>• The 2018 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy.</li> <li>• The 2018 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities.</li> <li>• The 2018 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity.</li> <li>• The 2018 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region.</li> <li>• The intermodal management system identifies key intermodal links in the</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be consistent with regional street design guidelines and the RTP that has resolved system integration and connectivity issues..</li> <li>• Freight improvements are evaluated according to resolving potential conflicts with other modes.</li> </ul>	<ul style="list-style-type: none"> <li>• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.</li> </ul>



**Table 1: Federal Transportation Planning Factors**

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
7. Efficient Management & Operations	<ul style="list-style-type: none"> <li>• The 2018 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation.</li> <li>• Proposed 2018 RTP projects include many system management improvements along regional corridors.</li> <li>• The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.</li> </ul>	<ul style="list-style-type: none"> <li>• The regional travel options (RTO) and TSMO programs are funded through Metro allocations,</li> <li>• TDM/TSMO is encouraged to be included in the scope of capital projects to reduce SOV pressure on congested corridors.</li> <li>• ODOT also provides funding support to TDM and TSMO programs.</li> <li>• TriMet and SMART both operate TDM and Employer commute reduction programs.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.</li> </ul>
8. System Preservation	<ul style="list-style-type: none"> <li>• Proposed 2018 RTP projects include major roadway preservation projects.</li> <li>• The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.</li> </ul>	<ul style="list-style-type: none"> <li>• Reconstruction projects that provide long-term maintenance are identified as a funding priority.</li> <li>• The ODOT Fix-It program and TriMet and SMART Preventive Maintenance programs that fund system preservation are two of the largest investment areas in the MTIP.</li> </ul>	<ul style="list-style-type: none"> <li>• The 2018 RTP financial plan includes the 30-year costs of HCT maintenance and operation for planned HCT systems.</li> </ul>
9. Resilience and Reliability	<ul style="list-style-type: none"> <li>• The 2018 RTP policy chapter includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes,</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for resiliency and</li> </ul>	<ul style="list-style-type: none"> <li>• HCT projects defined in the 2018 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.</li> </ul>

**Table 1: Federal Transportation Planning Factors**

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	<p>such as economic vitality and transportation equity.</p>	<p>reliability through systems analysis of proposed RTP investments.</p> <ul style="list-style-type: none"> <li>• MTIP coordination with ODOT's efforts to incorporate resilience into the Fix-It funding program including the effects of climate change on asset management approach to their maintenance projects.</li> </ul>	
<p>10. Stormwater Mitigation</p>	<ul style="list-style-type: none"> <li>• The 2018 RTP policy chapter includes specific stormwater management policies that shaped the projects and programs in the plan.</li> <li>• Street design best practices for implementing the 2018 RTP stormwater policies were published in the 2019 Designing Livable Streets guidelines.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines that implement the policy.</li> </ul>	<ul style="list-style-type: none"> <li>• HCT projects funded through the MTIP must be designed to be consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines.</li> </ul>
<p>11. Enhanced Travel and Tourism</p>	<ul style="list-style-type: none"> <li>• The 2018 RTP policy chapter includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy.</li> <li>• Proposed 2018 RTP projects were evaluated for consistency with regional policies as part of plan adoption.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism.</li> </ul>	<ul style="list-style-type: none"> <li>• HCT projects defined in the 2018 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.</li> </ul>

- \* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The MAP-21 national goal areas are:

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduce project delivery delays

## **6. Public Involvement**

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not historically been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the federal transportation authorization act, MAP-21. Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2012, Metro created a new public engagement review process, designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices.

**Title VI** – In July 2017, Metro completed and submitted its Title VI Plan to ODOT. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning and other agency activities in the region. It includes both a non-discrimination policy and complaint procedure. In December 2019, Metro submitted its updated Limited English Proficiency Plan as part of an updated Title VI Program to FTA. The next Title VI Plan will be released in 2021. The most recent Title VI Annual Compliance Report for ODOT, covering a 12 month period from July 1, 2018, through June 30, 2020 was accepted by ODOT December 30, 2020. The next annual report will be due Oct. 1, 2021, covering July 1, 2020 to June 30, 2021.

**Environmental Justice** – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

**Title VI and Environmental Justice in action** – The information from and practices for engaging underserved communities were applied to the 2018 Regional Transportation Plan (RTP) update and the 2018-21 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil

rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults.

Diversity, Equity and Inclusion – In 2010, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro’s diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. Metro initiated the Equity Strategy Program, with the objective of creating an organizing framework to help Metro consistently incorporate equity into policy and decision-making. In 2014 as a result of the work of the diversity action team, Metro’s communication department explicitly identified a community engagement division, with a focus on better engaging historically underrepresented communities. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro’s Title VI and Environmental Justice civil rights program. The *Strategic Plan to Advance Racial Equity, Diversity, and Inclusion* was adopted in June 2016.

## **7. Disadvantaged Business Enterprise**

The Metro Disadvantaged Business Enterprise (DBE) seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the market place outside the DBE program.

### **Policy Statement**

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Assistant Director of Administrative Services and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro

nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro  
Contracts Division  
600 NE Grand Avenue  
Portland, Oregon 97232

#### **8. Americans with Disabilities Act**

Metro is committed to ensuring its programs, services, facilities and events are inclusive and accessible to people with disabilities. Over the last two decades Metro has completed reviews of its facilities and periodically reviews its policies and practices for compliance with a variety of laws, including the Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act. Metro also systematically reviews new policies and practices for conformance to the requirements of federal and state civil rights and employment laws and requires design professionals, construction contractors and in-house maintenance staff to follow accessible design and construction standards, including the ADA Standards for Accessible Design and the Oregon Structural Specialty Code, during all new construction and renovations.

Metro provides services for people with disabilities –services include: devices and systems assistive listening devices, signage, American Sign Language or audio described interpretation, open captioning, Braille, etc.

An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2018. Many improvements are slated as part of the building's maintenance schedule; a fully specified timeline and budget forecast was developed the following year. The development of the self-assessment and transition plan for the Metro Regional Center building included engagement of staff and the public. The evaluation of programs is underway this year, the self-evaluation and transition plan is expected to conclude in 2021. This process also includes engagement with staff and the public.

#### **9. Lobbying**

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system and will file the Disclosure of Lobbying Activities form pursuant to 31 USC 1352. A Metro employee outside of the Planning & Development Department and MPO staff does provide support to local elected officials who communicate regional priorities for updates to federal transportation policy and project funding to members of Congress (and potentially federal staff in the future). No federal funds are used to support these activities.

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO.21-5165, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS**

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Date: May 20, 2021

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## **BACKGROUND**

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning July 1.

The UPWP is developed by Metro with input from local governments, TriMet, ODOT, the Port of Portland, FHWA, and FTA. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities.

As an MPO, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No.21-5165

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred in December 2020. Metro has provided a table in Appendix A of the 2021-22 UPWP that describes progress in addressing the Federal Corrective Actions included in the 2020 review.

## **ANALYSIS/INFORMATION**

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution adopts a UPWP for the Portland Metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420 and title 49, of the Code of Federal Regulations, Part 13. This resolution also certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2021 in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

## **RECOMMENDED ACTION**

Approve Resolution No.21-5165 adopting a Unified Planning Work Program for the Fiscal Year 2021-22 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.