

BEFORE THE METRO COUNCIL

IN CONSIDERATION OF RESOLUTION NO. 12-4345 FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING AND DESIGNATING THE POWELL-DIVISION HIGH CAPACITY TRANSIT CORRIDOR AS THE NEXT REGIONAL PRIORITY FOR COMPLETION OF CORRIDOR REFINEMENT AND COMMENCEMENT OF ALTERNATIVES ANALYSIS)	RESOLUTION NO. 12-4345
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)	Introduced by Shirley Craddick
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WHEREAS, the State of Oregon Transportation Planning Rule (TPR) section 660-012-0020 requires that transportation system plans (TSPs) establish a coordinated network of planned transportation facilities adequate to serve regional transportation needs; and

WHEREAS, the state component of the 2035 Regional Transportation Plan (RTP) is intended to serve as the regional transportation system plan under statewide planning Goal 12 and the State Transportation Planning Rule, and must be consistent with those laws; and

WHEREAS, Metro, as the metropolitan planning agency, has identified areas where refinement planning is necessary to develop needed transportation projects and programs not included in the regional TSP; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee (MTAC), and the Transportation Policy Alternatives Committee (TPAC) assisted in the development of refinement plan prioritization factors in fall 2009; and

WHEREAS, Resolution 10-4119, adopted by the Metro Council on February 25, 2010, directed staff to work with affected local jurisdictions to conduct the first two corridor refinement plans (known as the East Metro Connections Plan and the Southwest Corridor Plan) based on an approved prioritization framework; and

WHEREAS, the Regional High Capacity Transit (HCT) System Plan summary report (June 2010), a component of the RTP, identified a new HCT corridor (#10) in the vicinity of Powell Boulevard from the Portland central city to Gresham (the "Powell-Division HCT Corridor") as the second highest of the three near-term regional priority corridors; and

WHEREAS, the highest ranked HCT corridor is already in the alternatives analysis phase, as part of the Southwest Corridor refinement planning process; and

WHEREAS, neither the scope of work nor the schedule for the Southwest Corridor Plan will be affected by the more limited scope and anticipated timeline for work in the Powell-Division HCT Corridor; and

WHEREAS, preparatory work in or near the Powell-Division HCT Corridor, including the Phase I Powell-Foster Corridor Refinement Plan, the Inner Powell Streetscape Plan, the East Metro Connections

Plan (currently finalizing its recommendations), the East Portland Action Plan (EPAP) and the recently completed Outer Powell Boulevard Conceptual Design Plan, identified the major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor; and

WHEREAS, the EPAP was developed by the community of East Portland, generally east of I-205, and identified actions and strategies aimed at improving transit service throughout East Portland, including expanding transit service and connections between East Portland neighborhoods and Columbia Corridor employment areas; and

WHEREAS, the East Portland in Motion project represents a five-year implementation strategy for the EPAP, focused on active transportation and access to transit; and

WHEREAS, the Outer Powell Boulevard Conceptual Design Plan acknowledges the need for a near term analysis of improved transit service including HCT and the effect that HCT would have on vehicular capacity in the corridor; and

WHEREAS, the Outer Powell Boulevard Conceptual Design Plan did not seek to determine the impacts of HCT on Powell Boulevard or the function, mode or general location of HCT in this corridor; and

WHEREAS, the East Metro Connections Plan has identified transit opportunities and potential performance benefits associated with high capacity transit within the eastern segment of the previously identified Powell-Division HCT Corridor; and

WHEREAS, Resolution 10-4119 called for regular review of the proposed sequencing of corridor refinement plan preparation, to ensure that regional priorities continue to be reflected in refinement plan efforts, and directed staff to coordinate corridor refinement planning work with HCT planning efforts; and

WHEREAS, the phasing graphic included as Exhibit C in Resolution No. 10-4119 recognized the likelihood of initiation of an alternatives analysis for the HCT corridor in the vicinity of Powell Blvd to occur in 2012-13; and

WHEREAS, necessary multimodal transportation planning has been completed to identify needs and opportunities for high capacity transit at a system planning level in the Powell-Division HCT Corridor; and

WHEREAS, needs within the Powell-Division HCT Corridor include affordable, equitable transit access and improved service to stimulate community and economic development and serve locally desired land uses; and

WHEREAS, there is now both demonstrated interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and


WHEREAS, on April 19, 2012, the Metro Council approved Resolution 12-4335, adopting the Fiscal Year 2012-13 Unified Planning Work Program (UPWP), which identifies the Powell-Division HCT Corridor as appropriate for the next corridor refinement plan; and

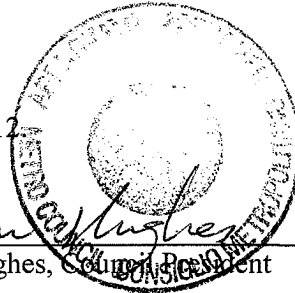
WHEREAS, on May 10, 2012, the Joint Policy Advisory Committee on Transportation (JPACT) recommended approval of this resolution to update refinement plan prioritization by the Metro Council and in the UPWP, now therefore

BE IT RESOLVED that the Metro Council:

1. Approves and adopts the revised sequencing and phasing for the next corridor refinement plan, the "Powell-Division High Capacity Transit Corridor Refinement Plan."
2. Approves commencement of refinement planning efforts as follows, subject to all necessary further approvals, with work scheduled as resources permit, for this next corridor refinement plan, which will:
 - a) Be consistent with the Mobility Corridor Strategies and the HCT System Expansion Policy Framework contained within the adopted 2035 RTP;
 - b) Determine the geographic scope of the refinement plan;
 - c) Identify unresolved issues and needed steps for the refinement plan;
 - d) Identify scope elements and study methods for the corridor refinement process as well as a Transit Alternatives Analysis (AA) (see Exhibit A). The AA will further define the route, service, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity bus service in this corridor. The outcome will be an application for Small or New Starts funding;
 - e) Coordinate proposed planning activities with other project development activities and already defined RTP projects within the corridor; and
 - f) Seek funding to complete required study components, the Alternatives Analysis and eventual implementation of a community investment strategy within the Powell-Division HCT Corridor.
3. Amends the FY 2012-13 UPWP to reflect that the Powell-Division HCT Corridor is the next regional corridor refinement plan priority.

ADOPTED by the Metro Council this [17th] day of [May] 2012.


Tom Hughes, Council President

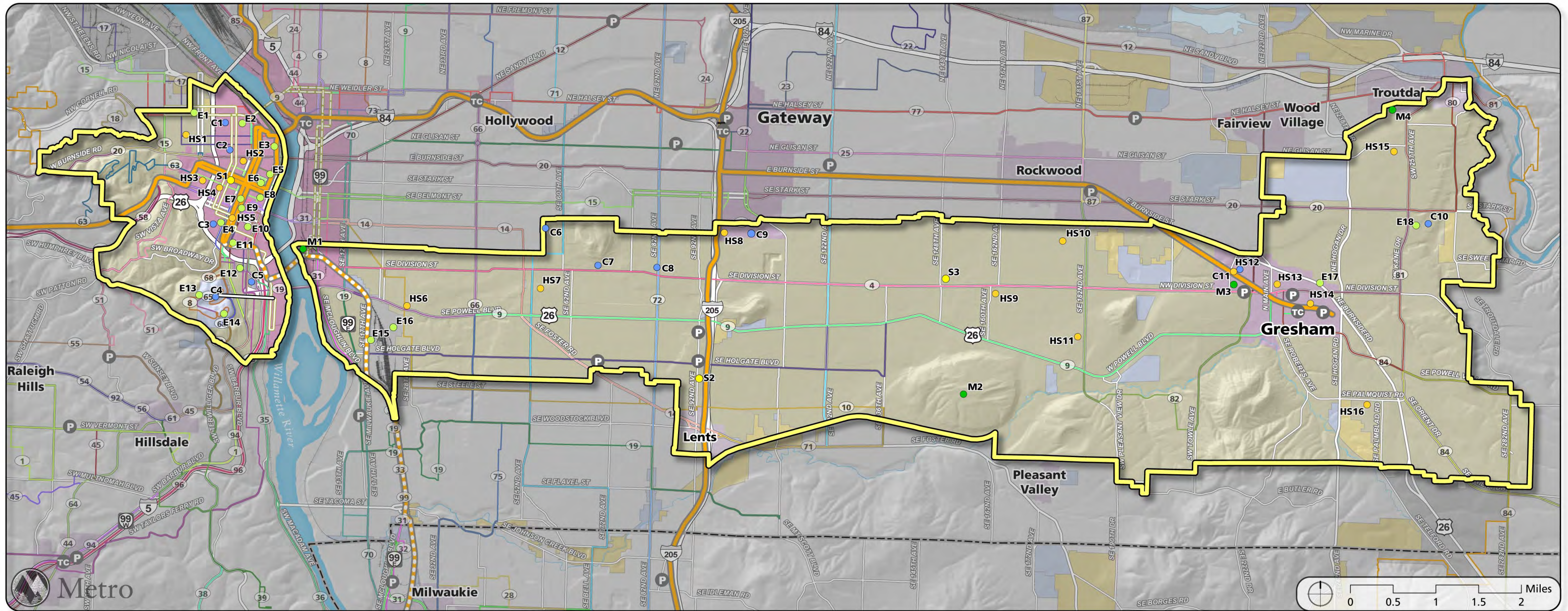


Approved as to Form:


Alison Kean Campbell, Metro Attorney

Exhibit A: Proposed Powell-Division Transit Alternative Analysis Study Area Map

Powell-Division Transit Alternatives Analysis



Powell - Division Study Area

- Title 4 Lands
 - Employment Land
 - Industrial Land
 - Regionally Significant Industrial Area
- 2040 Analysis Centers
 - Central City
 - Regional Center
 - Town Center
- Transit Alternatives
 - Light Rail Transit
 - Light Rail Transit Under Construction
 - Street Car
 - Street Car Under Construction
 - Bus Lines
 - Transit Center
 - Park and Ride

Colleges and Universities

- C1 Pacific Northwest College of Art
- C2 The Art Institute of Portland
- C3 Portland State University*
- C4 Oregon Health & Science University*
- C5 National College of Natural Medicine
- C6 Western Seminary
- C7 Warner Pacific College
- C8 Portland Community College--Southeast
- C9 Walla Walla University - Portland Campus
- C10 Mt. Hood Community College - Gresham
- C11 Mt. Hood Community College - Bruning Center

Skill Centers

- S1 New Avenues for Youth
- S2 Portland Youth Builders
- S3 Serendipity

*Components of "Innovation Quadrant"

High Schools

- HS1 Metropolitan Learning Center
- HS2 Greenhouse Alternative High School
- HS3 Lincoln High
- HS4 The Northwest Academy
- HS5 St. Mary's Academy
- HS6 Cleveland High
- HS7 Franklin High
- HS8 Portland Adventist Academy
- HS9 SERP Enterprises Inc.
- HS10 Centennial Learning Center
- HS11 Centennial High
- HS12 Center for Advanced Learning
- HS13 Gresham High
- HS14 Alpha High
- HS15 Reynolds High
- HS16 Springwater Trail High

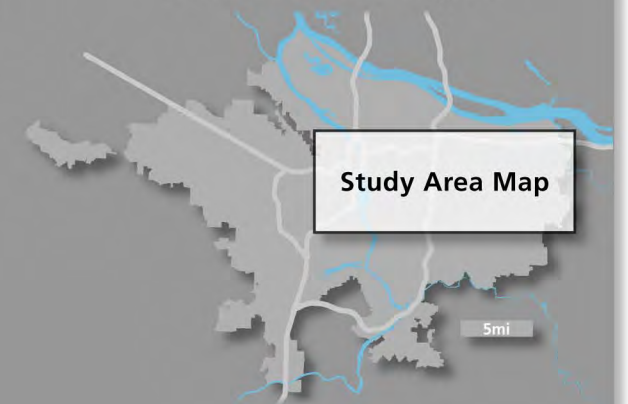
Large Employers

- E1 Legacy Hospital
- E2 US Post Office
- E3 KB Pipeline
- E4 Portland State University
- E5 US Army Corp of Engineers
- E6 Oregon Dental Service
- E7 Standard Insurance
- E8 Portland General Electric
- E9 Weyerhaeuser
- E10 Regence Group
- E11 Ishimoto America
- E12 Automatic Data Processing Services
- E13 Oregon Health & Sciences University
- E14 Veteran Affairs Medical Center
- E15 TriMet Operations
- E16 Fred Meyer Stores Corporate HQ
- E17 Advanced Business Technologies
- E18 Mt. Hood Community College

Other Attractions

- M1 Oregon Museum of Science and Industry*
- M2 Powell Butte
- M3 Civic Station Shopping Center
- M4 McMenamin's Edgefield Concert Venue

Portland Metro Region



Study Area Map

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4345 FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING AND DESIGNATING THE POWELL-DIVISION HIGH CAPACITY TRANSIT CORRIDOR AS THE NEXT REGIONAL PRIORITY FOR COMPLETION OF CORRIDOR REFINEMENT AND COMMENCEMENT OF ALTERNATIVES ANALYSIS

Date: May 17, 2012

Prepared by: Deborah Redman
503-797-1641

BACKGROUND

1) Description of Proposed Powell-Division High Capacity Transit Corridor Refinement Plan

Building off the findings and local support generated through recent related planning work (described below), the Powell-Division High Capacity Transit Corridor Refinement Plan will coordinate land use and transportation planning efforts to develop an investment strategy that defines a high capacity transit project for a Small or New Starts application, develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. Transit in this corridor would connect several low income areas with major education and workforce training sites including Portland State University, Portland Community College and Mt. Hood Community College as well as with jobs in Portland and Gresham. It would leverage existing transit investments in the Willamette River Transit Bridge, and afford transit vehicles a time advantage in accessing downtown Portland from points east on the eventual alignment.

The Powell-Division Corridor Transit Refinement Plan will include:

- Local land use planning work that will help define the transit route, stop locations and connections and identify land use actions and investments to support livable communities. Outcomes of these efforts will be implemented by local jurisdictions.
- Transit Alternatives Analysis (AA). The AA will further define the route, service type, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity bus service in this corridor. The outcome will be an application for Small Starts/New Starts funding.
- Identification of key community investments (regional, local, public and private) that will create synergy with proposed transit investments and support community economic development and livability.

2) Objectives of Proposed Powell-Division High Capacity Transit Corridor Refinement Plan

- Develop transit solution that efficiently serves high demand corridor in the near term while recognizing physical constraints in the corridor as well as the limited local capital and operational funding for near term implementation.
- Develop a Powell-Division Corridor community investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development centered on high capacity transit service.

- Establish agreements on local, regional and state actions to support implementation of the community investment strategy.
- Develop multi-modal solutions that distribute both benefits and burdens of growth, support active lifestyles and enhance the natural environment.
- Actively engage public in developing the criteria to prioritize transportation investments and land use changes.
- Conduct a transit Alternatives Analysis to determine the best alignment, associated service changes and capital improvements of a high capacity transit route.
- Incorporate refined transportation planning into RTP.

3) **Previous Corridor Refinement Work Program Prioritization**

a) **Background**

The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies including the Powell/Foster and Highway 217 corridors. The phase I Powell/Foster plan was completed and the findings were adopted by JPACT and the Metro Council in FY 2003/04.

In winter 2005, Metro again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in winter 2005/06, JPACT and Metro Council approved a corridor planning work plan update, which called for initiation of five new corridor plans in the next five years. In winter 2007/08, Metro commenced work on one of the corridor planning efforts identified in that work program, the Regional High Capacity Transit System Plan.

As part of the Regional Transportation Plan update, in 2009, Metro worked with technical committees and local jurisdictions to identify and prioritize remaining corridor needs. Five corridors were found to need refinements and a phased approach was established to accomplish all remaining refinement plans by 2020. Mobility Corridor #15 (East Multnomah County connecting I-84 and US 26) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”) were designated as the next priorities based on technical factors, as well as local urgency and readiness (Resolution 10-4119, approved by Metro Council on February 25, 2010). The East Metro Connections and Southwest Corridor Plans commenced shortly thereafter and will be completed in June and December 2012 respectively.

4) **2010 Metro Council Prioritization as directed by Resolution No. 10-4119**

- a) Resolution No. 10-4119 listed six remaining multimodal mobility corridors needing refinement planning, along with one HCT Corridor (“Powell Vicinity”), the latter which is the subject of this staff report and related resolution.
- b) Two plans are underway, per that prioritization: East Metro Connections Plan and Southwest Corridor Plan.
- c) The assumption at the time this previous corridor refinement prioritization was completed (i.e., February 2010) was that “Vicinity of Powell Corridor” transit and transportation needs and opportunities would be studied. A draft of the final report of that study, the Outer Powell

Boulevard Conceptual Design Plan, was released in December, 2011, and is discussed briefly below.

d) Resolution No. 10-4119 also anticipated regular review of the proposed, to ensure that regional priorities continue to be reflected in refinement plan efforts and directed staff to coordinate corridor refinement planning work with HCT planning efforts. It also anticipated the initiation of an alternatives analysis for the HCT corridor in the vicinity of Powell Blvd to occur in 2012, as shown in the Exhibit C to the resolution (Attachment 1 to this staff report.) The order presented in the phasing and sequencing shown in Attachment 1 considered not only the accepted technical rankings, but also took into account then-current levels of local support, as listed below:

- Technical rankings
- Demonstrated local support
- Respective levels of effort of the five corridors
- Ability of local jurisdictions to take more responsibility for one or more pieces of work that are likely to be required in a given corridor
- Ability to logically segment work (e.g., to postpone corridor refinement planning)
- Potential for project development to proceed on a separate track
- Ramp-up time needed for more complex corridors (to be included in a preparatory phase described below)—allowing staggered plan initiation points
- A proposed scenario for linking High Capacity Transit (HCT) system expansion process and priorities to the corridor refinement planning process, where appropriate

e) High Capacity Transit (HCT) Corridors

In July 2009, the Metro Council adopted the Regional High Capacity Transit (HCT) System Plan. The HCT plan identifies and prioritizes corridors for implementation based on a set of evaluation criteria consistent with the goals of the RTP and the region’s 2040 growth concept. The HCT plan was adopted by the region as part of the Regional Transportation Plan in June 2010. In July 2011, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council adopted the High Capacity Transit System Plan Expansion Policy guidelines to further describe the process for moving projects forward.

Both the HCT plan and the system expansion policy identify the Portland Central City to Gresham (in general, Powell-Division Corridor) as a Near-Term regional priority corridor. The rigorous HCT process included the application of 25 evaluation criteria approved by the Metro Council and Joint Policy Advisory Committee on Transportation. System Expansion policy targets were applied to both the SW and Powell-Division corridors. While on many measures such as transit supportive land use and community support, regional network connectivity and integrated transportation system development the corridors scored equally. In terms of Housing needs supportiveness, Powell actually measured higher. In the areas of financial capacity and partnership, political leadership and ridership (particularly in projected increase) the SW corridor scored higher.

The SW corridor is currently in an AA process. Given the strong land use needs and opportunities, community support, current ridership, and housing needs, the Powell-Division corridor should move forward at this time.

In addition to a decade of corridor refinement plan prioritization and regional-scale planning work, there has been significant and relevant preparatory studies in or near the Powell-Division HCT Corridor, including the Phase I Powell/Foster Corridor Refinement Plan, the Inner Powell Streetscape Plan, the East Metro Connections Plan (currently finalizing its recommendations), the East Portland Action Plan and the recently completed Outer Powell Boulevard Conceptual Design Plan. These studies and planning work, summarized below, identify the major safety, roadway, and related bicycle and pedestrian improvements in this corridor, and have identifies needs and opportunities for high capacity transit at a system planning level.

5) Previous Multimodal and Corridor Refinement Planning Work

a) East Metro Connections Plan

The East Metro Connections Plan (EMCP) has identified transit opportunities and potential performance benefits associated with high capacity transit within the eastern segment of the previously identified Powell-Division HCT Corridor. The EMCP Enhanced Transit Scenario is a modeled collection of transit improvements identified through the EMCP planning process for potential further study. The modeling effort forecasts the effects of these improvements in the year 2035, as compared to the Regional Transportation Plan (RTP) Financially Constrained (FC) network. The 2035 RTP FC includes all transit assumed to be in place in the region by the year 2035, and as such includes improvements over existing transit.

The 2035 RTP Financially Constrained transit network includes the following improvements compared to current day service:

- Interlining of lines 82 and 87. Combining these two lines eliminates the need to transfer at Rockwood for trips traveling between north and south on 181st Avenue.
- Improved frequency to service on 181st Avenue to provide frequent service between Sandy Boulevard and Powell Boulevard. Line 82 is maintained as a separate, additional line to the 82/87 interline, operating only between Sandy Boulevard and Powell Boulevard.
- Improved frequency of line 20 to provide frequent service on Stark Street.
- Improved frequency of line 77 to provide frequent service on Halsey Street.
- Improved frequency of line 9 to provide frequent service on Powell Boulevard.

The 2035 EMCP Enhanced Transit Scenario network includes the following improvements to the RTP Financially Constrained network:

- Addition of Bus Rapid Transit (BRT) in the Powell-Division corridor, extending from Portland Central City to Mt. Hood Community College via Gresham Transit Center. The Powell Corridor HCT is designated as a “Near Term Regional Priority Corridor” in the Metro High Capacity Transit System Plan and in the High Capacity Transit System Expansion Policy; the extension to Mt. Hood Community College is not part of the identified corridor but has been included in this study. The BRT would run on Powell Boulevard west of I-205, and on Division Street east of I-205. Frequency of line 4-Division local service would be reduced to hourly service in the plan area where the route is duplicated by BRT.

- Shortening of line 20, moving the terminus to Mt Hood Community College instead of Gresham Transit Center. The removed routing is duplicated by the extension of the proposed BRT from Gresham Transit Center to Mt. Hood Community College.
- Improved frequency of line 12 to provide frequent service on Sandy Boulevard / Halsey Street / 223rd Avenue between Parkrose and Gresham Transit Center.
- Routing change of 12-Sandy from Halsey Street to Arata Road between NE 223rd Ave and NE 238th Drive to provide accessibility to more households.
- Improved frequency of lines 80 and 81 from hourly service to twice-hourly service.
- Routing change of portions of line 80 off of Kane Drive and onto 242nd Avenue between Powell Boulevard and Stark Street. This provides new service to 242nd Avenue.
- Routing change of portions of line 84 off of US 26 and onto Hogan Road and Palmquist Road, resulting in new service in those currently unserved areas.
- Addition of new hourly service between Gresham Transit Center and Damascus, traveling on Roberts Road and Hogan Road in the Plan Area.

The analysis compares forecasts for the 2035 EMCP Enhanced Transit Scenario to the 2035 Regional Transportation Plan (RTP) Financially Constrained network. The RTP Financially Constrained network includes all transit assumed to be in place in the region by the year 2035, and as such includes improvements over existing transit.

The Enhanced Transit Scenario features a combination of new service, frequency improvements, and routing changes compared to the RTP Financially Constrained network. The scenario examines introduction of a BRT extending from downtown Portland to Mt. Hood Community College, travelling on Division Street within the Plan Area. Frequency decreases to the 4-Division and shortening of the 20-Burnside/Stark would occur to accommodate the BRT service. For north-south routes, frequencies of line 12-Sandy, line 80-Kane/Troutdale, and line 81-Kane/257th would be improved, and line 80 would be shifted from Kane Drive to 242nd Avenue. Finally, routing of the 84-Kelso/Boring would be adjusted, and a new route would be introduced to serve between Gresham Regional Center and Damascus.

The analysis examines individual transit lines in terms of changes in boardings and productivity, and assesses the geographic locations within the Plan Area in terms of changes in ridership caused by the transit modifications.

Transit Line Findings

- The introduction of the BRT would result in increased boardings and productivity in both the Plan Area and the region. Including the effects to lines with service adjustments in conjunction with the BRT, and productivity effects to lines competing with BRT, average weekday boardings would increase by over 1,400 in the Plan area and by over 9,700 in the region, and boardings per transit revenue hour would increase by 33 in the Plan Area and by 101 in the region.
- Frequency improvements to line 12-Sandy would result in 1,100 additional boardings in the corridor, and over 3,000 additional boardings in the region, with minimal change to boardings per revenue hour.
- Frequency improvements to lines 80-Kane/Troutdale and 81-Kane/257th, along with a routing change to line 80, would result in an increase in boardings but a decrease in productivity. Together, average weekday boardings would increase by 660, and boardings per revenue hour would decrease by 55.

- Lines 82-Eastman/182nd and 87-Airport Way/181st are assumed to be interlined in the RTP Financially Constrained network, with improved frequencies between Sandy Boulevard and Powell Boulevard, eliminating the need to transfer for trips between north and south in the Plan Area. This improvement over current conditions is carried into the Enhanced Transit Scenario; since coding is identical between the two networks the effects cannot be assessed in this analysis. Similarly, frequency improvements to lines 9-Powell, 20-Burnside/Stark, and 77-Halsey are assumed in both networks.

Although the EMCP Steering Committee will develop more detailed recommendations this spring, high capacity transit within the Powell-Division corridor has strong regional and jurisdictional support. The proposed Powell-Division High Capacity Transit Corridor Refinement Plan will advance the transit-related recommendations toward implementation by analyzing feasible transit alternatives that will recommend a best mode, service type and alignment.

b) Outer Powell Boulevard Conceptual Design Plan ((December 2011)

“The Outer Powell Boulevard Conceptual Design Plan acknowledges the status of a new high capacity transit (HCT) corridor in the vicinity of Powell Blvd connecting downtown Portland to Gresham as one of the three near-term regional priority corridors. There is a need for a refinement plan on this near-term regional priority corridor to analyze the potential opportunities for improved transit service and to resolve concerns over the effect HCT would have on vehicular mobility and freight on Powell Boulevard if high capacity transit were to be located there. The Outer Powell Boulevard Conceptual Design Plan will not seek to determine the impacts of HCT on Powell Boulevard or the function, mode or general location of HCT in this corridor. Any HCT on Powell should attempt to stay within the 104 feet of right-of-way as would be required for a five-lane enhanced roadway section.”

c) East Portland Action Plan (EPAP) (2009)

The East Portland Action Plan (EPAP) was developed by the community of East Portland, generally east of I-205. It identified actions and strategies aimed at improving transit service throughout East Portland; including expanding transit service and connections between East Portland neighborhoods and Columbia Corridor employment areas. The East Portland in Motion (EPIM) represents a five-year implementation strategy for EPAP, focused on active transportation and access to transit and presents an opportunity for close coordination between the Powell-Division HCT Corridor refinement work, and projects or needs identified in the EPIM.

6) Powell-Division HCT Corridor is ripe for transit-focused refinement planning

Based upon previous work, past prioritization and findings of related plans (described above), the time is right for re-sequencing the refinement planning work within the Metro region. Recently identified needs within the Powell-Division HCT Corridor include affordable, equitable transit access and improved service to stimulate community and economic development and serve locally desired land uses. There is now both demonstrated interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations.

The East Metro Connections Plan has conducted preliminary analysis of a transit scenario in East Multnomah County that includes a bus rapid transit (BRT) route from central Portland to Mt. Hood

Community College. This would be one scenario analyzed as part of the proposed refinement plan and associated Alternatives Analysis. . In addition, there is a time-critical opportunity to secure necessary funding to conduct an alternatives analysis that could lead to New/Small Starts funding for implementation.

7) Regional and jurisdictional support for Powell-Division HCT

Supporting project partners include TriMet, cities of Portland and Gresham, Multnomah County, and the Oregon Department of Transportation. In addition, the Unified Planning Work Program (UPWP) which, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2012-13 identifies an expectation of work to finalize scope, schedule and budget and execute funding agreements and commence analysis for proposed next corridor transit implementation project on Division/Powell. Approval of Resolution 12-4345 would confirm that direction, and amend the UPWP accordingly.

8) Remaining corridor refinement plan candidates are not ready

Other multimodal corridor plans (I-5 South, TV Highway, I-205, and I-405 Loop) remain lower priorities, for the same reasons they were previously scheduled for refinement planning in later years

Table 1: Review and Update of 2010 Corridor Plan Work Program

Mobility Corridor	Status of Modal Planning (Corridor Level)				Key changes from 2010
	Roadway	Transit	Bicycle	Pedestrian	
#15 (East Metro)	Complete	Need specific alignment and design	Complete	Complete	<ul style="list-style-type: none"> East Metro Connections Plan will be complete June 2012; HCT service along identified near-term regional HCT corridor in vicinity of Division/Powell evaluated and performs well. Further refinement needed to define and implement HCT.
#2 & 20 (Southwest)	In process	In process	In process	In process	<ul style="list-style-type: none"> Southwest Corridor Plan is underway
#3 (I-5 South)	Future	Future	Future	Future	<ul style="list-style-type: none"> Still dependent upon agreement between local jurisdictions, and, to some extent, upon findings from Southwest Corridor
#24 (Beaverton-Forest Grove, via TV Highway)	In process	In process	In process	In process	<ul style="list-style-type: none"> Planning in this corridor is being conducted through ODOT TGM grant
#7, #8, #9 (Clark County to I-5 via I-205)	Future	Future	Future	Future	<ul style="list-style-type: none"> No change;
Corridor in Vicinity of Powell Blvd. (Includes #4, 5, 6 & 15)	Complete 3-lane alternative for Outer Powell segment (to 2025); projects identified in EMCP	Future Need & benefits, performance identified by EMCP; further evaluation of specific HCT mode, alignment and design needed	Complete	Complete	<ul style="list-style-type: none"> Time-critical opportunity to secure New/Small Starts funding . This corridor is ready for study: EMCP and Outer Powell Blvd. Conceptual Design Plan treat different segments of corridor and require integration. Both plans point to need for refinement plan for this near-term regional HCT priority corridor. Transit-focused refinement plan will determine precise mode, function, alignment of transit in this corridor; refinement of multimodal connections identified in recent plans also to be considered Opportunity to leverage time transit trip time advantages from Willamette River Transit Bridge into downtown Portland. Key equity benefits to serve disadvantaged populations in a corridor with important educational and employment centers.
#4 (I-405 Loop)	Future	Future	Future	Future	<ul style="list-style-type: none"> No change, although ODOT has continued to develop practical solutions, absent large funding pot for more complex and costly systemic fixes

ANALYSIS/INFORMATION

1. **Known Opposition** – None. However there is concern that affected jurisdictions, including the City of Portland, may not be able to support a planning effort with sufficient technical and policy staff engagement and oversight, due to budget shortfalls.

2. **Legal Antecedents** –

Resolution No. 01-3089, *For the Purpose of Endorsing the Findings and recommendations of the Corridor Initiatives Project*, (July 26, 2001)

Resolution No. 05-3616A, *For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020* (October 27, 2005)

Resolution No. 09-4099, *For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan* (December 17, 2009)

Resolution No. 10-4119, *For the Purpose of Approving Corridor Refinement Plan Prioritization through the Next Regional Transportation Plan Cycle (2010-2013) and initiate corridor refinement plan work in Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”)* (February 25, 2010).

Resolution No. 12-4335, *For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements and Adopting the Fiscal Year 2012-13 Unified Planning Work Program*. (April 19, 2012)

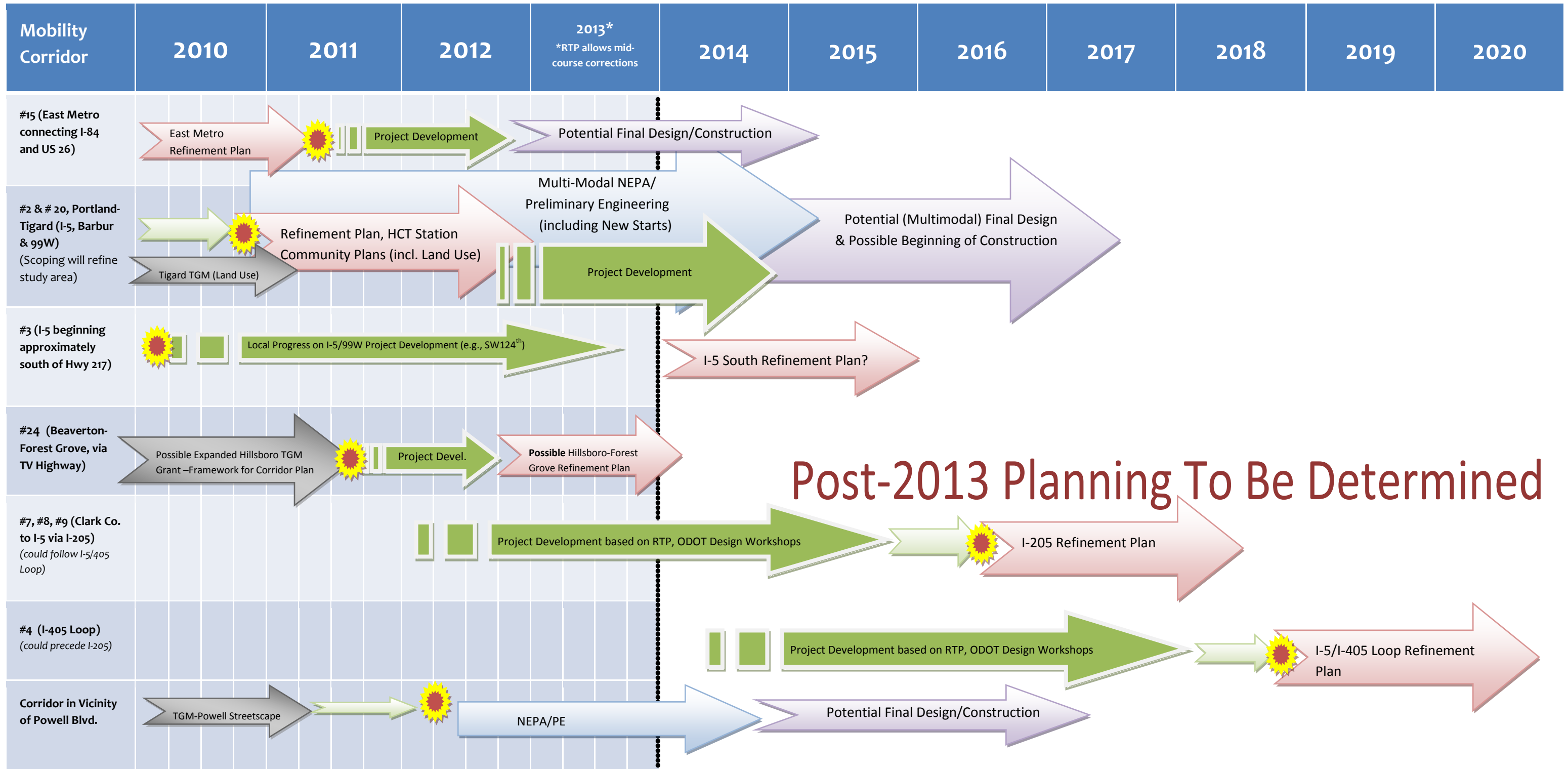
3. **Anticipated Effects** Adoption of this resolution identifies new corridor planning priorities for the 2010-2013 and 2013-2016 planning period and would enable the prioritized corridors to receive funding and staff resources needed to complete the required corridor refinement planning work by updating the work program for corridor refinement planning through 2016, and provide general guidance through 2020.
4. **Budget Impacts** Cost of performing the identified corridor refinement plan is to be determined, based upon scope.

RECOMMENDED ACTION

Approve this resolution.

ATTACHMENTS: Attachment 1 (2010 Corridor Refinement Plan Sequencing, Exhibit C from Resolution No. 10-4119)

Corridor Refinement Plan Sequencing, including Top Near-Term High-Capacity Transit Plans, through 2020 (2/8/10)



Post-2013 Planning To Be Determined

Critical Plan Elements or Goals:

- #15: Refine problem statement; identify urgent actions and solutions leading to system project development. **Moderate Effort from Metro Staff**
- #2 & #20: Phase A: Scoping and chartering to support long-term commitments. **Moderate Effort**; Phase B: **Portland Central City to Tigard Triangle: I-5, Barbur & 99W Refinement Plan, HCT Station Communities Plan, Major Effort**; Phase C: Multimodal NEPA, PE. **Major Effort**
- #24: Phase A: Beaverton-Hillsboro (TV Highway) TGM grant, plus possible expansion. **Moderate Effort**; Phase B could require refinement planning from Hillsboro to Forest Grove. **Moderate Effort**
- #3: I-5/South to Boone Bridge Refinement Plan (unresolved elements). (Potentially) **Major Effort**
- #7, 8, 9: Multimodal refinement plan. Could be phased. **Major Effort**
- #4: I-405 Loop multimodal refinement plan. Could be phased. **Major Effort**
- Powell Vicinity:** (High Capacity Transit Corridor, Alternatives Analysis, NEPA, PE). **Moderate Effort**

Starburst denotes **KEY points of required stakeholder agreement.**

Color Key: (Arrow thickness indicates relative level of effort across the region. Local agency efforts would differ.)

Planning Tasks:

- Preparatory Scoping/Chartering
- Corridor Refinement Plan
- Other Planning Work (e.g., TGM, Land Use Planning)

Project Development Tasks:

- Near-Term Road/Bike/Ped Project Development
- NEPA/Preliminary Engineering (All Modes)
- Final Design/Construction (All Modes)