

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING AND) RESOLUTION NO. 14-4496
APPOINTING MEMBERS OF A STEERING)
COMMITTEE FOR THE POWELL-DIVISION) Introduced by Councilors Bob Stacey and
TRANSIT AND DEVELOPMENT PROJECT) Shirley Craddick

WHEREAS, the Metro Regional High Capacity Transit (HCT) System Plan defined a new HCT corridor in the vicinity of Powell-Division as the second highest of the three near-term regional priority corridors; and

WHEREAS, Resolution 12-4345, adopted May 2012, designated the Powell-Division High Capacity Transit Corridor as the next regional priority and amended the Unified Planning Work Program to reflect this priority; and

WHEREAS, the Powell-Division Transit and Development Project is a partnership among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and

WHEREAS, planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail, and the East Metro Connections Plan; and

WHEREAS, the cities of Portland and Gresham were awarded a Metro Community Planning and Development Grant in August 2013 to assess land uses and create a development strategy for the Powell-Division HCT Corridor that is consistent with, and integrated with, the HCT analysis; and

WHEREAS, the work program for the Powell-Division Transit and Development project has commenced consistent with the Community Planning and Development Grant outcomes and the HCT analysis; and

WHEREAS, the establishment of a steering committee at this point in the planning efforts will contribute valuable guidance toward completion and adoption of the Powell-Division Transit and Development Project; and

WHEREAS, proposed steering committee members were identified in an open process as representative of major policy, program, geographic and demographic interests in the project area including community development, economic development and job creation in and near the plan area; and

WHEREAS, the Metro Councilors from District 1 and District 6 will serve as the steering committee co-chairs; and

WHEREAS, it is expected that the steering committee will be needed for approximately 15 months, subject to Metro Council reauthorization in accordance with Section 2.19.060 of the Metro code; now therefore

BE IT RESOLVED that the Metro Council:


1. Hereby establishes the Powell-Division Transit and Development Project Steering Committee to fulfill the charge set forth in Exhibit A.

2. Hereby confirms appointment of the persons listed in Exhibit B, attached and incorporated into this resolution, to be members of the Powell-Division Transit and Development Project Steering Committee.

3. Directs the Powell-Division Transit and Development Project Steering Committee to meet at project milestones, with administrative and technical support from Metro staff, and to submit recommendations to the Council.

4. Appoints Steering Committee members for a one-year term, which shall be automatically renewed for an additional term unless explicitly terminated, but not to exceed three years.

ADOPTED by the Metro Council this 16th day of January 2014.


Tom Hughes, Council President

Approved as to Form:

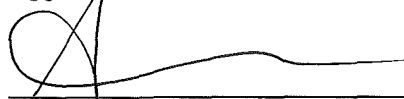

Alison R. Kean, Metro Attorney

EXHIBIT A TO RESOLUTION No. 14-4496

Powell-Division Transit and Development Project Steering Committee Charge

Steering Committee overview

Metro Council will establish a Steering Committee to ensure the Powell-Division Transit and Development Project develops an action plan that has community support and can be implemented. The Steering Committee will make decisions on project milestones and provide the final recommendation to the adopting bodies. The Steering Committee is anticipated to meet six times between 2014 and 2015. Members will be informed of public input and technical findings in advance of each meeting. The Steering Committee will include elected officials, neighborhood representatives and representatives of economic, community and transportation constituencies.

The project will be informed by a robust community engagement process. Meaningful public input opportunities will precede the decisions Steering Committee members will be asked to make. Decision-makers will be provided with this input in advance so that they are aware of community needs and desires. Of particular importance will be the involvement of low income and minority populations and people who rely on transit to meet their daily needs.

A project team comprised of jurisdictional staff will guide the planning process. The project team will lead the technical analysis and public engagement. The project team will meet regularly to direct, inform, manage, and assess the work. The project team will provide information and recommendations to the Steering Committee. Project partners include the cities of Portland and Gresham, Multnomah County, the Oregon Department of Transportation, TriMet and Metro.

Steering Committee charge

The Steering Committee is charged with working toward the successful creation of an action plan for future transit service and amenities and a development strategy for key places along the corridor. The charge of the committee is as follows.

- **Represent the community:** Provide information to and from constituents/community members, and represent their perspectives, concerns and priorities.
- **Advance the project through key decision points:** Follow decision-making protocols as established by the committee to make key decisions that include:
 - Establish goals for the project
 - Advance a range of transit alternatives and development strategies for analysis and community consideration
 - Narrow for further consideration the transit alternatives and development strategies that best meet the project's goals and community needs
 - Concur on a transit alternative to advance to project development and recommend actions that support desired development outcomes

- **Recommend an action plan:** Follow decision-making protocols as established by the committee to develop, refine and agree to an action plan (including phasing and funding for physical improvements and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants, as appropriate.

Steering Committee member roles and responsibilities:

- Advocate for and participate in the public process.
- Follow decision-making agreements established by Steering Committee members.
- Prepare for and attend periodic meetings between winter 2014 and winter 2015, depending on project outcomes. Send an alternate if unable to attend. If a Steering Committee member cannot continue to serve, that member's agency will identify a replacement.
- Provide information to the community. Use channels of communication for your community to inform on the project, through meetings, events, newsletters. Be a conduit for the project team to be invited to meetings and events. Request and review information from the project team so that it communicates project information to your community.
- Create an atmosphere in which issues can be raised, discussed, and melded into group decisions, one where divergent views and opinions are expected and respected.
- Notify the project team of any media inquiries and refer requests for official statements or viewpoints to Metro. Steering Committee members will speak to the media about the project only on their own behalf, not on behalf of the group.

EXHIBIT B TO RESOLUTION NO. 14-4496

Powell-Division Transit and Development Project Steering Committee Roster

Update on January 15, 2014

Councilor Shirley Craddick Metro	Associations
Councilor Bob Stacey Metro	Bill Crawford Southeast Uplift Neighborhood Coalition
Councilor Lori Stegmann City of Gresham	Kem Marks East Portland Neighborhood Office East Portland Action Plan
Commissioner Steve Novick City of Portland	Diane Noriega Board Chair, Mount Hood Community College
Representative Shemia Fagan Oregon State Legislature	Jessica Howard President, Portland Community College Southeast
Commissioner Diane McKeel Multnomah County	Lori Boisen Division-Midway Alliance
Neil McFarlane TriMet	Trell Anderson Catholic Charities
Jason Tell Oregon Department of Transportation	Matt Wand East Metro Economic Alliance
Matt Clark Johnson Creek Watershed Council	Raahi Reddy Asian Pacific American Network of Oregon
Heidi Guenin Upstream Public Health	Nicole Johnson OPAL Environmental Justice Oregon
Melinda Merrill Fred Meyer	Devin Carr Student and transit rider
John Bildsoe Gresham Coalition of Neighborhood	

EXHIBIT C TO RESOLUTION NO. 14-4496

Staff Report

IN CONSIDERATION OF RESOLUTION NO. 14-4496 FOR THE PURPOSE OF INITIATING THE WORK PROGRAM AND APPOINTING STEERING COMMITTEE MEMBERS FOR THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

Date: December 23, 2013

Prepared by: Brian Monberg
(503) 797-1621

BACKGROUND

The Powell-Division Transit and Development Project will build off the findings and local support generated through recent community planning efforts to coordinate land use and transportation planning in the diverse corridor connecting downtown Portland, southeast and east Portland and Gresham. The Powell-Division Transit and Development Project will create an action plan that defines a high capacity transit project, develops supportive land use actions and advances related projects that stimulate community and economic development. High capacity transit in this corridor would connect people to jobs in Portland and Gresham and major education and workforce training sites including Portland State University, Portland Community College and Mount Hood Community College. It would leverage existing investments in the new transit bridge across the Willamette River, and afford transit riders a time savings in accessing downtown Portland from points east on the eventual alignment.

This project will be coordinated with significant roadway, safety, active transportation and transit investments in the corridor that are currently underway and funded. These include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail and the East Metro Connections Plan. For example, Portland Bureau of Transportation and TriMet submitted grant applications for over \$10 million to fund active transportation improvements as a part of East Portland in Motion. If all grants are awarded, over \$47 million will have been allocated to East Portland in Motion implementation between 2012 and 2018. Portland Community College has begun a significant capital construction program to build a complete campus at SE 82nd and Division. Mount Hood Community College is updating their strategic plan. Economic development efforts include the business development occurring as part of the Portland Development Commission's Neighborhood Prosperity Initiative within the Jade District (82nd Avenue between Division Street and Powell Blvd) and the Division-Midway District (Division Street between SE 117th and SE 148th avenues).

The Powell-Division Transit and Development Project will include:

- Local land use planning to define a transit route, stop locations and connections and identify land use actions and investments to support livable communities. Metro's Community Planning and Development Grant program funded Portland and Gresham to jointly create a development plan for the area. Outcomes of these efforts will be implemented by local jurisdictions.
- Transit alternatives assessment that will further define the route, service type, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity transit service in this corridor. The outcome will be directed towards a federal funding request through Federal Transit Administration programs.

- 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.

Outcomes of the Powell-Division Transit and Development Project will include:

- A Powell-Division development 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.
- A 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.

Supporting project partners include TriMet, cities of Portland and Gresham, Multnomah County and the Oregon Department of Transportation.

Metro Council Resolution no. 12-4345 (May 17, 2012) previously identified the Powell-Division corridor as the next priority for refinement in the region.

A steering committee will work closely with the project team and the community to review information and make decisions at key milestones, and will recommend an action plan to the Metro Council. The steering committee members and/or groups they represent were identified through a collaborative process with project partners, including the jurisdictions listed above. Consideration was given to all segments of the community and membership is meant to ensure a broad representation and diversity of views, particularly to address economic, equity and environmental interests. This unique mix of membership institutionalizes a collaborative approach between elected officials and agency, community, business and environmental leadership. This membership recognizes the mutual benefit of sharing information and aligning resources to produce an integrated implementation plan for transportation and land use investments.

The individuals identified in Exhibit B represent groups with an ongoing role in the integration and coordination of services, resources and policies in this particular geographic area. They plan for, or have a stake in, significant issues that are inter-connected in the sense that actions by one party affect the others.

ANALYSIS/INFORMATION

1. **Known Opposition** No known opposition exists.
2. **Legal Antecedents** The creation and appointment of members to the Steering Committee is consistent with Metro Code 2.19.030 (Membership of the Advisory Committees) and 2.19.040 (Advisory Committee Purpose and Authority Resolution).

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)

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 (May 17, 2012)

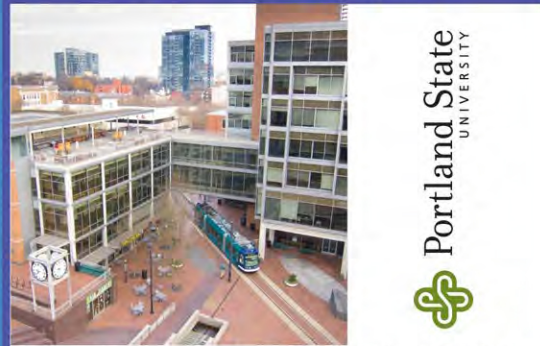
3. **Anticipated Effects** The Powell-Division Transit and Development Project will result in the completion of an action plan, identifying the preferred transit investment and development strategy for the corridor. The steering committee will meet throughout the project at key milestones and may offer recommendations to the Metro Council.
4. **Budget Impacts** Costs associated with convening and supporting the Powell-Division Transit and Development Project are accounting for in the project’s scope of work and budget.

RECOMMENDED ACTION

Metro staff recommends the adoption of Resolution No.14-4496.

Powell-Division Transit and Development Project

Portland State



Portland State is Oregon's largest and most diverse public university; the 50-acre campus has 30,000 students enrolled and is an anchor to downtown.

Neighborhood Nodes

- SE Transportation Hub:** Connects light rail, streetcar, bus lines, regional trails, OMSI, and PCC.
- SE 82nd:** With an expanding PCC southeast campus, this area is the site of the **Jade District** Neighborhood Prosperity Initiative (NPI) to foster economic opportunity and neighborhood vitality.
- SE 122nd:** A Major Transit Priority Street and a major city traffic street, 122nd is planned for pedestrian and other streetscape improvements to serve residential neighborhoods and commercial areas, in the heart of the **Division-Midway Alliance**.
- SE 182nd:** With its close proximity to Gresham's Downtown and the Rockwood Neighborhood, this is one of 10 key regional focus areas for TriMet's Pedestrian Network Analysis.

Portland CC Southeast



Portland Community College Southeast Center serves about 10,000 students annually and just began a \$34million expansion. When completed, the campus will accommodate 18,000 students annually.

Downtown Gresham

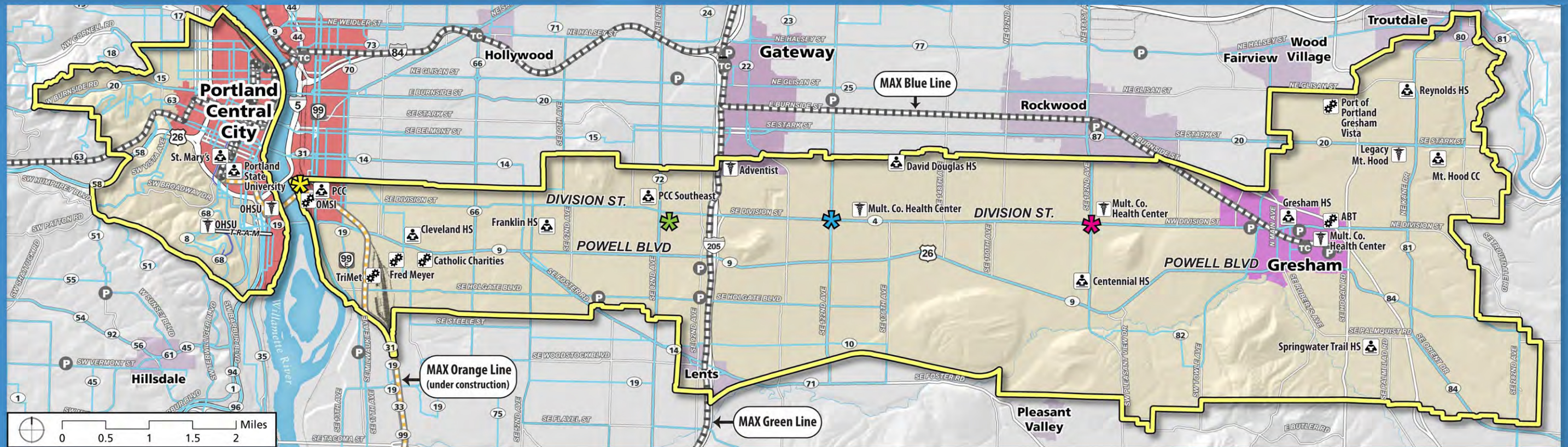


As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

Mt. Hood CC



With 33,000 students annually district-wide, Mount Hood Community College is planning for major capital improvements as it approaches its 50th anniversary.

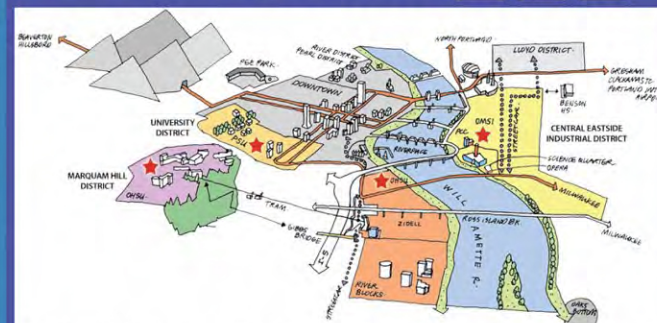


OHSU



As the state's only health and research university and Portland's largest employer, OHSU has 13,500 employees and an annual budget of \$1.4 billion.

Innovation Quadrant



Portland's Innovation Quadrant enhances the connections and collaboration between higher-education institutions, workforce development providers and private sector partners that are currently located in four districts in the Central City.

East Portland



With the recently completed East Portland in Motion Plan, Portland and other agency partners have over \$36 million of local and secured grant funds committed to implementing priority projects for walking, biking, and access to transit, including projects on Powell and Division.

Jobs

- Major employers include:
- Oregon Health & Science University: 13,500 employees
 - TriMet: 2,600 employees
 - Fred Meyer HQ: 2,000 employees
 - Advanced Business Technologies: 500 employees
 - Mt. Hood Community College: 750 employees

What can you expect from the project?

A new transit line connecting Portland and Gresham - providing improved service and new station areas along a new route.

An economic development strategy for key places based on community input and existing plans. Where do we want to see change in our community and what do we want to preserve? What investments and policies will support businesses and our neighborhoods?



