

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE	)	RESOLUTION NO. 15-4634
POWELL-DIVISION TRANSIT AND	)	
DEVELOPMENT PROJECT TRANSIT ACTION	)	Introduced by Councilors Shirley Craddick
PLAN	)	and Bob Stacey

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

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

WHEREAS, Resolution No. 14-4496 (For the Purpose of Creating and Appointing Members of a Steering Committee for the Powell-Division Transit and Development Project) established a Steering Committee to provide recommendations to Metro Council regarding the project; and

WHEREAS, over the past fifteen months, the Steering Committee has deliberated and made key recommendations for the project, including identification of the recommended future regional transit line, documented within the Transit Action Plan attached to this Resolution as Exhibit A; and

WHEREAS, the Steering Committee's decisions have been shaped by broad and inclusive engagement of the diverse communities and interests within the 15-mile corridor; and

WHEREAS, the cities of Portland and Gresham have concurrently studied land uses within the corridor and created strategies for the Powell-Division HCT Corridor that are consistent and integrated with the HCT analysis and community goals; and

WHEREAS, the Transit Action Plan advances a bus rapid transit project with the general route of inner SE Powell Boulevard transitioning to SE Division Street to Downtown Gresham, connecting to Mt. Hood Community College; and

WHEREAS, there are decisions to be made before final identification of the future transit alignment, including analysis and consideration of route options in Portland and Gresham, and before the Metro Council can consider endorsement of a Locally Preferred Alternative (LPA) for the project, anticipated in 2016; now therefore,

BE IT RESOLVED that the Metro Council:

1. Endorses the Powell-Division Transit Action Plan, attached to this Resolution as Exhibit A, including its identification of a future bus rapid transit project with the general route of SE Powell Boulevard in Southeast Portland transitioning to SE Division Street to Downtown Gresham, connecting to Mt. Hood Community College.
2. Directs staff to work with the Steering Committee to finalize the definition of the future transit project including route decisions in Portland and Gresham as part of the Locally Preferred Alternative (LPA).



3. Directs staff to commence work on the actions set forth in the Action Plan, including regional supportive actions to be accomplished in coordination with the work of the cities of Gresham and Portland.

ADOPTED by the Metro Council this 24 day of September, 2015.

  
\_\_\_\_\_  
Tom Hughes, Council President

Approved as to form:

  
\_\_\_\_\_  
for/ Alison R. Kean, Metro Attorney





# **POWELL-DIVISION**

## **TRANSIT AND DEVELOPMENT PROJECT**

# **Transit Action Plan**

**June 2015**







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# EXECUTIVE SUMMARY

## BACKGROUND

The Powell-Division Transit and Development Project is a partnership of the cities of Gresham and Portland, Multnomah County, the Oregon Department of Transportation, TriMet and Metro. The project began in January 2014 with the establishment of a decision-making body made up of community members, business interests, educational institutions and elected leaders. The Steering Committee was created to advise Metro Council to establish a policy decision for high capacity transit.

The Steering Committee considered findings from extensive public engagement and technical analysis and advanced transit alternatives using a consensus-based decision-making process.

The decisions they have reached to-date form the action plan that will go to local jurisdictions and Metro Council for endorsement.

The Powell-Division corridor was identified as a regional priority in 2010 through a comprehensive engagement process and looking at the needs for better transit during the High Capacity Transit System Plan. In 2012, decision makers from around the region agreed that planning for improved transit in the Powell-Division corridor should be next to move forward.

## ACTION PLAN PURPOSE

This Action Plan shares the recommendations of the Steering Committee based on the technical work and public engagement to date. This includes a recommendation for future transit and regional actions that can be undertaken to support the future public investment. This Action Plan is supported by plans developed by the cities of Gresham and Portland.

The planning phase of the Powell-Division Transit and Development Project will result in actionable plans for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division.

The **transit action plan** identifies a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode and general alignment.

The **local action plans** create a vision and development strategy for key places that promotes community-driven and supported economic development and identifies tools and strategies that mitigate the impacts of market pressures that cause involuntary displacement.



#### Spring 2014

##### Range of alternatives

A wide range of potential transit alignments were suggested by project partners and the public.



#### Summer 2014

##### Screening

A narrower range of transit alternatives was developed and screened through public engagement and technical analysis.



#### September 2014

##### Steering Committee

On September 29, the steering committee reached consensus on advancing the general route of inner Powell Boulevard transitioning to Division Street.



#### Winter 2014/2015

##### Evaluation of options

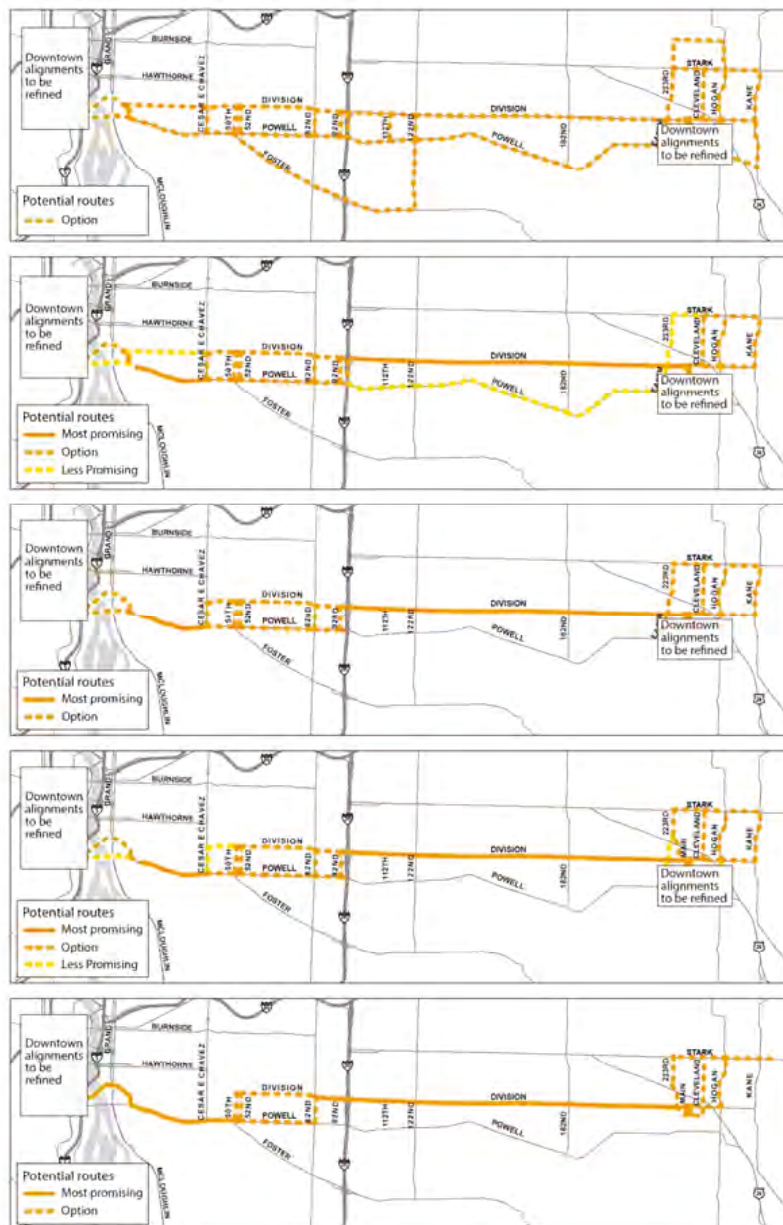
A set of route options in Gresham and Portland were screened through public engagement and technical analysis.



#### March 2015

##### Steering Committee

On March 16, the steering committee chose to remove the Ross Island Bridge, the Cesar Chavez and 92nd Ave options in Portland, and the Kane option in Gresham from consideration.



4/15/2015

## TRANSIT ALTERNATIVES CONSIDERED

Through technical analysis and evaluation and extensive public engagement, alternatives that included a range of routes were identified and advanced by the Steering Committee.

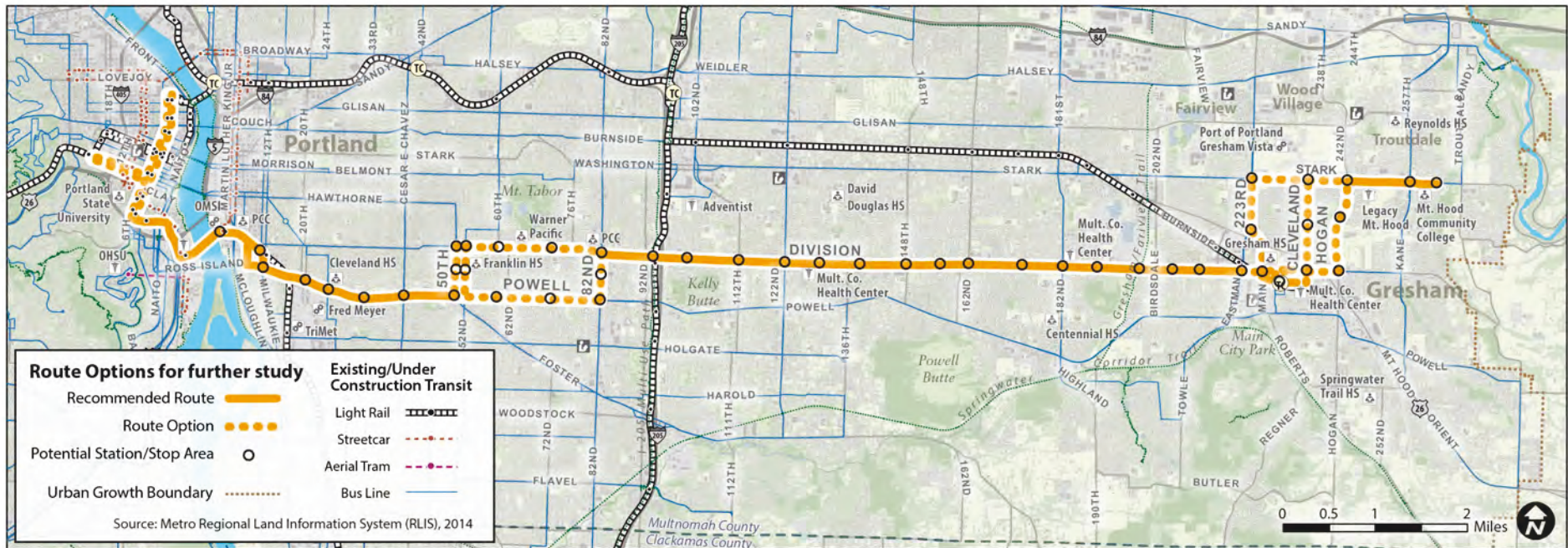
## PUBLIC ENGAGEMENT

Public input informed Steering Committee decision-making at each project milestone. Between January 2014 and June 2015, broad-reaching public engagement included the following.

- **In-person engagement:** More than 250 community briefings took place throughout the 15-mile corridor.
- **Online engagement:** Six surveys reached nearly 2,000 people and an interactive map comment tool generated more than 1,500 comments.
- **Equity engagement:** Culturally specific community events reached members of the Latino, Russian-speaking, Chinese, Vietnamese, African American, African immigrant, Chuuk, Tongan, Bhutanese and Native American communities and information and input opportunities were available in Spanish, Russian, Chinese and Vietnamese.



## STEERING COMMITTEE RECOMMENDATION



**The transit action plan advances a bus rapid transit project with the general route of inner Powell Boulevard transitioning to Division Street to Downtown Gresham, connecting to Mt Hood Community College.**

The Steering Committee has unanimously advanced the Tilikum Crossing to cross the Willamette River; unanimously advanced 82nd Avenue and chose to continue studying 50th and 52nd avenues; and advanced three route options (Main/223rd, Cleveland, and Hogan Road) to connect to Stark Street and Mt Hood Community College.





## STEERING COMMITTEE RECOMMENDATION

### Steering Committee recommendation on June 1: Advance Powell-Division into Project Development.

The project is ready to advance into Project Development.

Approximately a 2-year process, Project Development will ready the project for a federal grant application, final design and construction. Coordination will continue with Portland's and Gresham's station area opportunity area work. Project Development will begin preliminary engineering, environmental approvals under the National Environmental Policy Act, and the development of a finance plan to identify funding for the full construction of the project.

The Steering Committee will finalize the definition of the future transit project, including reaching decisions on:

- Routing in Downtown Portland, the Portland north/south crossover option between SE 50th and 82nd, and the Gresham north/south option to connect to Mount Hood Community College.
- Station spacing and locations in relation to the transit network and underlying service characteristics.
- Design treatments, including the cross section, design and related transportation infrastructure (road, bicycle and pedestrian)





# ACTION PLAN STRATEGIES

## BACKGROUND

The following pages provide the strategies to advance for the project, consistent with the project goals.

**Actions to Advance the Transit Project** list the required steps needed to move the bus rapid transit project into construction and operation.

**Regional Supportive Actions** identify steps to be conducted regionally to support the project goals for transportation, well-being, equity, and efficiency and the vision for future transit supporting community and economic development.





## ACTIONS TO ADVANCE THE TRANSIT PROJECT

	Action	Timing	Responsibility
T1	Entry to Project Development from Federal Transit Administration	June-July 2015	TriMet
T2	Project decision making body: Continue the Steering Committee to provide recommendation on the preferred transit alternative	2015-2016	Metro, TriMet
T3	Actively support and engage the local city action plans in station area design, transportation investments, land use, and development	July 2015 - 2020	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T4	Finalize transit supported transportation projects to be included in design, including access and safety improvements for walking and biking developed as part of the project bicycle element and pedestrian access analysis.	March 2015-December 2015	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T5	Coordinate the design of the bus rapid transit project with other funded capital projects including the following: • Central City Multi-modal Safety Improvements (PBOT) • Powell-Division Safety and Access to Transit (TriMet) • 20s Bikeway (PBOT) • Powell Safety Project - US26: SE 20th Ave to 33rd Ave (ODOT) • Foster Road Streetscape Project (PBOT) • 82nd Avenue Safety Improvements at Division St and other locations (ODOT) • Outer Powell Transportation Safety Project (ODOT) • East Portland Access to Transit (PBOT) • East Portland Access to Employment and Education Multimodal Improvements (PBOT) • East Metro Connections Plan • Division Street Corridor Project (Gresham) • Stark Street (Multnomah County/Gresham).	January 2014 - 2020	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T6	Service planning for bus service in the corridor with the bus rapid transit line	January 2014 - 2020	TriMet
T7	Engineering for bus rapid transit route, including station design	July 2015 - 2017	TriMet
T8	Environmental process under the National Environmental Policy Act (NEPA)	2016-2017	Metro
T9	Action on the Locally Preferred Alternative by local jurisdictions, JPACT, and Metro Council	2016	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T10	Update local Transportation System Plans, TSP System Improvements Project List, Capital Improvement Project Lists, and the Regional Transportation Plan to ensure the relevant project description and cost reflects the BRT project definition recommended by the Steering Committee during the Project Development phase.	2016	Metro, ODOT, TriMet, Multnomah County, Gresham, Portland
T11	Finance Plan for full funding of the project: Develop strategy and finalize partner commitments for funding design, construction, and operation.	2016-2017	TriMet, Metro
T12	Project Rating from Federal Transit Administration	2017	TriMet



## REGIONAL SUPPORTIVE ACTIONS

	Action	Timing	Responsibility
R1	Gresham and Portland begin implementing local action plans.	2015-2020	Portland and Gresham will advance actions based on city council adoption. Metro will facilitate coordination across staff.
R2	Continue coordination with Metro Equitable Housing Initiative.	2015-2016	Metro will coordinate developing recommendations for future direction.
R3	Support brownfields coalition.	2015-2017	Metro will coordinate with brownfields coalition, EPAP brownfields subcommittee, and partners to support redevelopment.
R4	Continue successful redevelopment of transit oriented development project at SE 82nd and Division.	2015 - 2020	Metro Transit Oriented Development program will continue process with APANO and community partners for community use in anticipation of redevelopment for affordable housing.
R5	Explore opportunity for TOD project development in the corridor at 1-2 other sites.	2015-2020	Metro Transit Oriented Development program will explore opportunities for additional community supported development.
R6	Continue coordination with I-84 Multimodal Integrated Corridor Management grant.	2015-2017	Metro will work with partners to develop an integrated corridor management plan for the corridor.
R7	Publish Equitable Resource Development toolkit and work with partners to ensure equity strategies are implemented.	2015-2016	Metro will update and refine resource kit and provide as resource on the web. Metro will continue to coordinate with city and regional efforts.
R8	Pursue grant funding to support health, art, neighborhood placemaking.	2015-2017	Metro will provide grant writing assistance and pursue additional funding for community investments.



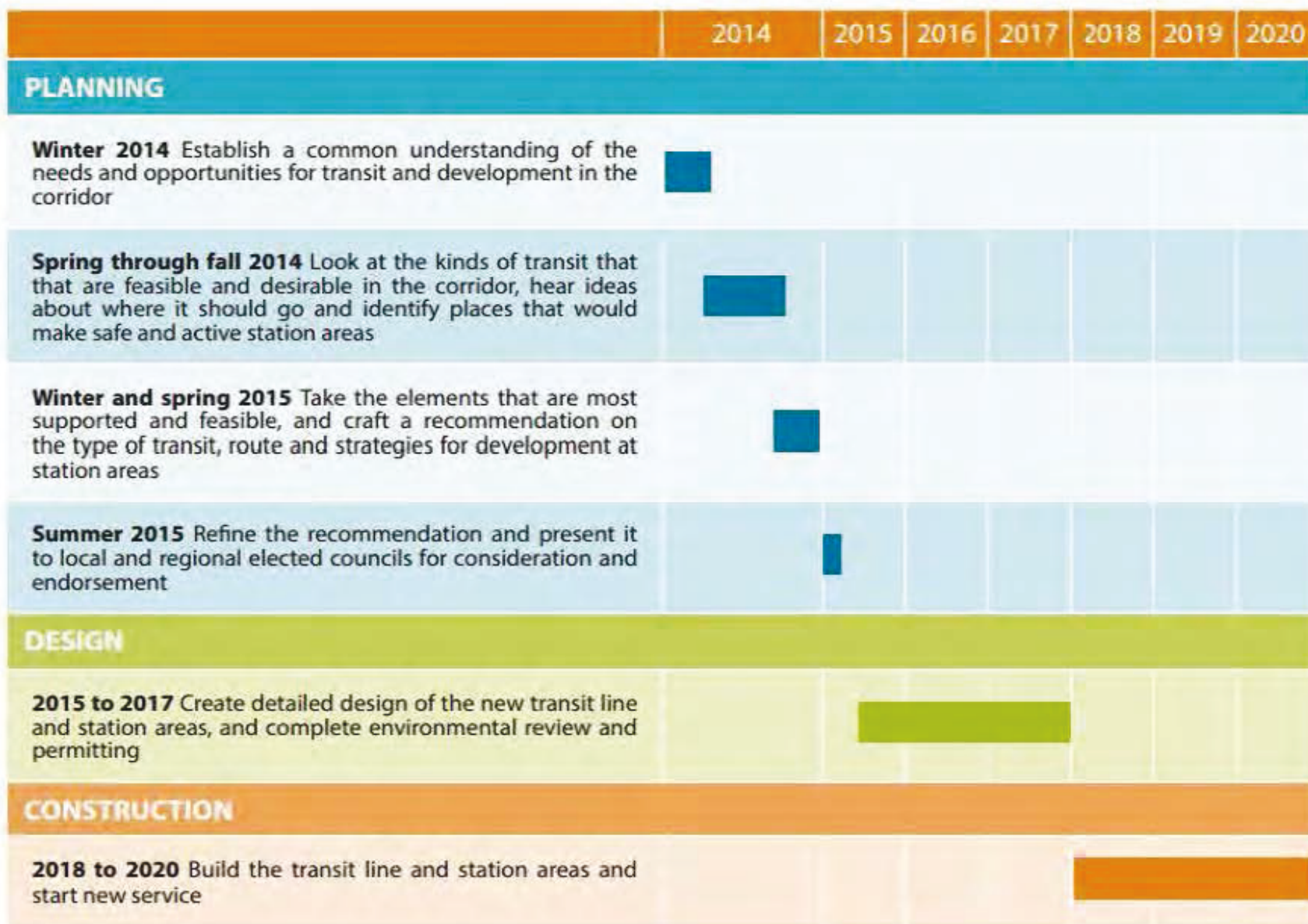


	Action	Timing	Responsibility
R9	Pursue supportive grant opportunities.	2015-2017	Metro will provide technical assistance to pursue Nature in Neighborhoods grants, Regional Travel Options grants, and other funding.
R10	Advance corridor investment strategy for active transportation based on bicycle and pedestrian concepts for the corridor. Leverage project to maximize funding for safety features to support all modes.	2015-2020	Metro will coordinate investments based on corridor concepts developed as part of the project bicycle element and pedestrian access analysis. Agencies will support and seek funding for additional improvements to address need for all modes.
R11	Create business support strategies during construction for businesses in the corridor.	2017-2020	TriMet and Metro will work with business districts, the neighborhood prosperity initiative, and small businesses in the corridor to develop a robust program to support small businesses during construction.
R12	Create jobs in the development, design, and construction of the transit project.	2015-2020	Incorporate TriMet's DBE model in engineering and construction for small and emerging business owned by people of color and women. Explore community benefit agreements as part of creating quality local jobs.
R13	Small business development strategies.	2015-2020	Partner with small business development center at Portland Community College and Mount Hood Community College to support local business development along the corridor.
R14	Promote economic growth and workforce development along the corridor. Pursue opportunities for local and other geographic-based hiring preferences.	2015-2020	Monitor US DOT Ladders of Opportunity Contracting Initiative Pilot Program and consider Powell-Division project for program should the program continue. Track and support new rule making regarding geographic hiring provisions for labor on DOT-assisted projects.

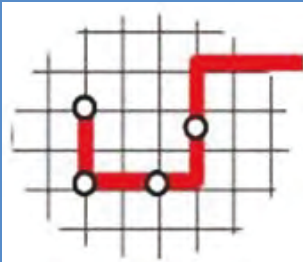






# TIMELINE





	PLANNING	DESIGN	CONSTRUCTION
Activities	<ul style="list-style-type: none"> <li>• Is the route along Powell or Division preferred? A combination? Where should it turn?</li> <li>• Where should the route end?</li> <li>• Vehicle - bus/light rail/street car?</li> </ul> <p>-What are the key places to connect?            - What amenities needed at stations?            - Does the project support equitable development?            - Does the project support and benefit the entire transit system?            Are the decisions based on equity?            - Does the project support goals for vehicle mobility, freight, walking, biking, and safety?</p>	<ul style="list-style-type: none"> <li>•Address key design decisions - areas in need of refinement including specific intersections and turn movements</li> <li>• Detailed traffic assessment</li> <li>• Detailed environmental assessment, that includes social, environmental, economic benefits and effects</li> <li>• Develop concept plan for individual station areas</li> <li>•Final financial plan</li> </ul> <p>- Can the project 'optimize' intersections and provide ways for the transit to move more efficiently through signalization plans or other technology?            - Are there changes to any intersections?            - How will a specific station location look? Site specific plan.            - Are there effects to historic, cultural, environmental resources? If so, how do we eliminate, reduce, or mitigate those effects?</p>	<ul style="list-style-type: none"> <li>• Detailed roadway design</li> <li>• Detailed design of transit alternative</li> <li>• Finalize art program and individual station area design plan</li> <li>• Final Operations Plan</li> <li>•Construction of transit project and related transportation projects</li> </ul>
Level of design	Concept level: Vision	Preliminary Engineering	Final Engineering and construction
			



## DECISIONS FORMING THE TRANSIT ACTION PLAN

### FORMING THE POWELL-DIVISION STEERING COMMITTEE

In January 2014, Metro Council passed Resolution 14-4496 establishing the Powell-Division Transit and Development Project Steering Committee. Council directed the committee to meet at project milestones and to submit recommendations to Metro Council.

#### Committee charge

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.
- Participate in the group they represent
- Participate in engagement opportunities; invite others to participate
- Alert project staff to issues and opportunities
- 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

#### Decision-making

The committee established a consensus-based decision-making approach. Committee discussion followed the presentation of technical information and community input. After questions were answered and concerns discussed, there was a call for consensus and members indicated their level of support for a proposed decision through color cards. Committee members were engaged and thoughtful in their deliberation. Following modifications to a decision at hand or recording considerations for future work, most decisions throughout the process were met with unanimous support.



**Councilor Shirley Craddick**, Metro

**Councilor Bob Stacey**, Metro

**Councilor Lori Stegmann**, City of Gresham

**Commissioner Steve Novick**, City of Portland

**Representative Shemia Fagan**, Oregon State Legislature

**Commissioner Diane McKeel**, Multnomah County

**Neil McFarlane**, TriMet

**Rian Windsheimer** (formerly Jason Tell), Oregon Department of Transportation

**Jason Howard** (formerly Matt Clark), Johnson Creek Watershed Council

**Heidi Guenin**, Upstream Public Health

**Melinda Merrill**, Fred Meyer

**John Bildsoe**, Gresham Coalition of Neighborhood Associations

**Bill Crawford**, Southeast Uplift Neighborhood Coalition

**Kem Marks**, East Portland Neighborhood Office and East Portland Action Plan

**Diane Noriega**, Mount Hood Community College

**Jessica Howard**, Portland Community College Southeast

**Lori Boisen**, Division-Midway Alliance

**Trell Anderson**, Catholic Charities

**Matt Wand**, East Metro Economic Alliance

**Raahi Reddy**, Asian Pacific American Network of Oregon

**Vivian Satterfield** (formerly Nicole Johnson), OPAL Environmental Justice Oregon

**Devin Carr**, Student and transit rider





# DECISIONS FORMING THE TRANSIT ACTION PLAN

## PROJECT GOALS AND OUTCOMES

Between March and June 2014, the Steering Committee drafted, modified then unanimously endorsed the following goals and outcomes for the project.

### Goals

**Transportation:** People have safe and convenient transportation options – including efficient and frequent high capacity transit service that enhances current local transit service – that get them where they want to go and improves the existing system.

**Well-being:** Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.

**Equity:** Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven involuntary displacement of residents and businesses and to equitably distribute the benefits and burdens of change.

**Efficiency:** A high capacity transit project is efficiently implemented and operated.

### Outcomes

The Powell-Division Transit and Development Project will result in an actionable plan for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division. The action plan will strive to:

- 1) Create a vision and development strategy for key places that promotes community-driven and supported economic development and identifies tools and strategies that mitigate the impacts of market pressures that cause involuntary displacement.
- 2) Identify a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode, alignment and station locations with supporting transportation improvements.





## DECISIONS FORMING THE TRANSIT ACTION PLAN

### WORKING PURPOSE AND NEED STATEMENT

Based on the project outcomes and goals, and policy identified in the regional high capacity transit system plan, the project developed a working draft purpose and need statement and proposed objectives to identify and measure differences between transit alternatives.

The working draft purpose and need statement guides information used during the evaluation process to help narrow the options being considered. The purpose and need was open for public comment during the summer 2014. It will be refined during the work to be conducted in the next phase under the National Environmental Policy Act (NEPA).

#### Project purpose

The purpose of the Powell-Division Transit and Development Project is to identify a preferred near-term high capacity transit solution for the corridor that efficiently serves current high ridership demand, is coordinated with related transportation investments and community development, recognizes limited capital and operational funding, and provides:

- **Transportation:** People have safe and convenient transportation options – including efficient and frequent high capacity transit service that enhances current local transit service – that get them where they want to go and improves the existing system.
- **Well-being:** Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.

- **Equity:** Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven involuntary displacement of residents and businesses and to equitably distribute the benefits and burdens of change.

- **Efficiency:** A high capacity transit project is efficiently implemented and operated.

#### Project need

High capacity transit service in the corridor is needed to address the following issues:

- **Heavily congested traffic:** Buses operate in heavily congested traffic conditions in both peak and off-peak times, which negatively affect transit travel times and reliability.
- **Transit demand exceeds capacity:** Strong demand for transit service in the corridor in both peak and off-peak times commonly results in standing-room only conditions on buses, and when at capacity buses pass by waiting riders.
- **Projected growth:** Projected growth in population, employment, and transit demand would require very high transit frequencies that would exacerbate the bus bunching and reliability issues already occurring.
- **Access to transit:** Access to transit is problematic in significant portions of the corridor with bicycle and pedestrian gaps along bus routes, major arterials, and many local streets.



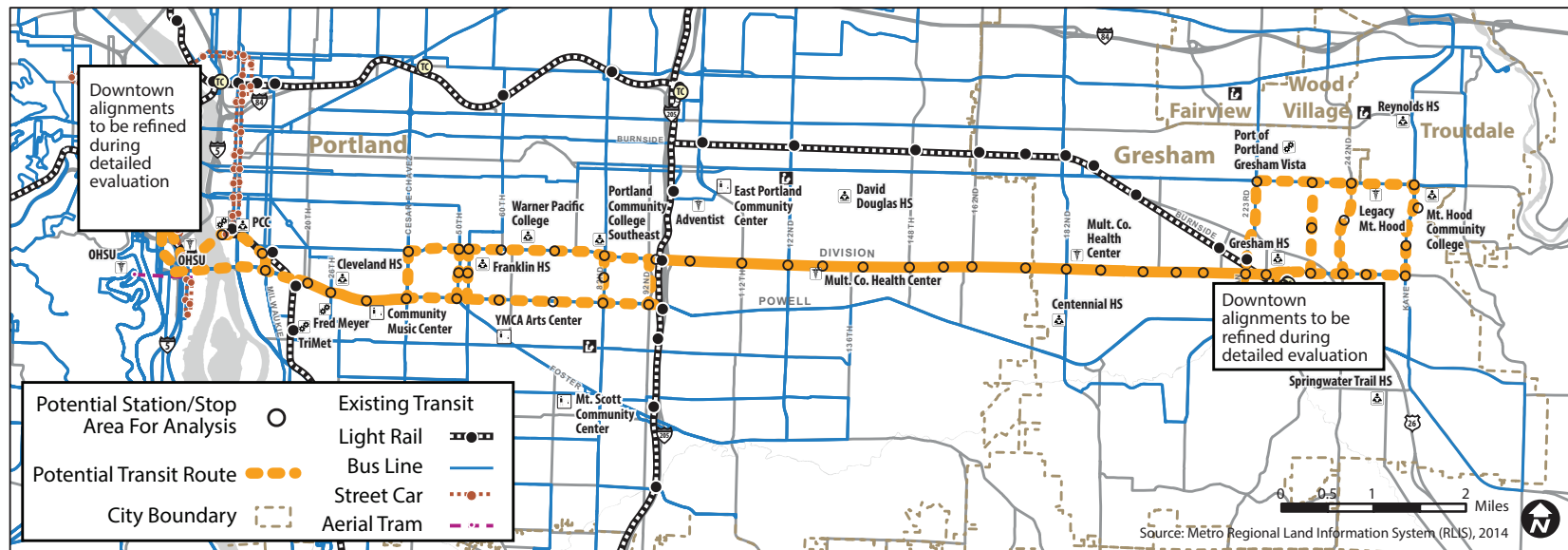
# DECISIONS FORMING THE TRANSIT ACTION PLAN

## GENERAL ROUTES AND MODES ADVANCED

In September 2014, Steering Committee members reached consensus on high capacity transit alternatives to study further.

- **Transit types** - The Steering Committee advanced bus options.
- **Routes** - The Steering Committee advanced the general route of inner Powell Boulevard in Southeast Portland transitioning to Division Street.

As a result, the project continued studying a range of potential bus options in the corridor and no longer studied rail options. Bus options were studied along a general alignment from inner Powell Boulevard to outer Division Street, with route options identified by dashed lines.





# DECISIONS FORMING THE TRANSIT ACTION PLAN

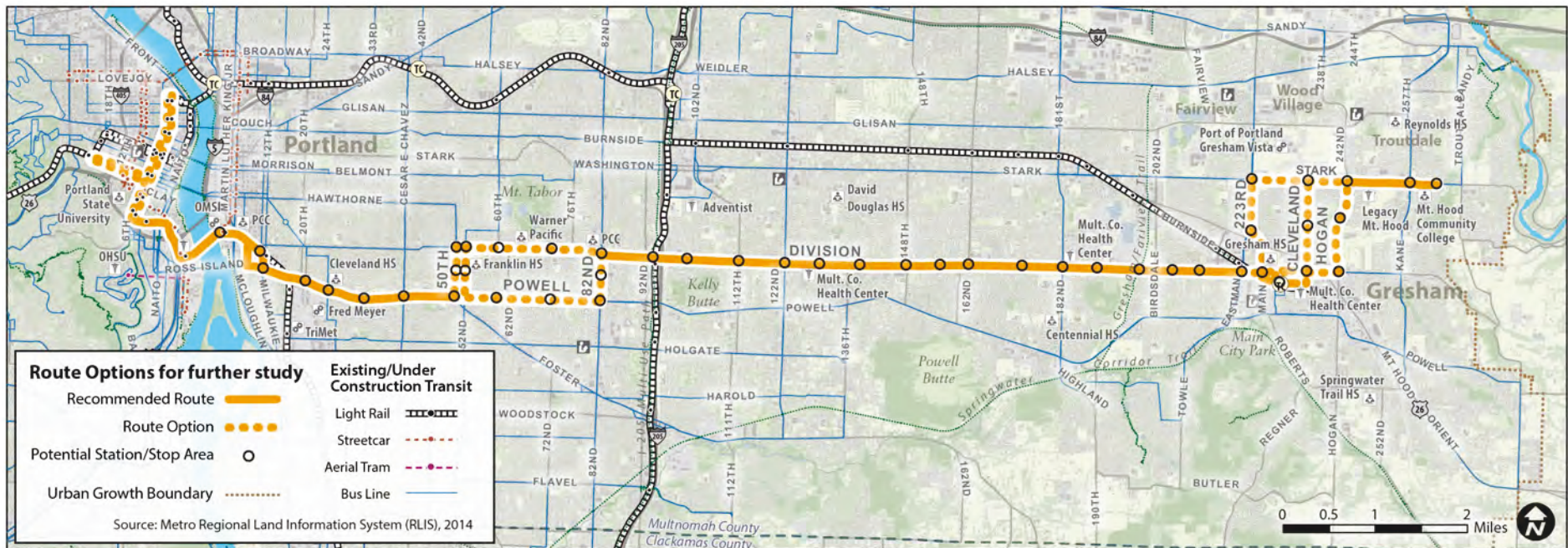
## ROUTES FOR FURTHER CONSIDERATION

In March 2015, Steering Committee members reached consensus on bus rapid transit routes to advance for further consideration.

- **River crossing options** - The committee unanimously advanced the Tilikum Crossing.
- **Portland north/south crossover options** - The committee unanimously advanced 82nd Ave and also chose to continue studying 50th and 52nd avenues.
- **Gresham north/south options** - The committee advanced Main/223rd Ave., Cleveland Ave. and Hogan Rd.

As a result, the project continued studying these route options by developing design concepts and analyzing traffic, modeling transit travel times and ridership, developing conceptual cost estimates and seeking input from the public.

The project will be refining and finalizing the final route during Project Development.



POWELL-DIVISION TRANSIT AND DEVELOPMENT PLAN - TRANSIT ACTION PLAN







## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 15-4634, FOR THE PURPOSE OF ENDORING THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT TRANSIT ACTION PLAN**

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Date: September 15, 2015

Prepared by: Malu Wilkinson, x1680

## **BACKGROUND**

### **Purpose of the Powell-Division Transit and Development Project**

The Powell-Division Transit and Development project is a collaborative effort to define a package of investments and policies to support community visions along the Powell-Division corridor from downtown Portland to Gresham. The effort is a partnership between the public agencies including the cities of Gresham and Portland, Multnomah County, the Oregon Department of Transportation (ODOT), TriMet and Metro, community members, business interests and educational institutions. Project partners have defined a new regional transit line to connect Portland and Gresham and related investments to support community and economic development. Project partners are currently refining the bus rapid transit route options for the corridor. As part of a corridor development plan, Metro is partnering with Gresham, Portland and community partners for several investments that support community-based equitable development.

### **Policy Framework**

The Portland metro area Regional Transportation Plan (RTP) emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions. The RTP identifies investment in high capacity transit (HCT) as a proven strategy to help achieve these goals and build great communities.

In July 2009, the Metro Council accepted the Regional High Capacity Transit System Plan for addition to the 2035 Regional Transportation Plan. At that time, JPACT and the Metro Council identified the Powell-Division corridor as one of the region's two highest priority corridors for a nearer-term high capacity transit investment (Southwest Corridor was the other high priority corridor).

In August 2012, the Metro Council adopted Resolution No. 12-4362 endorsing the East Metro Corridor Refinement Plan, which identified 17 investment packages, including a recommendation to improve east-west transit to connect Mt Hood Community College, Downtown Gresham, Portland and South Waterfront's Innovation Quadrant.

In January 2014, Metro Council adopted Resolution No. 14-4496, creating and appointing members of a Steering Committee for the Powell-Division Transit and Development Project.



Metro Councilors Shirley Craddick and Bob Stacey co-chair and represent Metro on the Steering Committee. More than half of the 22 Steering Committee members are community members representing health, housing, environmental justice, and environmental interests, large and small businesses, transit riders and educational institutions. The Committee weighs public input along with technical findings and operates using consensus-based decision making. They have reached unanimous consensus on project goals, transit mode and general alignment and will recommend a locally preferred alternative (mode, alignment, station locations) to Metro Council spring 2016.

In April 2015, Metro Council adopted Resolution No. 15-4617, for the purpose of reallocating unspent transit project development funds towards the Powell-Division Transit and Development Project, as well as the Willamette Shoreline and the Southwest Corridor. This action, along with project partner commitments, provides the funding for transit project development that can serve as local match for the overall capital cost of the transit investment.

On June 1, 2015 the Powell-Division Steering Committee unanimously recommended the region move forward with the Powell Division Transit Action Plan, which defined a bus rapid transit route and alignment options between downtown Portland and Mt. Hood Community College in eastern Gresham. On July 9, 2015 JPACT recommended the Metro Council endorse the Transit Action Plan.

### **Public Engagement**

Public input informed Steering Committee decision-making at each project milestone. Between January 2014 and June 2015, broad-reaching public engagement included the following.

- **In-person engagement:** More than 250 community briefings took place throughout the 15-mile corridor.
- **Online engagement:** Six surveys reached nearly 2,000 people and an interactive map comment tool generated more than 1,500 comments.
- **Equity engagement:** Culturally specific community events reached members of the Latino, Russian-speaking, Chinese, Vietnamese, African American, African immigrant, Chuuk, Tongan, Bhutanese and Native American communities and information and input opportunities were available in Spanish, Russian, Chinese and Vietnamese.

The International Association for Public Participation awarded Metro, with the cities of Portland and Gresham the 2015 National Project of the Year for engaging people in transit planning for the Powell-Division transit and development project.

### **The Powell-Division Transit and Development Action Plans**

On June 1st, 2015, the Steering Committee members refined and then reached unanimous consensus on the Transit Action Plan, codifying decisions made to date and confirming future actions in the Project Development phase. The transit action plan advances a bus rapid transit project with the general route of inner Powell Boulevard transitioning to Division Street to Downtown Gresham, connecting to Mt Hood Community College. Bus rapid transit is a high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments and recognizes limited capital and operational funding. The transit action plan includes a set of actions to



advance the transit project and regional supportive actions that together support achieving the overall project goals.

***Actions to advance the transit project*** include a number of items, including the following:

- Request to enter into Project Development from the Federal Transit Administration
- Continuation of the project steering committee through the identification of a Locally Preferred Alternative
- Finalize transit supportive projects to support station access and improved safety
- Coordination of local transit service planning with future bus rapid transit service
- Complete project engineering and final design, environmental analysis under the National Environmental Policy Act
- Local and regional action on a Locally Preferred Alternative
- Developing a finance plan for the transit project

***Regional supportive actions*** include a number of items, including the following:

- Support Gresham and Portland in the implementation of their local action plans
- Coordination with Metro's Equitable Housing Initiative
- Coordination with the regional brownfields coalition to support redevelopment
- Support redevelopment of Metro's Transit Oriented Development (TOD) program project at SE 82<sup>nd</sup> and Division with continued community engagement, and explore other TOD opportunities in the corridor
- Work with community groups to pursue grant funding to support health, art and neighborhood placemaking
- Work with TriMet to support strategies for business retention and job creation

Portland and Gresham are in the process of adopting Action Plans for their cities that will put in place tools and strategies that allow the most community benefit from the investment in transit. Coordination will continue with Portland's and Gresham's Action Plans. The local action plans create a vision and development strategy for key places that promotes community-driven and supported economic. This collaborative approach allows all of the partners to leverage the most from limited public resources. The strategies developed by both cities address issues and concerns that are faced by communities throughout the Metro region.

TriMet, with full support from project and community partners, requested entry into Project Development with the Federal Transit Administration and anticipate approval this fall, which will initiate preliminary engineering, environmental approvals, and the finance plan development. Project partners have reached agreement on funding for the project development phase of the project. This anticipated two-year phase will finalize the necessary agreements for a federal grant application, and position the project for final design and construction. The Steering Committee will also finalize decisions on route, station locations, and design treatments for the Locally Preferred Alternative, which is anticipated for local adoptions and JPACT and Metro Council endorsement in summer 2016.



**Next steps**

By voting in favor of this resolution the Metro Council will endorse the Powell-Division Transit Action Plan and directs staff to use it to inform the future adoption of plans and policies as necessary for its implementation.

In addition, specific next steps include:

1. Metro and partner staff participation in final route, station location and termini decisions
2. Metro and partner staff participation in on-going Powell-Division Transit and Development transit project efforts, including
  - Refinement and analysis of alternatives and local transportation connections, along with associated roadway and active transportation projects that support the Powell-Division Transit Action Plan; and
  - Potential further study and pursuit of federal funds for project elements.
3. Metro and partner staff collaboration on early implementation projects to support development in the Powell-Division corridor to leverage
4. Metro and partner staff participation in on-going public involvement and engagement with stakeholders to support implementation of the Powell-Division Transit Action Plan and city land use action plans.

**ANALYSIS/INFORMATION****Known Opposition**

At this time there is not any known formal opposition to the Powell-Division Transit and Development Project Transit Action Plan.

**Legal Antecedents**

The Powell Division Transit Action Plan is completed to satisfy:

- Jun. 10, 2010, Ordinance No. 10-1241B: For the Purpose of Amending the 2004 Regional Transportation Plan to Comply With State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan (Appendix 3.1 2035 - Regional Transportation Plan Corridor Planning Priorities)
- May 17, 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.
- January 16, 2014, Resolution No. 14-4496: for the Purpose of Creating and Appointing Members of a Steering Committee for the Powell-Division Transit and Development Project.
- April 16, 2015, Resolution No. 15-4617: For the Purpose of Reallocating Unspent Transit Project Development Funds to Current Regional Priority Projects.



**Anticipated Effects**

Council endorsement of the Powell-Division Transit and Development Transit Action Plan will enable the project partners to identify the bus rapid transit alignment, station locations and termini. It will advance staff participation in the Project Development Phase, which will initiate preliminary engineering, environmental approvals, and the finance plan. It will also provide staff direction to continue coordination with project partners to support implementation of the Portland and Gresham land use action plans.

**Budget Impacts**

No additional resources are needed for FY15/16 to continue the Project Development phase.

**RECOMMENDED ACTION**

Staff recommends that the Metro Council endorse the Powell-Division Transit Action Plan to support implementation of a bus rapid transit project in the Powell-Division Corridor from downtown Portland to Mount Hood Community College.