

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FISCAL)	RESOLUTION NO. 15-4664
YEAR 2015-16 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO INCLUDE 2016 STP)	Introduced by Chief Operating Officer
FUNDS FOR USE ON THE POWELL/DIVISION)	Martha Bennett with the concurrence of
CORRIDOR PLAN)	Council President Tom Hughes

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2015-16; and

WHEREAS, the FY 2015-16 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2015-16 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved the 2015-16 UPWP update in May of 2015; and

WHEREAS, this resolution amends the FY 2015-16 UPWP to include \$507,427 of 2016 STP funds currently programmed in the Corridor and Systems Planning account to the Powell/Division Corridor Plan; and

WHEREAS, all Federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2015-16 UPWP; now therefore

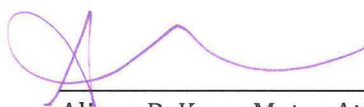
BE IT RESOLVED that the Metro Council hereby amends the FY 2015-16 UPWP to include \$507,427 currently programmed in the Corridor and Systems Planning account to the Powell/Division Corridor Plan as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 19th day of 2015.



Tom Hughes, Council President

Approved as to Form:



Alison R. Kean, Metro Attorney

Powell/Division Transit Corridor Plan

Description:

The Powell/Division Corridor Transit Implementation Plan will coordinate land use and transportation planning efforts to develop an investment strategy that defines a transit project for a Small Starts application, develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The transit project would connect several low income areas, with major education and workforce training sites including Portland State University, Oregon Health & Science University, Portland Community College and Mount Hood Community College as well as Portland and Gresham job centers. This corridor extends from Central City Portland east to Gresham in the vicinity of Powell Boulevard and Division Street.

The transit corridor plan will inform and 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. A transit alternatives assessment will further define the mode, route, service, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity transit service in this corridor. The alternative assessment process is expected to identify a project for an application for Small Starts funding and the initiation of environmental approvals under the National Environmental Policy Act (NEPA).

Objectives:

- Develop transit solution that efficiently serves high demand corridor in the near term while recognizing 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 a transit line.
- 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 transit alternatives assessment to determine the best mode, alignment, associated service changes and capital improvements of a high capacity bus route.
- Initiate environmental approvals under the National Environmental Policy Act (NEPA).
- Incorporate refined transportation planning into RTP.

Previous Work:

Multi-modal Corridor Refinement

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 corridor. 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.

The East Metro Connections and Southwest Corridor Plans commenced shortly thereafter and will be completed in June and December 2012 respectively. The East Metro Connections Plan includes a study of bus service issues, including bus rapid transit (BRT) route from central Portland to Mount Hood Community College within the Powell / Division corridor.

High Capacity Transit 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 Portland Central City to Gresham in the vicinity of Powell 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 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, Powell measured higher in Housing and Transportation Affordability Benefit and Region 2040 Connections. The SW corridor scored higher on TOTAL corridor ridership and funding potential.

The SW corridor is currently in an AA process. Given the strong land use, community support, current ridership, and housing needs, the Powell corridor is appropriate for a corridor plan this time. This plan should consider current limits in regional and corridor financial capacity, partnership opportunities, and future growth potential to determine the right range of short and long term transportation solutions.

East Metro Connections Plan

The East Metro Connections Plan (EMCP) included a recommendation for future study of HCT in the Powell/Division Corridor. A BRT in the Powell/Division corridor has strong regional and jurisdictional support. The recommendations from the EMCP study included detailed transit findings from the analysis and near term implementation plans.

Methodology

This project will build on previous work including the Powell/Foster study (Metro, 2004), the Outer Powell Boulevard Conceptual Design Plan (City of Portland, 2011) and the East Metro Connections Plans work. In 2013-14 the project partners will work collaboratively to develop the land use and transportation scope(s) and budget(s).

The project scope will be to improve the land use and transportation conditions and mobility in the Powell/Division Corridor to support vibrant communities with transportation that helps to sustain economic prosperity, healthy ecosystems, and community assets; minimizes contributions to global warming; and enhances quality of life. This work program will start with locally identified land use plans and priorities and economic development strategies. The transportation analyses will identify measures to support the land use strategies and improve mobility (particularly transit) in the corridor. Metro will be the local lead agency that will

consider and compare various transit alternatives, including mode, alignment / routing, service and capital improvements, as well as a no build scenario. The work program is expected to take approximately 18-24 months to complete depending on funding and partner preferences.

Tangible Products Expected in FY 2014-16

- Evaluation and refinement of promising options and related transportation improvements and land use investments (Summer 2014)
- Conceptual design of transit alternative(s) (Spring 2015)
- Traffic and Transportation technical report (Spring 2015)
- Land use and development technical report (Spring 2015)
- Draft and Final Transit and Development Action Plan (Fall 2015)
- Environmental scan and initiation of NEPA class of action (Winter 2016)

Entities Responsible for Activity: [to be finalized as part of scoping/chartering]

Metro – Lead Agency
 Oregon Department of Transportation –
 cooperate/collaborate TriMet – cooperate/collaborate
 Corridor Jurisdictions (including Cities of Portland and Gresham and Multnomah County) -
 cooperate/collaborate

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2012-13	\$221,775	0.96
2013-14	\$441,348	2.455

FY 2014-15 Costs and Funding Sources:

Requirements:			Resources:		
Personal Services	\$	345,083	Powell/Division STP	\$	771,226
Interfund Transfers	\$	339,293		\$	
Materials & Services	\$	86,850			
<i>TOTAL</i>	\$	771,226	<i>TOTAL</i>	\$	771,226
<u>Full-Time Equivalent Staffing</u>					
Regular Full-Time FTE		2.58			
<i>TOTAL</i>		2.58			

FY 2015-16 Costs and Funding Sources:

Requirements:			Resources:		
Personal Services	\$		Powell/Division STP	\$	
Interfund Transfers	\$			\$	
Materials & Services	\$				
<i>TOTAL</i>	\$		<i>TOTAL</i>	\$	
<u>Full-Time Equivalent Staffing</u>					
Regular Full-Time FTE					
<i>TOTAL</i>					

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4664, FOR THE PURPOSE OF AMENDING THE FY 2015-16 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE 2016 STP FUNDS FOR USE ON THE POWELL/DIVISION CORRIDOR PLAN.

Date: September 15, 2015

Prepared by: Chris Myers
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BACKGROUND

On May 14, 2015, the Metro Council adopted the FY 2015-16 Unified Planning Work Program(UPWP) via Resolution No. 15-4664 (“FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS”).

This resolution is an amendment to the FY 2015-16 UPWP to include \$507,427 of Corridor and Systems Planning funds from the 2016 STP for use on the Powell/Division Corridor Plan. This change in project budget requires a legislative amendment as the amount of new funds exceeds \$200,000. Per federal requirements, all transportation planning projects that are federally funded are required to be included in the UPWP. The UPWP project narrative for the Powell/Division Corridor Plan is included as Exhibit A.

The effort to develop the Portland region’s first BRT under the Small Starts program is collaboratively funded. Each of the project partners (TriMet, ODOT, Portland, Gresham and Multnomah County) are contributing cash and in-kind services that count as match towards the overall capital cost of the Powell Division BRT. Metro is committing the region’s Next Corridor funds to support this collaborative effort over the next two years. After two years, the Next Corridor funds will be targeted towards a new investment area that will be identified by JPACT and the Metro Council.

The Powell/Division Corridor Transit Implementation Plan will coordinate land use and transportation planning efforts to develop an investment strategy that defines a transit project for a Very Small or Small Starts application, develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The transit project would connect several low income areas, with major education and workforce training sites including Portland State University, Oregon Health & Science University, Portland Community College and Mount Hood Community College as well as Portland and Gresham job centers. This corridor extends from Central City Portland east to Gresham in the vicinity of Powell Boulevard and Division Street.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition

2. **Legal Antecedents** – Metro Council Resolution No. 15-4623: FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS, adopted by the Metro Council on May 14, 2015.
3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on this project between now and June 30, 2016, in accordance with established Metro priorities.
4. **Budget Impacts** – None anticipated.

RECOMMENDED ACTION

Approve Resolution No. 15-4664 and amend the FY 2015-16 UPWP.