

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2014) Ordinance No. 17-1396
REGIONAL TRANSPORTATION PLAN TO)
INCLUDE THE LOCALLY PREFERRED) Introduced by Councilor Bob Stacey
ALTERNATIVE OF THE POWELL-DIVISION) or Councilor Shirley Craddick
TRANSIT AND DEVELOPMENT PROJECT)
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WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which amendments included adoption of the Regional High Capacity Transit (HCT) System Plan; and

WHEREAS, the Regional HCT System Plan identified a new HCT corridor in the vicinity of Powell-Division as the second of the three near-term regional priority corridors; and

WHEREAS, the Regional Transportation Plan included a project for the Powell-Division HCT corridor within the fiscally constrained program; and

Whereas, the Division Transit Project was included in the 2014 RTP air quality conformity determination and with subsequent interagency consultation, federal, state, and regional partners concur the project meets transportation conformity requirements; and

WHEREAS, in May 2012, the Metro Council adopted Resolution No. 12-4345, which updated the work program for corridor refinement planning and designated the Powell-Division HCT Corridor as the next regional priority for completion of corridor refinement, after which Metro and TriMet initiated the Powell-Division Transit and Development Project by commencing gathering information for the alternatives analysis for the corridor; and

WHEREAS, in August 2012, the Metro Council adopted Resolution No. 12-4362, endorsing the East Metro Corridor Refinement Plan, which identified Division Street as the preferred location for a major transit improvement in the City of Gresham; and

WHEREAS, in August 2013, the Metro Council adopted Resolution No. 13-4450, which provided funding for Community Planning and Development Grants, including funding for the City of Portland and the City of Gresham to assess land uses and create a development strategy for the Powell-Division HCT Corridor that is consistent with the HCT alternatives analysis; and

WHEREAS, in January 2014, the Metro Council adopted Resolution No. 14-4496, creating and appointing members of a steering committee for the Powell-Division Transit and Development Project, which 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, in July 2014, the Metro Council adopted Ordinance No. 14-1340, amending the RTP to comply with federal and state law, and included a project for the Powell-Division HCT corridor on the financially constrained list of projects; and

WHEREAS, in September 2015, the Metro Council adopted Resolution No. 15-4634, endorsing the Transit Action Plan for the Powell-Division Transit and Development Project, which identified 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; and

WHEREAS, in September 2015, the Metro Council adopted Resolution No. 15-4640, which provided additional Community Planning and Development Grant funding to the City of Portland and the City of Gresham to maximize the impact of Powell-Division bus rapid transit by realizing local community visions, promoting district design, activating business districts, and promoting development that will take advantage of the transit investment; and

WHEREAS, in November 2015, the Gresham City Council adopted Resolution No. 3225, to accept the Powell-Division Transit and Development Project Gresham Action Plan; and

WHEREAS, in July 2016, the Portland City Council adopted Resolution No. 37224, to adopt the Powell-Division Transit & Development Project Portland Local Action Plan; and

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

WHEREAS, there is community 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, there is also community interest in and local and regional support for leveraging regional transit planning efforts to support affordable housing, community stabilization, and economic development within the corridor; and

WHEREAS, local 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 and the Gresham-Fairview Trail, the Outer Powell Safety Project, and the East Metro Connections Plan; and

WHEREAS, the Powell-Division Transit and Development Project Steering Committee met numerous times over the course of the past three years, heard public input and testimony from individuals, community groups and affected businesses and nonprofits; and

WHEREAS, on November 7, 2016, the Steering Committee made a recommendation for a Locally Preferred Alternative, including the mode of transportation, alignment, and general station locations; and

WHEREAS, on December 6, 2016, the Gresham City Council adopted Resolution No. 3267, to accept the Powell-Division Transit & Development Project Locally Preferred Alternative with an attached

memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College; and

WHEREAS, on December 7, 2016, the Portland City Council adopted Resolution No. 37254, to adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval, including a request that Metro advance Powell Boulevard for regional consideration within the High Capacity Transit planning and prioritizing process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements; and

WHEREAS, on December 14, 2016, the TriMet Board of Directors adopted Resolution 16-12-70, to recommend confirmation of the Locally Preferred Alternative for the Powell-Division Transit and Development Project; and

WHEREAS, on December 22, 2016, the Multnomah County Board of Commissioners adopted Resolution No. 2016-131, to adopt the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College; and

WHEREAS, Federal Transit Administration requires that the Locally Preferred Alternative be included in the Financially Constrained RTP and the Metropolitan Transportation Improvement Plan in order to be considered for a Small Starts Capital Investment Grant project rating; and

WHEREAS, the region is currently developing a 2018 Regional Transportation Plan which is considering regional safety, and mobility needs for all modes of travel throughout the region, including within the Powell-Division Transit and Development Project study area; and

WHEREAS, concurrently with the adoption of this Ordinance No. 17-1396, the Metro Council is considering Resolution No. 17-4776, regarding the adoption of the Division Transit Project Locally Preferred Alternative; now therefore,

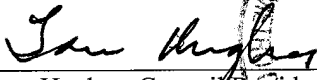
THE METRO COUNCIL ORDAINS AS FOLLOWS:

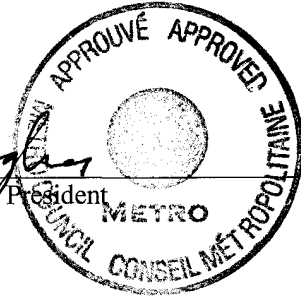
1. The text of the 2014 Regional Transportation Plan ("RTP") is amended as indicated in Exhibit A, attached and incorporated into this ordinance, to include the Powell-Division Transit and Development Project Locally Preferred Alternative in the Financially Constrained RTP.
2. The following maps of the 2014 RTP are amended as described here to include the Locally Preferred Alternative in the Financially Constrained RTP:
 - a. The two affected 2014 RTP Investments maps (Figures 3.1, RTP Investments – North and 3.2, RTP Investments – East), will be updated as part of the 2018 RTP update to modify the location of project number 10909 as a financially constrained project, to reflect the Locally Preferred Alternative alignment; and to add project number 11745 as an unconstrained project and as a future planning project to study how to address unmet transit, safety, and mobility needs for all modes in the SE Powell Boulevard corridor from the Tilikum Crossing to Gresham.
 - b. The two 2014 RTP transit network maps, Figure 2.10, Regional Transit Network Map, adopted July 17, 2014, and Going Places: Regional High Capacity Transit System Plan, first adopted by Metro Council July 9, 2009 will be replaced by an

updated transit network map that reflects the 2018 Regional Transit Strategy as part of the 2018 RTP update currently underway to include the Division Transit Project Locally Preferred Alternative and to reflect remaining transit needs in the corridor for Powell Boulevard and other roadways reflecting regional input.

- 3. The projects in the RTP Project List, Appendix 1.1 of the 2014 RTP, are amended as indicated in Exhibit B, attached and incorporated into this ordinance, to include the Locally Preferred Alternative in the Financially Constrained RTP, changes to other projects to maintain fiscal constraint, and adding a new project to the unconstrained project list reflecting the Powell Boulevard Corridor Refinement Plan project.

ADOPTED by the Metro Council this 1 day of June, 2017.


Tom Hughes, Council President



Attest:

Approved as to form:




td Alison Kean, Metro Attorney

- Exhibit A: Text Edits to the 2014 Regional Transportation Plan
- Exhibit B: Updated Projects for the RTP Project List (Appendix 1.1 of the 2014 RTP)

Ordinance No. 17-1396

Exhibit A

Text Edits to the 2014 Regional
Transportation Plan

4/12/17 REVISED Exhibit A to Ordinance to Adopt Amendments to the Regional Transportation Plan (Text Edits)

1. Section 5.3.1 Page 5-6, amend Table 5.1 as follows:

Table 5.1. Mobility Corridors Recommended for Future Corridor Refinement Plans

Mobility Corridors #2 and #3 - Portland Central City to Wilsonville and Sherwood, which includes I-5 South¹

Mobility Corridor #4 - Portland Central City Loop, which includes I-5/I-405 Loop

Mobility Corridors #7, #8 & #9 - Clark County to I-5 via Gateway, Oregon City and Tualatin, which includes I-205

Mobility Corridor #24 #14 & #15 - Beaverton to Forest Grove, which includes Tualatin Valley Highway

Mobility Corridors #19 and #20 Portland City Center to Lents and Lents to Gresham

2. Page 5-13, amend title of Section 5.3.1.5 as follows:

5.3.1.5 Beaverton to Forest Grove (Mobility Corridor #24 #14 and #15)

3. Page 5-17, add new Section 5.3.1.6 as follows:

5.3.1.6 Powell-Division Corridor: Portland Central City to Lents Town Center and Lents Town Center to Gresham Regional Center (Mobility Corridors #19 and #20)

The Powell-Division Corridor is included in Mobility Corridors #19 and #20. The Mobility Corridor Strategy identified in RTP Appendix 3.1 notes that both corridors are anticipated to experience high levels of growth in employment and population by the year 2040.

A number of investments are needed in these corridors to address existing deficiencies and serve increased travel demand.

The Powell-Division Transit and Development Plan alternative analysis identified a project – now called the Division Transit Project - that addresses some of the needs identified for the Powell-Division Corridor by improving transit and safety on Division Street with a bus rapid transit project. The Division Transit Project is a part of the financially constrained RTP project list. The Division Transit Project does not fully address the transit, safety, and mobility needs that remain on Powell Boulevard. Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. Project partners recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of

¹ In coordination with project development activities for Mobility Corridor #20.

Exhibit A: Amendment to 2014 Regional Transportation Plan (adopted July 17, 2014)

steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on community feedback and analysis during the Powell-Division Transit and Development project, the City of Portland included language documenting this recommendation in their LPA adopting resolution, as follows:

BE IT FURTHER RESOLVED, that Metro advance Powell Boulevard for regional consideration and prioritization within the High Capacity Transit planning process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements.

This recommendation was codified by the City of Portland in its ordinances adopting the Locally Preferred Alternative and in the accompanying Powell-Division Transportation and Development Strategy (an attachment to the jurisdiction's LPA resolution).

The Powell-Division Corridor is included in Mobility Corridors #19 and #20. The Mobility Corridor Strategy identified in RTP Appendix 3.1 notes that both corridors are anticipated to see high levels of growth in employment and population by the year 2040.

Mobility Corridor #19 provides an important connection between the Portland Central City and the Lents Town Center and provides important freight access to rail facilities at Brooklyn Yard and access from Powell Boulevard and McLoughlin Boulevard to the Central Eastside Industrial District. This corridor also serves statewide and regional travel on Powell Boulevard (US 26), which serves as a statewide and regional freight route between I-5 and I-205.

The corridor does not meet regional performance thresholds (does not perform as it should) for its throughways (Powell Boulevard) and arterials (Division and Holgate streets) as defined in the Regional Transportation Plan due to high volume to capacity ratios.

Strategies adopted in RTP Appendix 3.1 to improve the corridor include:

- Near term:
 - System and demand management along Powell Boulevard and parallel facilities for all modes of travel.
 - Improved, safe pedestrian and bicycle crossings of Powell Boulevard.
 - Modify existing signals, coordinate and optimize signal timing to improve traffic operations on Powell Boulevard.
 - Prioritize and construct safety and streetscape improvements from SE 50th to SE 84th Ave.

- Medium term:
 - Improve safety by all modes and enhance opportunities for use of bicycles, walking and transit on Powell Boulevard.
 - Identify and implement potential changes to the cross section of Foster Road based on the Foster Streetscape Plan.

Mobility Corridor #20 provides an important connection between the Lents Town Center and the Gresham Regional Center. The corridor provides important freight access, connecting I-205 to Gresham and the Springwater Industrial Area. In addition, the corridor serves statewide travel, connecting to routes that lead to destinations outside the region such as the Mt Hood Recreational Area and Sandy Oregon.

Similar to Mobility Corridor #19, Mobility Corridor #20 is expected to experience high levels of employment and population growth by 2040 and does not meet regional performance thresholds for its throughways (Powell Boulevard) and arterials (Division and Foster streets) as defined in the Regional Transportation Plan due to high volume to capacity ratios.

Strategies adopted in RTP Appendix 3.1 to improve the corridor include:

- Near term: System and demand management along the Powell Boulevard and parallel facilities for all modes of travel.
- Medium term: Implement a three lane cross-section on Powell Boulevard from I-205 to SE 174th Avenue with bicycle and pedestrian improvements.
- Long term: Implement additional capacity enhancements along Powell Boulevard from 162nd to 174th Avenue as needed. Additional enhancements may include intersecting north-south streets along Powell Boulevard.

Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. The jurisdictions recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on this conclusion, the RTP was amended to include an additional, future corridor refinement plan for Powell Boulevard as part of the adoption.

In addition, during the Division Transit Project's LPA process, project partners (TriMet, Metro, City of Gresham, Multnomah County, and Mount Hood Community College) developed a Memorandum of Understanding (MOU), in which TriMet committed to improve service to Mount Hood Community College with more frequent service on the Line 20, which will connect the college to the new bus rapid transit line and neighborhoods, and new transit amenities added at the college. The

Exhibit A: Amendment to 2014 Regional Transportation Plan (adopted July 17, 2014)

MOU also included a commitment to engage with the college and other signatories to identify future transit improvements in the area, and to seek to identify potential improvements at the Gresham Transit Center in coordination with the City of Gresham. Likewise, a number of steering committee members shared their support for the LPA was contingent upon these actions.

4. Page 5-17, amend Section 5.3.2, as follows:

The mobility corridor strategies in the Appendix identify the relevant project development activities within each corridor. A summary of project development activities is provided for the following corridors for reference:

- Columbia River Crossing Project
- Sunrise Project and Sunrise Jobs and Transportation Act Project
- I-5/99W Connector Study Recommendations and Implementation (Tigard to Sherwood - Mobility Corridor #20-11)
- East Metro Connections Plan (Gresham/Fairview/Wood Village/Troutdale to Damascus – Mobility Corridor #15#24)
- Division Transit Project (Mobility Corridors #19 and #20)
- TV Highway Corridor Plan (Beaverton to Forest Grove - Mobility Corridors #24 #14 and #15)

5. Page, 5-25, amend title of 5.3.2.4, as follows:

Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #15#24)

6. Page, 5-28, amend the following language, as follows:

Regional east-west transit link: Projects improve east-west transit that connects Mt Hood Community College, Downtown Gresham, Portland and South Waterfront's Innovation Quadrant. Division is currently one of the top transit corridors for ridership in the region. Projects include enhanced bus/bus rapid transit and safety, and pedestrian and bike improvements (sidewalks, medians, crossings, access management) to make Division a great street for transit and walking. Enhancements along this corridor create the potential for even greater ridership demand. Enhanced bus service can provide additional service to Downtown Gresham and the Civic Neighborhood, a vital commercial area. Gresham will continue street improvements ~~for~~ including sidewalks and other features to make walking and access to transit easier. The phase I recommendation is to pursue a transit alternative analysis along the Powell/Division Corridor.

Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. The jurisdictions recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on this conclusion, the RTP was amended to include an additional corridor refinement plan for Powell Boulevard as part of the adoption.

In addition, as part of the Division Transit Project, service to Mount Hood Community College will be improved with more frequent service on the Line 20 connecting the new bus rapid transit line and neighborhoods, transit amenities added at the college and a commitment to engage with the college and other signatories to identify future transit improvements in the area, and seek to identify potential improvements at the Gresham Transit Center in coordination with Gresham designs for Mount Hood Community College. Likewise, some steering committee members shared their support for the LPA was contingent upon these actions.

Recommended 2010 RTP system map changes:

The project recommended changes to RTP system maps, including Arterial & Throughways, Freight and System Design. These changes were incorporated into the 2010 RTP through amendments adopted in June 2013.

7. Page 5-30, add new Section 5.3.2.5 as follows:

5.3.2.5 Division Transit Project (Mobility Corridors #19 and #20)

The Division Transit Project is in the final stages of project development. In June 2017, Metro Council adopted the LPA for the project to include bus rapid transit connecting downtown Portland and downtown Gresham via Division Street with general station locations identified. The project is being refined and finalized with the following major steps are still underway:

- National Environmental Policy Act (NEPA) review and concurrence through a documented categorical exclusion process. (Anticipated completion February 2018)
- Conceptual and Final Design (ongoing through 2018/2019)
- Capital Investment Grant federal funding process (ongoing through 2018)
- Planned Construction (2019-2021)

Recommended 2014 RTP system map changes:

In 2017, the adoption of the Division Transit Project LPA required changes to the Figure 3.1 RTP Investments-North and 3.2 RTP Investments-East to reflect the Locally Preferred Alternative alignment as a financially-constrained project. In addition, a new project (#11745) was added as a future planning project to study how to address unmet transit, safety, and mobility needs for all

Exhibit A: Amendment to 2014 Regional Transportation Plan (adopted July 17, 2014)

modes in the SE Powell Boulevard corridor from the Tilikum Crossing to Gresham. This project is included in the larger, unconstrained project list consistent with State of Oregon Transportation Planning rule section 660-012-0020. These maps will be updated as part of the 2018 RTP update, as documented in the June 2017 amendments to the 2014 RTP.

The two RTP transit network maps, Figure 2.10 Regional Transit Network adopted by Metro Council July 17, 2014 and Going Places: Regional High Capacity Transit System Map adopted by Metro Council on July 9, 2009, will be replaced by an updated transit network map that reflects the 2018 Regional Transportation Plan Update and development of the 2018 Regional Transit Strategy.

Ordinance No. 17-1396

Exhibit B

Amended RTP Project List

Appendix 1.1 of the 2014 RTP

Exhibit B to Ordinance No. 17-1396

Amendments to the 2014 RTP Project list are shown in red and black strikethrough and underscore.

RTP ID	Nominating Agency	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (\$2014)	Estimated Cost (\$YOE)	Time Period	Financial Constrained
40909	TriMet	Powell / Division Transit Project - Project Development	N/A	N/A	To further develop and advance the Near-Term corridor identified in the HCT System Plan through ROW acquisition to include in conformity modeling.	HCT on Powell/Division from Portland CBD to Gresham TC.	75,000,000	111,000,000	2014-2024	1
10909	TriMet	Division Transit Project - Capital Construction	N/A	N/A	Capital Construction	HCT on Division from Portland CBD to Gresham TC.	175,000,000	259,000,000	2018-2024	1
11374	Gresham	Powell-Division Transit and Development Project	Portland/Gresham City Limits	City/County Limits	Improve mobility corridor and connections to transit.	Implementation of recommendations of Powell-Division Transit and Development Project	32,481,500	36,541,688	2014-2017	1
11414	TriMet	Corridor Safety and Access to Transit: Powell-Division	N/A	N/A	Improve safety, active transportation, access to transit and transit operations (STIP Enhance).	Priority improvements for safety, access to transit and transit operations in the Powell and Division corridors, with current TriMet Frequent Service lines and a designated regional High Capacity Transit development corridor.	2,800,000	3,150,000	2014-2017	1
11572	Portland	Powell-Division Safety and Access to Transit	SE 22nd	City Limits		This project makes improvements for safety, access to transit and transit operations in the Powell and Division corridors.	2,800,000	4,144,000	2018-2024	1
44590	TriMet	Powell / Division Transit Project - Capital Construction	N/A	N/A	Capital Construction	HCT on Powell/Division from Portland CBD to Gresham TC.	75,000,000	207,900,000	N/A	0
11745	Metro	Powell Boulevard Corridor Refinement Plan	N/A	N/A	To study and develop recommendations for addressing unmet transit, safety, and mobility needs for all modes in the corridor	Portland CBD to Gresham	1,000,000	TBD	2025-2032	0
10985	TriMet	Sunset Park & Ride rework to match Peterkort redevelopment	N/A	N/A	TOD opportunity.	Redesign to expand park & ride lot and integrate station with pending site development.	10,000,000	11,250,000	2014-2017	±0
10989	TriMet	181st park & ride lot	N/A	N/A	TOD opportunity.	Redevelop site in conjunction with TOD opportunity.	2,000,000	2,250,000	2014-2017	±0
10997	TriMet	Willow Creek Transit Center, Phase 2	N/A	N/A	TOD opportunity.	Restructure parking to support additional TOD opportunity in AmberGlen station community.	8,000,000	9,000,000	2014-2017	±0
44035	TriMet	Powell bus operating base expansion.	N/A	N/A	System requirements.	Expand bus operations, maintenance and storage facility to accommodate larger fleet.	12,574,700		2014-2017	1
11230	TriMet	Frequent Service Bus Capital Improvements - Phase 1	N/A	N/A	Development of high-quality transit service	Bus stop and ROW improvements to support expansion of frequent service bus	46,000,000 10,000,000	11,250,000	2014-2017	1
11592	TriMet	Portland-Milwaukie LRT Corridor TOD development	N/A	N/A	TOD opportunities	Reconfigure / structure P&R and other TriMet-owned and controlled land for TOD opportunity when market conditions or development partnerships allow.	15,000,000	16,875,000	2014-2017	±0
44593	TriMet	CNG Conversion at Merlo Operating Base.	N/A	N/A	Conversion of operating base to support CNG vehicles and fueling infrastructure.	Capital costs for incremental bus purchase cost, facilities changes for CNG operation and fueling infrastructure.	13,900,000		2014-2017	1
11595	TriMet	Argyle Equitable TOD development	N/A	N/A	TOD opportunity.	Reconfigure streetscape to support equitable TOD development at priority site.	4,000,000	4,500,000	2014-2017	±0
10901	TriMet	MAX light rail: South Corridor Phase 2: Portland to Milwaukie	N/A	N/A	Regional rail development to Milwaukie Town Center.	Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Ave.).	4,496,000,000 1,490,350,173	4,684,875,000 1,676,643,945	2014-2017	1

Note: in the "Financial Constrained" column, a "1" indicates that the project is in the financially constrained list, and a "0" indicates that the project is in the unconstrained list.

STAFF REPORT (REVISED 5/10/17)

IN CONSIDERATION OF ORDINANCE NO. 17-1396, FOR THE PURPOSE OF AMENDING THE 2014 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE OF THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

Date: January 26, 2017

Prepared by: Elizabeth Mros-O'Hara

BACKGROUND

Concurrently with this proposed ordinance, Metro Council is considering Resolution No. 17-4776, which would adopt the Powell-Division Transit and Development Project's Locally Preferred Alternative (LPA). See Attachment 1: The LPA for high capacity transit in the Powell-Division corridor is bus rapid transit with general station locations indicated on the attached map, operating between downtown Portland and downtown Gresham. The route will operate on the transit mall (5th and 6th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to downtown Gresham. The LPA was recommended to the Council by the project's steering committee on November 7, 2016, and was subsequently adopted by the cities of Portland and Gresham, Multnomah County, and the TriMet Board, and supported by the Oregon Department of Transportation. More information on the LPA can be found in the documentation for Resolution No. 17-4776.

The proposed 2014 RTP amendment for this ordinance includes revisions to various sections of Chapter 5 – Implementation, in order to reflect the advancement of the Division Transit Project from downtown Portland to downtown Gresham, as well as recommending the Powell Boulevard corridor for study in a future corridor refinement plan to determine how to address unmet transit, safety, and mobility needs for all modes. Consideration of this corridor refinement plan would be part of the 2018 RTP update process. A corridor refinement plan for the Powell Boulevard corridor would not be prioritized as part of this 2014 RTP amendment, but would be considered within the planning and prioritization process for the 2018 Regional Transit Strategy and the 2018 RTP update.

The 2014 RTP, Section 5.3.1, indicates that a corridor refinement plan, as defined by the State of Oregon Transportation Planning Rule section 660-012-0020, includes:

- An MOU or IGA for refinement plan scope of work
- An analysis that considers land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road, and transit solutions
- An evaluation of performance
- Development of alternative mobility standards, if necessary
- Determination of a mix and phasing of projects and/or land use changes needed to address function and needs
- Local and/or regional plan updates and MOU or IGA to implement refinement plan recommendations at state, regional, and local levels

- HCT system expansion targets policy MOU, if applicable

The purpose of the refinement planning process is to comprehensively consider land use, management, walking and biking solutions in addition to transit and roadway analysis. Refinement plans are meant to result in a wide range of strategies and projects to address unmet needs and to progress through project development and implementation at the local, regional and/or state levels.

The Powell Boulevard corridor has many needs which were not met as part of this project's Locally Preferred Alternative. These needs vary through different parts of the Powell Boulevard corridor; a corridor refinement plan would evaluate the corridor and tailor context-sensitive solutions to unmet needs, taking into account adopted land use plans, previous analysis, adopted outcomes, and community engagement conducted as part of the East Metro Connections Plan, Outer Powell Boulevard Conceptual Design Plan, the Outer Powell Safety Project, the Powell-Division Transit and Development Project, and other past projects.

Analysis in the early stages of the Powell-Division Transit and Development project found that inner Powell is one of the highest transit ridership sections in the TriMet bus system, particularly west of SE 136th Ave. Inner Powell also experiences heavy traffic congestion today and is predicted to get worse, particularly west of SE 50th Ave. Outer Powell east of 136th Ave, however, has lower transit ridership and has a different street character. West of I-205, Powell Boulevard is generally two lanes in each direction with a center turn lane or turn pockets and sidewalks. East of I-205 to Portland/Gresham city limits at approximately 174th Ave, Powell Boulevard is generally one lane in each direction with bike lanes on the shoulder, no curbs and missing sidewalks. Within Gresham, east of 174th Ave Powell Boulevard is generally one or two lanes in each direction with bike lanes, sidewalks, and marked midblock crossings near downtown Gresham.

Traffic volumes also vary throughout the corridor and are highest in inner Portland. In 2015 average daily traffic counts for Powell Boulevard show traffic volumes of 31,000-42,000 ADT between SE Milwaukie Avenue and SE Foster Road in inner Portland, 20,000-26,000 ADT between SE Foster Road and SE 82nd Avenue, 35,000 ADT near I-205, and dropping generally below 20,000 ADT between I-205 and the Gresham city boundary at SE 174th Ave. From SE 174th Ave to downtown Gresham, traffic volumes on Powell Boulevard generally range between 20,000-25,000 ADT. Additionally, Powell Boulevard within Gresham was not recommended as a regional transit link by the East Metro Connections Plan. Also, the City of Portland has designated Powell Boulevard as a high-crash corridor within its jurisdiction.

The text revisions to Chapter 5 of the 2014 RTP are summarized as follows:

- **Amend Table 5.1** (Mobility Corridors Recommended for Future Corridor Refinement Plans) to add Mobility Corridors #19 and #20 Portland City Center to Lents and Lents to Gresham
- **Add new Section 5.3.1.6** Powell-Division Corridor: Portland Central City to Lents Town Center and Lents Town Center to Gresham Regional Center
- **Amend text of Section 5.3.2** (Project Development) to add Division Transit Project (Mobility Corridors #19 and #20)

- **Amend text of Section 5.3.2.4** (Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #24)) by updating subsection 3. Regional Mobility “Regional east-west transit link” to reflect the Division Transit Project and the need to complete a future corridor refinement plan for Powell Boulevard.
- **Add new section 5.3.2.5 (Division Transit Project)** (Mobility Corridors #19 and #20) describing the Division Transit Project and remaining steps to complete project development. Add new text “Recommended 2014 RTP system map changes” to document the need for Figures 3.1 (RTP Investments-North) and 3.2 (RTP Investments-East) to be updated as part of the 2018 RTP update to reflect the project changes made by this RTP amendment.
- Minor text corrections to reflect the updated Mobility Corridor numbers throughout Chapter 5

Map Revisions

Metro is currently in the middle of a major update to the Regional Transportation Plan (RTP) which includes development of a Regional Transit Strategy to reflect the current regional vision for transit. This comprehensive analysis is a better forum for updating the region’s transit network maps to reflect the LPA and other remaining transit needs identified in the Powell-Division Transit and Development Project planning process. Consequently, two maps (“Going Places: Regional High Capacity Transit System Map” first adopted by Metro Council July 9, 2009, and the “Figure 2.10 Regional Transit Network” adopted by Metro Council July 17, 2014) would be replaced by an updated transit network map that reflects the 2018 Regional Transit Update and development of the 2018 Regional Transit Strategy.

Currently, the Powell-Division Transit and Development Project alignment is shown in the 2014 RTP transit network map to run along inner SE Powell Boulevard from the Willamette River to SE 82nd Avenue, on SE 82nd Avenue from SE Powell Boulevard to SE Division Street, on outer SE Division Street from 82nd Avenue to the Gresham Transit Center, and on Division and Kane from Gresham Transit Center to Mount Hood Community College¹. As the alignment in the Locally Preferred Alternative has changed to run entirely along SE Division Street from the Willamette River to downtown Gresham, the proposed 2014 RTP amendment describes changes to Figure 3.1 (RTP Investments – North) and Figure 3.2 (RTP Investments – East), which would be updated as part of the 2018 RTP update process to modify the Powell-Division alignment to run entirely along SE Division Street from Downtown Portland to downtown Gresham. The map changes would also include a new project (#11745) as a future planning project to study how to address unmet transit, safety, and mobility needs for all modes in the Powell Boulevard corridor, which will be outside of the financially constrained list of projects. These maps would be updated as part of the 2018 RTP update to include multiple planning projects in addition to the Powell Corridor Refinement Plan.

Demonstration of compliance with the Federal Clean Air Act Amendments

The Regional Transportation Plan must be consistent with the Oregon State Implementation Plan (SIP) for air quality to maintain air quality standards in the Portland area. Metro prepared an air

¹ <http://gis.oregonmetro.gov/RTP/map.htm?l=Transit>

quality conformity determination for the 2014 Regional Transportation Plan that documents the plan's investments are in compliance with emissions budgets allocated by the SIP and, therefore, conforms with federal and state air quality regulations. The Powell-Division Transit and Development Project's transit project was included in the joint air quality conformity determination for the 2014 RTP and the 2015-2018 Metropolitan Transportation Improvement Program (MTIP) adopted in July 2014.

In 2016, the Locally Preferred Alternative for the Powell-Division Transit and Development Project was identified and adopted by the project steering committee, reflecting minor modifications from what had been originally assumed in the 2014 RTP air quality conformity analysis. An interagency consultation with federal, state, and regional partners in November 2016 determined the minor modifications from the original project to the locally preferred alternative for the Division Transit Project are insignificant for air quality analysis purposes and, therefore, this amendment does not result in any change in status to the 2014 RTP air quality conformity determination.

Demonstration of financial constraint

The Division Transit Project description must be updated to reflect the LPA and be described correctly in the 2014 RTP Project List, Appendix 1.1 of the 2014 RTP. To demonstrate fiscal constraint under federal law, the Division Transit Project's proposed budget of \$175 million must fit within the adopted financially constrained revenue forecast for the 2014 RTP. To fit within the financial constraint, TriMet identified amendments to other projects on the 2014 RTP financially constrained project list. All project amendments (additions and deletions) are exempt from the federally-required air quality conformity analysis.

The additional amendments needed to demonstrate fiscal constraint are: delete three projects (#11035, #11590, and #11593), modify the project cost for two other projects (#11230 and #10901), and remove five other projects from the financially constrained project list (#10985, #10989, #10997, #11592, and #11595) and add them to the list of additional investments the region would make if more funding were available – called the “state” system of investments. In addition, this amendment includes the addition of a new project (#11745) for the Powell Boulevard Corridor Refinement Plan. Consideration of this corridor refinement plan would be part of the 2018 RTP update process. These changes are included as Exhibit B to the RTP Amendment Ordinance No. 17-1396.

Demonstration of compliance with Title VI and regional public involvement requirements

Metro's 2013 Public Engagement Guide requires a 30-day public comment period for all major amendments to an RTP. Major amendments are defined as amendments that come from NEPA processes, corridor refinement plans or other studies and involve additions or deletions of projects...”. Staff determined that the amendment requested meets the definition of major amendments. Metro conducted a 45-day public comment period on the requested amendments from February 15, 2017 to 5 p.m. March 31, 2017. The comment period was advertised with a legal notice in the Asian Reporter and regional Pamplin Media newspapers and a newsfeed posted to Metro's News web site on February 15, 2017. Both the advertisement and the newsfeed directed the public to a web page that provided detailed information on the requested amendments.

Because of the limited scope of the amendments, and significant culturally specific public engagement already conducted for the Division Transit Project, staff determined that translation of the amendments and additional specific Title VI and environmental justice outreach were not required. The notice regarding the public comment period provided information in four languages: Spanish, Russian, Chinese and Vietnamese, directing people to multi-lingual information. A summary of public comments is included as Attachment #4 to the staff report.

ANALYSIS/INFORMATION

1. KNOWN OPPOSITION

The Powell-Division Project's Steering Committee used a consensus-based decision making process where green cards indicate support for the consensus statement, yellow cards indicate support for some elements of the consensus statement but with reservations or strong concerns, and red cards indicate that the steering committee member could not support the consensus statement unless certain conditions were met. Steering committee members voting red cards were required to provide recommendations or conditions that would need to change in order for them to consider changing their vote to a yellow card or green card.

This voting process took place as the project definition progressed to assess the level of support or opposition to the project through a series of votes taken throughout the LPA development process. Community groups made up over half of the steering committee. Concerns expressed throughout the process included items specific to the LPA such as station spacing and alignment as well as concerns outside of the LPA such as affordable housing.

Issues that garnered opposition were addressed when possible as the LPA development advanced. Two major examples are when the project terminus was shifted to the Gresham Transit Center (rather than Mount Hood Community College) and when the project moved from Powell Boulevard to Division Street from the Tilikum Crossing to 82nd Avenue.

To address the shift in terminus location, the project team and interested steering committee members met and developed a strategy to improve access to Mount Hood Community College through more frequent transit service on the Line 20-Burnside/Stark and other future proposed improvements. These commitments were memorialized in the MHCC Memorandum of Understanding, which was an attachment to the Gresham and Multnomah County LPA Ordinances. Some steering committee members expressed that their support for the LPA was contingent upon the adoption of the Memorandum of Understanding.

The other major point of opposition was when the project alignment moved from inner Powell Boulevard to inner Division Street from the Tilikum Crossing to 82nd Avenue to avoid major property impacts, allow a project to move forward in the near term, and achieve desired reliability and transit travel times. Metro, TriMet, the City of Portland, the City of Gresham, and Multnomah County project team members created a "Powell-Division Corridor Transportation and Development Strategy," which was shared with the steering committee. The strategy

outlined near-term transit investments that TriMet would explore and a commitment from Metro to advance Powell Boulevard for regional consideration within the High Capacity Transit planning and prioritizing process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements (as well as the MHCC transit commitments). This document was shared and reviewed by the steering committee. It also was adopted as an attachment to the City of Portland's LPA Resolution. (See Attachment 2: Powell-Division Corridor Transportation and Development Strategy).

Powell Boulevard improvements require further study to determine the appropriate solutions for unmet needs. The corridor refinement plan project shall include an in-depth review of past analysis and community input of the East Metro Connections Plan, Outer Powell Boulevard Conceptual Design Plan, the Outer Powell Safety Project, the Powell-Division Transit and Development Project, and other past studies to identify unmet needs and potential solutions. A future corridor refinement effort would also be informed by the 2018 RTP and Regional Transit Strategy policy direction.

The Powell-Division Transit and Development Project's Steering Committee voted on final elements of the LPA on October 24th and November 7th, 2016 using the consensus-based decision making process described above. On the October 24th vote there were 11 green cards, two yellow cards and four red cards. Based on the subsequent outreach and discussions with concerned steering committee members, on November 7th three of the red card votes were amended to yellow cards. The final steering committee vote on the LPA statement was 11 green cards, five yellow cards and one red card. At the October 24, 2016 and November 7, 2016 steering committee meetings, committee members indicated a concern that identified commitments were not sufficient without being memorialized in writing as part of the City of Portland adoption of the LPA. A number of steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address any unmet safety and mobility needs moving forward among other concerns described below. Steering committee meeting minutes were documented as part of the public record for the Powell-Division Transit and Development Project.

The remaining red card vote in November was from the East Portland Action Plan (EPAP) steering committee member, whose organization was concerned that the project would not carry through on commitments, planned to replace the current bus service with the bus rapid transit project rather than keeping both services, that there should be new north-south transit routes implemented as soon as possible in east Portland, and that the project did not provide enough benefits for east Portland.

Commitments from partner agencies to address the remaining red card concerns were developed in collaboration with the community members on the steering committee and Metro, TriMet and the City of Portland. Comments and concerns fell primarily into seven categories: project benefits (including safety, mobility, speed, and reliability), station locations, affordable housing commitments in the corridor, small business support and local hiring as the project moves forward, future decision-making structure, reallocation of Line 4-Division service hours to the corridor, and continued commitment to Powell Boulevard. The actions to address these concerns

are memorialized in Attachment 3: Exhibit C of the City of Portland's Locally Preferred Alternative Resolution.

With the commitments made and memorialized in attachments to the LPA ordinances the project partner agencies (the City of Portland, the City of Gresham, and Multnomah County) all adopted the LPA unanimously.

2. Legal Antecedents

Federal

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America's Surface Transportation Act (FAST Act)
- FTA Small Starts Process

State

- Statewide Planning Goals
- State Transportation Planning Rule
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- 2013 Oregon Clean Air Act State Implementation Plan (SIP), amended in December 2013
- 2014 Portland Area Carbon Monoxide Maintenance Plan with substitute transportation control measures
- 2007 Portland Area Ozone Maintenance Plan

Metro

- 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 and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted on June 10, 2010.
- Resolution No. 10-4119, For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor

Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle, adopted on February 25, 2010.

- 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, adopted on May 17, 2012.
- Resolution No. 12-4362, For the Purpose of Endorsing the East Metro Corridor Refinement Plan, adopted on August 9, 2012.
- Resolution No. 13-4450, For the Purpose of Approving FY 2012-2013 Funding for Community Planning and Development Grants Funded with Construction Excise Tax, adopted on August 15, 2013.
- Resolution No. 14-4496, For the Purpose of Creating and Appointing Members of a Steering Committee for the Powell-Division Transit and Development Project, adopted on January 16, 2014.
- Resolution No. 14-4534 (For the Purpose of Approving the Joint Air Quality Conformity Determination for the 2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program), adopted July 17, 2014.
- Ordinance No. 14-1340 (For the Purpose of Amending the 2035 Regional Transportation Plan to Comply With Federal and State Law; and to Amend the Regional Framework Plan), adopted July 17, 2014.
- Resolution No. 15-4634, For the Purpose of Endorsing the Powell-Division Transit and Development Project Transit Action Plan, adopted on September 24, 2015.
- Resolution No. 15-4640, For the Purpose of Approving Fiscal Year 2015-2016 Funding for Community Planning and Development Grants Funded with Construction Excise Tax, adopted on September 24, 2015.
- Resolution No. 15-4664, For the Purpose of Amending the Fiscal Year 2015-2016 Unified Planning Work Program (UPWP) to Include 2016 STP Funds for use on the Powell/Division Corridor Plan, adopted on November 19, 2015.

Local Jurisdictions

- The Gresham City Council unanimously adopted Resolution No. 3267, to accept the Powell-Division Transit & Development Project Locally Preferred Alternative, with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College;

- The Portland City Council unanimously adopted Resolution No. 37254, to adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval, including a request that Metro advance Powell Boulevard for regional consideration within the High Capacity Transit planning and prioritizing process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements;
- The TriMet Board of Directors unanimously adopted Resolution 16-12-70, to recommend confirmation of the Locally Preferred Alternative for the Powell-Division Transit and Development Project;
- The Multnomah County Board of Commissioners unanimously adopted Resolution No. 2016-131, to adopt the Steering Committee’s Powell-Division Transit and Development Project Locally Preferred Alternative with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College.

3. Anticipated Effects

Approval of this ordinance would allow the Division Transit Project to move forward towards implementation and for the project partners to begin: 1) the environmental review process under the National Environmental Policy Act (NEPA), which may include preparation of an environmental impact statement, an environmental assessment or the most likely review, a Documented Categorical Exclusion (DCE); 2) completion of the details of the finance plan and final design; and 3) other actions to advance towards construction of the project.

With the timely completion of environmental review, the Concurrence (for a DCE) or Record of Decision (for an environmental assessment or environmental impact statements) and a Small Starts Grant Agreement with the Federal Transit Administration, construction could begin in late 2018 and operation could begin as early as 2021, initiating approximately 14 miles of new bus rapid transit service.

4. Budget Impacts

This action will result in no direct budget impacts. Metro staff work to complete the federal environmental review is currently funded through agreements with project partners.

RECOMMENDED ACTION

Adopt Ordinance No. 17-1396 For the Purpose of Amending the 2014 Regional Transportation Plan to Include the Locally Preferred Alternative of the Powell-Division Transit and Development Project.

RTP Staff Report Attachments

- Attachment 1: Powell-Division Steering Committee Locally Preferred Alternative Text and Map
- Attachment 2: Powell-Division Corridor Transportation and Development Strategy
- Attachment 3: Exhibit C of the City of Portland's Locally Preferred Alternative Resolution
- Attachment 4: Summary of Public Comments

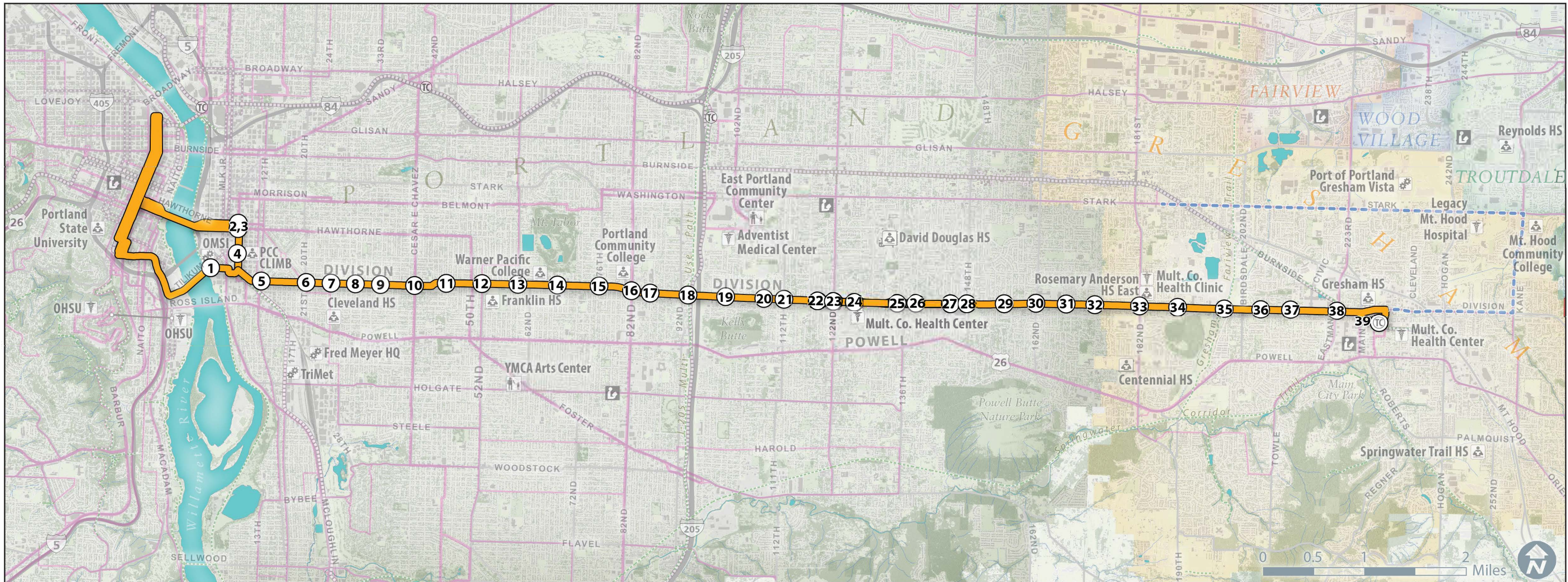
Staff Report
Ordinance No. 17-1396
Attachment 1

Powell-Division Steering Committee
Locally Preferred Alternative Text and Map

Powell-Division Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high capacity transit in the Powell-Division corridor is bus rapid transit with stations at the locations indicated on the attached map, operating between downtown Portland and the Gresham Transit Center. The route will operate on the transit mall (5th and 6th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8th Avenue in Portland to the Gresham Transit Center.

Powell-Division Transit and Development Project: Recommended Locally Preferred Alternative



Map Key	Station Location	Map Key	Station Location	Map Key	Station Location	Map Key	Station Location
1	OMSI	11	Division & 45th	21	Division & 112th	31	Division & 167th
2	Madison & 7th	12	Division & 51st	22	Division & 119th	32	Division & 174th
3	Hawthorne & 7th	13	Division & 60th	23	Division & 122nd	33	Division & 182nd
4	Harrison & 7th	14	Division & 68th	24	Division & 127th	34	Division & 190th
5	Division & 12th	15	Division & 76th	25	Division & 135th	35	Division & Gresham-Fairview Trail
6	Division & 20th	16	Division & 82nd	26	Division & 139th	36	Division & Bella Vista
7	Division & 26th	17	Division & 85th	27	Division & 145th	37	Division & Wallula/212th
8	Division & 30th	18	Division & MAX	28	Division & 148th	38	Division & Eastman
9	Division & 34th	19	Division & 101st	29	Division & 156th	39	Gresham Transit Center
10	Division & Chavez	20	Division & 109th	30	Division & 162nd		

Elements of the Recommended Locally Preferred Alternative*

- Bus Rapid Transit Alignment (River crossing to be determined)
- Approximate station location
- Line 20 connection to Mount Hood Community College
- Light rail
- Streetcar
- Aerial tram
- Frequent bus
- Standard bus
- Regional trail

*Recommended by project Steering Committee on November 7, 2016

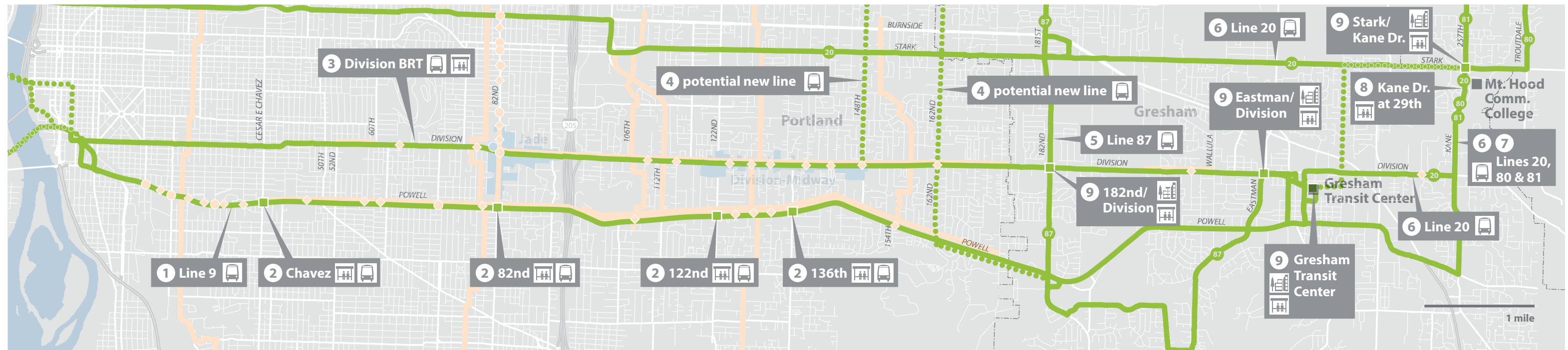
November 8, 2016

Staff Report
Ordinance No. 17-1396
Attachment 2

Powell-Division Corridor
Transportation and Development Strategy

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

- Changes to bus service
- Bus stop improvements
- Support for businesses near transit

Powell

Potential **1** Line 9-Powell Blvd transit service improvements. Possible options include **additional service in peak-hours** and **limited stop service** (TriMet)

Advancing Powell Blvd for regional consideration and prioritization within the **High Capacity Transit planning process**, and amending the Regional Transportation Plan to **assert continued need** for Powell Blvd transit improvements (Metro)

Bus stop improvements on **2** Powell at 39th, 82nd, 122nd, 136th (ODOT, TriMet)

Divison

3 **Division BRT**: provide faster, more reliable bus service with new, longer buses that carry more people and spend less time stopped. Upgrade bus stop amenities, including weather protection at every station (TriMet)

Construct **pedestrian crossing improvements, sidewalk improvements,** and new **ADA-compliant curb ramps** to improve safety and access to transit stations (TriMet)

Other transit service enhancements

Bus service improvements from Service Enhancement Plans (TriMet, ongoing)
New and/or improved service connections within the corridor, reinvesting former Line 4-Division service hours (TriMet)

Promising routes for **potential service enhancements** include:

North/south service:

- **New service** on **4** 148th Ave or 162nd Ave
- **Upgrade frequency of service** on **5** Line 87-Airport Way/181st

MHCC service:

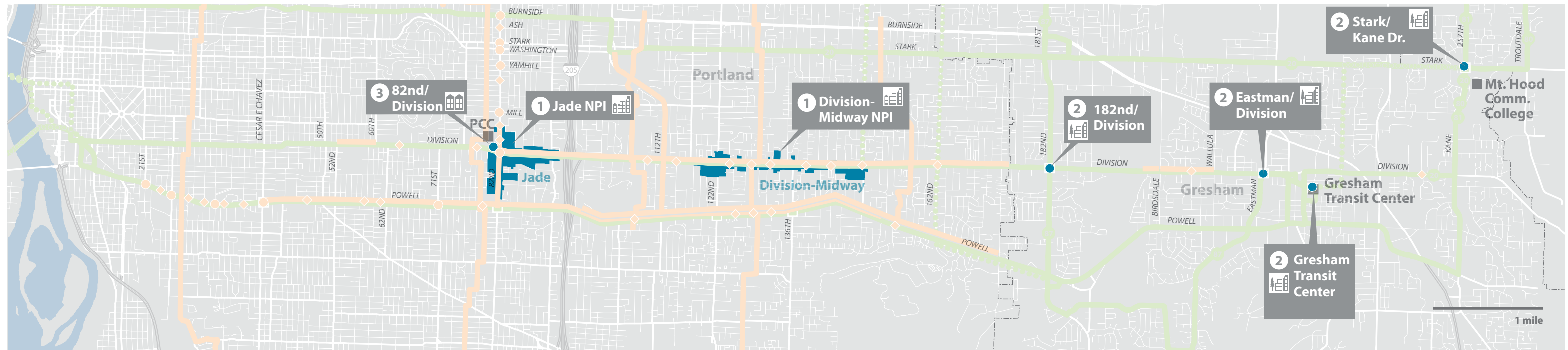
- **Upgrade frequency of service** on **6** Lines 20-Burnside/Stark, **7** 80-Kane/ Troutdale Rd and 81-Kane/257th

Improvements at MHCC bus stops on **8** Kane Dr. at 29th. Improvements could include **larger shelters** with **more seating** and **weather protection**, etc. (TriMet)

Gresham Action Plan will focus on **placemaking and design upgrades to transit stations**, and **support local businesses** and **business associations around key transit stations**: **9** 182nd/Division, Eastman/Division, Gresham Transit Center, and near MHCC at Stark/Kane Drive (Gresham)

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

Affordable housing **Support local businesses** **Placemaking, housing and job development**

Portland

Maintain and enhance the Neighborhood Prosperity Initiative (NPI) work, including **hiring a Community Outreach Coordinator** (City of Portland, ongoing)

Track and better understand community impacts and change over a multi-year period (City of Portland, 2016-2018)

Business competitiveness and property development program: **provide assistance to increase the competitiveness of existing businesses** and property owners in the **1** Jade and Division-Midway NPIs (City of Portland, 2016-2023)

Support the production of more and a variety of types of affordable housing: **secure funding for 300 new affordable rental housing units** for households earning up to 60% of area median income (AMI) (City of Portland, through 2021)

Use existing and new programs and resources to help **preserve affordability in 100 housing units** serving families up to 80% AMI (includes both ownership and rental) (City of Portland, through 2021)

Develop small rental rehabilitation program to improve multi-dwelling standards in East Portland (City of Portland, 2017)

Stronger tenant protections: continue development and advocacy for just-cause eviction and other protections for tenants citywide (City of Portland, ongoing)

Gresham

Expand opportunity and increase the supply of jobs and housing in Gresham; Implement Gresham Action Plan with **updated design standards, placemaking and development work** (City of Gresham)

2 Focus on 182nd/Division, Eastman/Division, Gresham Transit Center, Stark and Kane (City of Gresham)

Metro, TriMet

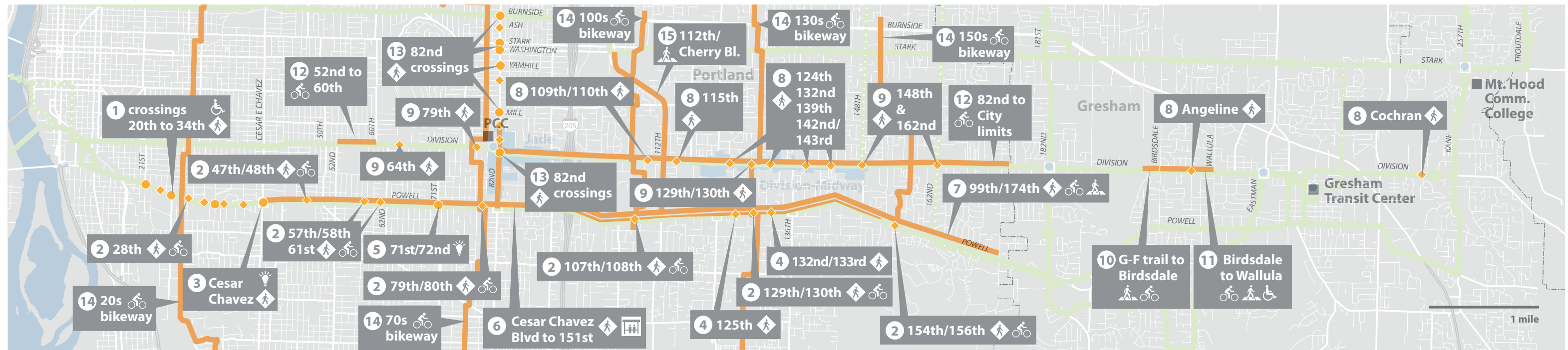
Community partnership to **redevelop affordable housing** at **3** SE 82nd and Division (Metro, 2016-2018)

Disadvantaged Business Enterprise (DBE) and workforce development: Outreach to local, minority and women contractors to participate in transit project construction; Promote apprenticeship opportunities for people of color, women, and economically disadvantaged workers in the construction trades (TriMet)

Visibility and access for businesses impacted by transit construction: work closely with Division Street businesses to maximize access and visibility during construction. Seek opportunities to **buy local** and **do business with small businesses in the corridor** (TriMet)

POWELL-DIVISION CORRIDOR TRANSPORTATION AND DEVELOPMENT STRATEGY

The Powell-Division Corridor-Wide Strategy represents the commitments of project partners to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development in the greater Powell-Division Corridor. While a federally-funded BRT project on Division Street is a key element, additional coordinated investments are necessary to achieve the larger vision for the corridor. This includes transit, bike and pedestrian improvements on Powell Boulevard and connecting north/south streets, as well as programs to support affordable housing and economic development. *Printed September 22, 2016*



TRANSIT INVESTMENT (map 1 of 3)

COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

- Pedestrian crossings, rapid flash beacons, intersection improvements
- Bicycle facilities
- ADA ramps
- Sidewalks
- Bus stop improvements
- Illumination

Powell

Pedestrian crossing and intersection safety improvements 1 including ADA ramps at 21st, 24th, 26th, 31st, 33rd, and 34th (ODOT, 2016-2017)

Improve bicycle and pedestrian crossings on Powell at **2** 28th, 47th/48th, 57th/58th, 61st, 79th/80th, 107th/108th, 129th/130th, 154th/156th (PBOT, TriMet, 2016-18)

Powell high crash area **safety improvements: illumination and right turn/bus lane** at **3** Cesar Chavez Blvd, **enhanced pedestrian crossings** at **4** 36th, 125th, and 132nd/133rd, **illumination** at **5** 71st/72nd (ODOT)

Pedestrian crossing and bus stop improvements at selected locations from **6** Cesar Chavez Blvd to 151st (ODOT, 2016-2017)

More than **10 intersections** will receive **traffic signal safety upgrades** (ODOT, 2016-2017)

Reconstruct Powell from **7** 99th to 174th to one lane in each direction with **center turn lane, enhanced bicycle facilities, landscape strip, lighting, pedestrian crossings, and sidewalks**, 122nd to 136th funded (PBOT, ODOT)

Two **fixed speed safety cameras** on Powell (PBOT, 2018)

Division

Install **rapid flash beacons** at **8** 109th/110th, 115th, 124th, 132nd, 139th, 142nd/143rd, Angeline, and Cochran (TriMet, PBOT, 2017)

Construct **crossing improvements** at **9** 64th, 79th, 129th/130th, 148th, and 162nd (PBOT, TriMet, 2016-2018)

Two **fixed speed safety cameras** east of 122nd Ave. (PBOT, 2017)

Construct **sidewalk and bike lane** from the **10** Gresham-Fairview Trail to Birdsdale Ave. (City of Gresham, 2017-2018)

Pursue grant funding to construct **new bicycle, pedestrian, and ADA improvements** between **11** Birdsdale and Wallula. (City of Gresham)

Development of a citywide **Gresham Active Transportation Plan** (City of Gresham)

Construct **pedestrian crossing and sidewalk improvements, and new ADA-compliant curb ramps** to improve safety and access to transit stations (TriMet, 2019-2021)

Improve existing bike lanes along this High Crash Corridor; **Install buffered/separated bike lanes** between **12** 52nd and 60th and between 82nd and Portland City limits (PBOT, 2016-2026)

North/South

Pedestrian crossings along 82nd at **13** Ash, Salmon, and PCC and **intersection safety improvements** at Burnside, Stark, Washington, Yamhill, Mill, and Division (ODOT, 2016-2017)

Pursue funding to construct additional **safety and access improvements** in the 82nd Ave of the Roses Implementation Plan (ODOT, 2016-2021)

Pursue funding to plan and build **local street safety and sidewalk improvements** in the Jade District and East Portland, including 130th between Division and Stark (PBOT, 2016-2026)

Neighborhood Greenway **bicycle improvements** to **14** 20s, 70s, 100s, 130s, 150s. (PBOT, 2016-2021)

Construct sidewalks on **15** 112th/Cherry Blossom between Powell and Stark (PBOT, 2017)

Staff Report
Ordinance No. 17-1396
Attachment 3

EXHIBIT C OF THE CITY OF PORTLAND'S
LOCALLY PREFERRED ALTERNATIVE RESOLUTION

Powell-Division Transit and Development Project
Division BRT Locally Preferred Alternative
Conditions of Approval
November 28, 2016

TriMet, Metro and the City of Portland jointly recognize the importance of mobility, housing and economic development for the livability of the City of Portland.

Implementation of *Powell-Division Transit and Development Project - Portland Local Action Plan* and delivery of Division BRT project will bring substantial improvements to the communities in the corridor and in East Portland. The corridor, and East Portland especially, need better access to jobs, education, other opportunities, and daily needs including more affordable housing. The Division BRT project will substantially improve transit service along high-ridership Division Street and will connect to key institutions such as Portland Community College. It will improve pedestrian crossings, access, and bicycle access, especially in East Portland.

For the greater Powell-Division corridor, project partners developed a Powell-Division Corridor-Wide Strategy (Exhibit D to the Locally Preferred Alternative) that represents commitments to pursue a coordinated set of actions that improve transit, safety, bicycle and pedestrian access, housing and equitable development. This includes transit, bike and pedestrian improvements on Division Street, on Powell Boulevard and on connecting north/south streets, as well as programs to support affordable housing and economic development.

Staff from the Portland Bureau of Transportation (PBOT), the Portland Housing Bureau (PHB) the Portland Development Commission (PDC), TriMet and Metro met with community representatives from the project's Steering Committee to discuss concerns associated with the Division BRT project. **These Conditions of Approval serve to document and memorialize commitments to actions by the agencies to address community concerns as the project moves forward in implementation.**

The Portland City Council will receive future updates on the Division BRT project and documentation on the progress towards the actions and items listed in these Conditions of Approval at these key project milestones:

- Completion of NEPA and submittal of materials to FTA for a project rating currently anticipated in Summer/Fall 2017; and
- Completion of funding plan commitments for the project for City Council approval, and submittal for an FTA construction grant agreement, currently anticipated in mid-2018.

Community Engagement

Community Advisory Committee: Following the adoption of the Locally Preferred Alternative, TriMet will lead community engagement for the transit project and establish a Community Advisory Committee (CAC). This committee will meet monthly to advise TriMet and City of Portland on project design, final station locations, implementation of TriMet's DBE Contracting and workforce development programs, development of a Conduct of Construction, planning for related bus service, and other project elements.

TriMet will seek representatives who ride transit, live, work or own property in the Division Corridor and wear multiple hats including: business associations, NPIs, community-based organizations and neighborhood coalitions; advocates for seniors and people with disabilities; advocates for safe walking and biking; health and education institutions; and local businesses.

The CAC will provide advice and recommendations to the Policy & Budget Committee. Two members of the CAC will serve on the project's Policy & Budget Committee to represent the voice of the CAC to discussions with elected officials and agency leaders.

Business Outreach: TriMet will launch an outreach program to share plans and gather feedback, including a focus on establishing and continuing relationships with businesses adjacent to construction areas. Staff will meet regularly with business owners and associations and maintain a robust online presence with information and opportunities for feedback. Staff will offer and provide language interpretation to encourage direct dialogue with all Division Street business owners.

Portland Housing Bureau Memorandum of Understanding: The purpose of the Memorandum of Understanding (MOU) is to outline agreements between the affected community and PHB regarding future affordable housing investments. It is anticipated the MOU will provide for methods by which the community can provide input into projects generally, encourage a sense of partnership between PHB and the community in identifying project opportunities, and help establish specific project goals. The MOU will also identify means for the community to navigate PHB to provide potential leads on available properties and plan for future affordable housing investments. PHB will work with community representatives beginning in early 2017 to outline the process to create the MOU along with its overall structure. Included in the MOU will be methods for PHB to report on its activities in the corridor and East Portland generally.

Affordable Housing Investment Strategy

New Affordable Housing Construction in the Powell-Division Corridor: The Portland Housing Bureau (PHB) commits to make investments in new affordable housing construction in the Powell-Division Corridor. The commitments range from approximately 300-600 affordable dwelling units in total. East Portland would receive approximately 20-25% of the total affordable housing investment estimated for the BRT corridor under the commitments outlined below. Any or all of the following funding sources that may be used include:

- General Obligations bonds
 - General Fund backed bonds
 - Interim credit facilities/lines of credit (backed by General Fund)
 - Transit Lodging Tax (or bonds backed by this source)
 - Community Development Block Grant (or loans backed by this source)
 - HOME
 - Housing Investment Fund (HIF)
 - Central Eastside Urban Renewal Area (CESURA) Tax Increment Financing (available only in CESURA)
- **East Portland:** Up to two (2) projects of 125 units or one (1) project of 80-120 units are contemplated in this segment of the corridor. The site(s) may either be on land procured from

private property owners or from vacant and underutilized public land. The actual sites are yet to be determined.

- **Jade District: SE 82nd.** One (1) project consisting of 47 units sponsored by Rose CDC at the Furniture Store site at 82nd Ave and Division Street which was procured by Metro specifically to facilitate equitable Transit Oriented Development (ETOD) in the heart of the Jade District. Metro will continue to work with ROSE CDC on the redevelopment of the site with the possibility for community space owned and operated by the Asian Pacific American Network of Oregon (APANO). The project is anticipated to be completed by early 2019.
- **Caesar Chavez:** Generally located between SE 30th and SE 50th. One (1) project of 100-300 units is contemplated in this segment of the corridor. Land will be procured from private property owners and sites are currently on offer.
- **Clinton Triangle:** In the Central Eastside Urban Renewal Area adjacent to the MAX Orange Line Clinton/SE 12th Ave Station. One (1) project of 70-120 units is contemplated in this segment of the corridor. The land is currently controlled by Portland Fire & Rescue.

Other Affordable Housing Projects Anticipated in East Portland that can serve the Corridor:

- **Affordable Housing Preservation:**
 - **Small Rental Rehabilitation Program:** PHB is in the process of rolling out a rental rehabilitation program that will rehabilitate 300 rental units in East Portland between 2017 and 2022 using an annual allocation of \$1.5 million in general fund resources. The program includes working directly with the Bureau of Development Services through their complaint-driven system to identify properties and landlords that may be candidates for the program.
 - **Manufactured Housing:** PHB does not currently have a program focused specifically on manufactured home parks. However, PHB will explore opportunities to include manufactured home parks as a component of a broader affordable housing preservation strategy.
- **Affordable Housing Mandated by Inclusionary Housing:** If enacted by the City Council, private development of 20 units or more will specifically be required to provide some portion of their units, currently 20% of the units at 80% of the Area Median Income or 10% of units at 60% of the Area Median Income. In either instance, some offsets will be offered consistent with state law. The source of the offsets may include direct financing utilizing Construction Excise Tax (CET) revenue, property tax abatement and bonus density incentives, System Development Charge (SDC) waivers and property tax abatement to offset the costs of compliance as appropriate.

Equitable Housing Initiative: Metro’s Equitable Housing Initiative is focusing on local, regional and statewide policy solutions and is convening partners in a research and engagement process to evaluate opportunities and solutions for regional land banking and collaborative public-private funding solutions to expand the development of affordable housing choices in places that provide access to transit, opportunities, and amenities. Components of this work will include developing a market typology, and inventory of publicly-owned lands, a resource inventory and gap analysis, and an opportunity analysis.

The Metro Council through Metro’s Equitable Housing Initiative committed \$500,000 in Construction Excise Tax (CET) revenue to provide grants in 2016-17 to carry out work that

eliminates barriers to equitable housing development in our region. These grants were available to cities and counties within the Portland regional urban growth boundary, either solely or in partnership with other government entities, nonprofit organizations, or businesses. While these Equitable Housing Grants were a regional pilot program, Metro is committed to continuing to promote equitable housing in our region and will engage with the community if more grant opportunities arise.

Metro Transit Oriented Development: The mission of Metro’s TOD program is to increase opportunities for people of all incomes to live and work in areas with high capacity and high frequency transit. Projects qualify for funding based on transit ridership generated compared to a base case with special consideration given to projects in high cost areas that provide long term affordability. In a typical year the TOD program is able to support between two and six projects region-wide with typical contributions of between \$200,000 and \$500,000.

Metro’s TOD program will continue to pursue opportunities to support eligible projects along the Division BRT, particularly those with an affordable component.

Economic Development and Business Mitigation

Construction Mitigation and Business Technical Support: TriMet expects to utilize design and construction practices that focus on minimizing impacts for adjacent businesses. PDC is committed to being a partner to the project and will continue to work closely with community partners and TriMet to discuss project impacts and programing to support and strengthen businesses in the transit corridor.

- TriMet Community Affairs Representatives will serve as full-time liaisons between community members, project staff and the construction contractor, with particular focus on businesses adjacent to construction areas. Each business will have a single point of contact for all project-related concerns. Representatives will offer and provide language interpretation, and will communicate with businesses in their preferred language and format (e.g., verbal, written/handout or email, etc).
- During the design phase, TriMet staff will gather information to inform design (including existing driveways, parking, and landscaping) and construction planning (including access needs, business hours, and noise or vibration concerns). During this phase, input from businesses and residents will be incorporated into the project’s design.
- TriMet staff will work with the contractor to develop a Conduct of Construction – a set of guidelines for sequencing construction, focusing on a “get-in-and-get-out” approach. The Conduct of Construction will identify approximate durations of potentially disruptive activities and specify requirements for business access, advance notification for major activities, and construction site housekeeping.
- During the construction phase, TriMet staff will continue to visit businesses regularly and work with the contractor to maintain business access and adjust construction sequencing to minimize construction impacts.
- TriMet will provide customized signage, maps and other tools to help businesses stay accessible and visible, including signs in the primary language of the business.
- PDC is committed to supporting small businesses in East Portland in partnership with local community partners and TriMet. PDC’s Small Business Development Program will continue to

deliver tailored business technical assistance to meet the unique needs of the businesses in the Neighborhood Prosperity Initiative (NPI) service areas.

- The PDC will also continue to pursue funding from Portland City Council and philanthropic partners to implement the economic development actions outlined in the Portland Local Action Plan (July 2016). These activities include: promoting business competitiveness and retention through increased technical assistance resources, business training, one on one business support and working capital loan funds.

Disadvantaged Business Contracting and Local Hiring: Continuing TriMet's model for inclusive contracting, construction tasks will be broken into smaller packages to encourage hiring of Disadvantaged Business Enterprise firms (DBEs). Bid documents will require DBE subcontracting plans, along with local supplier plans and workforce training plans. Workforce training plans will encourage contractors to reach out to pre-apprenticeship and existing apprenticeship programs to support new people entering the construction trades, with targeted outreach in the project corridor. TriMet will also reach out to regional DBEs including those in the corridor, provide them with technical assistance, and host events to help introduce these subcontractors to prime contractors. As part of the outreach process, TriMet will partner with community-based organizations that serve residents in or near the area to ensure the opportunities are communicated to area residents, and those who have been displaced.

TriMet will track and report regularly on its efforts and achievements in DBE contracting, local hiring and apprenticeships.

Career Training: TriMet will partner with MHCC (which serves East Portland) and PCC to create clear pathways for students into careers at TriMet. This may include collaboration on short-term trainings, internships, new program development and/or advisory board participation.

Workforce Navigation and Development Services: PDC is committed to pursuing funding from Portland City Council and philanthropic partners to hire a workforce navigator for the East Portland corridor.

Transit Service Enhancements

Enhanced Frequency on Line 20: Subject to review and approval by TriMet's Board of Directors consistent with the TriMet Code and Title VI equity analysis, TriMet commits to making enhancements in weekday frequency on Line 20, which services E. Burnside and SE Stark, so that buses will arrive about every 15 minutes from the AM peak through to the PM peak in two steps: one in Spring 2017 and the remainder in Fall 2017.

Transit Service Planning: TriMet intends to reallocate vehicle hours made available from the replacement of Line 4-Division by the bus rapid transit project instead of using those hours from Line 4-Division to operate the BRT service. These hours (approximately 1,400 weekly vehicle hours) would therefore be available to increase service on existing lines or inaugurate new lines within the corridor at the time that the Powell-Division project opens for service, currently scheduled for Fall 2021. This remains TriMet's intention and barring any unforeseen changes in the economy or major funding sources, TriMet plans to deliver this substantial reinvestment in service to the corridor. If any unforeseen changes do occur, TriMet will consult with the community about how to prioritize service needs before any service changes or reductions are made. As with all service planning

decisions, TriMet would use the five priority considerations defined in TriMet's Service Guidelines Policy (Board Resolution #14-12-60) to inform the decision: equity, demand, productivity, connections, and growth.

TriMet will work with the community to determine the best opportunities for redeploying these service hours. TriMet commits to consulting with representatives from EPAP, Division-Midway, APANO, Jade District and OPAL, as well as riders and others from communities in East Portland, to create a plan to reallocate the approximately 1,400 existing service hours on the Line 4. Potential routes include new north-south bus service on 148th and 162nd, as well as the desire for more service on 181st/182nd (Line 87). TriMet intends to include north-south service in the proposed service hours reallocation with details to be refined after a public process and a Title VI analysis.

Project and outreach staff will begin discussions with the community about how this service is allocated about 18 months before project opening (Spring 2020) with the intention of getting to a preferred scenario about a year before opening (Fall 2020) which will provide time for preparing for new service including any new bus stop work needed on new lines.

Annual Service Plan Enhancements: TriMet will continue to consult with representatives from EPAP, Division-Midway, APANO, Jade District and OPAL, as well as riders and others from communities in East Portland in determining future Annual Service Plan service enhancements.

Future Powell Boulevard High Capacity Transit Project: Metro does not consider the implementation of the Division BRT line to disqualify Powell Boulevard as a potential future High Capacity Transit (HCT) Project. Metro will advance the Powell Boulevard corridor for regional consideration and prioritization as one of the potential HCT corridors in the development of the Regional Transit Strategy as part of the Regional Transportation Plan (RTP) update.



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

April 10, 2017

Summary of public comments on Resolution No. 17-4776, for the purpose of adopting the Powell-Division Transit and Development Project's Division Transit Project Locally Preferred Alternative and Ordinance No. 17-1396, for the purpose of amending the 2014 Regional Transportation Plan to include the Locally Preferred Alternative of the Powell-Division Transit and Development Project.

Metro conducted a 45-day public comment period on the requested amendments from February 15, 2017 to 5 p.m. March 31, 2017. The comment period was advertised with a legal notice in the Asian Reporter and regional Pamplin Media newspapers and a newsfeed posted to Metro's News web site on February 15, 2017. Both the advertisement and the newsfeed directed the public to a web page that provided detailed information on the requested amendments.

Because of the limited scope of the amendments, and significant culturally specific public engagement already conducted for the Division Transit Project, staff determined that translation of the amendments and additional specific Title VI and environmental justice outreach were not required. The notice regarding the public comment period was translated into four languages: Spanish, Russian, Chinese and Vietnamese.

Following the release of the Powell-Division LPA Resolution and RTP Amendment Ordinance for public comment, Metro received a number of comments from partner agencies (Gresham, Portland, ODOT, and TriMet). An initial round of comments was addressed as documented in a table available on the project web page. To clarify Metro's response and to receive more feedback from partner agencies, Metro convened two meetings with staff from Gresham, Portland, ODOT, and TriMet on March 2 and 16. At these meeting, Metro discussed the general themes of the comments received, and Metro's proposed edits to the documents in response to those themes. The general themes included:

- Concerns with how the unmet transit, safety, and mobility needs of the Powell Boulevard corridor were portrayed
- Concerns regarding a future corridor refinement plan for the Powell Boulevard corridor and how it would be portrayed on RTP maps
- Concerns regarding the discussion of mobility corridors in relation to the project
- The desire to provide context for the project in relation to the Regional Transit Strategy and the 2018 RTP update processes
- The desire to provide more information on the East Metro Connections Plan and the memorandum of understanding (MOU) between Gresham, Multnomah County, and Mount Hood Community College (MHCC)



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Changes to the documents as a result of that meeting include:

- Revisions to how Powell Boulevard is addressed within the documents
- Revisions to direct that the RTP maps be updated as part of the 2018 RTP update instead of updating them in the 2014 RTP
- Clarification on the role of mobility corridors in the planning process
- Providing additional context on how the Powell Boulevard corridor will be considered as part of the 2018 RTP update and the Regional Transit Strategy
- Adding language reflecting the East Metro Connections Plan and the MHCC MOU
- Minor language and grammatical revisions to reflect additional comments from partner agencies

In addition to comments from jurisdictional partners, Michael Harrison from Oregon Health and Science University testified at the Metro Council public hearing on March 23, 2017 in support of the project and in particular for an alignment on the Tilikum Crossing. Mr. Harrison referenced a letter previously submitted to the Powell-Division Transit and Development Project Steering Committee on October 7, 2016. No other public comments were received.

Please direct any questions regarding public comment to Elizabeth Mros-O'Hara, Investment Areas Program Manager at 503-797-1641, Elizabeth.Mros-Ohara@oregonmetro.gov.

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