

**Staff Report**

**Resolution No. 17-4776**

**Attachment 2a**

City of Portland Resolution No. 37254 As Amended  
To Adopt the Locally Preferred Alternative for the  
Powell-Division Transit and Development Project  
and Conditions for Approval.

**RESOLUTION No. 37254 As Amended**

Adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval. (Resolution)

WHEREAS, the Powell-Division Transit and Development Project (Project) plans to bring Bus Rapid Transit (BRT) to one of the region's busiest thoroughfares: SE Division Street between downtown Portland and Gresham, which has existing bus service that serves around 10,000 bus riders every weekday; and

WHEREAS, the Project will be designed to create more reliable service and a faster ride for existing and future riders to get to school, home, work, worship, shopping, and services; and

WHEREAS, in 2013, Metro initiated the Project to develop a planning vision for future transit service and related investments in the corridor with partners from TriMet, the cities of Portland and Gresham, Multnomah County, and the Oregon Department of Transportation; and

WHEREAS, in August 2013, Metro awarded the City of Portland a Community Planning and Development Grant (CPDG) for the Bureau of Planning (BPS) and the Portland Bureau of Transportation (PBOT) to participate in the Project and to assess land uses and create a development strategy for the Powell-Division corridor; and

WHEREAS, in January 2014, Metro appointed members of a Steering Committee for the Project, with representation from local jurisdictions, educational institutions, businesses, transportation agencies, neighborhood coalitions and community organizations, with the role of defining the transit project and shaping related actions on development and community stabilization; and

WHEREAS, the Project partners worked community members along the corridor through broad and inclusive engagement to develop the transit project and local action plans for encouraging desired economic development while protecting the qualities that neighborhood residents, workers and customers most enjoy today; and

WHEREAS, the Federal Transit Administration (FTA) Small Starts program provides discretionary funding opportunities for transit projects; and

WHEREAS, in spring 2015, Metro and TriMet prepared a formal request to seek entry into FTA Project Development under the Small Starts Program, which includes initiating preliminary engineering, preparing cost estimates, conducting environmental analysis and receiving approvals required by the National Environmental Policy Act (NEPA), identifying and adopting a Locally Preferred Alternative (LPA), and developing a project finance plan and accompanying information for a Small Starts project rating; and

WHEREAS, on May 13, 2015, the Portland City Council voted unanimously to support entering the Project Development phase of the Project and to declare the City's intent to access an estimated total \$2 million of Transportation System Development Charge (TSDC) funds towards the Project in Fiscal Years 2015/16 and 2016/17. (Resolution 37123); and

WHEREAS, on June 1, 2015, the Project Steering Committee approved the *Powell-Division Transit Action Plan*, which focuses on a vision for the corridor with the future BRT; and

WHEREAS, in September 2015, Metro awarded the City of Portland a CPDG grant for the "Building Healthy, Connected Communities Along the Powell-Division Corridor" project; and

WHEREAS, on September 23, 2015, the Portland City Council passed Ordinance 187348 to authorize an Intergovernmental Agreement with Metro to provide a work plan to guide the City, Metro, TriMet, and the other regional project partners through the Project Development phase of the Project, and secure the City's two-year financial commitment to the Project.

WHEREAS, on October 2, 2015, FTA approved Metro's and TriMet's request for entry into Project Development, making any project-eligible expenses qualify as matching funds toward a future federally-funded grant of up to \$100 million; and

WHEREAS, on July 27, 2016, Portland City Council adopted Resolution No. 37224 to adopt the *Powell-Division Transit and Development Project – Portland Local Action Plan* which focuses on land use concepts, affordable housing investments, and community development actions for the Powell-Division transit corridor in the City of Portland; and

WHEREAS, staff from PBOT, the Portland Housing Bureau (PHB), the Portland Development Commission (PDC), TriMet and Metro met with community representatives from the Steering Committee to discuss concerns associated with the transit project and to document commitments to formalize actions to address their concerns as Conditions of Approval for the Locally Preferred Alternative; and

WHEREAS, the Powell-Division Transit and Development Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on November 7, 2016, including the mode of transportation, alignment, and station locations; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Steering Committee's Locally Preferred Alternative for the Powell-Division Transit and Development Project as Non-Binding City Policy attached as Exhibit A; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the bus rapid transit alignment primarily along SE Division Street and the approximate station locations as identified on the Proposed Locally Preferred Alternative map attached as Exhibit B; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the Locally Preferred Alternative Conditions of Approval identified by TriMet, Metro, PBOT, PHB, and the PDC as Non-Binding City Policy attached as Exhibit C; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the Corridor-Wide Strategy developed by PBOT, BPS, PHB, the PDC, TriMet, Metro, ODOT, Multnomah County, and the City of Gresham as Non-Binding City Policy attached as Exhibit D; and

BE IT FURTHER RESOLVED, that the Council gratefully acknowledges the excellent work and dedication of the Powell-Division Transit and Development Project Steering Committee and community members who participated in the planning process; and

BE IT FURTHER RESOLVED, that the Council directs City bureaus and the PDC to work collaboratively with TriMet, Metro and community stakeholders to implement the actions identified in the *Portland Local Action Plan*, the Locally Preferred Alternative Conditions of Approval and the Corridor-Wide Strategy, and to report back to Council on progress made during the next phases of the project; and

BE IT FURTHER RESOLVED, that the Council directs City bureaus to work collaboratively with TriMet and community stakeholders in the design of the transit project, and report back to the Council on said design; and

BE IT FURTHER RESOLVED, that the Council requests 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; and

BE IT FURTHER RESOLVED, that the Council directs PBOT to continue to work with TriMet to identify solutions to reduce traffic delay from freight trains stopping or moving through the at-grade crossings near SE Division Street at 8<sup>th</sup> Avenue, 11<sup>th</sup> Avenue and 12<sup>th</sup> Avenue in order to better understand intersection operations with the proposed BRT alignment to the Tilikum Crossing and report back to Council on the findings within the next year; and

BE IT FURTHER RESOLVED, that the Council directs PBOT to continue to advance the Gideon Street Pedestrian/Bicycle Bridge (Transportation System Plan Project No. 20185) for funding consideration and undertake a feasibility study to develop a conceptual alignment and planning level cost estimate; and

BE IT FURTHER RESOLVED, that the Council requests that TriMet continue to work collaboratively with City bureaus and the PDC to plan and design the Portland terminus on the North Transit Mall near Union Station, with the goal of 1) identifying a permanent



solution for an off-street facility for bus layover and operator breaks that supports mixed use urban redevelopment as part of the Broadway Corridor Master Plan, complements other regional transit functions within proximity of the terminus, accommodates HCT and local buses, and could be implementable within 5 years from the new transit service opening, 2) to collectively seek funding opportunities, including but not limited to Federal TIGER grants, City of Portland funds, TriMet funds and other grant opportunities, for a regional transit hub, and 3) to report back to the Council on said joint plan and design within the next year; and

BE IT FURTHER RESOLVED, that the Council instructs PBOT to work with TriMet, Metro, and project partners in the development of a Finance Plan for the Powell-Division Transit and Development Project, to work with other city bureaus to develop a financial strategy for the City of Portland's contribution, and to report back to the Council on the City's financial contribution to the Project prior to finalizing any commitment by the City.

BE IT FURTHER RESOLVED that the Council directs PBOT, PHB and the PDC to work collaboratively with community stakeholders from the East Portland Action Plan (EPAP), the Division Midway Alliance (DMA), the Asian Pacific American Network of Oregon (APANO) and OPAL Environmental Justice Oregon (OPAL) to prepare a Memorandum of Understanding (MOU) to memorialize commitments to actions by the City identified in Exhibit C to address community concerns. Council directs staff to bring the MOU before City Council for a hearing for adoption with a shared target date of completing the MOU no later than June 15, 2017; and

BE IT FURTHER RESOLVED that the Council requests that TriMet and Metro also work collaboratively with PBOT, PHB, the PDC, EPAP, DMA, APANO and OPAL to prepare and enter into the same MOU to memorialize commitments to actions by TriMet and Metro identified in Exhibit C to address community concerns with a shared target date of completing the MOU no later than June 15, 2017; and

BE IT FURTHER RESOLVED that as the preservation and development of affordable housing in and around the corridor is critical, the City of Portland through PHB will make implementation of the housing-related actions contained in Exhibit C a priority and will seek to have the affordable housing units identified in Exhibit C substantially into construction or occupied within five years; and

BE IT FURTHER RESOLVED that supporting and strengthening small and minority owned businesses, especially the most vulnerable businesses east of 82<sup>nd</sup> Ave along the corridor, is critical due to market pressures and impacts from the transit project, the City of Portland through PDC will make the business technical support programs and

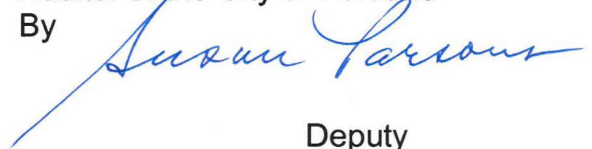
economic development actions identified in Exhibit C a high priority for implementation in the early stages of the project and through project construction; and

BE IT FURTHER RESOLVED that as increasing transit service and building the transit network serving East Portland is critical for Portlanders to access work, school, shopping and services, Council requests that TriMet work with the community to determine the best opportunities to reallocate the vehicle hours that will be made available by replacing the 4-Division with the Division transit project (approximately 1,400 weekly vehicle hours) following the commitments outlined in TriMet's November 7, 2016 memo attached as Exhibit E with the goal of 1) increasing service on existing lines and/or inaugurating new lines within the corridor, 2) adding service on new north/south line(s) connecting to the Division BRT service along 148<sup>th</sup> Avenue and/or 162<sup>nd</sup> Avenue, 3) barring any unforeseen changes in the economy or major funding sources, delivering this substantial reinvestment in service to the corridor no later than when the transit project opens for service, currently scheduled for Fall 2021, and 4) should unforeseen changes occur, consult with the community about how to prioritize service needs before any service changes or reductions are made.

Adopted by the Council, DEC 07 2016

Commissioner Steve Novick  
Prepared by: *Jean Senechal Biggs; tk*  
Date Prepared: November 28, 2016

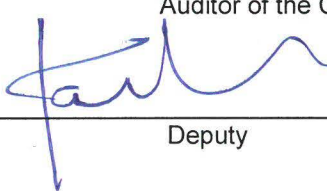
**Mary Hull Caballero**  
Auditor of the City of Portland  
By



Deputy

Agenda No. **37254** As Amended  
**RESOLUTION NO.**  
 Title

Adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval. (Resolution)

<b>INTRODUCED BY</b> Commissioner/Auditor: <b>COMMISSIONER STEVE NOVICK</b>	CLERK USE: DATE FILED <u>NOV 29 2016</u>
<b>COMMISSIONER APPROVAL</b> Mayor—Finance and Administration - Hales Position 1/Utilities - Fritz Position 2/Works - Fish Position 3/Affairs - Saltzman Position 4/Safety - Novick <i>KES</i>	Mary Hull Caballero Auditor of the City of Portland  By:  Deputy  <b>ACTION TAKEN:</b>
<b>BUREAU APPROVAL</b> Bureau: <b>Transportation</b> <i>Amf</i> Policy, Planning and Projects Manager: <b>Art Pearce</b> Director: <b>Leah Treat</b> <i>[Signature]</i> Prepared by: Jean Senechal Biggs <i>[Signature]</i> Date Prepared: November 28, 2016 Supervisor: Art Pearce	
Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
<b>City Auditor Office Approval:</b> required for Code Ordinances	
<b>City Attorney Approval:</b> required for contract, code, easement, franchise, comp plan, charter	
<b>Council Meeting Date</b> December 7, 2016	

<b>AGENDA</b> <b>TIME CERTAIN</b> <input checked="" type="checkbox"/> Start time: <u>3:30 pm</u>  Total amount of time needed: <b>1 hour</b> (for presentation, testimony and discussion)
<b>CONSENT</b> <input type="checkbox"/>
<b>REGULAR</b> <input type="checkbox"/> Total amount of time needed: <u>      </u> (for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	<input checked="" type="checkbox"/>	
2. Fish	<input checked="" type="checkbox"/>	
3. Saltzman	<input checked="" type="checkbox"/>	
4. Novick	<input checked="" type="checkbox"/>	
Hales	<input checked="" type="checkbox"/>	

**POWELL-DIVISION TRANSIT and DEVELOPMENT PROJECT****LPA DESCRIPTION**

On November 7, 2016, the Powell-Division Steering Committee recommended the 2016 Powell Division Transit and Development Project LPA. 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 (Exhibit B), operating between downtown Portland and the Gresham Transit Center. The route will operate on the transit mall (5<sup>th</sup> and 6<sup>th</sup> avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8<sup>th</sup> Avenue in Portland to the Gresham Transit Center.







**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 (PBO'T), 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**

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**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**

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**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 82<sup>nd</sup> 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 12<sup>th</sup> 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**

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**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**

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**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 148<sup>th</sup> and 162<sup>nd</sup>, as well as the desire for more service on 181<sup>st</sup>/182<sup>nd</sup> (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.

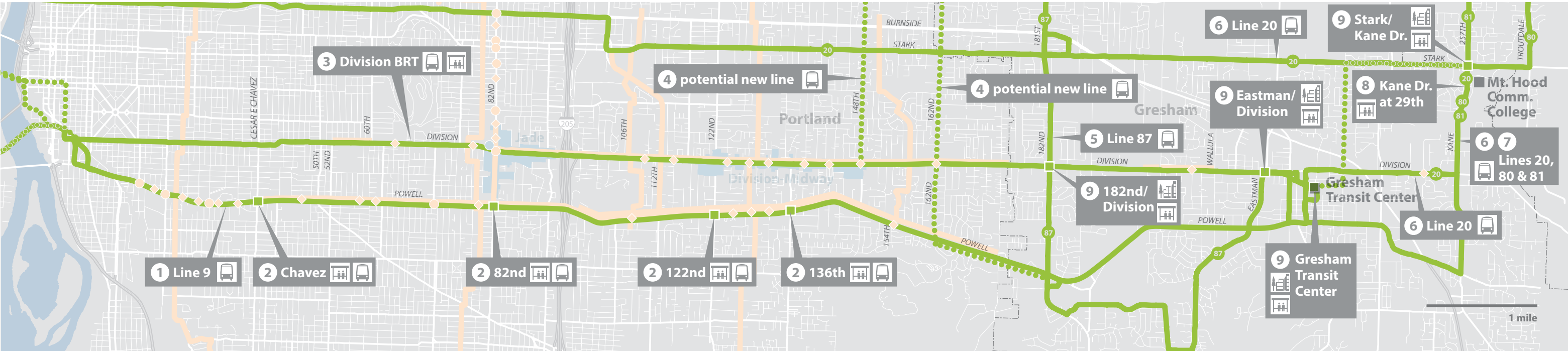
**Annual Service Plan Enhancements:** TriMet will continue to consult with representatives from EPAP, Division-Midway, APANO, Jade District and OPAL, as well as riders and others from communities in East Portland in determining future Annual Service Plan service enhancements.

**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.



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)

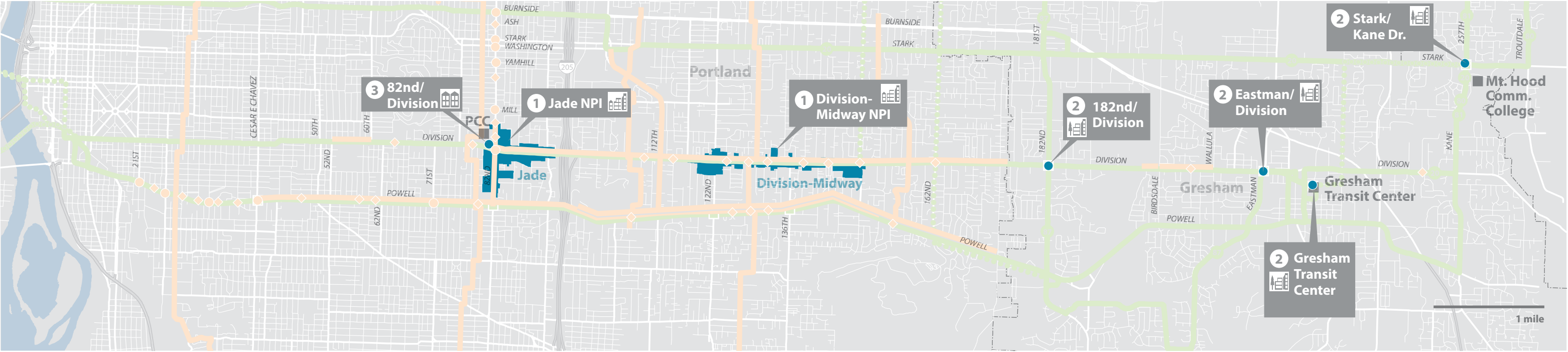
COMMUNITY DEVELOPMENT AND AFFORDABLE HOUSING (map 2 of 3)

SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

Changes to bus service	Bus stop improvements	Support for businesses near transit
<p><b>Powell</b></p> <p>Potential <b>1</b> Line 9-Powell Blvd transit service improvements. Possible options include <b>additional service in peak-hours</b> and <b>limited stop service</b> (TriMet)</p> <p>Advancing Powell Blvd for regional consideration and prioritization within the <b>High Capacity Transit planning process</b>, and amending the Regional Transportation Plan to <b>assert continued need</b> for Powell Blvd <b>transit improvements</b> (Metro)</p> <p><b>Bus stop improvements</b> on <b>2</b> Powell at 39th, 82nd, 122nd, 136th (ODOT, TriMet)</p>	<p><b>Divison</b></p> <p><b>3 Division BRT:</b> 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)</p> <p>Construct <b>pedestrian crossing improvements, sidewalk improvements,</b> and new <b>ADA-compliant curb ramps</b> to improve safety and access to transit stations (TriMet)</p>	<p><b>Other transit service enhancements</b></p> <p><b>Bus service improvements</b> from Service Enhancement Plans (TriMet, ongoing)</p> <p>New and/or improved service connections within the corridor, reinvesting former Line 4-Division service hours (TriMet)</p> <p>Promising routes for <b>potential service enhancements</b> include:</p> <p><b>North/south service:</b></p> <ul style="list-style-type: none"><li>• <b>New service</b> on <b>4</b> 148th Ave or 162nd Ave</li><li>• <b>Upgrade frequency of service</b> on <b>5</b> Line 87-Airport Way/181st</li></ul> <p><b>MHCC service:</b></p> <ul style="list-style-type: none"><li>• <b>Upgrade frequency of service</b> on <b>6</b> Lines 20-Burnside/Stark, <b>7</b> 80-Kane/ Troutdale Rd and 81-Kane/257th</li></ul> <p><b>Improvements at MHCC bus stops</b> on <b>8</b> Kane Dr. at 29th. Improvements could include <b>larger shelters</b> with <b>more seating</b> and <b>weather protection</b>, etc. (TriMet)</p> <p>Gresham Action Plan will focus on <b>placemaking and design upgrades to transit stations</b>, and <b>support local businesses</b> and <b>business associations around key transit stations:</b> <b>9</b> 182nd/Division, Eastman/Division, Gresham Transit Center, and near MHCC at Stark/Kane Drive (Gresham)</p>

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)

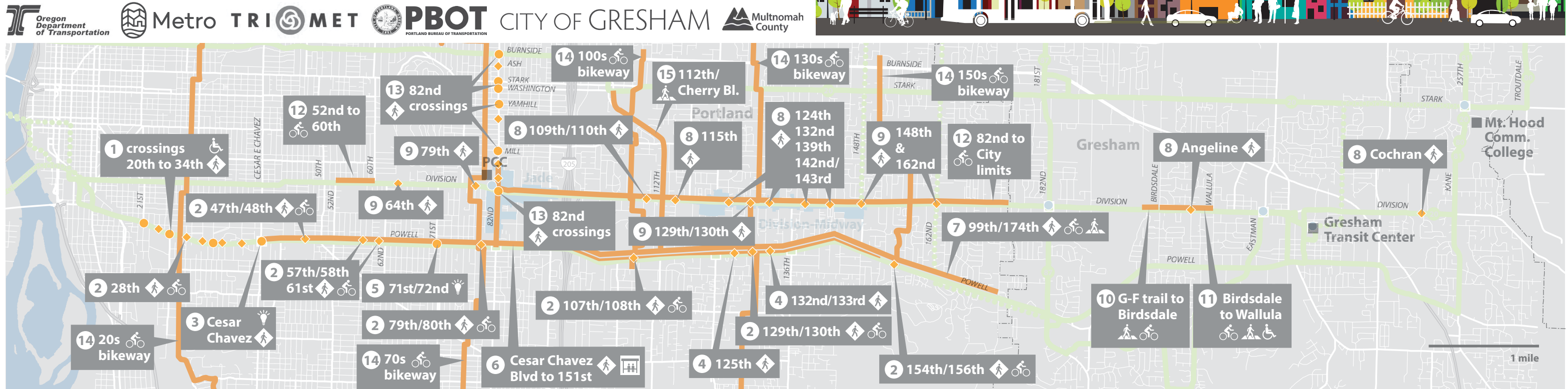
SAFETY AND ACTIVE TRANSPORTATION (map 3 of 3)

Affordable housing    Support local businesses    Placemaking , housing and job development		
<p><b>Portland</b></p> <p><b>Maintain and enhance the Neighborhood Prosperity Initiative (NPI)</b> work, including <b>hiring a Community Outreach Coordinator</b> (City of Portland, ongoing)</p> <p><b>Track and better understand community impacts and change</b> over a multi-year period (City of Portland, 2016-2018)</p> <p>Business competitiveness and property development program: <b>provide assistance to increase the competitiveness of existing businesses</b> and property owners in the <b>1</b> Jade and Division-Midway NPIs (City of Portland, 2016-2023)</p> <p>Support the production of more and a variety of types of affordable housing: <b>secure funding for 300 new affordable rental housing units</b> for households earning up to 60% of area median income (AMI) (City of Portland, through 2021)</p> <p>Use existing and new programs and resources to help <b>preserve affordability in 100 housing units</b> serving families up to 80% AMI (includes both ownership and rental) (City of Portland, through 2021)</p> <p><b>Develop small rental rehabilitation program</b> to improve multi-dwelling standards in East Portland (City of Portland, 2017)</p> <p><b>Stronger tenant protections:</b> continue development and advocacy for just-cause eviction and other protections for tenants citywide (City of Portland, ongoing)</p>	<p><b>Gresham</b></p> <p><b>Expand opportunity and increase the supply of jobs and housing</b> in Gresham; Implement Gresham Action Plan with <b>updated design standards, placemaking and development work</b> (City of Gresham)</p> <p><b>2</b> Focus on 182nd/Division, Eastman/Division, Gresham Transit Center, Stark and Kane (City of Gresham)</p>	<p><b>Metro, TriMet</b></p> <p>Community partnership to <b>redevelop affordable housing</b> at <b>3</b> SE 82nd and Division (Metro, 2016-2018)</p> <p><b>Disadvantaged Business Enterprise (DBE) and workforce development:</b> 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)</p> <p><b>Visibility and access for businesses impacted by transit construction:</b> work closely with Division Street businesses to maximize access and visibility during construction. Seek opportunities to <b>buy local</b> and <b>do business with small businesses in the corridor</b> (TriMet)</p>



# 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)





## Memo

**Date:** November 7, 2016

**To:** Powell-Division Transit & Development Project Steering Committee

**From:** Neil McFarlane, General Manager

**CC:** Bernie Bottomly, Alan Lehto

**Subject:** Reallocation of Line 4 Service Hours with Powell-Division Project Opening

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The Powell-Division Project Steering Committee is close to deciding on a Locally Preferred Alternative (LPA) recommendation for the region's first corridor-based bus project and the important infrastructure and access improvements that go along with an investment of this size.

BRT service will represent a substantial increase in weekly vehicle hours. Throughout our conversations about the project, TriMet staff and leadership have been clear about our intention to reallocate weekly vehicle hours made available from the replacement of Line 4 by the bus rapid transit project instead of using those hours from Line 4 on the BRT service. These 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 our intention and barring any unforeseen changes in the economy or major funding sources, we plan to deliver this substantial reinvestment in service to the corridor.

We have heard a clear desire from groups representing East Portland such as EPAP, Division Midway, APANO, and Jade District for new north-south bus service, on 148<sup>th</sup> and 162<sup>nd</sup> as well as the desire for more service on 181<sup>st</sup>/182<sup>nd</sup> (Line 87). I commit TriMet to consulting with representatives from these groups as well as riders and others in the communities in East Portland. We have also heard strong interest from other communities within Portland for additional service on Powell Blvd and other north-south connections in east Multnomah County. Attached are several different scenarios for how the hours from 4-Division could be reallocated to other and new service. One of the reallocated service hours scenarios that was presented to the steering committee and interested members of the public in April was adding 30 minute service to both 148<sup>th</sup> and 162<sup>nd</sup> as well as increasing service on line 87 on 181<sup>st</sup> (Scenario B in the attached). This scenario would likely utilize all existing reallocated service hours. As you can see, all the scenarios include some version of enhancements to north-south service. 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.

As TriMet has successfully done in realigning bus service when opening light rail projects, the agency will work with the community to determine the best opportunities for redeploying these service hours. 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.

Both this project and the reallocation of service hours are a substantial increase in total service hours for this area of the region and will provide great benefit to the community—I look forward to a successful project opening and a broad service increase like those depicted in the attachment in Fall 2021.

Representative Service Options with Powell-Division Transit and Development Project  
Updated: 11/6/2016

	Current (2016)	
	Approx. Weekly Vehicle Hours	Number of Buses
4-Division	1400	17

Options for Reallocating Service Resources

Connecting service identified in Eastside SEP	Approx. Weekly Vehicle Hours	Buses
<u>148th Ave new service</u>		
30 min headways all day	400	3
15 min peak; 30 min midday, evenings and weekends	500	6
<u>162nd Ave new service</u>		
30 min headways all day	400	3
15 min peak; 30 min midday, evenings and weekends	500	6
<u>182nd Ave service increase</u>		
Line 87 upgrade to Frequent Service	650	5
<u>Line E - 223rd - Troutdale new service</u>		
30 min headways all day	500	4
15 min peak; 30 min midday, evenings and weekends	650	7
<u>Line 21 - Hogan-Sandy increase</u>		
15 min weekday midday and peaks	250	4
<u>Powell Blvd</u>		
Additional peak-only peak-direction limited stop svc	150	4
Other Options not shown on map could include more north-south service on 82nd Ave, new Line "Y" north-south service or other ptential enhancements identified in Service Enhancement Plan Visions		

Scenario A

Start Division HCT service  
Then make the following changes in other service...

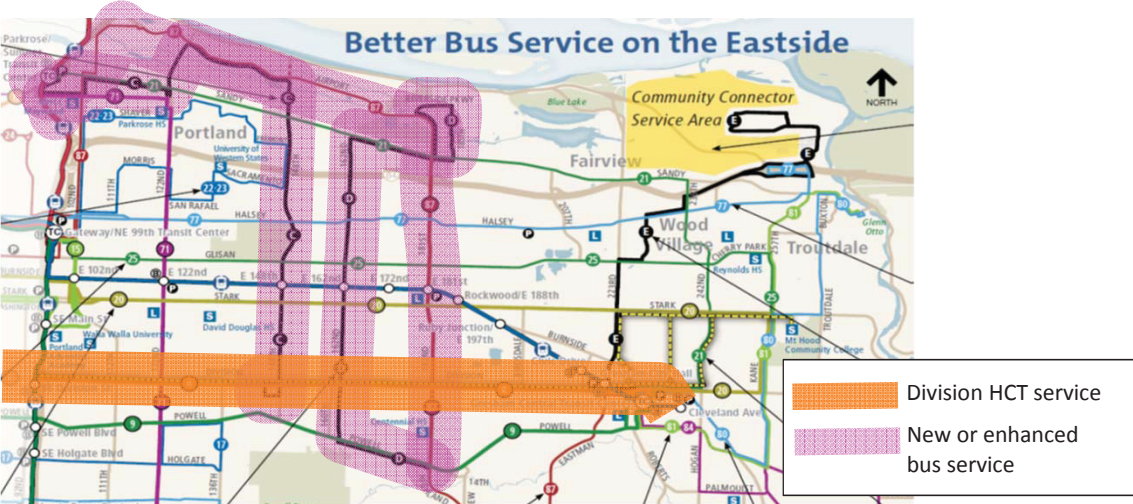
	Weekly Vehicle Hours	Buses
Starting budget (Hours from replacing 4-Division)	1400	17
Add 148th 30 min svc	- 400	- 3
Add 162nd 30 min svc	- 400	- 3
Add 223rd - Troutdale 30 min svc	- 500	- 5
	<u>= 100</u>	<u>= 6</u>
(remainder can be used on other smaller svc enhnacements in the area)		



Scenario B

Start Division HCT service  
Then make the following changes in other service...

	Weekly Vehicle Hours	Buses
Starting budget (Hours from replacing 4-Division)	1400	17
Upgrade 181st-182nd to <i>almost</i> Frequent Service	- 650	- 5
Add 148th 30 min svc	- 400	- 3
Add 162nd 30 min svc	- 400	- 3
	<u>= -50</u>	<u>= 6</u>

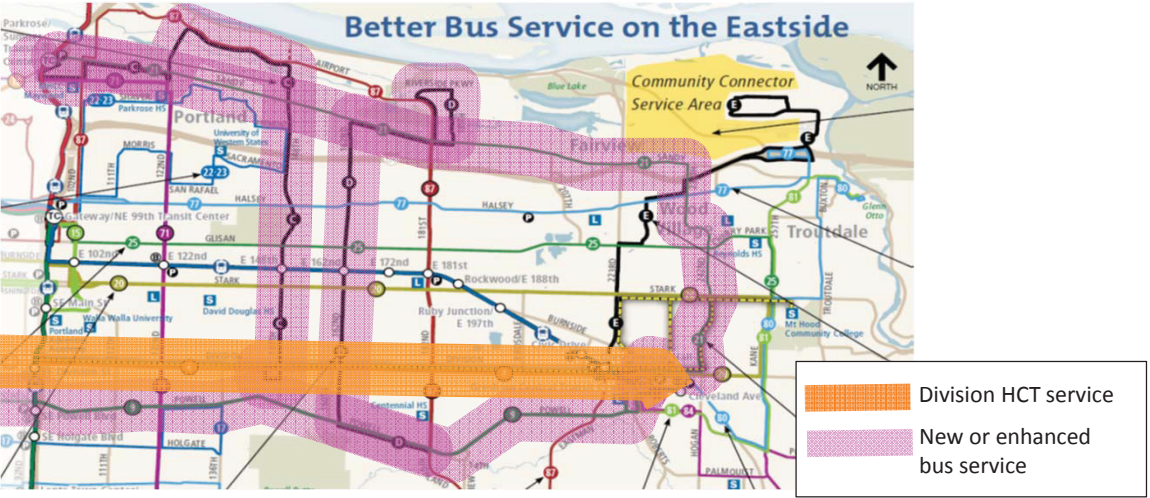




Scenario C

Start Division HCT service  
Then make the following changes in other service...

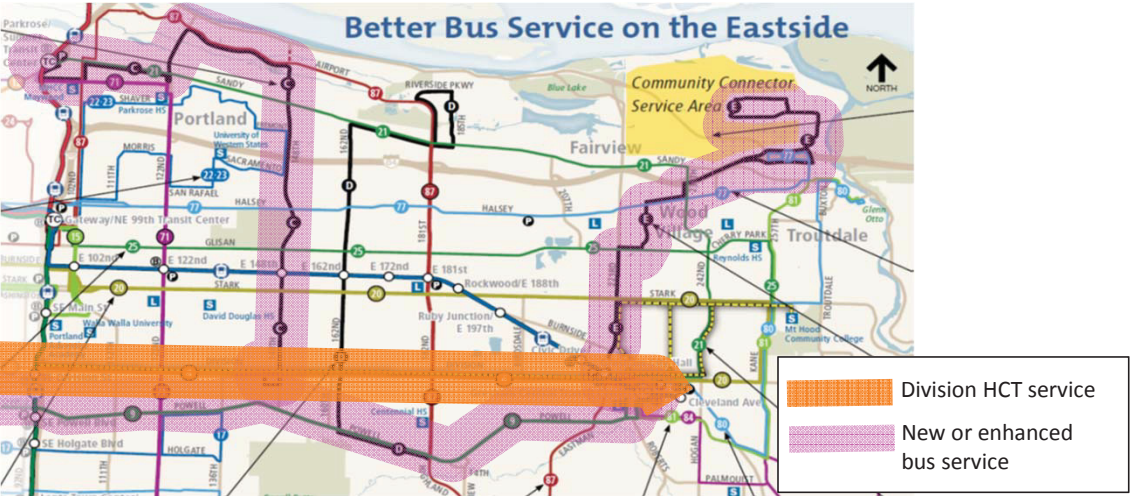
	Weekly Vehicle Hours	Buses
Starting budget (Hours from replacing 4-Division)	1400	17
Line 21 - Hogan-Sandy increase in service	- 250	- 4
Add 148th 15 pk/ 30 min midday svc	- 400	- 3
Add 162nd 15 pk/ 30 min midday svc	- 500	- 6
Add Powell Blvd peak only svc	- 150	- 4
	= 100	= 0
(remainder can be used on other smaller svc enhnacements in the area)		



Scenario D

Start Division HCT service  
Then make the following changes in other service...

	Weekly Vehicle Hours	Buses
Starting budget (Hours from replacing 4-Division)	1400	17
Add 148th 15 pk/ 30 min midday svc	- 500	- 6
Add Line E - 223rd-Troutdale	- 650	- 7
Add Powell Blvd peak only svc	- 150	- 4
	= 100	= 0
(remainder can be used on other smaller svc enhnacements in the area)		



**Staff Report**

**Resolution No. 17-4776**

**Attachment 2b**

City of Gresham Resolution No. 3267

A Resolution Accepting the Powell-Division Transit  
& Development Project Locally Preferred  
Alternative

**RESOLUTION NO. 3267**

**A RESOLUTION ACCEPTING THE POWELL-DIVISION TRANSIT & DEVELOPMENT  
PROJECT LOCALLY PREFERRED ALTERNATIVE**

**THE CITY OF GRESHAM FINDS:**

**WHEREAS**, Metro Resolution No. 09-4099, adopted December 2009, accepted the Draft 2035 Regional Transportation Plan, with the Following Elements, for Final Review and Analysis for Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan; and

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

**WHEREAS**, Metro Resolution No. 10-4119, adopted February 2010, updated the Work Program for Corridor Refinement Planning through 2020 and Proceeded with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle; and

**WHEREAS**, Metro Resolution 12-4345, adopted in May 2012, designated the Powell-Division High Capacity Transit Corridor as the next regional priority and amended the Unified Planning Work Program to reflect this priority, and Metro and TriMet initiated the Powell-Division Transit and Development Project in 2013 and began project development, evaluating different alternatives; and

**WHEREAS**, Metro Resolution No. 13-4450, adopted in August 2013, approved Fiscal Year 2012-2013 Funding for Community Planning and Development Grants (CPDG) Funded with Construction Excise Tax, including City of Portland and City of Gresham CPDGs to assess land uses and create a development strategy for the Powell-Division HCT corridor that is consistent with, and integrated with, the HCT analysis; and

**WHEREAS**, Metro Resolution No. 14-4496, adopted in January 2014, created and appointed Members of a Steering Committee for the Powell-Division Transit and Development Project, and proposed steering committee members were identified in an open process as representative of major policy, program, geographic and demographic interests in the project area including community development, economic development and job creation in and near the plan area; and

**WHEREAS**, Metro Resolution No. 15-4634, adopted in September 2015, endorsed the Powell-Division Transit and Development Project Transit Action Plan; and

**WHEREAS**, Metro Resolution No. 15-4640, adopted in September 2015, approved Fiscal Year 2015-2016 Funding for Community Planning and Development Grants Funded with Construction Excise Tax, including City of Portland and City of Gresham CPDGs to assess land uses and create a development strategy for the Powell-Division HCT corridor that is consistent with, and integrated with, the HCT analysis; and

**WHEREAS**, on October 6, 2015, the Gresham City Council approved an Intergovernmental Agreement authorizing the City's engagement in the Project Development phase of the Powell-Division Transit and Development Project; and



**WHEREAS**, Gresham Resolution No. 3225, adopted on November 17, 2015, approved the Powell-Division Transit and Development Gresham Action Plan; and

**WHEREAS**, necessary multimodal transportation planning has been completed to identify needs and opportunities for high capacity transit at a system planning level in the Powell-Division HCT Corridor, and needs within the Powell-Division HCT Corridor include affordable, equitable transit access and improved service to stimulate community and economic development and serve locally desired land uses, and there is now both demonstrated interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and

**WHEREAS**, there is now both demonstrated interest in local and regional support leveraging regional transit planning efforts to support a mix of housing types, community stabilization, and economic development; and

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

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

**WHEREAS**, the Powell-Division Transit and Development Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on November 7, 2016, including the mode of transportation, alignment, and station locations as shown in Exhibits A and B; and

**WHEREAS**, a Memorandum of Understanding, attached hereby as Exhibit C, was developed in October 2016 to address additional transit needs to reach Mt. Hood Community College and to create a better Gresham Transit Center.

**THE CITY OF GRESHAM RESOLVES:**

The Gresham City Council accepts the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative, attached hereto as Exhibits A and B, and the Memorandum of Understanding, attached hereto as Exhibit C.

Yes: Bemis, Hinton, French, Palmero, Stegmann, Widmark

No: None

Absent: Echols

Abstain: None

Passed by the Gresham City Council and effective on December 6, 2016.



Erik Kvarsten  
City Manager



Shane T. Bemis  
Mayor

Approved as to Form:



David J. Ross  
Senior Assistant City Attorney

## **Exhibit A**

### **Powell-Division Transit and Development Project Locally Preferred Alternative: Project Description**

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 (5<sup>th</sup> and 6<sup>th</sup> avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8<sup>th</sup> Avenue in Portland to the Gresham Transit Center.

## Powell-Division Transit and Development Project Locally Preferred Alternative - Project Map



## **Exhibit C**

### **Powell-Division Transit and Development Project Locally Preferred Alternative – Memorandum of Understanding**

#### **MEMORANDUM OF UNDERSTANDING (MOU)**

**DATE:** November 4, 2016

**BETWEEN:** The Tri-County Metropolitan Transportation District of Oregon (TriMet)

**AND:** Mount Hood Community College (MHCC)

**AND:** City of Gresham

**AND:** Metro

**AND:** Multnomah County

The Division BRT project was originally planned to provide direct service to MHCC. Due to funding constraints, the BRT connection between the Gresham Transit Center (Gresham TC) and MHCC has been eliminated per direction of the project Steering Committee. The BRT service will now terminate at the Gresham TC. However, MHCC, TriMet, Metro, Multnomah County and City of Gresham recognize the importance of improved access to/from MHCC and the need for the project's terminus to be defined as a special place. To address this, MHCC, TriMet, Metro, Multnomah County and City of Gresham have developed this MOU.

The parties agree that access to the training, education, and support programs provided by MHCC affords the opportunity for all students, especially low income and minority students, to realize their individual potential. They believe that improving access; creating safe, attractive and comfortable stops; developing the Gresham TC as an attractive terminus that serves as a key gateway to Downtown Gresham; and designing a gateway to the MHCC campus served by transit, will contribute to a sense of place and connection among the broader community, as well as enhance the community's economic health and vibrancy. Increasing access to MHCC from the Gresham TC, from other regional transit lines, and by other active transportation modes for students, faculty, and staff can reduce pressure on MHCC, as well as the City of Gresham, to expand parking, preserving scarce resources for infrastructure that more directly benefit student learning and downtown Gresham development.

In recognition of the importance and benefits of enhanced transit access to MHCC, this MOU is intended to document the commitments and actions that TriMet, MHCC and the City of Gresham will undertake to further improve such access as well as place making at the Gresham TC and to document the support of these efforts by Metro and Multnomah County.

TriMet, MHCC, and the City of Gresham agree to the following:

#### **Near-term (2016-2017):**

- **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 so that buses will arrive about every 15 minutes from the AM peak starting around 7:30 am through the day to the end of the PM peak after 5 pm in two steps: one in Spring 2017 and the remainder in Fall 2017. TriMet will work to minimize transfer times for MHCC-bound riders by coordinating schedules to the extent practical on Line 20 at Gresham TC and Rockwood with Blue Line MAX service and BRT service when it opens.

- **MHCC partner advertisements on buses:** TriMet will create partner ads with MHCC and run those ads on buses with available advertising space that serve east Multnomah County and Portland including Line 20.
- **Fare assistance:** TriMet will help MHCC promote Access Transit: Fare Assistance Program participation by eligible MHCC GED (General Education Development) students as well as the availability of reduced youth fares for eligible GED program participants. In addition, TriMet will entertain proposals from MHCC about reduced fare options for community college students.
- **Real-time arrival displays on campus:** TriMet will provide three real-time arrival display screens and brackets for installation indoors on the MHCC campus before January 9, 2017 (which is the start of Winter classes). TriMet will provide guidance and technological assistance to install displays including guidance on network hookups and help configuring the electronic contents of the displays to meet MHCC's needs. MHCC will provide three weather-protected indoor locations with access to electrical power and internet connection and would be responsible for any permitting, long-term maintenance and replacement. MHCC facilities staff will install screens with technical support from TriMet. MHCC and TriMet will complete an intergovernmental agreement together to define final details and allow conveyance of the equipment to MHCC consistent with this MOU.
- **Real-time arrival displays at Gresham TC and Rockwood:** If adequate power and network connections already exist, TriMet will provide and install weather-resistant real-time arrival displays at MHCC-bound Line 20 stops at Gresham TC and Rockwood. If such connections do not exist, TriMet will provide and install such displays when stop improvements listed elsewhere in this document are made and power and network connections are made available. Where the displays are mounted and how they are integrated into stops will be coordinated with Gresham staff and its selected consultant team for the "*Gresham BRT Corridor and Stations Design and Development Project*" at the Gresham TC, and with Rockwood Rising staff at the Rockwood station.
- **Gresham TC - TriMet will**
  - a. Seek to identify improvements to the Gresham TC that can be included in the BRT project that improve the overall look and feel of the Transit Center and its surroundings.
  - b. Seek to identify improvements such as state of the art shelters and furnishings that may be beyond the scope of the BRT project, but would further enhance the transit center and its surroundings to denote that the Gresham TC is a key regional destination and gateway to Downtown Gresham. The goal for this work is to increase the level of understanding through the development of programmatic and conceptual design elements, including the costs for non-BRT funded improvements, that enables the City of Gresham to better compete for non-Small Starts grant funding.
  - c. TriMet will explore whether there are opportunities to coordinate station area improvements with the Blue Line Station Rehabilitation (BLSR) project refurbishment of the transit center. TriMet will seek to coordinate schedules for BLSR with other possible improvements to minimize potential negative impacts of construction to the surrounding areas and transit users.

Assuming TriMet takes on some of the Gresham TC design tasks that City of Gresham had intended to undertake with its "*Gresham BRT Corridor and Stations Design and Development*"

*Project,*” the City of Gresham will use those freed-up resources to do basic conceptual designs for a “gateway” transit station at MHCC. The design level would be sufficient to identify a reasonable scope and cost estimate in order to be competitive to pursue grant funding.

After the basic scope and cost are developed, the parties will pursue various grant and other funding opportunities to make the improvements identified through this process.

- **Other Service Enhancements:** TriMet will remain flexible and responsive to the East Multnomah County Transportation Committee (EMCTC), Multnomah County, City of Gresham and others regarding Service Enhancement Plan (SEP) priorities and implementation. TriMet recognizes that priorities for SEP enhancements may change due to the change in terminus for MHCC as well as over time and will consult each year in advance of making Annual Service Plan decisions. As of the time of this MOU, SEP priorities outlined by the East Multnomah County Transportation Committee include:
  - Line 20 enhancements as addressed on page 2 of this MOU;
  - Explore re-routing Line 81 to follow the originally planned BRT route between the Gresham TC and MHCC and extend to serve the Troutdale Reynolds Industrial Park (TRIP), coupled with adequate frequency along Line 80; and
  - Enhance service along Line 87 to include more weekday coverage and frequency as well as weekend service.

#### Mid-term

- **Line 81 connections:** TriMet will work in consultation with MHCC, City of Gresham, City of Troutdale and Multnomah County to identify options that adjust service of Lines 80 and 81 as outlined above and re-routing of the current Line 81. TriMet will make every reasonable effort to implement enhancements prior to BRT service commencing in 2021, knowing that extension to the TRIP is priority. Any service changes are subject to review and approval by TriMet’s Board of Directors consistent with the TriMet Code and Title VI equity analysis.
- **Stops and shelters:** In order to enhance the comfort and visibility of MHCC connections to the rest of the community and the region, MHCC and TriMet will coordinate with City of Gresham, Multnomah County, City of Troutdale, Port of Portland, EMCTC and Metro, to seek funding<sup>1</sup> for improved passenger facilities at MHCC campus stops in both directions, Gresham Transit Center, and Rockwood. The parties share the goal of completing this design and cost estimate to support a competitive grant application in time for funding that would go to construction by the opening of the BRT in 2021. TriMet, MHCC and the City of Gresham will work together to find funding and implement the design context-appropriate improvements developed in the near-term with features such as larger weather protection, real-time arrival information, safety enhancements and other stop enhancements that contribute to the comfort of riders and the quality of the location.
- **Service enhancements when BRT project opens for service:** TriMet will consult with MHCC, City of Gresham, Multnomah County, Metro and EMCTC on how to prioritize reallocated service hours made available by the replacement of Line 4-Division with BRT when the BRT begins service, including how best to continue improving access to MHCC for students. Any service changes are subject to review and approval by TriMet’s Board of Directors consistent with the TriMet Code and Title VI equity analysis.
- **Transportation Demand Management (TDM):** MHCC will develop a TDM strategy to encourage more use of transit and other active modes by students, faculty and staff. TriMet will offer support and advice for development of TDM plans and strategies, and help with promoting transit to MHCC students. This assumes MHCC is able to receive regional funding for TDM

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<sup>1</sup> Note that TriMet cannot directly apply for regional flexible MTIP funding due to prior commitments



Tri-County Metropolitan  
Transportation District of Oregon

By \_\_\_\_\_  
Bernie Bottomly  
Executive Director

**Approved as to form:**

By \_\_\_\_\_  
Deputy General Counsel

Mt. Hood Community College

By \_\_\_\_\_  
Debra Derr  
MHCC President

**Approved as to form:**

By \_\_\_\_\_  
Title: \_\_\_\_\_

City of Gresham

By \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**Approved as to form:**

By \_\_\_\_\_  
Title: \_\_\_\_\_

Metro

By \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**Approved as to form:**

By \_\_\_\_\_  
Title: \_\_\_\_\_

Multnomah County

By \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**Approved as to form:**

By \_\_\_\_\_  
Title: \_\_\_\_\_

**Staff Report**  
**Resolution No. 17-4776**  
**Attachment 2c**

Multnomah County Board of Directors  
Resolution No. 2016-131  
Approval of the Powell-Division Transit and  
Development Project LPA

**BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON**

**RESOLUTION NO. 2016-131**

Approval of the Powell-Division Transit and Development Project LPA.

**The Multnomah County Board of Commissioners Finds:**

- a. The Metro Regional High Capacity Transit (HCT) System Plan defined a new HCT corridor in the vicinity of Powell-Division as the second highest of the three near-term regional priority corridors; and
- b. Necessary multimodal transportation planning has been completed to identify needs and opportunities for high capacity transit at a system planning level in the Powell-Division HCT Corridor, and needs within the Powell-Division HCT Corridor include affordable, equitable transit access and improved service to stimulate community and economic development and serve locally desired land uses, and there is now both demonstrated interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and
- c. There is now both demonstrated interest in local and regional support leveraging regional transit planning efforts to support affordable housing, community stabilization, and economic development; and
- d. The Powell-Division Transit and Development Project is a partnership among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and
- e. Planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail, the East Metro Connections Plan and enhanced transit improvements to Mt. Hood Community College; and
- f. The Powell-Division Transit and Development Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on November 7, 2016, including the mode of transportation, alignment, and station locations.

**The Multnomah County Board of Commissioners Resolves:**

1. To adopt the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative with identified enhancements to Mt. Hood Community College. (Exhibit A)

**ADOPTED this 22nd day of December, 2016.**

BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON



*Deborah Kafoury*

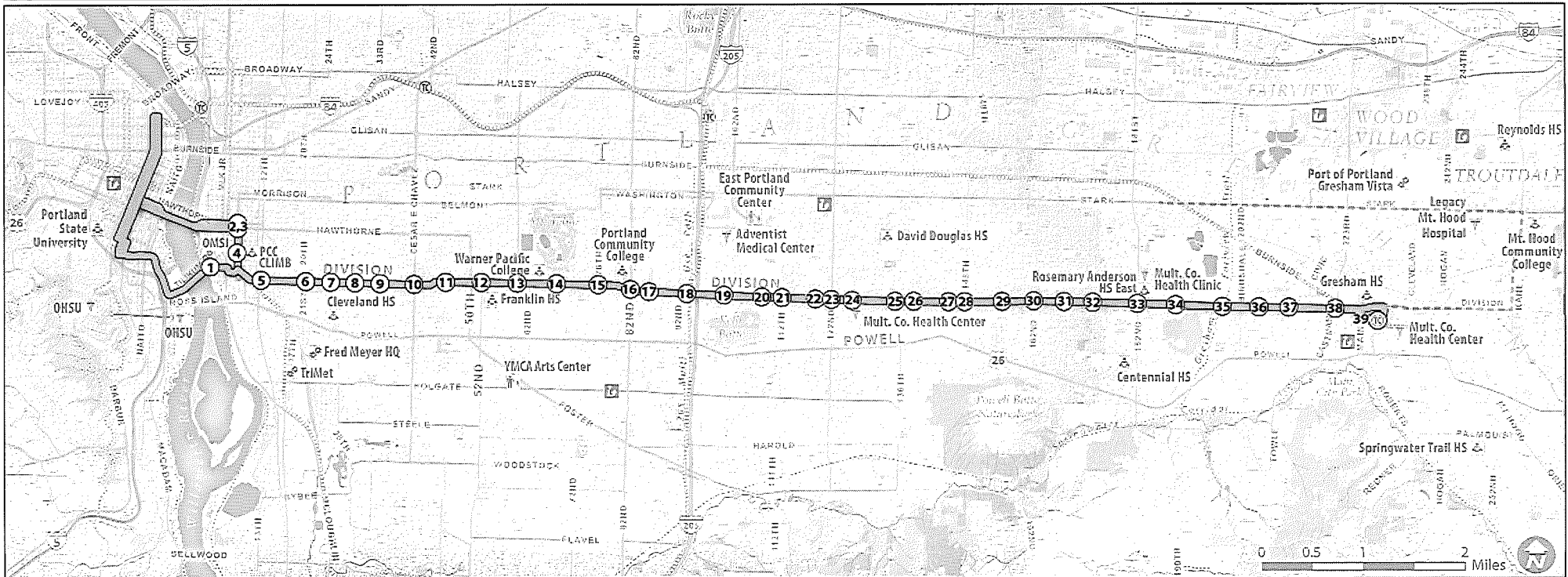
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Deborah Kafoury, Chair

REVIEWED:  
JENNY M. MADKOUR, COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By *Courtney Lords*  
Courtney Lords, Assistant County Attorney

# 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**  
**Resolution No. 17-4776**  
**Attachment 2d**

TriMet Board of Directors

Resolution No. 16-12-70

Recommending Confirmation of the Locally  
Preferred Alternative for the Powell-Division Transit  
and Development Project

**Date:** December 14, 2016

**To:** Board of Directors

**From:** Neil McFarlane 

**Subject:** RESOLUTION 16-12-70 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

## 1. Purpose of Item

The purpose of this item is to request that the TriMet Board of Directors (Board) approve a resolution recommending that the Metro Council adopt the Locally Preferred Alternative (LPA) for the Powell-Division Transit and Development Project (Project) into the Regional Transportation Plan. In the future, TriMet expects that Project will be referred to as the "Division Transit Project."

## 2. Type of Agenda Item

- ☐ Initial Contract
- ☐ Contract Modification
- ☒ Other – LPA Adoption

## 3. Reason for Board Action

The Metro Council requests endorsement by TriMet and other local jurisdictions before adopting an LPA for the Project. Demonstration of local support for the Project by TriMet and local jurisdictions is important for moving the Project forward. Such support is necessary because it ensures consensus for the Project at the local level and demonstrates such local consensus and support for the Project to the Federal Transit Administration (FTA).

## 4. Type of Action:

- ☒ Resolution
- ☐ Ordinance 1<sup>st</sup> Reading
- ☐ Ordinance 2<sup>nd</sup> Reading
- ☐ Other \_\_\_\_\_

## 5. Background

If constructed, the Project will improve transportation in the Powell-Division corridor by bringing bus rapid transit to Division Street, and also by investing in increased transit service, roadway upgrades, active transportation improvements, and safe connections to transit.



The adoption of an LPA would allow Metro to amend the Regional Transportation Plan to include the LPA. Adoption of the LPA into the Regional Transportation Plan is necessary in order to submit a Small Starts rating application to the FTA for the Project.

TriMet, Metro, and other regional partners have been working toward achieving an LPA for several years. In 2009, Metro adopted the High Capacity Transit System Plan, which named the Powell-Division corridor between Portland and Gresham as one of the region's highest transit priorities. In 2013, Metro and TriMet initiated the Project and began evaluating alignment and mode alternatives. In January 2014, the Project Steering Committee, which includes staff and policy officials from Gresham, Portland, Multnomah County, ODOT, TriMet and Metro, as well as community representatives, was formed. In September 2014, the Steering Committee recommended further study to advance Project alignment options that included bus rapid transit. In December 2014, the Project kicked off conceptual design and service planning work in order to support conceptual cost estimating and identify potential impacts for a future environmental review process under the National Environmental Policy Act. The conceptual phase of work concluded with a request to the FTA for entry into Project Development, which was confirmed by FTA in October 2015. At that point, advanced conceptual design for the Project moved forward, culminating in a Locally Preferred Alternative recommendation by the Steering Committee on November 7, 2016. The Steering Committee has recommended that the Board endorse the final LPA as defined in the Resolution and Exhibit 1 thereto.

The LPA for the Project generally includes the following:

- Bus Rapid Transit in the Powell-Division corridor between Portland and Gresham;
- A route running between downtown Portland and the Gresham Transit Center, generally as follows:
  - Running on the Portland Transit Mall (5<sup>th</sup> and 6<sup>th</sup> Avenues) in downtown Portland to the Willamette River;
  - Crossing the Willamette River; and
  - Running on Division Street from SE 8<sup>th</sup> Avenue in Portland to the Gresham Transit Center.
- Stations located in the areas identified on the map shown in the LPA, which is Exhibit 1 to the Resolution.

The Steering Committee has expressed a general preference for serving OHSU and Portland State University via the Tilikum Crossing, providing railroad delays can be reduced at the rail crossing on SE 8<sup>th</sup> Avenue. Cooperative work on this issue is currently underway with the Union Pacific Railroad.

As the Project moves forward, TriMet has made several commitments to the Steering Committee about the design, construction and operation of the Project. First, the bus rapid transit service provided by the Project will represent a substantial increase in weekly vehicle hours in the Powell-Division corridor. TriMet has stated to the Steering Committee that it intends to reallocate weekly vehicle hours made available from the replacement of Line 4 by the Project instead of using those hours on the new bus rapid transit service. This would make these hours available to increase service on existing lines or to inaugurate new lines within the corridor when the Project opens for service. At the appropriate time, TriMet will work with the community to determine the best opportunities for redeploying these service hours. Attachment A to this Memo sets out TriMet's intentions related to reallocation of Line 4 service hours.

TriMet has also stated to the Steering Committee that it will utilize design and construction practices to minimize Project impacts and will involve the community in a manner similar to its light rail projects, even though the Project is expected to have significantly fewer construction impacts than a light rail project. These practices are intended to minimize impacts to adjacent businesses and neighbors, and include an outreach program during the design process, providing liaisons to the community during construction, requiring the contractor to draft and implement a “Conduct of Construction” plan and to follow construction methods that minimize impact, and providing assistance to businesses to keep them accessible and viable during construction. Attachment B to this memo presents TriMet’s intentions and commitments related to outreach and business support.

#### **6. Procurement Process**

When the Project moves forward, TriMet will follow its procurement rules and policies in selecting contractors and consultants to work on the Project.

#### **7. Diversity**

When the Project moves forward, TriMet will follow its rules and policies to ensure opportunities for DBE contractors and consultants to work on the Project.

#### **8. Financial/Budget Impact**

The Project budget is expected to include \$100,000,000 in Small Starts funds from FTA; \$25,000,000 from TriMet; \$25,000,000 in regional flexible funds from Metro; and \$25,000,000 from the City of Portland and other regional partners. At this time, the region is still working to secure local funding for the Project.

#### **9. Impact if Not Approved**

The Board could choose to amend the draft LPA or choose alternative priorities. However, the proposed draft LPA is expected to be endorsed by other jurisdictions and substantial changes at this point would significantly delay the Project, jeopardizing the optimal timing to seek federal funding for Project construction.

**Attachment A  
Resolution 16-12-70**



## **Memo**

**Date:** November 7, 2016

**To:** Powell-Division Transit & Development Project Steering Committee

**From:** Neil McFarlane, General Manager

**CC:** Bernie Bottomly, Alan Lehto

**Subject:** Reallocation of Line 4 Service Hours with Powell-Division Project Opening

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The Powell-Division Project Steering Committee is close to deciding on a Locally Preferred Alternative (LPA) recommendation for the region's first corridor-based bus project and the important infrastructure and access improvements that go along with an investment of this size.

BRT service will represent a substantial increase in weekly vehicle hours. Throughout our conversations about the project, TriMet staff and leadership have been clear about our intention to reallocate weekly vehicle hours made available from the replacement of Line 4 by the bus rapid transit project instead of using those hours from Line 4 on the BRT service. These 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 our intention and barring any unforeseen changes in the economy or major funding sources, we plan to deliver this substantial reinvestment in service to the corridor.

We have heard a clear desire from groups representing East Portland such as EPAP, Division Midway, APANO, and Jade District for new north-south bus service, on 148<sup>th</sup> and 162<sup>nd</sup> as well as the desire for more service on 181<sup>st</sup>/182<sup>nd</sup> (Line 87). I commit TriMet to consulting with representatives from these groups as well as riders and others in the communities in East Portland. We have also heard strong interest from other communities within Portland for additional service on Powell Blvd and other north-south connections in east Multnomah County. Attached are several different scenarios for how the hours from 4-Division could be reallocated to other and new service. One of the reallocated service hours scenarios that was presented to the steering committee and interested members of the public in April was adding 30 minute service to both 148<sup>th</sup> and 162<sup>nd</sup> as well as increasing service on line 87 on 181<sup>st</sup> (Scenario B in the attached). This scenario would likely utilize all existing reallocated service hours. As you can see, all the scenarios include some version of enhancements to north-south service. 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.

As TriMet has successfully done in realigning bus service when opening light rail projects, the agency will work with the community to determine the best opportunities for redeploying these service hours. 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.

Both this project and the reallocation of service hours are a substantial increase in total service hours for this area of the region and will provide great benefit to the community—I look forward to a successful project opening and a broad service increase like those depicted in the attachment in Fall 2021.

	Current (2016)	
	Approx. Weekly Vehicle Hours	Number of Buses
4-Division	1400	17

### Options for Reallocating Service Resources

Connecting service identified in Eastside SEP	Approx. Weekly Vehicle Hours	Buses
<u>148th Ave new service</u>		
30 min headways all day	400	3
15 min peak; 30 min midday, evenings and weekends	500	6
<u>162nd Ave new service</u>		
30 min headways all day	400	3
15 min peak; 30 min midday, evenings and weekends	500	6
<u>182nd Ave service increase</u>		
Line 87 upgrade to Frequent Service	650	5
<u>Line E - 223rd - Troutdale new service</u>		
30 min headways all day	500	4
15 min peak; 30 min midday, evenings and weekends	650	7
<u>Line 21 - Hogan-Sandy increase</u>		
15 min weekday midday and peaks	250	4
<u>Powell Blvd</u>		
Additional peak-only peak-direction limited stop svc	150	4
Other Options not shown on map could include more north-south service on 82nd Ave, new Line "Y" north-south service or other potential enhancements identified in Service Enhancement Plan Visions		

### Scenario A

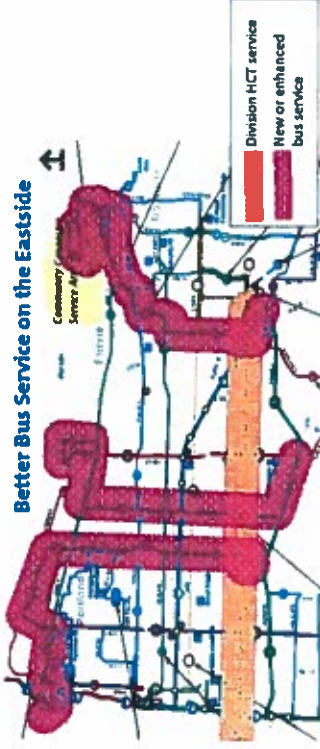
Start Division HCT service

Then make the following changes in other service...

Starting budget (Hours from replacing 4-Division)	Weekly Vehicle Hours 1400	Buses 17
Add 148th 30 min svc	- 400	- 3
Add 162nd 30 min svc	- 400	- 3
Add 223rd - Troutdale 30 min svc	- 500	- 5
	= 100	= 6

(remainder can be used on other smaller svc enhancements in the area)

### Better Bus Service on the Eastside



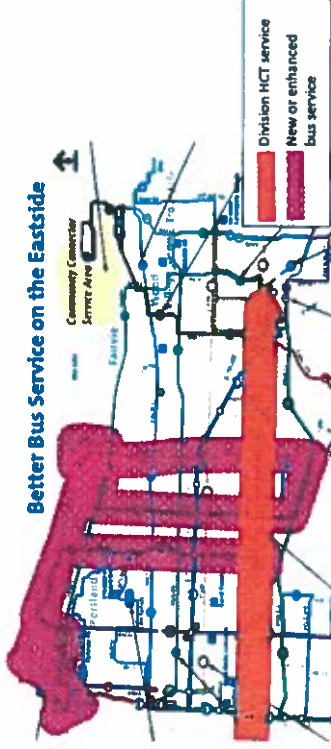
### Scenario B

Start Division HCT service

Then make the following changes in other service...

Starting budget (Hours from replacing 4-Division)	Weekly Vehicle Hours 1400	Buses 17
Upgrade 181st-182nd to almost Frequent Service	- 650	- 5
Add 148th 30 min svc	- 400	- 3
Add 162nd 30 min svc	- 400	- 3
	= -50	= 6

### Better Bus Service on the Eastside



### Scenario C

Start Division HCT service

Then make the following changes in other service...

Starting budget (Hours from replacing 4-Division)		
Weekly Vehicle Hours	1400	Buses 17
Line 21 - Hogan-Sandy increase in service	- 250	- 4
Add 148th 15 pk/ 30 min midday svc	- 400	- 3
Add 162nd 15 pk/ 30 min midday svc	- 500	- 6
Add Powell Blvd peak only svc	- 150	- 4
	= 100	= 0

(remainder can be used on other smaller svc enhancements in the area)

### Scenario D

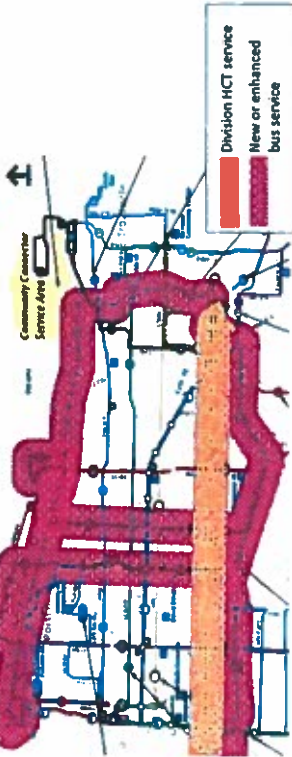
Start Division HCT service

Then make the following changes in other service...

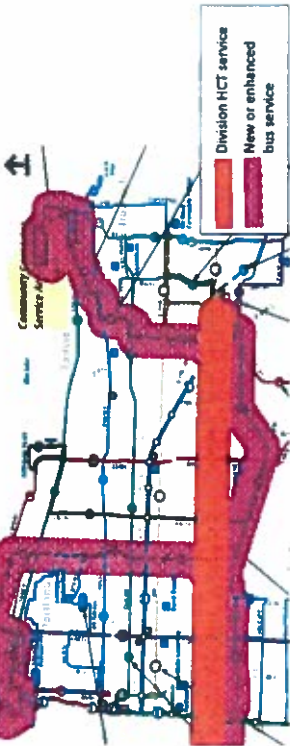
Starting budget (Hours from replacing 4-Division)		
Weekly Vehicle Hours	1400	Buses 17
Add 148th 15 pk/ 30 min midday svc	- 500	- 6
Add Line E - 223rd-Troutdale	- 650	- 7
Add Powell Blvd peak only svc	- 150	- 4
	= 100	= 0

(remainder can be used on other smaller svc enhancements in the area)

### Better Bus Service on the Eastside



### Better Bus Service on the Eastside





**Attachment B**  
**Resolution 16-12-70**

**TriMet Design and Construction Programs**

Based on the successful experiences and results of past light rail projects, TriMet expects to continue utilizing design and construction practices that focus on minimizing impacts for adjacent businesses and creating economic opportunity, while bringing improved transit service to a busy corridor.

**Outreach and business support**

The transit project on Division Street is expected to have significantly fewer impacts than light rail, which typically includes curb-to-curb street reconstruction. For the Division Street project, major street closures are not expected, and construction will be focused on discrete areas: curb ramps, traffic signals, stations (platforms and improved crossings), and modifications at a few major intersections.

Once an LPA is completed, 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 regularly meet with community groups and neighborhood and business associations, and maintain a robust online presence with information and opportunities for feedback.

TriMet Community Affairs Representatives will serve as full-time liaisons between community members, project staff and the construction contractor, with a particular focus on businesses adjacent to construction areas. Each business will have a single point of contact for all project-related concerns.

During the design phase, staff will gather information to inform design (including existing driveways, parking, landscaping, etc.) and construction planning (including access needs, hours of business, noise or vibration concerns, etc.). During this phase, input from businesses and residents will be incorporated into the project's design.

Staff will work with the contractor to develop a Conduct of Construction—a set of guidelines for sequencing construction, focusing on a “get-in-get-out” approach. The Conduct of Construction identifies approximate durations of potentially disruptive activities, and specifies requirements for business access, advance notification for major activities, construction site housekeeping, etc.

During the construction phase, staff will continue to visit businesses regularly and work with the contractor to maintain business access and adjust construction sequencing to minimize construction impacts. Staff can provide customized signage, maps and other tools to help businesses stay accessible and visible.

Throughout these phases, staff will actively seek businesses for Buy Local and DBE opportunities, and refer businesses to appropriate technical assistance resources.

*Examples of business support signage created during Orange Line project*

**Open For Business!**



**revolvevintage.com**

**THE STOR-ROOM  
MINI STORAGE**

**ACCESS OPEN**



# Businesses open ahead



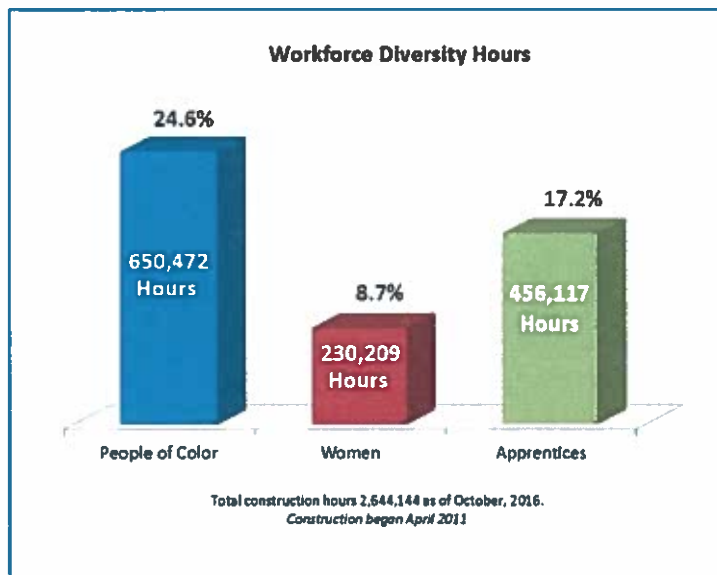
via SE Woodward St.

**Cellular Store**  
**Ki Aikido**  
**C.O.A.T. Flagging**

## Inclusive contracting

With every light rail project, TriMet has expanded the presence and capacity of businesses owned by people of color and women, expanding opportunities and jobs in the region. TriMet also encourages apprenticeships to create more opportunities for people to enter trades they have traditionally been left out of.

### *Orange Line Project Workforce Diversity*



Continuing this successful model on the Division Street transit project, construction tasks will be broken into smaller packages to encourage hiring of DBEs. (A prime contractor will work with TriMet staff to oversee subcontractors' adherence to the Conduct of Construction discussed

above.) Bid documents will require DBE subcontracting plans, along with local supplier plans and workforce training plans. Workforce training plans will encourage apprenticeships to support new people entering the construction trades, with targeted outreach in the project corridor. TriMet will also reach out to DBEs in the corridor, provide them with technical assistance, and host events to help introduce these subcontractors to prime contractors.

## **Governance**

Broad policy and budget issues will be resolved by a committee of jurisdictional partners, whose members represent the highest level of responsibility for each jurisdiction. The group will hold public meetings quarterly or at key decision points to coordinate inter-jurisdictional decision-making related to project policy and budget.

The jurisdictional committee and project staff will be informed by a Community Advisory Committee (CAC), comprised of 15-20 key stakeholders along the route. Community groups, including those who have served on the Metro-led Steering Committee, will be invited to identify a representative to participate in this group. The CAC will hold monthly public meetings to review design issues and provide advice to jurisdictional partners. The group will also provide input on minimizing construction impacts and planning for related bus service. The CAC will be asked to study, discuss and provide input to project staff based on community priorities, and help maintain a strong communication link between the project and representative stakeholders.



## **RESOLUTION 16-12-70**

### **RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT**

**WHEREAS**, TriMet is authorized by Oregon statute to plan, construct, and operate mass transit systems; and

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

**WHEREAS**, Metro Resolution 12-4345, adopted May 2012, designated the Powell-Division High Capacity Transit Corridor as the next regional priority and amended the Unified Planning Work Program to reflect this priority, and Metro and TriMet initiated the Powell-Division Transit and Development Project (Project) in 2013 and began project development to evaluate alternatives; and

**WHEREAS**, Metro Resolution No. 14-4496, adopted January 2014, created and appointed Members of a Steering Committee for the Project, and proposed steering committee members were identified in an open process as representative of major policy, program, geographic, and demographic interests in the project area including community development, economic development, and job creation in and near the plan area; and

**WHEREAS**, necessary multimodal transportation planning has been completed to identify needs and opportunities for high capacity transit at a system planning level in the Powell-Division HCT Corridor, and needs within the Powell-Division HCT Corridor include affordable, equitable transit access and improved service to stimulate community and economic development and serve locally desired land uses, and there is now both demonstrated interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and

**WHEREAS**, there is now both demonstrated interest in local and regional support leveraging regional transit planning efforts to support affordable housing, community stabilization, and economic development; and

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

**WHEREAS**, planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, the Inner Powell

Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail, and the East Metro Connections Plan; and

**WHEREAS**, the Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on November 7, 2016, including the mode of transportation, alignment, and general station locations; and

**WHEREAS**, the Project Steering Committee, City of Portland, and City of Gresham have recommended that the LPA for the Division Transit Project be endorsed, and Multnomah County will consider a similar resolution later this week;

**NOW, THEREFORE, IT IS HEREBY RESOLVED:**

1. **THAT** the Board of Directors recommends to Metro Council the adoption of a resolution confirming the LPA of bus rapid transit for the Project, which is attached as Exhibit I to this Resolution and incorporated herein.

Dated: December 14, 2016

\_\_\_\_\_  
Presiding Officer

Attest:

\_\_\_\_\_  
Recording Secretary

Approved as to Legal Sufficiency:

  
\_\_\_\_\_  
Legal Department

**Resolution 16-12-70**

# Powell-Division Transit and Development Project: Proposed Locally Preferred Alternative

Map Key	Station Location	Map Key	Station Location	Map Key	Station Location	Map Key	Station Location
1	State University	11	Franklin	21	Franklin	31	Franklin
2	Franklin	12	Franklin	22	Franklin	32	Franklin
3	Franklin	13	Franklin	23	Franklin	33	Franklin
4	Franklin	14	Franklin	24	Franklin	34	Franklin
5	Franklin	15	Franklin	25	Franklin	35	Franklin
6	Franklin	16	Franklin	26	Franklin	36	Franklin
7	Franklin	17	Franklin	27	Franklin	37	Franklin
8	Franklin	18	Franklin	28	Franklin	38	Franklin
9	Franklin	19	Franklin	29	Franklin	39	Franklin
10	Franklin	20	Franklin	30	Franklin	40	Franklin

**Elements of the Proposed Locally Preferred Alternative**

- Bus Rapid Transit Alignment (Overcrossing to be determined)
- Approximate station location
- Line 20 connection to Mount Hood Community College

Light rail  
Standard bus  
Frequent bus  
Streetcar  
Regional trail  
Aerial tram

November 3, 2016

**Staff Report**  
**Resolution No. 17-4776**  
**Attachment 2e**

Oregon Department of Transportation  
ODOT Support for Adoption of the Locally Preferred  
Alternative of the Powell-Division Transit and  
Development Project





# Oregon

Kate Brown, Governor

## Department of Transportation

Highway, Region 1  
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January 20, 2017

Councilor Shirley Craddick  
Councilor Bob Stacey  
Metro  
600 NE Grand Ave.  
Portland, OR 97203

### **RE: ODOT Support for Adoption of the Locally Preferred Alternative of the Powell-Division Transit and Development Project**

Dear Councilor Craddick and Councilor Stacey

The Oregon Department of Transportation supports Metro adoption of the Division Transit Project Locally Preferred Alternative (LPA) as an amendment to the Metro Regional Transportation System Plan. ODOT endorses the LPA as a regional priority. The project will improve mobility and better connect our region with faster, more reliable transit service in the Powell-Division corridor alleviating congestion and improving safety. It will serve the communities from Gresham, to southeast Portland, to downtown Portland with faster, more reliable transit service.

The Oregon Department of Transportation (ODOT) has been a partner in planning for the Powell-Division Transit and Development project since the initiation of the project Steering Committee in January 2014. In partnership with representatives from local jurisdictions, educational institutions, businesses, neighborhood associations, and community organizations, this committee has worked to shape the transit project and related actions to support community development and stabilization. This work has resulted in a corridor strategy that will provide investments to our transportation system and make walking, biking, and transit more convenient, safe, and reliable.

On November 7, 2016, the Steering Committee approved a Locally Preferred Alternative (LPA) for high capacity transit in the Powell-Division corridor. The LPA recommends Bus Rapid Transit (BRT) with stations at the locations indicated on the LPA map (available online: <http://www.oregonmetro.gov/sites/default/files/Powell-Division-LPA-map-20161108.pdf>), 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. This recommended LPA will bring BRT service to SE Division Street, one of the region's busiest thoroughfares currently serving around 10,000 bus riders every weekday.

The LPA is one element of a larger corridor-wide strategy to support transit, safety, active transportation, and housing on Powell Blvd (US26), Division St, and surrounding streets. The Powell-Division Corridor Strategy includes multiple ODOT commitments that will support the future success of transit in the project area, including: Inner Powell Safety Project - SE 20<sup>th</sup> Ave to SE 34<sup>th</sup> Ave, Powell/Division Safety and Access to Transit Project, Outer Powell Safety Project – SE 116<sup>th</sup> Ave to SE 136<sup>th</sup> Ave. Based on the LPA and the Powell-Division Corridor Strategy completed in the Project Development phase of this project, the Powell-Division Transit and Development Project is beginning Project Design in anticipation of submitting a grant for full funding of the project through the FTA Small Starts Program.

The Oregon Department of Transportation hereby pledges to support project partners in the design and implementation of the transit LPA and Powell-Division Corridor Strategy. ODOT will continue to participate in the project Steering Committee (or equivalent body) and work collaboratively on design of the transit project, as needed.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Rian Windsheimer', with a long horizontal flourish extending to the right.

Rian Windsheimer  
ODOT Region 1 Manager

CCed: Elizabeth Mros-O'Hara, Metro  
Malu Wilkinson, Metro  
Kelly Betteridge, TriMet  
Alan Lehto, TriMet  
Kelly Brooks, ODOT  
Jessica Horning, ODOT