

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2014)	DRAFT Ordinance No. 17-1396
REGIONAL TRANSPORTATION PLAN TO)	
INCLUDE THE LOCALLY PREFERRED)	Introduced by Councilor Bob Stacey
ALTERNATIVE OF THE POWELL-DIVISION)	or Councilor Shirley Craddick
TRANSIT AND DEVELOPMENT PROJECT FROM)	
DOWNTOWN PORTLAND TO THE GRESHAM)	
TRANSIT CENTER, AND TO DESIGNATE THE)	
POWELL BOULEVARD CORRIDOR FOR)	
COMPLETION OF CORRIDOR REFINEMENT)	
PLANNING)	

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which amendments included adoption of the Regional High Capacity Transit (HCT) System Plan; and

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

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

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

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

WHEREAS, in August 2012, the Metro Council adopted Resolution No. 12-4362, For the Purpose of Endorsing the East Metro Corridor Refinement Plan;

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

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

WHEREAS, in July 2014, the Metro Council adopted Ordinance No. 14-1340, amending the RTP to comply with federal and state law, and included a project for the Powell-Division HCT corridor on the financially constrained list of projects; and

WHEREAS, in September 2015, the Metro Council adopted Resolution No. 15-4634, endorsing the Transit Action Plan for the Powell-Division Transit and Development Project, which identified a preferred near-term high capacity transit solution for the corridor that safely and efficiently serves high ridership demand, improves access to transit, is coordinated with related transportation investments, and recognizes limited capital and operational funding; and

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

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

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

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

WHEREAS, there is community interest in and local and regional support for determining the best community investment strategy and specific projects for the Powell-Division HCT Corridor to address identified needs and fulfill local and regional aspirations; and

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

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

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

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

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

WHEREAS, on December 7, 2016, the Portland City Council adopted Resolution No. 37254, to adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval; and

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

WHEREAS, on December 22, 2016, the Multnomah County Board of Commissioners adopted Resolution No. 2016-131, to adopt the Steering Committee's Powell-Division Transit and Development Project Locally Preferred Alternative with identified enhancements to Mt. Hood Community College; and

WHEREAS, Federal Transit Administration regulations require that the Locally Preferred Alternative must be included in the Financially Constrained RTP and the Metropolitan Transportation Improvement Plan in order to be advanced to preliminary engineering; and

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

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The text of the 2014 Regional Transportation Plan ("RTP") is amended as indicated in Exhibit A, attached and incorporated into this ordinance, to include the Locally Preferred Alternative in the Financially Constrained RTP.
2. The following maps of the RTP are amended as described here and as indicated in Exhibit B, attached and incorporated into this ordinance, to include the Locally Preferred Alternative in the Financially Constrained RTP:
 - a. Amend Figure 2.10, Regional Transit Network map, to update the "Proposed Future High Capacity Transit" designation for the Locally Preferred Alternative alignment to "Planned Future High Capacity Transit"; and to update the length of SE Powell Boulevard from the Tilikum Crossing to the Gresham Transit Center to "Proposed Future High Capacity Transit."
 - b. Amend Figures 3.1, RTP Investments – North and 3.2, RTP Investments - East, to update the location of project number 10909 as a financially constrained project, to reflect the Locally Preferred Alternative alignment; and to add project number 11745 as an unconstrained project and as a corridor refinement plan to study a high capacity transit improvement along SE Powell Boulevard from the Tilikum Crossing to the Gresham Transit Center.
3. The projects in the RTP Project List, Appendix 1.1 of the 2014 RTP, are amended as indicated in Exhibit C, attached and incorporated into this ordinance, to include the Locally Preferred Alternative in the Financially Constrained RTP, changes to other projects to maintain fiscal constraint, and adding a new project to the unconstrained project list reflecting the Powell Boulevard Corridor Refinement Plan project.

ADOPTED by the Metro Council this _____ day of _____, 2017.

Tom Hughes, Council President

Attest:

Approved as to form:

Alison Kean, Metro Attorney

Exhibit A: Text Edits to the 2014 Regional Transportation Plan

Exhibit B: Updated RTP Maps

Exhibit C: Updated Projects for the RTP Project List (Appendix 1.1 of the 2014 RTP)

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Exhibit A

Text Edits to the 2014 Regional
Transportation Plan

DRAFT Exhibit A to Ordinance to Adopt Amendments to the Regional Transportation Plan (Text Edits)

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

Table 5.1. Mobility Corridors Recommended for Future Corridor Refinement Plans

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

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

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

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

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

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

5.3.1.5 Beaverton to Forest Grove (Mobility Corridor #24 #13 and #14)

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

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

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

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

The Powell-Division Transit and Development Plan alternative analysis identified a project – now called the Division Transit Project - that addresses some of the needs identified for the Powell-Division Corridor by improving transit and safety on Division Street with a bus rapid transit project. The Division Transit Project is a part of the financially constrained RTP project list. The Division Transit Project does not fully address the transit, safety, and mobility needs that remain on Powell Boulevard. Consequently, the Powell-Division Transit and Development Plan Steering Committee and local jurisdictions recommended that Powell Boulevard remain on the list of corridors for future study and investment in the High Capacity Transit Plan. The City of Gresham supports future Corridor Refinement planning on Powell Boulevard within the Portland City limits. Based on community feedback and analysis during the Powell-Division Transit and Development project, the

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

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

City of Gresham has concerns about future High Capacity Transit on Powell Boulevard within Gresham City limits. The City of Portland included language documenting this recommendation in their LPA adopting resolution, as follows:

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

The direction from the steering committee and regional partners is for Metro to study high capacity transit and other safety and mobility improvements needed in the Powell Boulevard corridor at the same time that the Division Transit Project moves forward for near-term implementation. This recommendation was codified by the City of Portland in its ordinances adopting the locally preferred alternative and in the accompanying Corridor Wide Strategy (an attachment to the jurisdiction's LPA resolutions)

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

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

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

Strategies identified to improve the corridor include:

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

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

This is consistent with the recommendation of the Powell-Division Transit and Development Project Steering Committee.

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

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

Strategies identified to improve the corridor include:

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

Consistent with the Powell-Division Transit and Development Project Steering Committee recommendation, the Corridor Refinement Plan for Powell Boulevard will include further study of high capacity transit to improve safety and mobility in this highly constrained urban corridor for all modes of travel. Timing for the Powell Boulevard Corridor Refinement Plan will be determined during development of the Regional Transit Strategy as part of the 2018 RTP update.

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

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

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

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

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

Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #1524)

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

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

Project development analysis and public input has resulted in a Locally Preferred Alternative of a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. The jurisdictions recognized that Powell Boulevard improvements are still needed to supply essential transit connections in this corridor. Consequently, Steering committee recommendation included language regarding advancing Powell Boulevard as a high capacity transit corridor for the region. Powell Boulevard will require a Corridor Refinement Plan due to uncertainty around solutions for the corridor.

Recommended RTP system map changes:

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

Subsequent amendments to the RTP transit system map were adopted in June 2017 to reflect the general location of the Division Transit Project Locally Preferred Alternative and change its designation from a Proposed High Capacity Transit Project to a Planned High Capacity Transit Project. In addition, a new designation was added to the RTP transit system map to designate Powell Boulevard as a Proposed High Capacity Transit Project from Tilikum Crossing to the Gresham Transit Center based on a future Corridor Refinement Plan.

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Exhibit B

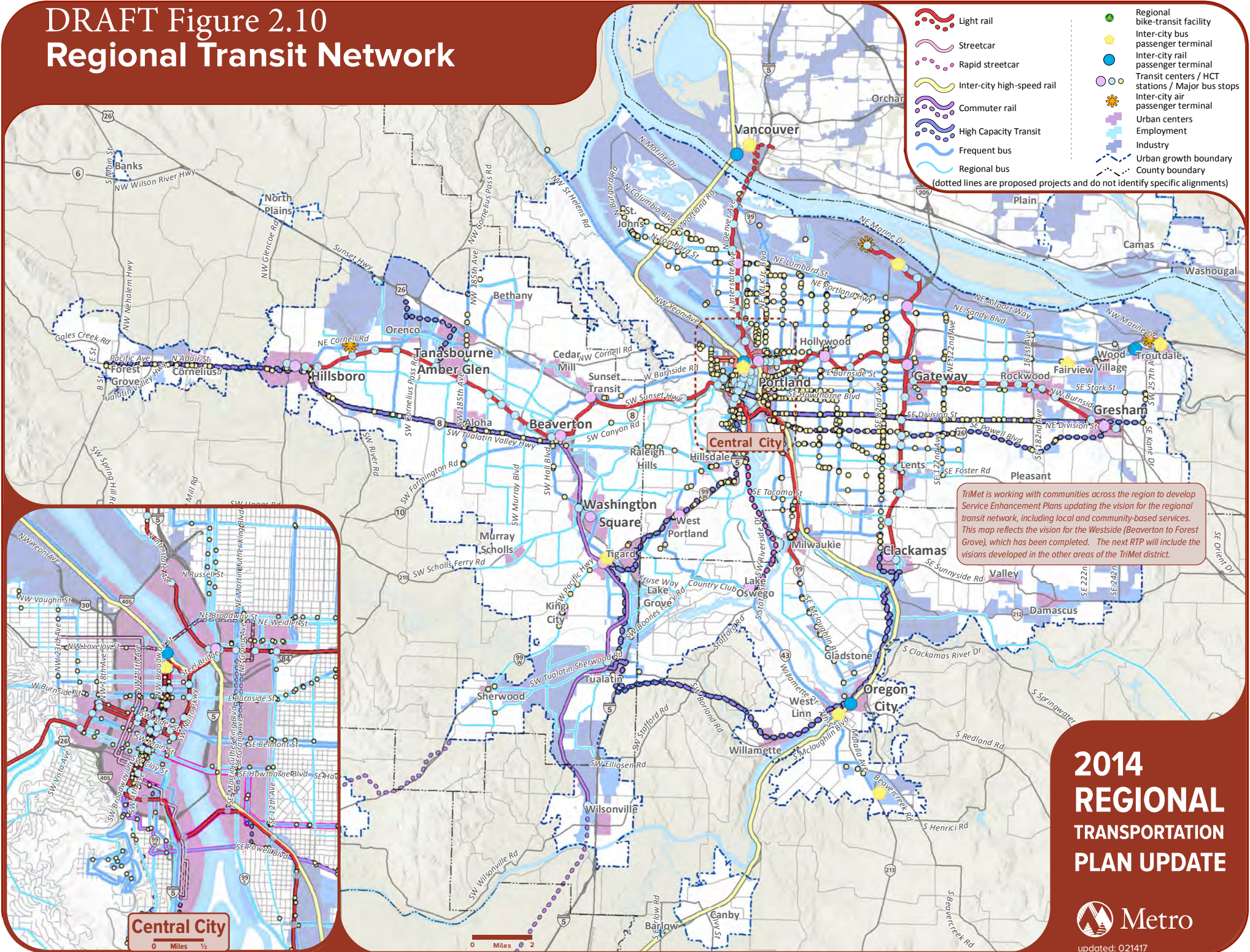
Amended RTP Maps

Figure 2.10 – Regional Transit Network Map

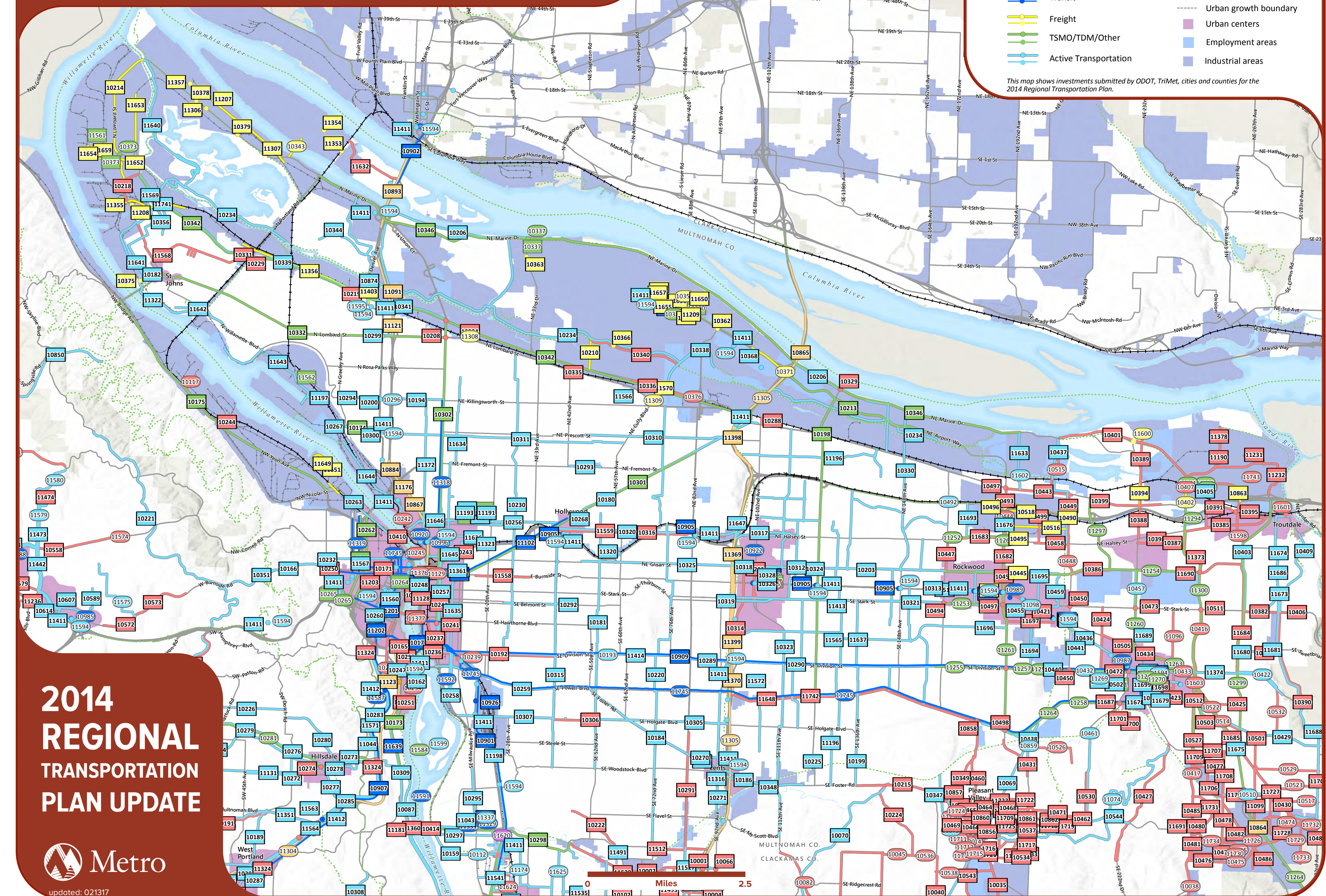
Figure 3.1 – RTP Investments – North

Figure 3.2 – RTP Investments – East

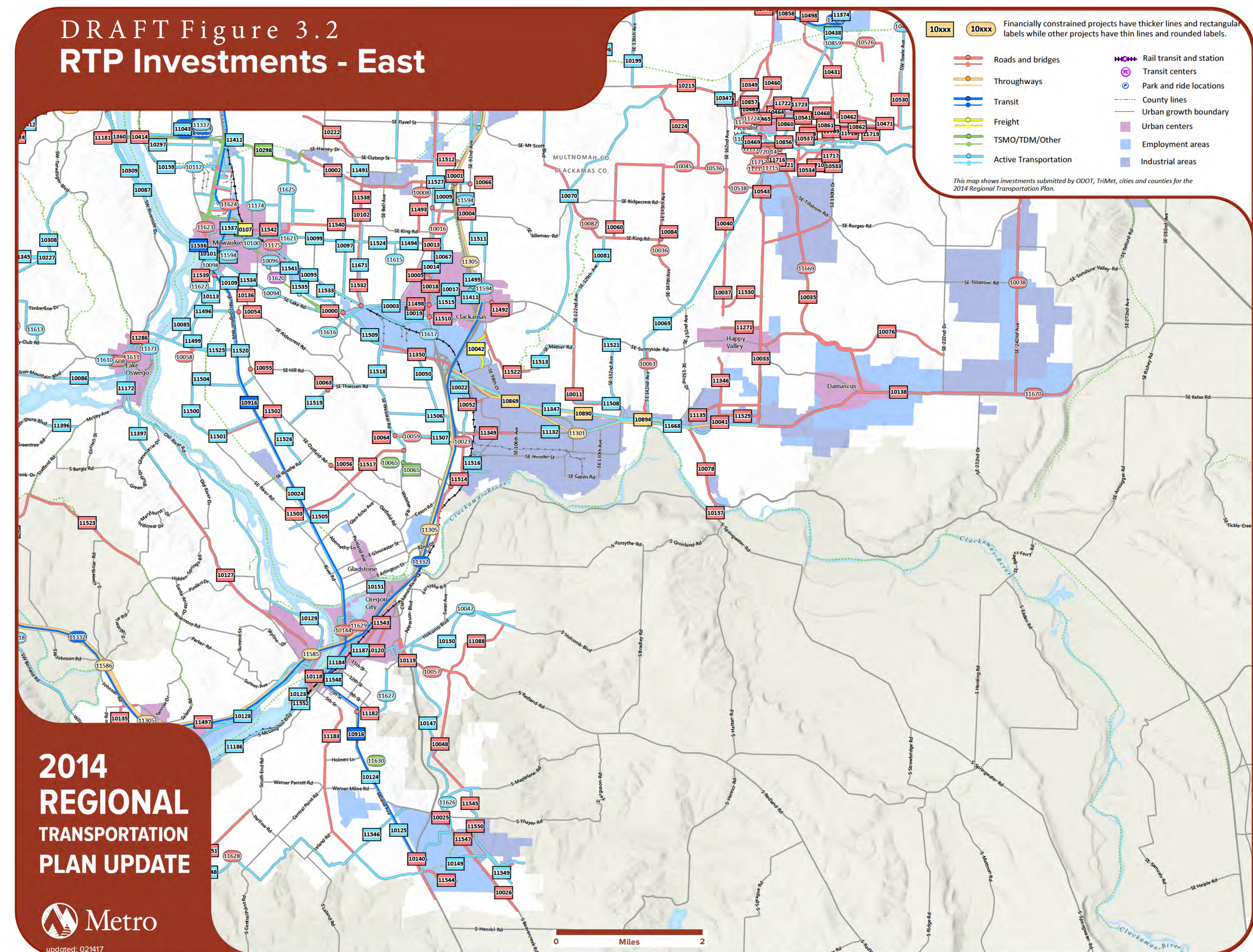
DRAFT Figure 2.10 Regional Transit Network



DRAFT Figure 3.1 RTP Investments - North



DRAFT Figure 3.2 RTP Investments - East



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Exhibit C

Amended RTP Project List

Appendix 1.1 of the 2014 RTP

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

RTP ID	Nominating Agency	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (\$2014)	Estimated Cost (\$YOE)	Time Period	Financial Constrained
10909	TriMet	Powell / Division Transit Project—Project Development	N/A	N/A	To further develop and advance the Near Term corridor identified in the HCT System Plan through ROW acquisition to include in conformity modeling.	HCT on Powell/Division from Portland CBD to Gresham TC.	75,000,000	111,000,000	2014-2024	1
<u>10909</u>	<u>TriMet</u>	<u>Division Transit Project - Capital Construction</u>	<u>N/A</u>	<u>N/A</u>	<u>Capital Construction</u>	<u>HCT on Division from Portland CBD to Gresham TC.</u>	<u>175,000,000</u>	<u>259,000,000</u>	<u>2018-2024</u>	<u>1</u>
11374	Gresham	Powell-Division Transit and Development Project	Portland/Gresham City Limits	City/County Limits	Improve mobility corridor and connections to transit.	Implementation of recommendations of Powell-Division Transit and Development Project	32,481,500	36,541,688	2014-2017	1
11414	TriMet	Corridor Safety and Access to Transit: Powell-Division	N/A	N/A	Improve safety, active transportation, access to transit and transit operations (STIP Enhance).	Priority improvements for safety, access to transit and transit operations in the Powell and Division corridors, with current TriMet Frequent Service lines and a designated regional High Capacity Transit development corridor.	2,800,000	3,150,000	2014-2017	1
11572	Portland	Powell-Division Safety and Access to Transit	SE 22nd	City Limits		This project makes improvements for safety, access to transit and transit operations in the Powell and Division corridors.	2,800,000	4,144,000	2018-2024	1
11590	TriMet	Powell / Division Transit Project—Capital Construction	N/A	N/A	Capital Construction	HCT on Powell/Division from Portland CBD to Gresham TC.	75,000,000	207,900,000	N/A	0
<u>11745</u>	<u>TriMet</u>	<u>Powell Boulevard Corridor Refinement Plan</u>	<u>N/A</u>	<u>N/A</u>	<u>To further develop and advance the Near Term corridor identified in the HCT System Plan through ROW acquisition to include in conformity modeling.</u>	<u>HCT on Powell Boulevard from Portland CBD to Portland City Limits.</u>	<u>10,000,000</u>	<u>14,800,000</u>	<u>2018-2024</u>	<u>0</u>
10985	TriMet	Sunset Park & Ride rework to match Peterkort redevelopment	N/A	N/A	TOD opportunity.	Redesign to expand park & ride lot and integrate station with pending site development.	10,000,000	11,250,000	2014-2017	0
10989	TriMet	181st park & ride lot	N/A	N/A	TOD opportunity.	Redevelop site in conjunction with TOD opportunity.	2,000,000	2,250,000	2014-2017	0
10997	TriMet	Willow Creek Transit Center, Phase 2	N/A	N/A	TOD opportunity.	Restructure parking to support additional TOD opportunity in AmberGlen station community.	8,000,000	9,000,000	2014-2017	0
11035	TriMet	Powell bus operating base expansion	N/A	N/A	System requirements	Expand bus operations, maintenance and storage facility to accommodate larger fleet.	12,571,700		2014-2017	1
11230	TriMet	Frequent Service Bus Capital Improvements - Phase 1	N/A	N/A	Development of high-quality transit service	Bus stop and ROW improvements to support expansion of frequent service bus	15,000,000		2014-2017	1
<u>11230</u>	<u>TriMet</u>	<u>Frequent Service Bus Capital Improvements - Phase 1</u>	<u>N/A</u>	<u>N/A</u>	<u>Development of high-quality transit service</u>	<u>Bus stop and ROW improvements to support expansion of frequent service bus</u>	<u>10,000,000</u>	<u>11,250,000</u>	<u>2014-2017</u>	<u>1</u>
11592	TriMet	Portland-Milwaukie LRT Corridor TOD development	N/A	N/A	TOD opportunities	Reconfigure / structure P&R and other TriMet-owned and -controlled land for TOD opportunity when market conditions or development partnerships allow.	15,000,000	16,875,000	2014-2017	0
11593	TriMet	CNG Conversion at Merlo Operating Base	N/A	N/A	Conversion of operating base to support CNG vehicles and fueling infrastructure	Capital costs for incremental bus purchase cost, facilities changes for CNG operation and fueling infrastructure	13,900,000		2014-2017	1
11595	TriMet	Argyle Equitable TOD development	N/A	N/A	TOD opportunity.	Reconfigure streetscape to support equitable TOD development at priority site.	4,000,000	4,500,000	2014-2017	0
10901	TriMet	MAX light rail: South Corridor Phase 2: Portland to Milwaukie	N/A	N/A	Regional rail development to Milwaukie Town Center.	Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Ave.).	1,495,000,000 <u>1,490,350,173</u>	1,681,875,000 <u>1,676,643,945</u>	2014-2017	1