

April 10, 2017

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

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

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

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

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

Changes to the documents as a result of these meetings include:

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

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

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

##

Final summary of public comments on 2014 RTP amendment and responses

PD_RTP staff report				
Section	Gresham comments	TriMet comments	ODOT comments	Metro response/action
Opening Paragraph P1	DRAFT STAFF REPORT IN CONSIDERATION OF ORDINANCE NO. 17-1396, FOR THE PURPOSE OF AMENDING THE 2014 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE OF THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT FROM DOWNTOWN PORTLAND TO THE GRESHAM TRANSIT CENTER, AND TO ADVANCE POWELL BOULEVARD FOR REGIONAL CONSIDERATION FOR ENHANCED TRANSIT IMPROVMENTS IN THE DEVELOPMENT OF THE REGIONAL TRANSIT STRATEGY AS PART OF THE 2018 RTP. AND TO DESIGNATE THE POWELL BOULEVARD CORRIDOR FOR FUTURE CORRIDOR REFINEMENT PLANNING	DRAFT STAFF REPORT IN CONSIDERATION OF ORDINANCE NO. 17-1396, FOR THE PURPOSE OF AMENDING THE 2014 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE OF THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT FROM DOWNTOWN PORTLAND TO <u>THE DOWNTOWN GRESHAM TRANSIT CENTER</u> , AND TO DESIGNATE THE POWELL BOULEVARD CORRIDOR FOR FUTURE CORRIDOR REFINEMENT PLANNING		Amend to remove some language. New title: IN CONSIDERATION OF ORDINANCE NO. 17-1396, FOR THE PURPOSE OF AMENDING THE 2014 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE OF THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT. <u>Explanation:</u> The region will develop solutions for Powell Boulevard through the 2018 RTP planning process. Also, the enhanced transit category has not been adopted into the 2014 RTP. So, it can't be added to that document.
Background P1		Concurrently with this proposed ordinance, Metro Council is considering Resolution No. 17-4776, which would adopt the Powell-Division Transit and Development Project's Locally Preferred Alternative (LPA). See Attachment 1: The LPA for high capacity transit in the Powell-Division corridor is bus rapid transit with <u>general</u> stations at the locations indicated on the attached map, operating between downtown Portland and <u>downtown Gresham</u> the Gresham Transit Center . The route will operate on the transit mall (5 th and 6 th avenues) in downtown Portland, cross the Willamette River, and run on Division Street from SE 8 th Avenue in Portland to the Gresham Transit Center. The LPA was recommended to the Council by the project's Steering Committee on November 7, 2016, and was subsequently adopted by the cities of Portland and Gresham, Multnomah County, and the TriMet Board, and supported by the Oregon Department of Transportation. More information on the LPA can be found in the documentation for Resolution No. 17-4776.		Amend as requested.
Background P1	Background The proposed 2014 RTP amendment for this ordinance includes revisions to various sections of Chapter 5 – Implementation, in order to reflect the advancement of the Division Transit Project from downtown Portland to the Gresham Transit Center, as well as the continued inclusion of the Powell Boulevard corridor as a Mobility			Amend as follows as well as the continued inclusion of the Powell Boulevard corridor as a Mobility Corridor <u>recommended for study in a future Corridor Refinement Plan to determine how to address unmet transit, safety, and</u>

Comment [KB1]: for discussion

Comment [KB2]: for discussion

PD_RTP staff report				
Section	Gresham comments	TriMet comments	ODOT comments	Metro response/action
	Corridor Recommended recommended for a completion of a Future Corridor Refinement Plan consideration for enhanced transit improvements in development of the Regional Transit Strategy as part of the 2018 RTP.			<u>mobility needs for all modes.</u> Added new language for definition of Corridor Refinement Plan; added reference to different needs in different locations on Powell and components of a future Corridor Refinement Plan: The 2014 RTP, Section 5.3.1, indicates that a corridor refinement plan, as defined by the State of Oregon Transportation Planning Rule section 660-012-0020, includes: <ul style="list-style-type: none">• An MOU or IGA for refinement plan scope of work• An analysis that considers land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road, and transit solutions• An evaluation of performance• Development of alternative mobility standards, if necessary• Determination of a mix and phasing of projects and/or land use changes needed to address function and needs• Local and/or regional plan updates and MOU or IGA to implement refinement plan recommendations at state, regional, and local levels• HCT system expansion targets policy MOU, if applicable The purpose of the refinement planning process is to comprehensively consider land use, management, walking and biking solutions in addition to transit and roadway analysis. Refinement plans are meant to result in a wide range of strategies and projects to address unmet needs and to progress through project development and implementation at the local, regional and/or state levels. The Powell Boulevard corridor has many needs which were not met as part of this project's Locally Preferred Alternative. These needs vary through different parts of

PD_RTP staff report				
Section	Gresham comments	TriMet comments	ODOT comments	Metro response/action
				<p>the Powell Boulevard corridor; a corridor refinement plan would evaluate the corridor and tailor context-sensitive solutions to unmet needs, taking into account adopted land use plans, previous analysis, adopted outcomes, and community engagement conducted as part of the East Metro Connections Plan, Outer Powell Boulevard Conceptual Design Plan, the Outer Powell Safety Project, the Powell-Division Transit and Development Project, and other past projects.</p> <p>Analysis in the early stages of the Powell-Division Transit and Development project found that inner Powell is one of the highest transit ridership sections in the TriMet bus system, particularly west of SE 136th Ave. Inner Powell also experiences heavy traffic congestion today and is predicted to get worse, particularly west of SE 50th Ave. Outer Powell east of 136th Ave, however, has lower transit ridership and has a different street character. West of I-205, Powell Boulevard is generally two lanes in each direction with a center turn lane or turn pockets and sidewalks. East of I-205 to Portland city limits at approximately 174th Ave, Powell Boulevard is generally one lane in each direction with bike lanes on the shoulder, no curbs and missing sidewalks. Traffic volumes also vary throughout the corridor and are highest in inner Portland. In 2015 average daily traffic counts for Powell Boulevard show traffic volumes of 31,000-42,000 ADT between SE Milwaukie Avenue and SE Foster Road in inner Portland, 20,000-26,000 ADT between SE Foster Road and SE 82nd Avenue, 35,000 ADT near I-205, and dropping generally below 20,000 ADT between I-205 and the Gresham city boundary at SE 174th Ave. From SE 174th Ave to downtown Gresham, traffic volumes on Powell Boulevard generally range between 20,000-25,000 ADT. Additionally, Powell Boulevard within Gresham was not recommended as a regional transit link by the East Metro Connections Plan. Also, the City of Portland has designated Powell Boulevard as a high-crash corridor within its jurisdiction.</p>

Comment [KK3]: This entire section should be revised:
-- Currently, in the RTP:
o Mobility corridor 19 (Portland city ctr. to Lents) addresses highway, HCT, freight rail, and regional trail components
o Mobility corridor 20 (Lents to Gresham) addresses only highway and regional trail.

To add any additional elements such as HCT, this should be accomplished through the 2018 RTP Enhanced Transit Strategy.

-The proposed language here re: amendment to Section 5.3.2.4 is not clear. It seems to imply that the “East-West Transit Link” addresses the N/S need for Mobility Corridor 24 – when in fact these are two different intents. Elimination of Mobility Corridor 24 – if that’s what’s being proposed – should be done through the 2018 RTP process. Gresham and EMCTC have proposed transit enhancements along this N/S mobility corridor (at least a portion of it – and not into Damascus) that have not been resolved. It should stay “on the books” for now and be part of the 2018 RTP process.

Comment [KK4]: Why is there a change to mobility corridor #24, which runs north/south – that is tied with the east-west mobility corridors? There was no discussion w/the Steering Committee or East County jurisdictions about a tie to this mobility corridor and that should be discussed as part of the 2018 RTP Update.

PD_RTP staff report				
Section	Gresham comments	TriMet comments	ODOT comments	Metro response/action
Background P1	<p>The text revisions to Chapter 5 of the 2014 RTP are summarized as follows:</p> <ul style="list-style-type: none">• Amend Table 5.1 (Mobility Corridors Recommended for Future Corridor Refinement Plans) to add Mobility Corridors #19 and #20 Portland City Center to Lents and Lents to Gresham• Add new Section 5.3.1.6 Powell-Division Corridor: Portland Central City to Lents Town Center and Lents Town Center to Gresham Regional Center• Amend text of Section 5.3.2 (Project Development) to add Powell-Division Transit and Development Plan (Mobility Corridors #19 and #20)• Amend text of Section 5.3.2.4 (Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #1524)) by updating subsection 3. Regional Mobility “Regional east-west transit link” to reflect the Division Transit Project and the need to complete a Corridor Refinement Plan for Powell Boulevard, and by updating “Recommended RTP system map changes” to reflect the updates to Figures 2.1, 3.1 and 3.2 as part of this RTP amendment• Minor text corrections to reflect the updated Mobility Corridor numbers throughout Chapter 5			<ul style="list-style-type: none">• Determination of how the project will meet remaining needs identified in the planning process and the Mobility Corridors will occur through a Corridor Refinement Plan, and the analysis that will take place as part of the 2018 Regional Transit Strategy and the creation of the 2018 Regional Transportation Plan.• Amend as requested number of Mobility Corridor from #15 to #24• Section 5.3.2.4 needs to be edited because it is where the Powell-Division corridor is discussed in relation to the East Metro Connections Plan. These edits clarify the Regional East-West Transit Link to reflect the Division Transit Project. No text related to north-south needs is being proposed here.• Amend text of Section 5.3.2.4 (Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #24)) by updating subsection 3. Regional Mobility “Regional east-west transit link” to reflect the Division Transit Project and the need to complete a future Corridor Refinement Plan for Powell Boulevard.• Add new section 5.3.2.5 (Division Transit Project) (Mobility Corridors #19 and #20) describing the Division Transit Project and remaining steps to complete project development. Add new text “Recommended 2014 RTP system map changes” to document the need for RTP Figures 3.1 (RTP Investments-North) and 3.2 (RTP Investments-East) to be updated as part of the 2018 RTP update to reflect the project changes made by this RTP amendment.
Background P2	<p>Currently, the Powell Division Transit and Development Project alignment is shown in the 2014 RTP <u>shows high capacity transit alternatives</u> to run along inner SE Powell Boulevard <u>or SE Division</u></p>	Currently, the Powell-Division Transit and Development Project alignment is shown in the 2014 RTP to run along inner SE Powell Boulevard from the Willamette River to SE 82 nd Avenue.		TriMet’s comments - <ul style="list-style-type: none">• Amend as proposed.

Comment [KK5]: This is not entirely accurate – the “swath” in the HCT plan shows both Powell and Division. The EMCP amendment into the RTP, however, reflects Division within Gresham – but it did not address the “inner Portland” section and did not show Powell as the selected alternative. Thus, my edits.

PD_RTP staff report				
Section	Gresham comments	TriMet comments	ODOT comments	Metro response/action
	<p>from the Willamette River to SE 82nd Avenue, on SE 82nd Avenue from SE Powell Boulevard to SE Division Street, and on outer SE Division Street from 82nd Avenue to the Gresham Transit Center. As the<u>Through the Powell-Division Transit and Development process the final alignment in</u> the Locally Preferred Alternative alignment has changed to run<u>runs</u> entirely along SE Division Street from the Willamette River to the Gresham Transit Center. the p<u>Proposed</u> 2014 RTP amendments also includes revisions to Figure 2.1 <u>(name/title)</u>, Figure 3.1 <u>(name/title)</u>, and Figure 3.2 <u>(name/title)</u>, which will modify the Powell-Division alignment to run entirely along SE Division Street from Downtown Portland to the Gresham Transit Center and change the alignment’s corridor designation from “Future High Capacity Transit – Proposed” to “Future High Capacity Transit – Planned.” The map changes will also include a new project along the Powell Boulevard Corridor, which will be outside of the financially constrained list of projects and will have a corridor designation of “Future High Capacity Transit – Proposed.”</p>	<p>on SE 82nd Avenue from SE Powell Boulevard to SE Division Street, and on outer SE Division Street from 82nd Avenue to the Gresham Transit Center. As the final alignment in the Locally Preferred Alternative has changed to run entirely along SE Division Street from the Willamette River to the Gresham Transit Center, the proposed 2014 RTP amendment also includes revisions to Figure 2.1, Figure 3.1, and Figure 3.2, which will modify the Powell-Division alignment to run entirely along SE Division Street from Downtown Portland to the Gresham Transit Center and change the alignment’s corridor designation from “Future High Capacity Transit – Proposed” to “Future High Capacity Transit – Planned.” The map changes will also include a new project along the Powell Boulevard Corridor, which will be outside of the financially constrained list of projects and will have a corridor designation of “Future High Capacity Transit – Proposed.”</p>		<p>Gresham’s comments: Amended as follows (footnote provides link to online version of RTP transit network map):</p> <p>Currently, the Powell-Division Transit and Development Project alignment is shown in the 2014 RTP transit network map to run along inner SE Powell Boulevard from the Willamette River to SE 82nd Avenue, on SE 82nd Avenue from SE Powell Boulevard to SE Division Street, on outer SE Division Street from 82nd Avenue to the Gresham Transit Center, and on Division and Kane from Gresham Transit Center to Mount Hood Community College¹. As the alignment in the Locally Preferred Alternative has changed to run entirely along SE Division Street from the Willamette River to downtown Gresham, the proposed 2014 RTP amendment describes changes to Figure 3.1 (RTP Investments – North) and Figure 3.2 (RTP Investments – East), which will be updated as part of the 2018 RTP update process to modify the Powell-Division alignment to run entirely along SE Division Street from Downtown Portland to downtown Gresham. The map changes will also include a new project (#11745) as a future planning project to study how to address unmet transit, safety, and mobility needs for all modes in the Powell Boulevard corridor, which will be outside of the financially constrained list of projects. These maps will be updated as part of the 2018 RTP update to include multiple planning projects in addition to the Powell Corridor Refinement Plan.</p> <p>Added new text to reflect that Figure 2.10 and HCT map will be edited as part of RTS and 2018 RTP:</p> <p>Metro is currently in the middle of a major update to the Regional Transportation Plan (RTP) which includes development of a Regional Transit Strategy to reflect the current regional vision for transit. This comprehensive analysis is a better forum for updating the region’s transit network maps to reflect the LPA and other remaining transit needs identified in the Powell-Division</p>

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

Comment [KK6]: Do you want to call it “Powell-Division Transit and Development” project here, for consistency?

Comment [KK7]: Not sure how you want to handle this – it was originally referred to as the Powell-Division Transit (and Development) project. For recording purposes, do you want to reflect than and mention that it became the “Division Transit” project, to minimize any confusion?

I won’t mark up the remainder of this document to reflect that but would propose this for sake of consistency.

PD_RTP staff report				
Section	Gresham comments	TriMet comments	ODOT comments	Metro response/action
				Transit and Development Project planning process. Consequently, two maps (“Going Places: Regional High Capacity Transit System Map” first adopted by Metro Council July 9, 2009, and the “Figure 2.10 Regional Transit Network” adopted by Metro Council July 17, 2014) will be replaced by an updated transit network map that reflects the 2018 Regional Transit Update and development of the 2018 Regional Transit Strategy.
Background: Demonstration of compliance with Federal Clean Air Act Amendments P2	Demonstration of compliance with the Federal Clean Air Act Amendments The Regional Transportation Plan must be consistent with the Oregon State Implementation Plan (SIP) for air quality to maintain air quality standards in the Portland area. Metro prepared an air quality conformity determination for the 2014 Regional Transportation Plan that documents the plan’s investments are in compliance with emissions budgets allocated by the SIP and, therefore, conforms with federal and state air quality regulations. The Division Transit <u>Project</u> was included in the joint air quality conformity determination for 2014 RTP and the 2015-2018 Metropolitan Transportation Improvement Program (MTIP) adopted in July 2014.			Amended as requested. The Powell-Division Transit and Development Project’s transit project was included in the joint air quality conformity determination for the 2014 RTP and the 2015-2018 Metropolitan Transportation Improvement Program (MTIP) adopted in July 2014.
Background: Demonstration of compliance with Federal Clean Air Act Amendments P2	Since 2014, In 2016 the locally preferred alternative for the <u>Powell-Division Transit and Development</u> Project was identified and adopted by the project steering committee, reflecting minor modifications from what had been originally assumed in the 2014 RTP air quality conformity analysis. An interagency consultation with federal, state, and regional partners in November 2016 determined the minor modifications to the locally preferred alternative for the Division Transit Project are insignificant for air quality analysis purposes and, therefore, this amendment does not result in any change in status to the 2014 RTP air quality conformity determination.			Amended as requested.
Background: Demonstration of Financial constraint P2	Demonstration of financial constraint The Division Transit Project must be updated in and the Powell Boulevard Corridor Refinement Plan must be added to the 2014 RTP Project List, Appendix 1.1. to be included in the 2014 RTP. To demonstrate fiscal constraint under federal law, the Division Transit Project’s proposed budget of \$175 million must fit within the adopted financially constrained revenue forecast for the 2014 RTP. To demonstrate fiscal constraint, additional 2014 RTP financially constrained project list amendments were identified in cooperation with TriMet. All project amendments (additions and deletions) are	Demonstration of financial constraint The Division Transit Project must be updated <u>to reflect the LPA in</u> , and the Powell Boulevard Corridor Refinement Plan must be added to the 2014 RTP Project List, Appendix 1.1. to be included in the 2014 RTP.		TriMet comment amended as requested. Gresham’s comments amended as requested in first sentence, but not in last. Explanation --While the Powell Boulevard Corridor Refinement Plan- Future will be included in the project list, it will not be in the financially-constrained project list, and therefore, does not need to demonstrate financial constraint.

Comment [KK8]: With this project deleted, will need to “re-balance” the project list.

PD_RTP staff report				
Section	Gresham comments	TriMet comments	ODOT comments	Metro response/action
	<p>exempt from the federally-required air quality conformity analysis. The additional amendments needed to demonstrate fiscal constraint are: delete three projects (#11035, #11590, and #11593), modify the project cost for two other projects (#11230 and #10901), and remove five other projects from the financially constrained project list (#10985, #10989, #10997, #11592, and #11595) and add them to the list of additional investments the region would make if more funding was available – called the “state” system of investments. In addition, this amendment includes the addition of a new project (#11745) for the Powell Boulevard Corridor Refinement Plan. These changes are included as Exhibit C to the RTP Amendment Ordinance No. 17-1396.</p>			
Analysis/Information: Known Opposition P3		<p>The Powell-Division Project’s Steering Committee used a consensus-based decision making process where green cards indicate support for the consensus statement, yellow cards indicate support for some elements of the consensus statement but with reservations or strong concerns, and red cards indicate that the steering committee member cannot<u>could not</u> support the consensus statement unless certain conditions are<u>were</u> met. Steering committee members voting red cards are<u>were</u> required to provide recommendations or conditions that would need to change in order for them to consider changing their vote to a yellow card or green card.</p> <p>This voting process took place as the project definition progressed to assess the level of support or opposition to the project through a series of votes taken throughout the project<u>LPA development process</u>. C<u>B</u>ecause community groups made up over half of the steering committee. <u>Concerns expressed throughout the process included items specific to the LPA such as station spacing and alignment as well as eonconcerns often centered on equity issues (outside of the LPA like such as affordable housing, serving low income areas, and educational institutions).</u></p> <p>Issues that garnered opposition were addressed when re<u>re</u> possible by the project team to as the LPA development advanced.<u>develop the LPA</u>. Two major examples are when the project terminus was shifted to the Gresham Transit Center (rather than Mount Hood Community College) and when the project moved off from Powell Boulevard to Division Street in inner</p>		Amend as requested.

PD_RTP staff report				
Section	Gresham comments	TriMet comments	ODOT comments	Metro response/action
		Portland from the Tilikum Crossing to 82nd Avenue.		
Known Opposition P4	<p>To address the shift in terminus location, the project team and some steering committee members met and developed a strategy to improve the Gresham Transit Center and access to the Mount Hood Community College through better station design and transit service on the Line 20-Burnside/Stark as well-and other potential service improvements. These commitments were memorialized in the MHCCa Memorandum of Understanding, which was an attachment to the Gresham and Multnomah County LPA Ordinances.</p> <p>The other major point of opposition was when the project alignment was moved from inner Powell Boulevard to inner Division Street to avoid major property impacts, allow a project to move forward in the near term, and achieve desired reliability and transit travel times. Metro, TriMet, the City of Portland, the City of Gresham, and Multnomah County project team members created a “Powell-Division Corridor Transportation and Development Strategy,” which was shared with the Steering Committee. The strategy outlined near-term transit investments that TriMet would explore and a commitment from Metro to advance Powell Boulevard for regional consideration and prioritization within the High Capacity Transit process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements (as well as the MHCC transit commitments) through the 2018 RTP process. This document was shared and reviewed by the steering committee. It also was adopted as an attachment to the City of Portland’s LPA Ordinance. (See Attachment 2: Powell-Division Corridor Transportation and Development Strategy). 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 City of Gresham has concerns about future High Capacity Transit on Powell Boulevard within Gresham City limits.</p>	<p>To address the shift in terminus location, the project team and some-interested steering committee members met and developed a strategy to improve access to the Mount Hood Community College through better-more frequent transit service on the Line 20-Burnside/Stark and other future proposed improvements. These commitments were memorialized in the MHCC Memorandum of Understanding, which was an attachment to the Gresham and Multnomah County LPA Ordinances.</p> <p>The other major point of opposition was when the project alignment was moved from inner Powell Boulevard to inner Division Street from the Tilikum Crossing to 82nd Avenue to avoid major property impacts, allow a project to move forward in the near term, and achieve desired reliability and transit travel times. Metro, TriMet, the City of Portland, the City of Gresham, and Multnomah County project team members created a “Powell-Division Corridor Transportation and Development Strategy,” which was shared with the Steering Committee. The strategy outlined near-term transit investments that TriMet would explore and a commitment from Metro to advance Powell Boulevard for regional consideration and prioritization within the High Capacity Transit process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements (as well as the MHCC transit commitments)-. This document was shared and reviewed by the steering committee. It also was adopted as an attachment to the City of Portland’s LPA Ordinance. (See Attachment 2: Powell-Division Corridor Transportation and Development Strategy). The City of Gresham supports future Corridor Refinement planning on Powell Boulevard within the Portland City limits. However, Bbased on community feedback and analysis during the Powell-Division Transit and Development project, the City of Gresham has concerns about future High Capacity Transit on Powell Boulevard within Gresham City limits.</p>		<p>Gresham comments and response.</p> <ul style="list-style-type: none">• First paragraph. Not amended. Revisions do not emphasize Gresham Transit Center and stations.• Second paragraph.<ul style="list-style-type: none">• Partially amended.• "to advance Powell Boulevard for regional consideration within the High Capacity Transit planning and prioritizing process”• Amended to remove last sentence. <p>TriMet comments and response.</p> <ul style="list-style-type: none">• First paragraph. Amended as proposed• Second paragraph.<ul style="list-style-type: none">○ Some amendments proposed for clarification○ Keeping MHCC language <p>Added language to clarify SC concerns regarding MHCC MOU: Some Steering Committee members expressed that their support for the LPA was contingent upon the adoption of the Memorandum of Understanding.</p> <p>Added language to reflect Powell Boulevard needs and Steering Committee member concerns: Powell Boulevard improvements require further study to determine the appropriate solutions for unmet needs. The Corridor Refinement Plan project shall include an in-depth review of past analysis and community input of the East Metro Connections Plan, Outer Powell Boulevard Conceptual Design Plan, the Outer Powell Safety Project, the Powell-Division Transit and Development Project, and other past studies to identify unmet needs and potential solutions. A future corridor refinement effort would also be informed by the 2018 RTP and Regional Transit Strategy policy direction.</p> <p>The Powell-Division Transit and Development Project’s Steering Committee voted on final elements of the LPA on October 24th and November 7th, 2016 using the</p>

PD_RTP staff report				
Section	Gresham comments	TriMet comments	ODOT comments	Metro response/action
				consensus-based decision making process described above. On the October 24th vote there were 11 green cards, two yellow cards and four red cards. Based on the subsequent outreach and discussions with concerned steering committee members, on November 7th three of the red card votes were amended to yellow cards. The final steering committee vote on the LPA statement was 11 green cards, five yellow cards and one red card. At the October 24, 2016 and November 7, 2016 Steering Committee meetings, committee members indicated a concern that identified commitments were not sufficient without being memorialized in writing as part of the City of Portland adoption of the LPA. A number of steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address any unmet safety and mobility needs moving forward among other concerns described below. Steering committee meeting minutes were documented as part of the public record for the Powell-Division Transit and Development Project.
P4	<p>Commitments from partner agencies to address the remaining red card concerns were developed in collaboration with the community members on the steering committee and Metro, TriMet and the City of Portland. Comments and concerns fell primarily into six categories: project benefits, affordable housing commitments, small business support and local hiring as the project moves forward, future decision-making structure, reallocation of Line 4-Division service hours to <u>connections to and within</u> the corridor, and safety and mobility, project speed and reliability, and station locations. The actions to address these concerns are memorialized in Attachment 3: Memorandum of Understanding for the Division Transit Project Locally Preferred Alternative between the City of Portland Bureau of Transportation (PBOT), TriMet, Metro, Asian Pacific American Network of Oregon (APANO), Organizing People/Activating Leaders (OPAL) Environmental Justice Oregon, East Portland Action Plan (EPAP), and Division-Midway Alliance Neighborhood Prosperity Initiative (NPI).</p> <p>With the commitments made and memorialized in attachments to the LPA ordinances the project partner agencies (the City of Portland, the</p>	<p>Commitments from partner agencies to address the remaining red card concerns were developed in collaboration with the community members on the steering committee and Metro, TriMet and the City of Portland. Comments and concerns fell primarily into six categories: project benefits, affordable housing commitments <u>in the corridor</u>, small business support and local hiring as the project moves forward, future decision-making structure, reallocation of Line 4-Division service hours to the corridor, and safety and mobility, project speed and reliability, and station locations. The actions to address these concerns are memorialized in Attachment 3: Memorandum of Understanding for the Division Transit Project Locally Preferred Alternative between the City of Portland Bureau of Transportation (PBOT), TriMet, Metro, Asian Pacific American Network of Oregon (APANO), Organizing People/Activating Leaders (OPAL) Environmental Justice Oregon, East Portland Action Plan (EPAP), and Division-Midway Alliance Neighborhood Prosperity Initiative (NPI).</p> <p>With the commitments made and memorialized in attachments</p>		<p>Gresham comments and response.</p> <ul style="list-style-type: none">• <u>First paragraph</u>. Not amended. <p><u>Addressing Gresham comment about Powell Boulevard and Mobility Corridors.</u></p> <p>The City of Portland took no action regarding the MHCC and the City of Gresham took no action regarding the Corridor Wide Strategy that was developed in collaboration with all the partners. Still, the RTP will recognize the conditions of approval that were taken by the City of Portland and the City of Gresham as part of the RTP amendment. Mobility corridors have been addressed in Background section of Staff Report (P1-2).</p> <p>TriMet comments.</p> <ul style="list-style-type: none">• Amended as requested.

Comment [KK9]: Brian Monberg: It is important to note that neither Multnomah County nor the City of Gresham had any action regarding the future of Powell Boulevard. It is curious why this change is being proposed for the Regional Transportation Plan if it was never presented to local councils for adoption.

Comment [KK10]: Brian Monberg: There is no mention of Mobility Corridors in any of this legislative record. The substance of this entire action are changes to Chapter 5 of the RTP – including the revision to language regarding Mobility Corridors, and the inclusion of a new Mobility Corridor. Nothing in any of these Metro Council actions provide the justification for those changes. Please site any direction given by Metro Council for changes to the Mobility Corridors.

Conversely, this legislative record references HCT Corridor #10. Nothing in this Staff Report or proposed changes in the RTP amendments include any reference to the HCT corridor.

Comment [KK11]: Add in the East Metro Connections Plan adoption

PD_RTP staff report				
Section	Gresham comments	TriMet comments	ODOT comments	Metro response/action
	City of Gresham, and Multnomah County) all adopted the LPA <u>unanimously</u> .	to the LPA ordinances the project partner agencies (the City of Portland, the City of Gresham, and Multnomah County) all adopted the LPA unanimously.		
Legal Antecedents, Metro P6	Legal Antecedents, Metro <u>Metro</u>			
	<ul style="list-style-type: none">Resolution No. 12-4345, For the Purpose of Updating the Work Program for Corridor Refinement Planning and Designating the Powell-Division High Capacity Transit Corridor as the Next Regional Priority for Completion of Corridor Refinement and Commencement of Alternatives Analysis, adopted on May 17, <u>2012</u>.			Amended as requested. East Metro Connections Plan adoption is added in the resolutions under Metro Legal Antecedents as: Resolution No. 12-4364, For the Purpose of Endorsing the East Metro Corridor Refinement Plan, adopted on August 9, 2012.
Legal Antecedents, Local Jurisdictions P6	Local Jurisdictions <ul style="list-style-type: none">The Gresham City Council unanimously adopted Resolution No. 3267, to accept the Powell-Division Transit & Development Project Locally Preferred Alternative <u>with identified enhancements to the Gresham Transit Center and Mt. Hood Community College</u>;The Portland City Council unanimously adopted Resolution No. 37254, to adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval;The TriMet Board of Directors unanimously adopted Resolution 16-12-70, to recommend confirmation of the Locally Preferred Alternative for the Powell-Division Transit and Development Project;The Multnomah County Board of Commissioners unanimously adopted Resolution No. 2016-131, to adopt the Steering Committee’s Powell-Division Transit and Development Project Locally Preferred Alternative with identified enhancements to <u>the Gresham Transit Center and Mt. Hood Community College</u>.			Amended with revisions clarifying both Gresham and Multnomah County adoptions: ...with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College
Anticipated Effects P7		Approval of this ordinance would allow the Division Transit Project to move towards <u>forward</u> <u>towards</u> implementation and for the project partners to begin: 1) the environmental review process under the National Environmental Policy Act (NEPA),		Amend as requested.

PD_RTP staff report				
Section	Gresham comments	TriMet comments	ODOT comments	Metro response/action
		<p>which may include preparation of an environmental impact statement, an environmental assessment or the most likely review, a documented Categorical Exclusion (DCE); 2) completion of the details of the finance plan and final design; and 3) other actions to advance towards construction of the project.</p> <p>With the timely completion of environmental review, the Concurrence (for a DCE) or Record of Decision (for an environmental assessment or environmental impact statements) and a Full Funding Small Starts Grant Agreement with the Federal Transit Administration, construction could begin in 2019 late 2018 and operation could begin as early as 2021, initiating approximately 14 miles of new bus rapid transit service.</p>		Amend as requested.
Recommended Action P7	Adopt Ordinance No. 17-1396 For the Purpose of Amending the 2014 Regional Transportation Plan to Include the Locally Preferred Alternative of the Powell-Division Transit and Development Project from Downtown Portland to the Gresham Transit Center, and to Designate the Powell Boulevard Corridor for Future Corridor Refinement Planning.			Amended to remove language: Adopt Ordinance No. 17-1396 For the Purpose of Amending the 2014 Regional Transportation Plan to Include the Locally Preferred Alternative of the Powell-Division Transit and Development Project.

Metro Council Ordinance				
	Gresham Comments Metro Council ordinance	TriMet comments	ODOT comments	Metro response/action
Opening paragraph P1	FOR THE PURPOSE OF AMENDING THE 2014 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE OF THE POWELL-DIVISION 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 AND TO ADVANCE POWELL BOULEVARD FOR REGIONAL CONSIDERATION FOR ENHANCED TRANSIT IMPROVEMENTS IN THE DEVELOPMENT OF THE REGIONAL TRANSIT STRATEGY AS PART OF THE 2018 RTP.	FOR THE PURPOSE OF AMENDING THE 2014 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE OF THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT FROM DOWNTOWN PORTLAND TO THE GRESHAM TRANSIT CENTER DOWNTOWN GRESHAM, AND TO DESIGNATE THE POWELL BOULEVARD CORRIDOR FOR COMPLETION OF CORRIDOR REFINEMENT PLANNING		Amend to remove some language. New title: FOR THE PURPOSE OF AMENDING THE 2014 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE OF THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT. <u>Explanation:</u> The region will develop solutions for Powell Boulevard through the 2018 RTP planning process. Also, the enhanced transit category has not been adopted into the 2014 RTP. So, it can't be added to that document.
Whereas statements P1-3	WHEREAS, in August 2012, the Metro Council adopted Resolution No. 12-4362, For the Purpose of Endorsing the East Metro Corridor Refinement Plan ;	1. WHEREAS, on November 7, 2016, the Steering Committee made a recommendation for a Locally Preferred Alternative, including the mode of transportation, alignment, and <u>general</u> station locations; and WHEREAS, on December 7, 2016, the Portland City Council adopted Resolution No. 37254, to <u>adopt</u> the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval; and WHEREAS, Federal Transit Administration <u>regulations</u> requires 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 <u>considered for a Small Starts Capital Investment Grant project rating</u> ; and		Response to TriMet Comments: Amend as requested. Note: partner adoptions reflect language that was in their adopting resolutions/ordinances, which differed by agency. Response to Gresham comments: Updated first WHEREAS to clarify: ... Endorsing the East Metro Corridor Refinement Plan which identified Division Street as the preferred location for a major transit improvement in the City of Gresham 2. Not amended. 3. Not amended. 4. Not amended. Local planning efforts included efforts in Portland and Gresham. Particularly, the East Metro Connections Plan covers Gresham. 5. Amended Gresham and Multnomah County adoptions as follows:
	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, <u>local planning efforts</u> completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor <u>portion of the corridor with City of Portland</u> , 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			

Comment [KK12]: This proposed change is consistent with what ODOT has proposed for revised text.

Also agree with ODOT's proposed change to text in Exhibit C (not sent as attachment with the email on Friday), i.e.:
"Title: Powell Blvd Transit Enhancements. Project Purpose: develop ~~and implement~~ enhanced transit service on Powell Blvd, consistent with the Powell-Division Corridor Strategy, with consideration of improvements to safety for all modes of travel, and to bicycle and pedestrian access to transit

Comment [KK13]: Additional language here or a new WHEREAS that addresses Division as the adopted HCT corridor (within Gresham) via the EMCP process.

Comment [KB18]: why does COG "accept" and COP Adopt and TriMet recommend confirmation? Is that intentional or can we make the language more uniform?

Comment [KK14]: i.e., these were not identified as part of local planning efforts in the Gresham portion of Powell

Comment [KK15]: Not sure if this project is still funded.

Comment [e16]: Find language and make it more reflective of MOU

Comment [e17]: Same.

Metro Council Ordinance				
	Gresham Comments Metro Council ordinance	TriMet comments	ODOT comments	Metro response/action
	WHEREAS, on December 6, 2016, the Gresham City Council adopted Resolution No. 3267, to accept the Powell-Division Transit & Development Project Locally Preferred Alternative <u>with identified enhancements to the Gresham Transit Center and Mt. Hood Community College; and</u>			...with an attached memorandum of understanding denoting that TriMet will seek to identify enhancements to the Gresham Transit Center and improve transit service to Mt. Hood Community College
	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 <u>the Gresham Transit Center and Mt. Hood Community College; and</u>			ADDED to address Powell’s relation to 2018 RTP as described elsewhere: WHEREAS, the region is currently developing a 2018 Regional Transportation Plan which is considering regional safety, and mobility needs for all modes of travel throughout the region, including within the Powell-Division Transit and Development Project study area; and
The Metro Council ordains as follows: P3		1.a. The text of the 2014 Regional Transportation Plan (“RTP”) is amended as indicated in Exhibit A, attached and incorporated into this ordinance, to include the Powell-Division Transit and Development Plan Locally Preferred Alternative in the Financially Constrained RTP.		Amend as requested, with modification to show “Project” instead of “Plan”
P3	2.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” <u>along SE and NE Division Street; and to update the length of SE Powell Boulevard from the Tilikum Crossing to the Gresham Transit Center to “Proposed Future High Capacity Transit.”</u>			2.a is removed. Existing 2b. changed to now be 2.a and modified with additional language. See below. Added NEW 2.b. The two 2014 RTP transit network maps, Figure 2.10, Regional Transit Network Map, adopted July 17, 2014, and Going Places: Regional High Capacity Transit System Plan, first adopted by Metro Council July 9, 2009 will be replaced by an updated transit network map that reflects the 2018 Regional Transit Strategy as part of the 2018 RTP update currently underway to include the Division Transit Project Locally Preferred Alternative and to reflect remaining transit needs in the corridor for Powell Boulevard and other roadways reflecting regional input.
P3	2.b. Amend Figures 3.1, RTP Investments – North and 3.2, RTP			Renumbered to 2.a. and revised The two affected 2014 RTP Investments maps (Figures 3.1, RTP Investments –

Comment [KK19]: REMOVED 10909: “Powell-Division Transit Project – Project Development” (“to further develop and advance the Near Term corridor identified in the HCT System Plan through TOW acquisition to include in conformity modeling”). Note: scope is “HCT on Powell-Division from Portland CBD to Gresham TC”

REVISED 1090 to: “Division Transit Project – Capital Construction”. HCT on Division from Portland CBD to Gresham TC.

Comment [KK20]: NEW project: “Powell Blvd. Corridor Refinement Plan (“to further develop and advance the Near Term corridor identified in the HCT System Plan through TOW acquisition to include in conformity modeling”. Scope: HCT on Powell Blvd. from Portland CBD to Portland City Limits.

Comment [m21]: Portland may say that Powell is not disqualified from being a separate HCT corridor, but, there is no guarantee that the rest of the region will agree to add it. Adding the underlined language above about advancing it for consideration as part of the Regional Transit Strategy to the 2014 RTP implementation (corridor planning) chapter is the right way to address it – not a 2014 RTP project list amendment.

Metro Council Ordinance				
	Gresham Comments Metro Council ordinance	TriMet comments	ODOT comments	Metro response/action
	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 that advances Powell Boulevard for regional consideration for enhanced transit improvements in the development of the Regional Transit Strategy as part of the 2018 RTP.			North and 3.2, RTP Investments – East), will be updated as part of the 2018 RTP update to modify the location of project number 10909 as a financially constrained project, to reflect the Locally Preferred Alternative alignment; and to add project number 11745 as an unconstrained project and as a future planning project to study how to address unmet transit, safety, and mobility needs for all modes in the SE Powell Boulevard corridor from the Tilikum Crossing to Gresham.
P3	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 advancing Powell Boulevard for regional consideration for enhanced transit improvements in the development of the Regional Transit Strategy as part of the 2018 RTP. Powell Boulevard Corridor Refinement Plan project.		ODOT is fine with amendments to Chapter 5, Implementation but prefers these edits, “advance Powell Blvd. for regional consideration for enhanced transit improvements as an HCT Corridor in the development of the Regional Transit Strategy as part of the 2018 RTP.”	No edits Corridor Refinement Plan will be listed in the unconstrained project list to study and identify strategies to address unmet needs.

Comment [MB22]: Please describe why these amendments make no change to the HCT system plan designation. Should this also require amendments to the HCT system plan, or is that proposed to be done as part of the 2018 update?

These changes make no reference to either the HCT System Plan or the HCT System Plan priority tiers. This should include an update to Figure 2.12 of the RTP. In addition, the RTP states that “regional HCT system corridors are grouped into one of four priority tiers, along with specific targets and various steps local jurisdictions could follow to advance a project to a higher tier. The four tiers are based on an HCT corridor’s readiness and regional capacity to study and implement HCT projects. Tiers **would be reassessed as part of each RTP update or by RTP amendment.”** (pages 2-47, 2-48 of the RTP)

Comment [MB23]: The Powell-Division corridor was established by Metro Council Resolution No. 12-4345 in May of 2012. That resolution established a boundary for the project corridor. The resolution made no reference to Mobility Corridors.

The 2014 RTP was adopted in July 2014. There was no reference to a Mobility Corridor in relation to Powell-Division Transit Study.

If there is no precedent in either the initial council resolution, or the RTP adoption that occurred fourteen months later, why...

Comment [MB24]: There is no precedent in the HCT Plan for an HCT connection between Lents and Gresham. Lents has a different boundary compared to the HCT Corridor #10. Lents is already served by MAX light rail.

RTP Ordinance Exhibit A- Text Edits to the 2014 RTP				
	Gresham RTP Amendment Exhibit A Comments	TriMet RTP Amendment Exhibit A Comments	ODOT comments	Metro response/action
Title P1	DRAFT Exhibit A to Ordinance to Adopt Amendments to the Regional Transportation Plan (Text Edits)			
1. Table 5.1. Mobility Corridors Recommended for Future Corridor Refinement Plans P1	Table 5.1. Mobility Corridors Recommended for Future Corridor Refinement Plans <u>Mobility Corridors #2 and #3 - Portland Central City to Wilsonville and Sherwood, which includes I-5 South²</u> <u>Mobility Corridor #4 - Portland Central City Loop, which includes I-5/I-405 Loop</u> <u>Mobility Corridors #7, #8 & #9 - Clark County to I-5 via Gateway, Oregon City and Tualatin, which includes I-205</u> <u>Mobility Corridor #24 14 &#15 - Beaverton to Forest Grove, which includes Tualatin Valley Highway</u> <u>Mobility Corridors #19 and #20-Portland City Center to Lents and Lents to Gresham</u>			No action taken. Explanation: Table 5.1 is modified to reflect the Mobility Corridors that were included in the appendix to the 2014 RTP that included Powell and Division Streets between downtown Portland and downtown Gresham. The Powell-Division Corridor was in the project development phase and through the project study it was determined that there were unmet needs for transit, mobility and safety that would not be addressed by the Division Transit Project. Therefore, a Corridor Refinement Plan is proposed in the future to identify appropriate solutions for remaining needs for transit, safety, and mobility of all modes. Timing of the corridor refinement plan will be coordinated with the 2018 RTP planning process.
2. Page 5-13, amend title of Section 5.3.1.5 as follows: P1	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)	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: P1	3. Page 5-17, add new Section 5.3.1.6 as follows: <u>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</u>	<u>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</u>		<u>Gresham Comments</u> Amend some as requested. Shortened sentence to leave off the High Capacity Transit Plan. Removed language discussing City of Gresham support and concerns. Modified paragraph is below. <u>TriMet Comments</u>

² In coordination with project development activities for Mobility Corridor #20.

Comment [MB25]: The East Metro Connection Plan addressed the Powell Boulevard transit, safety, and mobility needs within the City of Gresham. There is no precedence for making the claim that Powell within the City of Gresham does not address transit, safety, and mobility needs.

Comment [MB26]: Please provide a source for this finding. This is an explicit finding of policy, and as such, should have some precedent in an adopted document.

Comment [KB30]: The wording is confusing. I think there needs to be two paragraphs, one documenting Gresham's preference and a separate paragraph documenting the public support in Portland for including future Powell study/project.

Comment [MB27]: The original sentence lacked precision. Please use language that is reflective of project agreements.

Comment [MB28]: This claim has no source; please delete. The City of Gresham would not be making policy decisions for the City of Portland.

Comment [MB29]: This is an inaccurate statement that has no source. "City of Gresham" positions are established by policy through the Gresham City Council. Council has made no action on this.

City Gresham has, repeatedly, reflected that future HCT investments in the City of Gresham should reflect the prioritization of Division Street.

RTP Ordinance Exhibit A- Text Edits to the 2014 RTP				
	Gresham RTP Amendment Exhibit A Comments	TriMet RTP Amendment Exhibit A Comments	ODOT comments	Metro response/action
	<p><u>remain on Powell Boulevard. Consequently, the Powell-Division Transit and Development Plan Steering Committee recommended to advance Powell Boulevard for regional consideration and prioritization within the High Capacity Transit planning process, 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 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:</u></p>	<p><u>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 City of Portland included language documenting this recommendation in their LPA adopting resolution, as follows:</u></p>		<p>Addressed through the Gresham edits.</p> <p><u>The Powell-Division Transit and Development Plan alternative analysis identified a project – now called the Division Transit Project - that addresses some of the needs identified for the Powell-Division Corridor by improving transit and safety on Division Street with a bus rapid transit project. The Division Transit Project is a part of the financially constrained RTP project list. The Division Transit Project does not fully address the transit, safety, and mobility needs that remain on Powell Boulevard. Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. Project partners recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of Steering Committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on community feedback and analysis during the Powell-Division Transit and Development project, the City of Portland included language documenting this recommendation in their LPA adopting resolution, as follows:</u></p>
P2	<p><u>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</u></p>			<p>Amended first paragraph as requested. No changes to second paragraph.</p>

Comment [MB31]: Please provide a source for this claim. Positions of policy should have a primary source. The steering committee stated to advance “Powell Blvd for regional consideration and prioritization within the High Capacity Transit planning process, and amending the Regional Transportation Plan to assert continued need for Powell Blvd transit improvements.” We are not aware of any adopted position regarding timeline.

Comment [MB32]: The Powell-Division Corridor is the High Capacity System Plan Corridor #10. It should be noted that Mobility Corridors #19 and #20 have geographies that are much larger than the HCT Corridor, and include portions of Clackamas County.

Comment [MB33]: This entire paragraph is redundant to the sentences that begin Section 5.3.1.6 (see previous page)

Comment [KB34]: modify them to do what?

Comment [MB35]: Please provide a source for this. If this is from the Corridor Wide Strategy, it should be presented in the same way it was presented to the steering committee.

RTP Ordinance Exhibit A- Text Edits to the 2014 RTP				
	Gresham RTP Amendment Exhibit A Comments	TriMet RTP Amendment Exhibit A Comments	ODOT comments	Metro response/action
	<p>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)</p> <p>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.</p>			
P2		<p>Strategies identified to improve the corridor include:</p> <ul style="list-style-type: none">Near term:<ul style="list-style-type: none">System and demand management along Powell Boulevard and parallel facilities for all modes of travel.Improved, safe pedestrian and bicycle crossings of Powell Boulevard.Modify existing signals, coordinate and optimize signal timing to improve traffic operations on Powell Boulevard.Prioritize and construct safety and streetscape improvements from SE 50th to SE 84th Ave.		<p>TriMet Comment. Not amended.</p> <p>The signals were identified for improvements in the 2012 Mobility Corridor Atlas. The improvements are not funded, but could be listed as an identified need by a jurisdiction wishing to apply for a grant to make improvements.</p> <p>Revised language Strategies adopted in the 2012 Mobility Corridor Atlas to improve the corridor include:</p>
	<p>This is consistent with the recommendation of the Powell-Division Transit and Development Project Steering Committee.</p>			<p>Removed sentence and added language as follows: Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. The jurisdictions recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of Steering Committee members qualified their votes of support for the Locally Preferred</p>

Comment [MB36]: The Steering Committee did not recommend a Corridor Refinement Plan.

RTP Ordinance Exhibit A- Text Edits to the 2014 RTP				
	Gresham RTP Amendment Exhibit A Comments	TriMet RTP Amendment Exhibit A Comments	ODOT comments	Metro response/action
				<p><u>Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on this conclusion, the RTP was amended to include an additional, future corridor refinement plan for Powell Boulevard as part of the adoption.</u></p> <p><u>In addition, during the Division Transit Project's LPA process, project partners (TriMet, Metro, City of Gresham, Multnomah County, and Mount Hood Community College) developed a Memorandum of Understanding (MOU), in which TriMet committed to improve service to Mount Hood Community College with more frequent service on the Line 20, which will connect the college to the new bus rapid transit line and neighborhoods, and newtransit amenities added at the college. The MOU also included a commitment to engage with the college and other signatories to identify future transit improvements in the area, and to seek to identify potential improvements at the Gresham Transit Center in coordination with the City of Gresham. Likewise, a number of Steering Committee members shared their support for the LPA was contingent upon these actions.</u></p>
P3	<p><u>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</u></p>			Removed paragraph and added text as noted above.

Comment [MB37]: This section is significantly incomplete. It should include the commitments made during the local adoption process at the City of Gresham and Multnomah County.

At a minimum, it should include references to the enhanced transit connection for the #20 to Mount Hood Community College, as shown on the LPA map. It should also include commitments that were agreed upon in the MOU established with east County partners.

Comment [MB38]: These sentences are inconsistent with the Corridor Wide Strategy presented for the steering committee. The future investments for Powell Boulevard were established by the East Metro Connections Plan Corridor Study. Figure 5.3.1 of the Metro LPA report shows that Powell was screened out of East County very early in this process. There has not been any finding to include future HCT on Powell in the City of Gresham. Nor is there any policy adopted by Gresham City Council. Future HCT on Powell should not proceed unless there is a corresponding City of Gresham action on this matter.

RTP Ordinance Exhibit A- Text Edits to the 2014 RTP				
	Gresham RTP Amendment Exhibit A Comments	TriMet RTP Amendment Exhibit A Comments	ODOT comments	Metro response/action
	<u>2018 RTP update.</u>			
5. Page, 5-25, amend title of 5.3.2.4, as follows: P4	<u>Gresham/Fairview/Wood Village/Troutdale to Damascus (Mobility Corridor #1524)</u>			Amended as requested (see below)
6. Page, 5-28, amend the following language, as follows: P4	<u>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, and Line 20 connections to Mount Hood Community College. 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.</u>	<u>Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. The jurisdictions recognized that Powell Boulevard improvements are still needed to supply essential transit connections in this corridor. Consequently, the Steering committee recommendation included language regarding advancing study of Powell Boulevard as a high capacity transit corridor. Powell Boulevard will require a Corridor Refinement Plan due to uncertainty around solutions for the corridor.</u>		<p>Amended as follows:</p> <p><u>Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. The jurisdictions recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of Steering Committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on this conclusion, the RTP was amended to include an additional corridor refinement plan for Powell Boulevard as part of the adoption.</u></p> <p><u>In addition, as part of the Division Transit Project, service to Mount Hood Community College will be improved with more frequent service on the Line 20 connecting the new bus rapid transit line and neighborhoods, transit amenities added at the college and a commitment to</u></p>

RTP Ordinance Exhibit A- Text Edits to the 2014 RTP				
	Gresham RTP Amendment Exhibit A Comments	TriMet RTP Amendment Exhibit A Comments	ODOT comments	Metro response/action
				<u>engage with the college and other signatories to identify future transit improvements in the area, and seek to identify potential improvements at the Gresham Transit Center in coordination with Gresham designs for Mount Hood Community College. Likewise, some Steering Committee members shared their support for the LPA was contingent upon these actions.</u>
Recommended RTP system map changes	<p><u>Recommended RTP system map changes:</u></p> <p>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.</p> <p><u>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.</u></p>			<p>Amended as follows:</p> <p>Deleted second paragraph.</p> <p>Added year to heading Recommended <u>2010</u> RTP system map changes:</p> <p>Added new language under new section 5.3.2.5 (Division Transit Project): Recommended 2014 RTP system map changes:</p> <p><u>In 2017, the adoption of the Division Transit Project LPA required changes to the Figure 3.1 RTP Investments-North and 3.2 RTP Investments-East to reflect the Locally Preferred Alternative alignment as a financially-constrained project. In addition, a new project (#11745) was added as a future planning project to study how to address unmet transit, safety, and mobility needs for all modes in the SE Powell Boulevard corridor from the Tilikum Crossing to Gresham. This project is included in the larger, unconstrained project list consistent with State of Oregon Transportation Planning rule section 660-012-0020. These maps will be updated as part of the 2018 RTP update, as</u></p>

Comment [MB39]: City of Gresham does not support this policy change. City of Gresham City Council has prioritized Division for future HCT investments.

The RTP change should also include changes to Figure 2.12.

RTP Ordinance Exhibit A- Text Edits to the 2014 RTP				
	Gresham RTP Amendment Exhibit A Comments	TriMet RTP Amendment Exhibit A Comments	ODOT comments	Metro response/action
				<p><u>documented in the June 2017 amendments to the 2014 RTP.</u></p> <p><u>The two RTP transit network maps, Figure 2.10 Regional Transit Network adopted by Metro Council July 17, 2014 and Going Places: Regional High Capacity Transit System Map adopted by Metro Council on July 9, 2009, will be replaced by an updated transit network map that reflects the 2018 Regional Transportation Plan Update and development of the 2018 Regional Transit Strategy.</u></p>

Comment [m40]: See *ODOT comments below
Here's the language regarding future Powell transit improvements from the Powell-Division Corridor Strategy document:

- Potential Line 9-Powell Blvd transit service improvements. Possible options include additional service in peak-hours and limited stop service (TriMet).
- Advance Powell Blvd for regional consideration and prioritization within the High Capacity Transit planning process and amend the Regional Transportation Plan to assert continued need for Powell Blvd transit improvements (Metro).
- Bus stop improvements on Powell at 39th, 82nd, 122nd, 136th (ODOT, TriMet).

Here's the language in City of Portland's **LPA Appendix C** that documents their additional commitments on Powell:

- "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."

The language in Metro's proposed RTP amendment language is even ...**Exhibit A: Amendment to 2014 RTP:**

- P2, 1st sentence, 2nd paragraph - "The directio...

Comment [m41]: In other words, make it a project development/refinement plan phase only, and add consideration of safety and bike/ped access.

Exhibit C project list				
Original text	Gresham comments	TriMet comments	ODOT comments	Metro response/action
11745 Project Name: Powell Boulevard Corridor Refinement Plan			Exhibit C project list We have a problem with the Powell Blvd. refinement plan project in the project list. We’d prefer no project, but if other partners want to see a project, our preferred language would be “Title: Powell Blvd Transit Enhancements. Project Purpose: develop and implement enhanced transit service on Powell Blvd, consistent with the Powell-Division Corridor Strategy, <u>with consideration of improvements to safety for all modes of travel, and to bicycle and pedestrian access to transit.</u> ”	Amended as follows: To study and develop recommendations for addressing unmet transit, safety, and mobility needs for all modes in the corridor Portland CBD to Gresham
Project Purpose: To further develop and advance the Near Term corridor identified in the HCT System Plan through ROW acquisition to include in conformity modeling.			Description: "Implement the transit improvements identified for Powell Blvd in the Powell-Division Corridor Strategy. Advance Powell Blvd for regional consideration for additional improvements as an HCT corridor in the development of the Regional Transit Strategy."	
Project Description: HCT on Powell Boulevard from Portland CBD to Gresham TC.				



October 7, 2016

Powell-Division Transit and Development
Steering Committee
C/O Metro
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Steering Committee Members,

We are writing in support of the Powell-Division Bus Rapid Transit (BRT) Project and an alignment that utilizes the Tilikum Crossing. This is an important project to both Oregon Health & Science University (OHSU) and Portland State University (PSU). Many of OHSU's approximately 15,000 employees, 3,000 students and 250,000 patients, as well as many of PSU's 29,000 students, 4,000 employees, and one million annual visitors live in east and southeast Portland. Further, OHSU and PSU have important partnerships with various community colleges, businesses and organizations in east Portland. This project has the potential to make significant transit improvements in the region and could impact travel behavior at these large institutions.

As you know, both OHSU and PSU strongly encourage transit usage and both have robust travel demand management programs (reduced-rate transit passes for employees and students, various programs promoting bicycle transportation). These programs help keep thousands of vehicles off the road each day. The Powell-Division BRT line utilizing the Tilikum Crossing would provide improved direct access to our universities, hospitals and clinics.

OHSU and PSU are located in the southern portion of Portland's Central City with few direct transit connections to East Multnomah County residents. The selection of the Tilikum Crossing BRT alignment would rectify this situation, providing this community with convenient access to OHSU and PSU and the rest of the Central City. Nearly one mile of transit infrastructure (Tilikum Crossing, dedicated lanes, transit viaduct and stations that can accommodate BRT buses) is already in place, directly connecting our institutions. As congestion in the city grows, the transit time savings from dedicated transit infrastructure will become increasingly important. The selection of the Hawthorne Bridge BRT alignment would require significant out-of-direction travel for many of the line's riders, add delay and require transfers to access our campuses. The Tilikum alignment provides better transit service now and in the future, without sacrificing other important project elements.

We urge you to support the Powell-Division Project with the Tilikum alignment, and in doing so, help make our educational offerings, healthcare services and career opportunities more accessible to East County residents.



Brian Newman

Oregon Health & Science University

Associate Vice President of Campus Planning, Development and Real Estate



Dan Zalkow

Portland State University

Associate Vice President for Planning, Construction and Real Estate