

DIVISION TRANSIT PROJECT

Locally Preferred Alternative (LPA) Conditions of Approval

Status Report: July 2018

	Commitments/Understandings	Implementation Status	Agency Lead
1. Portland City Council			
1	<p>Future updates: The Portland City Council will receive future updates on the Division Transit Project and documentation on the progress towards the actions and items listed in these Conditions of Approval at these key project milestones:</p> <ul style="list-style-type: none"> • Completion of NEPA and submittal of materials to FTA for a project rating currently anticipated in Summer/Fall 2017; and • Completion of funding plan commitments for the project for City Council approval, and submittal for an FTA construction grant agreement, currently anticipated in mid-2018. 	1st of 2 updates to be completed with this document.	PBOT
2. Community Engagement			
2	<p>Community Advisory Committee: Following the adoption of the Locally Preferred Alternative, TriMet will lead community engagement for the transit project and establish a Community Advisory Committee (CAC). This committee will meet monthly to advise TriMet and City of Portland on project design, final station locations, implementation of TriMet’s DBE Contracting and workforce development programs, development of a Conduct of Construction, planning for related bus service, and other project elements.</p> <p>TriMet will seek representatives who ride transit, live, work or own property in the Division Corridor and wear multiple hats including: business associations, NPIs, community-based organizations and neighborhood coalitions; advocates for seniors and people with disabilities; advocates for safe walking and biking; health and education institutions; and local businesses.</p> <p>The CAC will provide advice and recommendations to the Policy & Budget Committee. Two members of the CAC will serve on the project’s Policy & Budget Committee to represent the voice of the CAC to discussions with elected officials and agency leaders.</p>	The CAC has been meeting monthly since March 2017. This committee will continue to meet monthly through project design and may meet less frequently after construction begins. . The Policy & Budget's first meeting was held in June 2017 and will continue to meet quarterly through project design and may meet less frequently after construction begins.	TriMet
3	<p>Business Outreach: TriMet will launch an outreach program to share plans and gather feedback, including a focus on establishing and continuing relationships with businesses adjacent to construction areas. Staff will meet regularly with business owners and associations and maintain a robust online presence with information and opportunities for feedback. Staff will offer and provide language interpretation to encourage direct dialogue with all Division Street business owners.</p>	Three outreach representatives (two bilingual English/Spanish) are in frequent and ongoing contact with business and property owners along the alignment. Community Affairs Representatives present project information to community associations and attends community fairs and festivals.	TriMet
4	<p>Portland Housing Bureau Memorandum of Understanding: PHB will work with community representatives to create an additional MOU. The purpose of the MOU is to outline agreements between the affected community and PHB regarding future affordable housing investments. It is anticipated the MOU will provide for methods by which the community can provide input into projects generally, encourage a sense of partnership between PHB and the community in identifying project opportunities, and help establish specific project goals. The MOU will also identify means for the community to navigate PHB to provide potential leads on available properties and plan for future affordable housing investments. PHB will work with community representatives beginning in early 2017 to outline the process to create the MOU along with its overall structure. Included in the MOU will be methods for PHB to report on its activities in the corridor and East Portland generally.</p>	PHB continues to work through its community liaison process with neighbors and stakeholders on affordable housing related issues in east Portland. However, to date, that work has not resulted in an MOU.	Portland Housing Bureau

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	3. Affordable Housing Investment Strategy		
5	<p>New Affordable Housing Construction in the Powell-Division Corridor: The Portland Housing Bureau (PHB) commits to make investments in new affordable housing construction in the Powell-Division Corridor. The commitments range from approximately 300-600 affordable dwelling units in total. East Portland would receive approximately 20-25% of the total affordable housing investment estimated for the BRT corridor under the commitments outlined below. Any or all of the following funding sources that may be used include:</p> <ul style="list-style-type: none"> • General Obligations bonds • General Fund backed bonds • Interim credit facilities/lines of credit (backed by General Fund) • Transit Lodging Tax (or bonds backed by this source) • Community Development Block Grant (or loans backed by this source) • HOME • Housing Investment Fund (HIF) • Central Eastside Urban Renewal Area (CESURA) Tax Increment Financing (available only in CESURA) <ul style="list-style-type: none"> • East Portland: Up to two (2) projects of 125 units or one (1) project of 80-120 units are contemplated in this segment of the corridor. The site(s) may either be on land procured from private property owners or from vacant and underutilized public land. The actual sites are yet to be determined. • Jade District: SE 82nd. One (1) project consisting of 47 units sponsored by Rose CDC at the Furniture Store site at 82nd Ave and Division Street which was procured by Metro specifically to facilitate equitable Transit Oriented Development (ETOD) in the heart of the Jade District. Metro will continue to work with ROSE CDC on the redevelopment of the site with the possibility for community space owned and operated by the Asian Pacific American Network of Oregon (APANO). The project is anticipated to be completed by early 2019. • Caesar Chavez: Generally located between SE 30th and SE 50th. One (1) project of 100-300 units is contemplated in this segment of the corridor. Land will be procured from private property owners and sites are currently on offer. • Clinton Triangle: In the Central Eastside Urban Renewal Area adjacent to the MAX Orange Line Clinton/SE 12th Ave Station. One (1) project of 70-120 units is contemplated in this segment of the corridor. The land is currently controlled by Portland Fire & Rescue. 	<p>Housing Bond: After the acceptance by City Council of the Housing Bond Policy Framework in October 2017, PHB has been very active in pursuing property purchases around the city, including the Powell-Division corridor.</p> <p>East Portland: PHB continues to look for opportunities in East Portland. PHB is in contract on two properties east of I-205. However, neither is in the immediate vicinity of the Division-Powell corridor.</p> <p>Jade District: In late 2017 PHB funded The Jade at SE Division St. and SE 82nd Ave. with approximately \$1.8M in Community Development Block Grant (CDBG) funds. The project, which is expected to be complete in early 2019, will provide 47 units of housing affordable at 30% and 60% of area median income (AMI).</p> <p>Caesar Chavez: PHB purchased the property at 3000 SE Powell Blvd., formerly the site of the Safari Club and plans to use Housing Bond funds to redevelop it. PHB is currently projecting approximately 200 affordable housing units. A solicitation for design services has been released. Conceptual design work will begin in fall 2018.</p> <p>Clinton Triangle: No substantial progress on the affordable housing portion of the redevelopment as yet.</p>	Portland Housing Bureau
6	<p>Housing Investment Strategy Timeline: The preservation and development of affordable housing in and around the corridor is critical. The City of Portland through PHB will make implementation of the housing-related actions described above a priority and will seek to have the affordable housing units identified above substantially into construction or occupied within five years.</p>	See item #5	Portland Housing Bureau
	Other Affordable Housing Projects Anticipated in East Portland that can serve the Corridor:		
7	<p>• Affordable Housing Preservation:</p> <p>o Small Rental Rehabilitation Program: PHB is in the process of rolling out a rental rehabilitation program that will rehabilitate 300 rental units in East Portland between 2017 and 2022 using an annual allocation of \$1.5 million in general fund resources. The program includes working directly with the Bureau of Development Services through their complaint-driven system to identify properties and landlords that may be candidates for the program.</p>	In 2017, PHB made available \$590,000 for the small rental rehab program. No property owner expressed interest in the program. As a result funds have been reprogrammed to assist tenants directly.	Portland Housing Bureau
8	<p>• Affordable Housing Preservation:</p> <p>o Manufactured Housing: PHB does not currently have a program focused specifically on manufactured home parks. However, PHB will explore opportunities to include manufactured home parks as a component of a broader affordable housing preservation strategy.</p>	PHB has so far provided \$1.5M to assist in the rehabilitation of the Oak Leaf manufactured housing park at NE 45th Ave. and NE Killingsworth. Given limited funds, PHB is not actively pursuing other manufactured home parks. PHB remains open to opportunities, however.	Portland Housing Bureau
9	<p>• Affordable Housing Mandated by Inclusionary Housing: If enacted by the City Council, private development of 20 units or more will specifically be required to provide some portion of their units, currently 20% of the units at 80% of the Area Median Income or 10% of units at 60% of the Area Median Income. In either instance, some offsets will be offered consistent with state law. The source of the offsets may include direct financing utilizing Construction Excise Tax (CET) revenue, property tax abatement and bonus density incentives, System Development Charge (SDC) waivers and property tax abatement to offset the costs of compliance as appropriate.</p>	<p>Both of these projects are currently in permitting. Construction expected in 2018 or 2019.</p> <p>1) 2508 SE 32nd Ave. 32 units total, 5 IH Units @80% MFI (4-studios, 1-1 bedroom)</p> <p>2) 3249 SE Division St. 54 units total. Number of IH units unknown at this time as no IH program option selected yet (minimum would be 4 IH units)</p>	Portland Housing Bureau

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10	<p>Metro Equitable Housing Initiative: Metro’s Equitable Housing Initiative is focusing on local, regional and statewide policy solutions and is convening partners in a research and engagement process to evaluate opportunities and solutions for regional land banking and collaborative public-private funding solutions to expand the development of affordable housing choices in places that provide access to transit, opportunities, and amenities. Components of this work will include developing a market typology, and inventory of publicly-owned lands, a resource inventory and gap analysis, and an opportunity analysis.</p> <p>The Metro Council through Metro’s Equitable Housing Initiative committed \$500,000 in Construction Excise Tax (CET) revenue to provide grants in 2016-17 to carry out work that eliminates barriers to equitable housing development in our region. These grants were available to cities and counties within the Portland regional urban growth boundary, either solely or in partnership with other government entities, nonprofit organizations, or businesses. While these Equitable Housing Grants were a regional pilot program, Metro is committed to continuing to promote equitable housing in our region and will engage with the community if more grant opportunities arise.</p>	<p>Following Metro Council direction, between January and May 2018, Metro staff worked with partners and stakeholders to develop a recommended framework for a regional affordable housing funding measure. On June 7th, the Metro Council referred a general obligation bond for affordable housing to voters for consideration on the November ballot. Based on the draft recommendations, this measure could support investment in providing homes to an estimated 7,500 to 12,000 people across the region, with a focus on serving low income people being left behind by our current housing market, including communities of color, families with children and multiple generations, people living with disabilities, seniors, and households experiencing or at risk of homelessness or displacement.</p>	Metro
11	<p>Metro Transit Oriented Development (TOD): The mission of Metro’s TOD program is to increase opportunities for people of all incomes to live and work in areas with high capacity and high frequency transit. Projects qualify for funding based on transit ridership generated compared to a base case with special consideration given to projects in high cost areas that provide long term affordability. In a typical year the TOD program is able to support between two and six projects region-wide with typical contributions of between \$200,000 and \$500,000.</p> <p>Metro’s TOD program will continue to pursue opportunities to support eligible projects along the Division BRT, particularly those with an affordable component.</p>	<p>Metro acquired the "Furniture Store" site on 82nd and Division Street and has transferred the property to ROSE CDC to develop JADE Apartments-- a 48 unit affordable apartment project with ground floor office and community event space to be purchased by APANO. Completion is expected 1Q 2019. Metro continues to seek opportunities to support affordable housing along the corridor.</p>	Metro
4. Economic Development and Business Mitigation			
12	<p>Construction Mitigation and Business Technical Support: TriMet expects to utilize design and construction practices that focus on minimizing impacts for adjacent businesses. PDC is committed to being a partner to the project and will continue to work closely with community partners and TriMet to discuss project impacts and programing to support and strengthen businesses in the transit corridor.</p> <p>[See MOU for the full text of this item.]</p>	<p>Construction not yet under way. Prosper Portland continues to support NPIs in the corridor, working with community partners to deliver business technical assistance even in advance of construction.</p>	TriMet/ Prosper Portland
13	<p>Disadvantaged Business Contracting and Local Hiring: Continuing TriMet’s model for inclusive contracting, construction tasks will be broken into smaller packages to encourage hiring of Disadvantaged Business Enterprise firms (DBEs). Bid documents will require DBE subcontracting plans, along with local supplier plans and workforce training plans. Workforce training plans will encourage contractors to reach out to pre-apprenticeship and existing apprenticeship programs to support new people entering the construction trades, with targeted outreach in the project corridor. TriMet will also reach out to regional DBEs including those in the corridor, provide them with technical assistance, and host events to help introduce these subcontractors to prime contractors. As part of the outreach process, TriMet will partner with community-based organizations that serve residents in or near the area to ensure the opportunities are communicated to area residents, and those who have been displaced.</p> <p>TriMet will track and report regularly on its efforts and achievements in DBE contracting, local hiring and apprenticeships.</p>	<p>Currently drafting RFP for CM/GC construction services. RFP will be scored, in part, based on responsiveness to MBE/WBE/ESB/SDVBE Program. Contractor will be required to demonstrate their approach to workforce diversity, outline their approach to encouraging DBE participation, and provide a detailed outreach plan for obtaining utilization of DBE firms.</p>	TriMet
14	<p>Career Training: TriMet will partner with MHCC (which serves East Portland) and PCC to create clear pathways for students into careers at TriMet. This may include collaboration on short-term trainings, internships, new program development and/or advisory board participation.</p>	<p>MHCC Board Member Diane McKeel is currently co-chair of the HB2017 Committee and Chabre Vickers of PCC is currently chair of the DTP CAC. TriMet continues to participate in career fairs at both MHCC and PCC.</p>	TriMet
15	<p>Workforce Navigation and Development Services: PDC is committed to pursuing funding from Portland City Council and philanthropic partners to hire a workforce navigator for the East Portland corridor.</p>	<p>Program was deployed in Spring 2017 in partnership with SE Works and Worksystems Inc. Program is currently funded with Prosper Portland Ezone funds through June 2019.</p>	Prosper Portland
16	<p>Business Technical Assistance is a priority in the early stages of the project: Supporting and strengthening small and minority owned businesses, especially the most vulnerable businesses east of 82nd Ave along the corridor, is critical due to market pressures and impacts from the transit project. The City of Portland through PDC will make the business technical support programs and economic development actions identified in the sections above a high priority for implementation in the early stages of the project and through project construction.</p>	<p>Currently up and running with limited grant funding. Continued funding was part of a Prosper proposed Add Package for the FY 18/19 City Budget. This package was not included. Staff is still pursuing funding.</p>	Prosper Portland

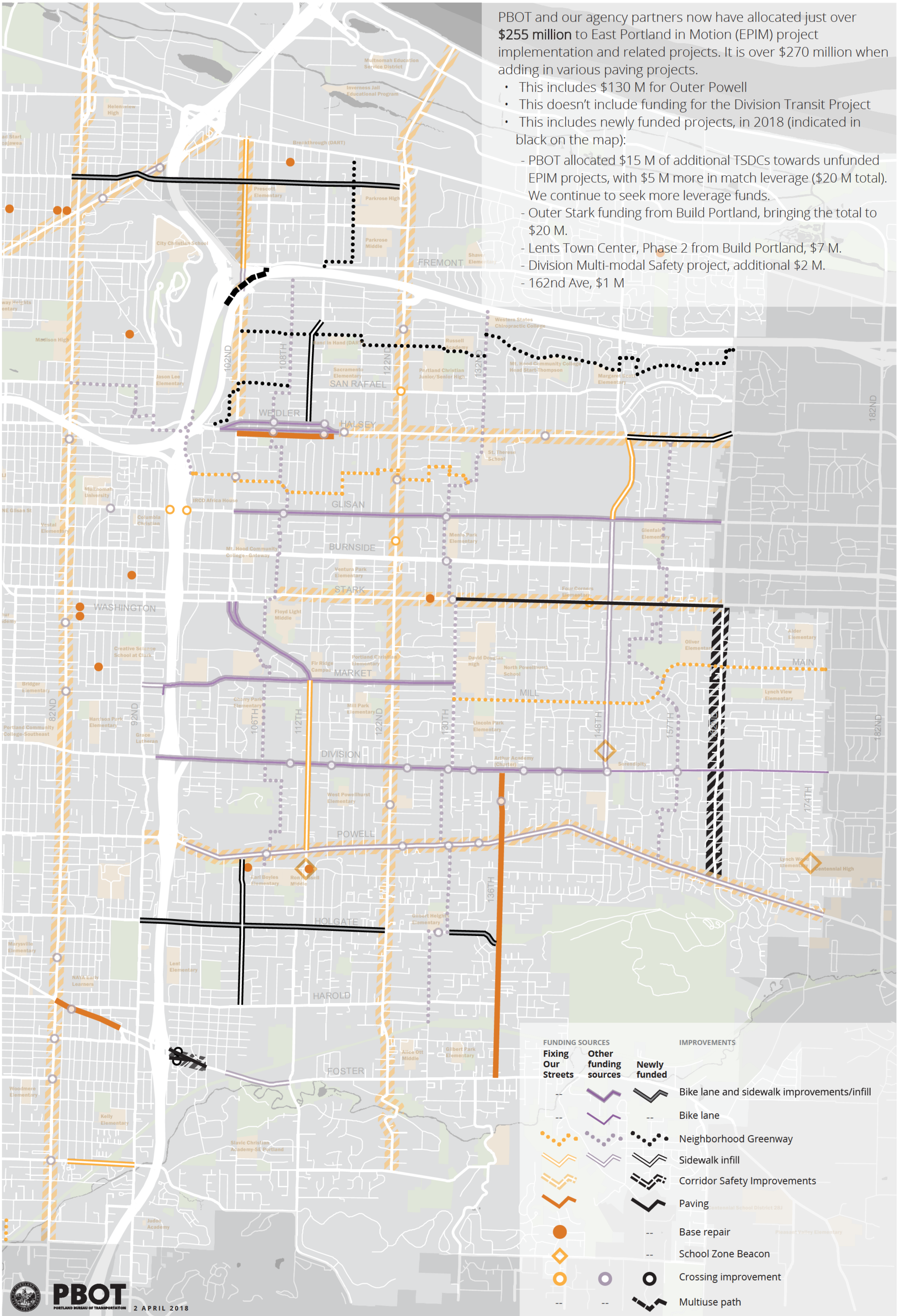
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5. Transit Service Enhancements			
17	<p>Enhanced Frequency on Line 20: Subject to review and approval by TriMet’s Board of Directors consistent with the TriMet Code and Title VI equity analysis, TriMet commits to making enhancements in weekday frequency on Line 20, which services E. Burnside and SE Stark, so that buses will arrive about every 15 minutes from the AM peak through to the PM peak in two steps: one in Spring 2017 and the remainder in Fall 2017.</p>	<p>Service was added in Spring 2017 for weekdays (15m frequency from start of morning peak to end of evening peak) and for Sunday service (match Saturday service). Additionally, line 20 will start running 24 hours per day starting in Fall of 2018.</p>	TriMet
18	<p>Transit Service Planning: TriMet intends to reallocate vehicle hours made available from the replacement of Line 4-Division by the bus rapid transit project instead of using those hours from Line 4-Division to operate the BRT service. These hours (approximately 1,400 weekly vehicle hours) would therefore be available to increase service on existing lines or inaugurate new lines within the corridor at the time that the Powell-Division project opens for service, currently scheduled for Fall 2021. This remains TriMet’s intention and barring any unforeseen changes in the economy or major funding sources, TriMet plans to deliver this substantial reinvestment in service to the corridor. If any unforeseen changes do occur, TriMet will consult with the community about how to prioritize service needs before any service changes or reductions are made. As with all service planning decisions, TriMet would use the five priority considerations defined in TriMet’s Service Guidelines Policy (Board Resolution #14-12-60) to inform the decision: equity, demand, productivity, connections, and growth.</p> <p>TriMet will work with the community to determine the best opportunities for redeploying these service hours. TriMet commits to consulting with representatives from EPAP, Division-Midway, APANO, Jade District and OPAL, as well as riders and others from communities in East Portland, to create a plan to reallocate the approximately 1,400 existing service hours on the Line 4. Potential routes include new north-south bus service on 148th and 162nd, as well as the desire for more service on 181st/182nd (Line 87). TriMet intends to include north-south service in the proposed service hours reallocation with details to be refined after a public process and a Title VI analysis.</p> <p>Project and outreach staff will begin discussions with the community about how this service is allocated about 18 months before project opening (Spring 2020) with the intention of getting to a preferred scenario about a year before opening (Fall 2020) which will provide time for preparing for new service including any new bus stop work needed on new lines.</p> <p>2017 Status: TriMet recognizes that increasing transit service and building the transit network serving in East Portland is critical for Portlanders to access work, school, shopping and services. TriMet will work with the community to determine the best opportunities to reallocate the vehicle hours that will be made available by replacing the 4-Division with the Division transit project (approximately 1,400 weekly vehicle hours) following the commitments outlined in TriMet’s November 7, 2016 memo attached as Exhibit A with the goal of:</p> <ol style="list-style-type: none"> 1) increasing service on existing lines and/or inaugurating new lines within the corridor, 2) adding service on new north/south line(s) connecting to the Division BRT service along 148th Avenue and/or 162nd Avenue, 3) barring any unforeseen changes in the economy or major funding sources, delivering this substantial reinvestment in service to the corridor no later than when the transit project opens for service, currently scheduled for Fall 2021, and 4) should unforeseen changes occur, consult with the community about how to prioritize service needs before any service changes or reductions are made. 	<p>Will begin discussion at the May CAC meeting regarding the reallocation of line 4-Division vehicle hours. Draft timelines and ideas to be discussed at that time.</p>	TriMet
19	<p>Annual Service Plan Enhancements: TriMet will continue to consult with representatives from EPAP, Division-Midway, APANO, Jade District and OPAL, as well as riders and others from communities in East Portland in determining future Annual Service Plan service enhancements.</p>	<p>Staff conducted outreach on proposed 162nd Ave bus service (now Line 74) at Rosewood Initiative’s Partners Meeting (OPAL and others in attendance), March 2017; met with EPAP members and the Rosewood Initiative to discuss 162nd Line and the ESEP (May and October 2017); provided updates and maps to EPAP TAC on FY2019 Annual Service Plan (April 2018). Staff also attended EPAP general meetings and are scheduled to present at the East Portland Land Use and Transportation Committee in June 2018.</p>	TriMet
20	<p>Future Powell Boulevard High Capacity Transit Project: Metro does not consider the implementation of the Division Transit Project 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.</p>	<p>Powell Boulevard is included as a High Capacity Transit (HCT) line in the Draft 2018 Regional Transportation plan anticipated to be adopted by Metro Council in December 2018. A Corridor Refinement Plan will be undertaken with the regional partners and stakeholders to determine the appropriate transit mode. An HCT line is defined as one of the following: on-street Bus Rapid Transit, Bus Rapid Transit, Rapid Streetcar, Light Rail or Commuter Rail.</p>	Metro

East Portland Funded Projects

PBOT and our agency partners now have allocated just over **\$255 million** to East Portland in Motion (EPIM) project implementation and related projects. It is over \$270 million when adding in various paving projects.

- This includes \$130 M for Outer Powell
- This doesn't include funding for the Division Transit Project
- This includes newly funded projects, in 2018 (indicated in black on the map):
 - PBOT allocated \$15 M of additional TSDCs towards unfunded EPIM projects, with \$5 M more in match leverage (\$20 M total). We continue to seek more leverage funds.
 - Outer Stark funding from Build Portland, bringing the total to \$20 M.
 - Lents Town Center, Phase 2 from Build Portland, \$7 M.
 - Division Multi-modal Safety project, additional \$2 M.
 - 162nd Ave, \$1 M



Recently completed Projects in East Portland

