

**IMPACT STATEMENT**

**Legislation title:** Accept a status report on the progress towards the actions and items listed in the Division Transit Project Locally Preferred Alternative Conditions of Approval

**Contact name:** April Bertelsen

**Contact phone:** 503-823-6177

**Presenter name:** Art Pearce and April Bertelsen

**Purpose of proposed legislation and background information:**

The purpose of this legislation is to provide a status report on the progress towards the actions and items listed in the Division Transit Project Locally Preferred Alternative (LPA) Conditions of Approval.

The agency partners, including Portland Bureau of Transportation (PBOT), Portland Housing Bureau (PHB), Prosper Portland, TriMet and Metro, remain committed to meeting the LPA Conditions of Approval. This has been reaffirmed during the development of this status update.

The LPA Conditions of Approval serve to document and memorialize commitments to actions by the partner agencies to address community concerns as the Division Transit Project moves forward in implementation.

Most of the LPA Conditions of Approval are derived from action items in the Powell-Division Transit and Development Project – Portland Local Action Plan, adopted by City Council on July 26, 2016. The Local Action Plan is a companion plan to the Division Transit Project that focuses on land use concepts, affordable housing investments and community development actions for the Powell-Division transit corridor in the City of Portland. Testimony from community leaders, received during the plan adoption, focused on the need for affordable housing investments and economic development actions by the City to ensure that current residents could enjoy the benefits of new transit investment.

Prior to adoption of the LPA, staff from PBOT, PHB, Prosper Portland (formerly PDC), TriMet and Metro met with community representatives from the Powell-Division Transit and Development Project Steering Committee in the fall of 2016 to discuss concerns associated with the Division Transit Project and identified LPA Conditions of Approval that include commitments to actions by the government entities to address community concerns as the Division Transit Project moves forward in implementation. The key community stakeholder groups include 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).

On December 7, 2016, City Council adopted the LPA with Conditions of Approval, included as Exhibit C of Resolution No. 37254. This document is attached to the Impact Statement for ease of reference.

The adopted LPA Conditions of Approval stated that the Portland City Council will receive future updates on the Division Transit Project and documentation on the progress towards

## Impact Statement for Requested Council Action

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the actions and items listed in these Conditions of Approval at key project milestones. One of those key milestones is the completion of funding plan commitments for the project for City Council approval and submittal for an FTA construction grant agreement. The City and TriMet are approaching this milestone. It will occur under a separate Ordinance. These City Council agenda items have been paired together to be heard by City Council at the same time in alignment with the LPA Conditions of Approval.

This status report on the progress towards the actions and items listed in LPA Conditions of Approval is attached to this current pending resolution as Exhibit A. It contains statements from the relevant lead agency on the progress of individual action items from the LPA Conditions of Approval.

In addition, PBOT is providing a status report with maps of completed and funded projects in East Portland, attached as Exhibit B. Many of these investments provide safety improvements and better walking and bicycle access that complement and support the Division Transit Project.

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 million for completing Outer Powell Blvd
- 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 million of additional TSDCs towards unfunded EPIM projects, with \$5 million 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 million.
  - Lents Town Center, Phase 2 from Build Portland, \$7 million.
  - Division Multi-modal Safety project, additional \$2 million.
  - 162nd Ave, \$1 million.

Additional East Portland projects are in the planning and project development phase to further improve multi-modal safety and connectivity along the Outer Division Corridors and beyond in East Portland. PBOT will continue to seek and secure funding for these projects as they are developed. There are three notable efforts to highlight:

- **Connected Division-Midway.** PBOT is developing a bundle of projects to construct priority pedestrian and bicycle improvements in and around the Division-Midway Town Center. This project will build from the priority connections identified in the Division-Midway Neighborhood Street Plan (adopted in 2015). It would also include improved walking and biking access to the future transit stations built by the Division Transit Project and David-Douglas High School area sidewalk infill. Many projects have been identified, but there is still need for project development and prioritization depending upon what funding becomes available.

## Impact Statement for Requested Council Action

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- **148<sup>th</sup> Ave Safety and Access to Transit.** The purpose of this project is to build corridor safety and access to transit improvements to support future planned TriMet bus service along 148<sup>th</sup> Ave. It would include sidewalk infill south of Division, changes to existing roadway design and complete street roadway modernization north of NE Sacramento St.
- **122<sup>nd</sup> Ave Safety, Access and Transit.** PBOT is developing of a plan to identify improvements on 122nd Ave, between SE Foster and NE Marine Dr. We will consider changes to the street cross-section, additional enhanced crossings, lighting, signal changes and more to meet the following goals: Increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes. Identify improvements to help remove 122nd Ave from the High Crash Corridor network.

City Council has taken previous actions directly related to this legislation:

- On January 6, 2014, the Portland City Council Approved Ordinance No. 186395 accepting a grant in the amount of \$377,401 from Metro to fund the City's participation in Powell-Division and authorizing the City to execute an Intergovernmental Agreement (IGA) with Metro and the City of Gresham.
- On May 13, 2015, the Portland City Council voted unanimously to support entering the Project Development phase of the Project and to declare the City's intent to access an estimated total \$2 million of Transportation System Development Charge (TSDC) funds towards the Project in Fiscal Years 2015/16 and 2016/17. (Resolution 37123)
- On September 23, 2015, the Portland City Council passed No. Ordinance 187348 to authorize an Intergovernmental Agreement with Metro to provide a work plan to guide the City, Metro, TriMet, and the other regional project partners through the Project Development phase of the Project, and secure the City's two-year financial commitment to the Project.
- On May 25, 2016, the Portland City Council Approved Ordinance No. 187753 accepting a second CPDG grant in the amount of \$539,000 from Metro to fund the City's work on the Building Healthy Connected Communities Along the Powell-Division Corridor Project and authorizing the City to execute an Intergovernmental Agreement (IGA) with Metro. This CPDG project seeks to maximize the impact of the transit project by realizing local community visions, promoting district design, activating business districts, and jumpstarting catalytic developments that can take advantage of the transit investment.
- On July 27, 2016, Portland City Council adopted Resolution No. 37224 to adopt the Powell-Division Transit and Development Project – Portland Local Action Plan.
- On December 7, 2016, Portland City Council unanimously passed Resolution No. 37254 to adopt the Locally Preferred Alternative (LPA) for the Powell-Division Transit and Development Project and Conditions for Approval.

The proposed legislation supports several specific City policies.

In the recently adopted Portland 2035 Comprehensive Plan, and in plans like the Citywide Racial Equity Goals and Strategies, Portland Plan and the Climate Action Plan, the City pledged to promote equity and social justice.

The Portland 2035 Comprehensive Plan includes policy 9.25, regarding transit equity, in partnership with TriMet, to maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

The LPA Conditions of Approval and Local Action Plan support the City's work in this area.

At the project level, this requires the coordinated work of many City agencies, including: Bureau of Planning and Sustainability (BPS), Portland Bureau of Transportation (PBOT), Prosper Portland and Portland Housing Bureau (PHB). These bureaus are working together to support the development of a transit project and other investments that will improve the lives of people who live and work along the corridor today, and help them benefit from and grow with the transit project.

#### **Financial and budgetary impacts:**

This LPA Conditions of Approval status report does not amend the budget or change current or future revenue sources. Accepting the report will not have any immediate impact to budgetary appropriations.

Continuing to meet the LPA Conditions of Approval could require additional future revenue sources and have future impact to budgetary appropriations. Not all action items are fully funded at this time. If additional funding is needed, it is most likely to come as a future budget request from the lead bureau or agency for individual action items.

A relevant example is a recent budget request during the FY18/19 City Budget process. Prosper Portland submitted a budget request for the "Division Street Business and Community Support" package in the amount of \$350,000. A description of the budget request package is copied below. This package would provide continued funding for an action item in the LPA Conditions of Approval and adopted Local Action Plan referenced above. It was initially funded with a portion of the Metro CPDG grant funds that are running out. This action item is in line #16 in Exhibit A.

This package was not allocated funding in the adopted budget. Therefore, it is likely that a future budget request will be made to fund this package, as soon as the Fall 2018 Budget BMP. PBOT continues to work with Prosper Portland and support efforts to secure funding for this package.

Community stakeholder groups have indicated that funding for the “Division Street Business and Community Support” package is critical to their continued support for the Division Transit Project.

**Description:** Funding will be used to implement the economic and community development initiatives articulated in the Division Transit and Development Local Action Plan that was adopted by City Council in July 2016. The goal of the Local Action Plan is to assist businesses and residents in preparing for a stronger economic climate and potential adverse impacts or displacement that may result due to the transit investment. Construction for TriMet’s Division Transit Project is scheduled to start late 2018. PBOT is planning to start construction on the outer Division Multimodal Safety Project in Spring 2018. Business owners, community organizations and residents have expressed concern that the investment and construction impacts of both projects will accelerate displacement, highlighting a greater need for business mitigation and community support outlined below. City funds will support the expansion of community based programming and staff in the Jade and Division Midway Alliance NPIs focused on community outreach and business support and development.

#### **Community impacts and community involvement:**

Many of the LPA Conditions of Approval will implement community stabilization strategies to help residents and businesses who are vulnerable to displacement to remain in the corridor and benefit from the future transit project and other improvements in the corridor. Without them, they may succumb to the pressures of involuntary displacement already occurring in the corridor.

Extensive public involvement has been provided throughout the duration of the planning and early project development phase of this project. It was based on four major goals:

- Communicate complete, accurate, understandable and timely information
- Gather input by providing meaningful opportunities to participate
- Provide timely public notice of opportunities to participate
- Facilitate the involvement of low income populations, communities of color and people with limited English proficiency

#### **Public Involvement with Diverse Communities Shaped Project Decision-Making**

During the planning phase that led to the project LPA and Conditions of Approval, the project partners worked with communities along the corridor through broad and inclusive engagement. Public engagement activities, led by Metro with support from all of the project partners, included numerous input opportunities in inner Southeast and East Portland. Multiple agency and community partners helped to shape and implement a variety of outreach activities that included:

Impact Statement for Requested Council Action

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- Produced multiple fact sheets, email newsletters and regularly updated information on the project web site
- Held more than 270 community briefings
- Conducted eight online surveys reaching more than 10,000 people
- Produced an interactive map comment tool that generated more than 1,500 comments
- Held culturally specific community events in multiple languages that reached members of the Latino, Russian-speaking, Chinese, Vietnamese, African American, African immigrant, Chuuk, Tongan, Bhutanese, and Native American communities
- Held eleven focus groups on proposed station locations
- Conducted multiple other outreach activities including business canvassing, student and youth engagement, bus stop surveys and tabling at community events.

Summary reports on the public involvement activities can be found on the project website: <http://www.oregonmetro.gov/public-projects/powell-division-transit-and-development-project>

Important themes emerged during engagement activities that contribute to Portland Plan goals for a prosperous, educated, healthy, equitable Portland:

- 1) People see the transit project and supporting action plan work by the City as a means to advance desired community outcomes including:
  - mixed income neighborhoods
  - intentional affordable housing
  - safer, more welcoming streets and community spaces
  - more jobs in the corridor
  - support communities of color
  - protecting existing small businesses, especially ethnic businesses at the heart of communities
- 2) People want safer, more comfortable transportation that includes:
  - safe sidewalks, crossings and bike facilities
  - continued or improved mobility for all road users
  - faster, more reliable transit
  - better access to transit
- 3) There are places that could be made safer, more welcoming, healthier and better connected, which could present opportunities for business development and community building.

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Response to Community Concerns

The LPA Conditions of Approval serve to document and memorialize commitments to actions by the partner agencies to address community concerns as the Division Transit Project moves forward in implementation. See sections above for more on this.

Groups Testifying

Representatives from key community groups involved in the development of the LPA Conditions of Approval are anticipated to testify. This includes APANO, the Jade District, the Division-Midway Alliance (DMA), the East Portland Action Plan (EPAP) and OPAL.

They want to see that the City and other agency partners are equally committed to the implementing the equitable community development and stabilization elements in the corridor, and not just the transit project alone. They want to see a holistic approach taken by the project partners. This will be important for building community trust and continued support for the Division Transit Project and future large transit projects.

As mentioned above, community stakeholder groups have indicated that funding for the “Division Street Business and Community Support” package is critical to their continued support for the Division Transit Project.

**100% Renewable Goal:**

It has not been assessed or determined how the action items in the LPA Conditions of Approval will contribute to the City’s goal of meeting 100 percent of community-wide energy needs with renewable energy by 2050.

It is likely that the action items and the Division Transit Project will decrease the City’s total energy use.

**Budgetary Impact Worksheet****Does this action change appropriations?**

- YES:** Please complete the information below.  
 **NO:** Skip this section