

## RESOLUTION No. **37206**

Support Transportation Investment Generating Economic Recovery grant application to seek funds to design and construct Outer Powell Blvd Transportation Safety Project Segment 2 and 3 from SE 116<sup>th</sup> Ave to 162<sup>nd</sup> Ave, in substantial conformance with the 2012 Outer Powell Blvd Conceptual Design Plan (Resolution)

WHEREAS, Southeast Powell Boulevard is an important corridor serving many modes of transportation and a major route linking southeast Portland with the Central City and Gresham; and

WHEREAS, in the recommended Portland 2035 Comprehensive Plan update currently underway, Outer SE Powell Blvd, east of I-205, is identified as a “Neighborhood Corridor” and is part of the Midway Town Center at 122nd Ave; and

WHEREAS, the Outer Powell project is listed as Project #80015 in the current 2007 Portland Transportation System Plan (TSP), as well as the recommended TSP update; and

WHEREAS, US Highway No. 26 is routed on Southeast Powell Boulevard and there is a jurisdictional agreement with the Oregon Department of Transportation (ODOT); and

WHEREAS, following strong community opposition, plans for the Mt. Hood Freeway were withdrawn in 1976 and replaced by an alternative approach to handling east-west regional through traffic in the east metropolitan area; and

WHEREAS, the Southeast Powell Boulevard Project Phase I and Phase II, west of I-205, were built in the late 1970’s intended to improve the efficiency and safety of Powell Blvd in a way that preserved neighborhood quality. The projects were built with funding originally intended for the Mt. Hood freeway in coordination with other key transportation projects in east Portland, including the I-205 Freeway and Banfield Light Rail; and

WHEREAS, Outer Powell Blvd east of I-205 remains a High Crash Corridor, lacks continuous sidewalks, and is substandard for all modes; and

WHEREAS, the community requested more improvements be made along Outer Powell Blvd from the approximately SE 96<sup>th</sup> Avenue to SE 174<sup>th</sup> to increase pedestrian and bicycle safety, address the barrier Powell Blvd creates between neighborhoods, and enhance the aesthetic environment through a conceptual design plan; and

WHEREAS, under Ordinance No. 183662 on April 7, 2010, City Council authorized an agreement with the Oregon Department of Transportation to accept a federal Transportation and Growth Management grant to develop an Outer Powell Conceptual Design Plan from approximately SE 96<sup>th</sup> Avenue to SE 174<sup>th</sup> Avenue; and

WHEREAS, the East Portland Action Plan (EPAP) Committee in recognition of the importance of future improvements to Outer Powell Blvd provided the Portland Bureau of Transportation (PBOT)

the required local match for the Transportation Growth Management grant used to fund this project; and

WHEREAS, community members throughout the corridor contributed to the planning process through a community workshop, three open houses, and monthly Citizen Working Group meetings between April 2010 and January 2012; and

WHEREAS, under Resolution No. 36931 on June 7, 2012, City Council adopted the Outer Powell Conceptual Design as Non-Binding City Policy and supported further implementation; and

WHEREAS, the Outer Powell Conceptual Design Plan, from approximately SE 99<sup>th</sup> Avenue to SE 174<sup>th</sup> Avenue, identifies improvements that will allow SE Powell Boulevard to continue serving vehicle traffic movement while also improving the safety, accessibility and the aesthetic environment for pedestrians, cyclists and transit riders; and

WHEREAS, the East Portland Land Use and Transportation Committee (EPLUTC) and the East Portland Action Plan jointly affirm that improving outer SE Powell Boulevard, in accordance with the 2012 'Outer Powell Boulevard Conceptual Design Plan,' was their number one transportation priority in 2014 – East Portland represents 20% of the City of Portland and includes 13 Neighborhood Associations and over 150,000 Portlanders living roughly east of I-205 to the Gresham border; and

WHEREAS, the East Portland Action Plan Committee encourages PBOT to seek all large Federal, State, Metro, City, and TIGER funding opportunities to fund and implement the Outer Powell Conceptual Design Plan; and

WHEREAS, the Outer Powell Transportation Safety Project led by ODOT has sought to refine and implement the Outer Powell Conceptual Design Plan; and

WHEREAS, State Representative Shemia Fagan, State Representative Jessica Vega-Pederson and others in the East Portland Delegation secured \$20 Million from the Oregon State Legislature for Outer Powell Blvd; and

WHEREAS, PBOT has secured \$3 Million of Regional MTIP 2016-2018 funds for Outer Powell Blvd; and

WHEREAS, ODOT has identified Segment 2 and Segment 3 of the Outer Powell Transportation Safety Project from SE 116<sup>th</sup> to SE 162<sup>nd</sup> Ave for a TIGER grant application.

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland support and participate as a co-applicant in the TIGER grant application to seek funds to design and construct Outer Powell Blvd Transportation Safety Project Segment 2 and 3 from SE 116<sup>th</sup> Ave to 162<sup>nd</sup> Ave, in substantial conformance with the 2012 Outer Powell Blvd Conceptual Design Plan; and

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BE IT FURTHER RESOLVED that the City and PBOT continue to seek additional funding for Outer Powell; and

BE IT FURTHER RESOLVED that the City Council gratefully acknowledges the excellent work and dedication of the members of EPAP, East Portland Land Use and Transportation Committee, Outer Powell Community Advisory Group and other community members who helped shape the planning for Outer Powell Blvd, as well as, the efforts to fund and build it as a project.

Adopted by the Council, APR 27 2016

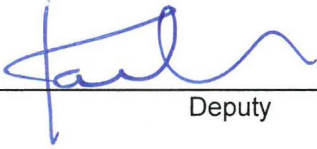
Commissioner Steve Novick  
Prepared by: Mark Lear:sld  
Date Prepared: April 14, 2016

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

*Susan Parsons*  
Deputy

Agenda No. **37206**  
**RESOLUTION NO.**  
 Title

Support TIGER grant application to seek funds to design and construct Outer Powell Blvd Transportation Safety Project Segment 2 and 3 from SE 116<sup>th</sup> Ave to 162<sup>nd</sup> Ave, in substantial conformance with the 2012 Outer Powell Blvd Conceptual Design Plan. (Resolution)

<b>INTRODUCED BY</b> Commissioner/Auditor: <b>COMMISSIONER STEVE NOVICK</b>	CLERK USE: DATE FILED <u>APR 19 2016</u>
<b>COMMISSIONER APPROVAL</b> Mayor—Finance and Administration - Hales Position 1/Utilities - Fritz Position 2/Works - Fish Position 3/Affairs - Saltzman Position 4/Safety - Novick	Mary Hull Caballero Auditor of the City of Portland  By: <u></u> Deputy
<b>BUREAU APPROVAL</b> Bureau: <b>Transportation</b> Policy, Planning and Projects Manager: Art Pearce Director: Leah Treat Prepared by: Mark Lear, sld Date Prepared: April 14, 2016 Supervisor:	<b>ACTION TAKEN:</b>
Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
<b>City Auditor Office Approval:</b> required for Code Ordinances	
<b>City Attorney Approval:</b> required for contract, code, easement, franchise, comp plan, charter	
<b>Council Meeting Date</b> April 27, 2016	

<b>AGENDA</b> <b>TIME CERTAIN</b> <input type="checkbox"/> Start time: _____ <b>Total amount of time needed:</b> _____ (for presentation, testimony and discussion)
<b>CONSENT</b> <input type="checkbox"/>
<b>REGULAR</b> <input checked="" type="checkbox"/> 16F2 <b>Total amount of time needed:</b> <u>30 Minutes</u> <b>(together w/ ordinance amend TSDC CIP</b> <b>(for presentation, testimony and discussion)</b>

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