

RESOLUTION No. 37254 As Amended

Adopt the Locally Preferred Alternative for the Powell-Division Transit and Development Project and Conditions for Approval. (Resolution)

WHEREAS, the Powell-Division Transit and Development Project (Project) plans to bring Bus Rapid Transit (BRT) to one of the region's busiest thoroughfares: SE Division Street between downtown Portland and Gresham, which has existing bus service that serves around 10,000 bus riders every weekday; and

WHEREAS, the Project will be designed to create more reliable service and a faster ride for existing and future riders to get to school, home, work, worship, shopping, and services; and

WHEREAS, in 2013, Metro initiated the Project to develop a planning vision for future transit service and related investments in the corridor with partners from TriMet, the cities of Portland and Gresham, Multnomah County, and the Oregon Department of Transportation; and

WHEREAS, in August 2013, Metro awarded the City of Portland a Community Planning and Development Grant (CPDG) for the Bureau of Planning (BPS) and the Portland Bureau of Transportation (PBOT) to participate in the Project and to assess land uses and create a development strategy for the Powell-Division corridor; and

WHEREAS, in January 2014, Metro appointed members of a Steering Committee for the Project, with representation from local jurisdictions, educational institutions, businesses, transportation agencies, neighborhood coalitions and community organizations, with the role of defining the transit project and shaping related actions on development and community stabilization; and

WHEREAS, the Project partners worked community members along the corridor through broad and inclusive engagement to develop the transit project and local action plans for encouraging desired economic development while protecting the qualities that neighborhood residents, workers and customers most enjoy today; and

WHEREAS, the Federal Transit Administration (FTA) Small Starts program provides discretionary funding opportunities for transit projects; and

WHEREAS, in spring 2015, Metro and TriMet prepared a formal request to seek entry into FTA Project Development under the Small Starts Program, which includes initiating preliminary engineering, preparing cost estimates, conducting environmental analysis and receiving approvals required by the National Environmental Policy Act (NEPA), identifying and adopting a Locally Preferred Alternative (LPA), and developing a project finance plan and accompanying information for a Small Starts project rating; and

WHEREAS, 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); and

WHEREAS, on June 1, 2015, the Project Steering Committee approved the *Powell-Division Transit Action Plan*, which focuses on a vision for the corridor with the future BRT; and

WHEREAS, in September 2015, Metro awarded the City of Portland a CPDG grant for the "Building Healthy, Connected Communities Along the Powell-Division Corridor" project; and

WHEREAS, on September 23, 2015, the Portland City Council passed 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.

WHEREAS, on October 2, 2015, FTA approved Metro's and TriMet's request for entry into Project Development, making any project-eligible expenses qualify as matching funds toward a future federally-funded grant of up to \$100 million; and

WHEREAS, on July 27, 2016, Portland City Council adopted Resolution No. 37224 to adopt the *Powell-Division Transit and Development Project – Portland Local Action Plan* which focuses on land use concepts, affordable housing investments, and community development actions for the Powell-Division transit corridor in the City of Portland; and

WHEREAS, staff from PBOT, the Portland Housing Bureau (PHB), the Portland Development Commission (PDC), TriMet and Metro met with community representatives from the Steering Committee to discuss concerns associated with the transit project and to document commitments to formalize actions to address their concerns as Conditions of Approval for the Locally Preferred Alternative; and

WHEREAS, the Powell-Division Transit and Development Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on November 7, 2016, including the mode of transportation, alignment, and station locations; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Steering Committee's Locally Preferred Alternative for the Powell-Division Transit and Development Project as Non-Binding City Policy attached as Exhibit A; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the bus rapid transit alignment primarily along SE Division Street and the approximate station locations as identified on the Proposed Locally Preferred Alternative map attached as Exhibit B; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the Locally Preferred Alternative Conditions of Approval identified by TriMet, Metro, PBOT, PHB, and the PDC as Non-Binding City Policy attached as Exhibit C; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the Corridor-Wide Strategy developed by PBOT, BPS, PHB, the PDC, TriMet, Metro, ODOT, Multnomah County, and the City of Gresham as Non-Binding City Policy attached as Exhibit D; and

BE IT FURTHER RESOLVED, that the Council gratefully acknowledges the excellent work and dedication of the Powell-Division Transit and Development Project Steering Committee and community members who participated in the planning process; and

BE IT FURTHER RESOLVED, that the Council directs City bureaus and the PDC to work collaboratively with TriMet, Metro and community stakeholders to implement the actions identified in the *Portland Local Action Plan*, the Locally Preferred Alternative Conditions of Approval and the Corridor-Wide Strategy, and to report back to Council on progress made during the next phases of the project; and

BE IT FURTHER RESOLVED, that the Council directs City bureaus to work collaboratively with TriMet and community stakeholders in the design of the transit project, and report back to the Council on said design; and

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

BE IT FURTHER RESOLVED, that the Council directs PBOT to continue to work with TriMet to identify solutions to reduce traffic delay from freight trains stopping or moving through the at-grade crossings near SE Division Street at 8th Avenue, 11th Avenue and 12th Avenue in order to better understand intersection operations with the proposed BRT alignment to the Tilikum Crossing and report back to Council on the findings within the next year; and

BE IT FURTHER RESOLVED, that the Council directs PBOT to continue to advance the Gideon Street Pedestrian/Bicycle Bridge (Transportation System Plan Project No. 20185) for funding consideration and undertake a feasibility study to develop a conceptual alignment and planning level cost estimate; and

BE IT FURTHER RESOLVED, that the Council requests that TriMet continue to work collaboratively with City bureaus and the PDC to plan and design the Portland terminus on the North Transit Mall near Union Station, with the goal of 1) identifying a permanent

solution for an off-street facility for bus layover and operator breaks that supports mixed use urban redevelopment as part of the Broadway Corridor Master Plan, complements other regional transit functions within proximity of the terminus, accommodates HCT and local buses, and could be implementable within 5 years from the new transit service opening, 2) to collectively seek funding opportunities, including but not limited to Federal TIGER grants, City of Portland funds, TriMet funds and other grant opportunities, for a regional transit hub, and 3) to report back to the Council on said joint plan and design within the next year; and

BE IT FURTHER RESOLVED, that the Council instructs PBOT to work with TriMet, Metro, and project partners in the development of a Finance Plan for the Powell-Division Transit and Development Project, to work with other city bureaus to develop a financial strategy for the City of Portland's contribution, and to report back to the Council on the City's financial contribution to the Project prior to finalizing any commitment by the City.

BE IT FURTHER RESOLVED that the Council directs PBOT, PHB and the PDC to work collaboratively with community stakeholders from the East Portland Action Plan (EPAP), the Division Midway Alliance (DMA), the Asian Pacific American Network of Oregon (APANO) and OPAL Environmental Justice Oregon (OPAL) to prepare a Memorandum of Understanding (MOU) to memorialize commitments to actions by the City identified in Exhibit C to address community concerns. Council directs staff to bring the MOU before City Council for a hearing for adoption with a shared target date of completing the MOU no later than June 15, 2017; and

BE IT FURTHER RESOLVED that the Council requests that TriMet and Metro also work collaboratively with PBOT, PHB, the PDC, EPAP, DMA, APANO and OPAL to prepare and enter into the same MOU to memorialize commitments to actions by TriMet and Metro identified in Exhibit C to address community concerns with a shared target date of completing the MOU no later than June 15, 2017; and

BE IT FURTHER RESOLVED that as 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 contained in Exhibit C a priority and will seek to have the affordable housing units identified in Exhibit C substantially into construction or occupied within five years; and

BE IT FURTHER RESOLVED that 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

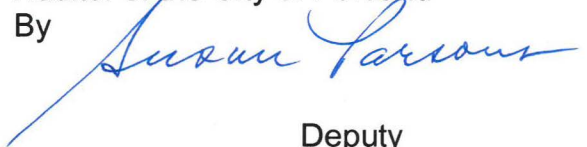
economic development actions identified in Exhibit C a high priority for implementation in the early stages of the project and through project construction; and

BE IT FURTHER RESOLVED that as increasing transit service and building the transit network serving East Portland is critical for Portlanders to access work, school, shopping and services, Council requests that TriMet 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 E with the goal of 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.

Adopted by the Council, DEC 07 2016

Commissioner Steve Novick
Prepared by: *Jean Senechal Biggs; tk*
Date Prepared: November 28, 2016

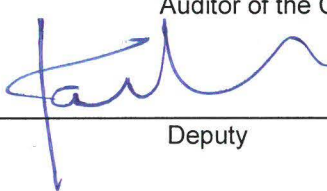
Mary Hull Caballero
Auditor of the City of Portland
By



Deputy

Agenda No. **37254** As Amended
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 Title

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<p>INTRODUCED BY Commissioner/Auditor: COMMISSIONER STEVE NOVICK</p>	<p>CLERK USE: DATE FILED <u>NOV 29 2016</u></p>
<p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance and Administration - Hales</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Novick <i>KES</i></p>	<p>Mary Hull Caballero Auditor of the City of Portland</p> <p>By:  Deputy</p>
<p>BUREAU APPROVAL</p> <p>Bureau: Transportation <i>Amf</i> Policy, Planning and Projects Manager: Art Pearce Director: Leah Treat <i>[Signature]</i></p> <p>Prepared by: Jean Senechal Biggs <i>JTB</i> Date Prepared: November 28, 2016 Supervisor: Art Pearce</p> <p>Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>City Auditor Office Approval: required for Code Ordinances</p> <p>City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter</p> <p>Council Meeting Date December 7, 2016</p>	
<p>ACTION TAKEN:</p>	

<p>AGENDA</p>
<p>TIME CERTAIN <input checked="" type="checkbox"/> Start time: <u>3:30 pm</u></p> <p>Total amount of time needed: 1 hour (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input type="checkbox"/> Total amount of time needed: <u> </u> (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	✓	
2. Fish	_____	_____
3. Saltzman	✓	
4. Novick	✓	
Hales	✓	