

**Division Transit Project
Portland, Oregon
Small Starts Project Development
(Rating Assigned November 2018)**

Summary Description	
Proposed Project:	Bus Rapid Transit 15.0 Miles, 42 Stations
Total Capital Cost (\$YOE):	\$174.85 Million <small>(Includes \$6.3 million in finance charges)</small>
Section 5309 CIG Share (\$YOE):	\$87.42 Million (50.0%)
Annual Operating Cost (opening year 2022):	\$12.74 Million
Existing Corridor Ridership (Warranted):	11,100 Daily Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to implement bus rapid transit from Portland’s Central Business District east to Gresham. The project includes transit signal priority, real-time bus arrival information, and the purchase of 32 uniquely branded vehicles. The project also includes sidewalk, intersection, and bicycle facility improvements. The service is planned to operate every six minutes during weekday peak periods and every 12 minutes during off-peak periods and weekends.

Project Purpose: The project is intended to improve travel between Downtown Portland, Southeast and East Portland, and Gresham with simpler, faster and more reliable bus service. The alignment serves several major destinations including Portland Community College’s Southeast Campus and Worker Retraining Center, the Oregon Health & Sciences University, the largest high school in the state (David Douglas), and Portland State University.

Project Development History, Status and Next Steps: The project entered Small Starts Project Development in October 2015. TriMet selected a locally preferred alternative in December 2016 that was adopted into the region’s fiscally constrained long range transportation plan in June 2017. TriMet anticipates completion of the environmental review process with receipt of a Categorical Exclusion from FTA in early 2019, receipt of a Small Starts Grant Agreement in late 2019, and the start of revenue service in September 2022.

Significant Changes Since Last Evaluation (November 2017): TriMet changed the project scope by excluding improvements to the Powell Garage from the project, adding one station, and removing one vehicle. The total project cost changed slightly from \$174.68 million to \$174.85 million and the CIG request changed from \$87.34 million to \$87.42 million, remaining at a 50 percent share. The revenue service date changed from September 2021 to September 2022.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$87.42	50.0%
Bond proceeds paid by FHWA Flexible Funds (Congestion Mitigation and Air Quality Program and Surface Transportation Program)	\$26.50	15.1%
State:		
Oregon Department of Transportation General Funds	\$0.60	0.3%
Oregon Department of Transportation In-Kind Contribution	\$0.15	0.1%
Local:		
TriMet General Fund Bonds and Revenues	\$40.12	22.9%
City of Portland System Development Charge and General Fund Revenues	\$16.74	9.6%
City of Portland In-Kind Contribution	\$1.00	0.6%
Metro General Fund Revenues	\$1.00	0.6%
TriMet In-Kind Contribution	\$0.45	0.3%
City of Gresham General Fund Revenues	\$0.30	0.2%
Metro In-Kind Contribution	\$0.24	0.1%
City of Gresham In-Kind Contribution	\$0.20	0.1%
Multnomah County In-Kind Contribution	\$0.13	0.1%
Total:	\$174.85	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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LAND USE RATING: Medium

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- The average population density across all station areas is 9,400 persons per square mile, corresponding to a Medium rating per FTA benchmarks. Total employment served is 139,100, corresponding to a Medium rating. In the Portland central business district, parking costs average \$16 daily, rating Medium-High by FTA benchmarks. The ratio of station area to county proportion of LBAR housing units is 1.97, rating Medium. The rating for this subfactor increases to a Medium-High because over five percent of housing units in the county through which the project travels are LBAR.
- A dense mix of land uses on a compact street grid is found in downtown Portland. East of downtown, Inner Division is characterized by relatively small-scale development with street-fronting neighborhood commercial, mixed-use, and multifamily buildings, surrounded by small-lot residential neighborhoods. Outer Division is characterized by strip commercial development and a mix of single and multifamily residential, somewhat less pedestrian-oriented in character. The Gresham station areas include big-box retail centers as well as the Town Center area with smaller-scale multifamily and commercial development on a street grid.
- Sidewalks are provided along most of the alignment, as well as marked and signalized crossings at intersections. However, pedestrian facilities are lacking along many of the residential and local collector side streets.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

- *Transit-Supportive Corridor Policies:* In accordance with State policies and regional growth management programs, all Portland Metro jurisdictions are required to adopt transit-supportive plans and zoning regulations. Policies applying to the entire corridor in Portland call for transit-supportive densities of housing and employment. The City designates much of the land in the inner part of the corridor as pedestrian-oriented, mixed-use, and urban in character. City of Gresham plans call for high-density, transit-centered development in the Civic Neighborhood. Both cities have prioritized pedestrian improvements in the corridor.
- *Supportive Zoning Regulations Near Transit Stations:* In Portland, multifamily and commercial zones permit medium-high to high residential densities, and commercial floor area ratios in the medium to high range; a variety of bonuses are available to increase densities, including for affordable housing. Minimum densities are also specified. All commercial zones allow residential uses and include detailed standards for pedestrian design. Typical densities in single-family zones are medium-low but can be increased with accessory units and infill provisions. Gresham also sets minimum densities and allows mixed use development. Portland sets either no or very low parking minimums in the commercial and multi-family residential districts along the corridor, particularly near transit.
- *Tools to Implement Land Use Policies:* Portland and Gresham have produced Local Action Plans that provide a vision and development strategy for station areas to support the success of the transit project, and identify community development actions for each city to undertake in the near-term. Two state programs allow for tax exemptions for higher density mixed use and residential projects.

Performance And Impacts Of Policies: Medium-High

- *Performance of Land Use Policies:* The project corridor has a number of examples of recently constructed and proposed mixed-use buildings in the Inner Division area, typically four stories with ground-floor retail and built to the street line. There is little evidence of new construction in the Outer Division area. In Gresham, new retail developments include street-fronting buildings, although still with surface parking. Many TOD projects have been completed adjacent to existing light rail stations.

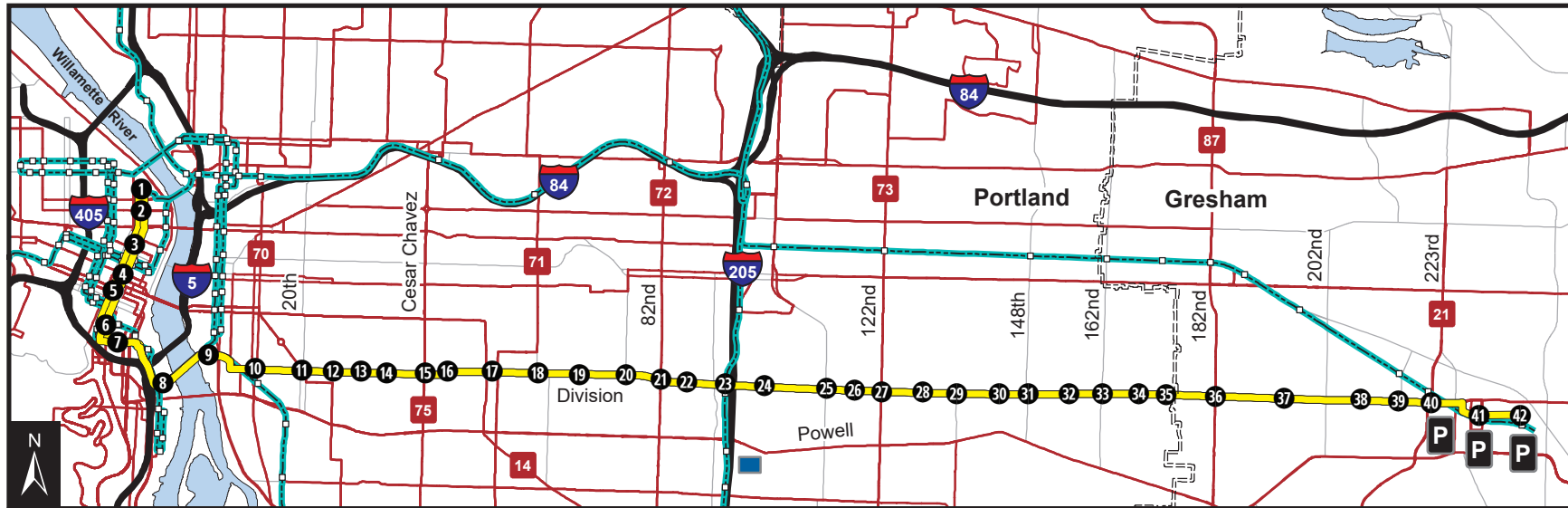
- *Potential Impact of Transit Investment on Regional Land Use:* A City of Portland inventory found several neighborhoods in the Division Corridor with a growth factor of 1.5 or more, indicating the capacity to provide 50 percent more residential units. The supply of vacant land in the corridor is limited, but there appears to be significant redevelopment capacity on surface parking lots and other underutilized property in the Outer Division area. Regional analyses anticipate increasing demand for mixed-use development and high densities along major transit streets, such as Division.

Tools to Maintain or Increase Share of Affordable Housing: Medium

- Portland has undertaken a number of actions since 2015 to increase the supply of affordable housing. These include a variety of financing tools, inclusionary housing requirements, and zoning incentives such as density bonuses and parking exemptions. However, information was not provided on affordable housing policies in the City of Gresham, and only one example was provided of a recent affordable housing project in the corridor.

Division Transit Project

Portland, Oregon



Legend

- Project Alignment
- 1** Division Transit Project Station Locations
- P** Division Transit Project Park and Ride Locations
- - - Existing Light Rail Alignment
- ◻ Existing Light Rail Stations
- Existing Bus Lines
- Powell Bus Garage
- Freeways
- Arterials
- City Boundary

List of Stations

- | | |
|--|--------------------------------------|
| 1. NW Irving between 5th & 6th | 22. SE Division & 87th Avenue |
| 2. NW 5th & Davis/6th & Flanders | 23. SE Division & MAX Green Line |
| 3. SW 5th & Washington/SW 6th & Stark | 24. SE Division & 101st Avenue |
| 4. SW 5th & Salmon/SW 6th & Taylor | 25. SE Division & 112th Avenue |
| 5. SW 5th & Columbia/SW 6th & Columbia | 26. SE Division & 116th Avenue |
| 6. SW 5th & Hall/SW 5th & Harrison | 27. SE Division & 122nd Avenue |
| 7. SW 2nd Avenue & SW Lincoln St | 28. SE Division & 130th Avenue |
| 8. South Waterfront/SW Moody | 29. SE Division & 135/136th Avenue |
| 9. OMSI/Water | 30. SE Division & 142nd/143rd Avenue |
| 10. SE Division & SE 11th/12th Avenue | 31. SE Division & 148th Avenue |
| 11. SE Division & SE 20th Avenue | 32. SE Division & 157th/156th Avenue |
| 12. SE Division & SE 26th Avenue | 33. SE Division & 162nd Avenue |
| 13. SE Division & SE 30th Avenue | 34. SE Division & 168th Avenue |
| 14. SE Division & 34th Avenue | 35. SE Division & 174th Avenue |
| 15. SE Division & SE Cesar Chavez Avenue | 36. SE Division & 182nd Avenue |
| 16. SE Division & SE 43rd Avenue | 37. SE Division & Eastwood Avenue |
| 17. SE Division & SE 51st Avenue | 38. SE Division & Angeline Street |
| 18. SE Division & SE 60th Avenue | 39. SE Division & Civic Drive |
| 19. SE Division & SE 68th Avenue | 40. SE Division & Eastman Pkwy |
| 20. SE Division & 76th Avenue | 41. Gresham Transit Center |
| 21. SE Division & 82nd Avenue | 42. Cleveland Park & Ride |

