

EXHIBIT A:

Powell-Division: Project Development Work Plan for FY 15-16 and FY 16-17

I. INTRODUCTION

This work plan is intended to guide Metro, TriMet and Participating Local Governments (collectively the Parties) through the Federal Transit Administration's Project Development phase of the Powell-Division Corridor Transit and Development Project (the Project).

The Project will identify, develop and construct a new high-capacity transit route for the Powell-Division Corridor (PD Corridor). The Project has the following phases:

1. Planning (Winter 2014 to Summer 2015)
2. Project Development: Design, Environmental and Small Starts Rating (2015-2017)
3. Final Design, Construction, Testing (2018-2020)
4. Operations and Revenue Service (2020 and beyond)

The **Planning Phase** was initiated by the Parties in 2014 to develop a planning vision for future transit service and related investments in the PD Corridor. There are two outcomes completed in the planning phase of the project, which culminates in a request to Federal Transit Administration (FTA) for entry into Small Starts Project Development:

- Identification of a preferred transit vision, which includes a general transit route, vehicle mode, and key station locations.
- Creation of land use visions and action plans for key station locations. These station area visions and action plans will form the basis for detailed station area planning during the design and environmental review phase of the project.

The **Project Development Phase** includes these deliverables that will be guided by a steering committee:

- Complete the definition of the Locally Preferred Alternative (LPA) for approval and local adoption
- Complete environmental approvals under the National Environmental Policy Act (NEPA)
- Complete a sufficient level of engineering and design
- Development of a draft Project finance plan
- Development of materials necessary for a Small Starts rating by FTA and subsequent Small Starts Construction Grant application.

The Parties will continue to explore opportunities to advance additional planning activities and development opportunities that align with the local aspirations of the community it is serving.

II. PROJECT DEVELOPMENT DELIVERABLES AND SCHEDULE

A) Development of Locally Preferred Alternative (Summer 2015 – Winter 2015)

- A.1) Development of Concept Designs
- A.2) Purpose and Need Criteria
- A.3) Concept design analysis and agreement on Locally Preferred Alternative
- A.4) Detailed Definition of Alternative Report (describing the LPA in detail)

B) Environmental Approvals under NEPA (Fall2015 –Summer 2017)

- B.1) Purpose and Need
- B.2) Class-of-Action consultation, coordination, and determination
- B.3) NEPA assessment and findings, including traffic, SEE analysis, and public engagement (intended to culminate in a Finding of No Significant Impact, FONSI)

C) Preliminary Engineering and Design (Summer 2015 – Fall 2017). Assuming the required NEPA class of action results in an Environmental Assessment (EA) the design steps would be the following (to be adjusted if a Documented Categorical Exclusion (DCE) or other action is determined appropriate):

- C.1) LPA Plan set (roughly 10%, sufficient for EA)
- C.2) “15%” design (expected to be the result of incorporating comments and adjustments to LPA Plan Set)
- C.3) “30%” design (generally a typical design level for interim review)
- C.4) “60%” design (expected to be the plan set used for cost estimation and negotiation of Construction Grant Agreement with FTA)

D) Draft Finance Plan

E) Update to the Regional Transportation Plan and related policy elements

F) Development of initial Small Starts application for rating and subsequent Small Starts Construction Grant Application

III. PROJECT DEVELOPMENT RESPONSIBILITIES

Metro: Until the LPA, Metro is the local lead planning agency for the Powell Division Transit Project, as well as the FTA liaison for the study. Metro will be responsible for the planning phase of the project leading up to the identification of the Locally Preferred Alternative (LPA). Metro’s responsibilities during Project Development are summarized below:

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| ▪ Project Management through selection of the LPA | ▪ Public Engagement |
| ▪ FTA Coordination on NEPA | ▪ Transportation analysis |
| ▪ Steering Committee decision-making through LPA identification | ▪ Environmental approvals under NEPA |
| ▪ Define coordinated implementation approach for the Powell Division Action Plan and Shared Investment Strategy | ▪ Finalize the LPA and update the regional transportation plan |
| | ▪ After LPA selection, continue to support ‘Parties’ coordination, decision making and issue resolution |

TriMet: As the transit agency, TriMet is responsible for design, construction and operations of the transit option that is selected for implementation. TriMet will be responsible for the design/engineering

and cost estimating of the alternatives and design options as well as lead author of all Small Starts materials submitted for rating and construction grant application. Once an LPA is selected, TriMet will become the lead agency with support from Metro as Metro manages the completion of the NEPA process. TriMet's responsibilities are summarized below:

- After selection of the LPA, Project Management
- After selection of the LPA, Transit Project Steering Committee and decision-making structure
- FTA lead on Project Development and Small Starts Grant Application
- Engineering and Design
- Finance Plan
- After selection of the LPA, Public Engagement
- Technical review of environmental analysis
- Parties coordination and issue resolution
- Development of Small Starts application materials for rating and Grant Application

ODOT: The Oregon Department of Transportation is the state agency responsible for state transportation, and owns and maintains state highway facilities in the corridor, including US 26 (Powell Boulevard) and OR 213 (82nd Avenue). ODOT's responsibilities are summarized below:

- Committee participation
- Transportation analysis support
- Technical review
- Permitting and approvals required by ODOT
- Parties' issues resolution
- Support Steering Committee decision-making
- Support Public Engagement Plan

Multnomah County: Multnomah County's responsibilities are summarized below:

- Committee participation
- Transportation analysis support
- Public Engagement support
- Technical review
- Permitting and approvals
- Parties' issues resolution
- Support Steering Committee decision-making

City of Gresham: City of Gresham's responsibilities are summarized below:

- Committee participation
- Transportation analysis support
- Public Engagement support
- Technical review
- Permitting and approvals
- Parties' issues resolution
- Support Steering Committee decision-making

City of Portland: City of Portland's responsibilities are summarized below:

- Committee participation
- Transportation analysis support
- Public Engagement support
- Technical review
- Permitting and approvals
- Parties' issues resolution
- Support Steering Committee decision-making

Consultants will be used to supplement study staff in key areas:

- Transit design/engineering
- Transit Definition of Alternative report
- Financial plan and assistance
- Environmental analysis, including the SEE analysis and preparation of NEPA documentation
- Transportation analysis, including traffic analysis, planning, and mitigation
- Public Engagement
- Small Starts Application