

MEETING REPORT

DATE OF MEETING: December 9, 1993

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair George Van Bergen, Jon Kvistad, and Rod Monroe (alt.), Metro Council; Earl Blumenauer, City of Portland; Keith Ahola (alt.), WSDOT; Craig Lomnicki, Cities of Clackamas County; Fred Hansen, DEQ; Gary Hansen, Multnomah County; Ed Lindquist, Clackamas County; Mike Thorne, Port of Portland; Bruce Warner, ODOT; Rob Drake, Cities of Washington County; Roy Rogers, Washington County; Bernie Giusto, Cities of Multnomah County; David Sturdevant, Clark County; and Tom Walsh, Tri-Met

Guests: Dave Lohman (JPACT alt.), Port of Portland; Jerry Parmenter, John Rosenberger and Kathy Lehtola, Washington County; Dave Williams, ODOT; Dean Lookingbill, Southwest Washington RTC; Mary Legry, WSDOT; Bernie Bottomly and G.B. Arrington, Tri-Met; Elsa Coleman, Steve Dotterer, and Kate Deane, City of Portland; Bill Gill, Cities of East Multnomah County; Jack Orchard, Citizen; Richard Ross, City of Gresham; Jim Howell, Citizens for Better Transit; Susie Lahsene, Port of Portland; Xavier Falconi, City of Lake Oswego; Kathy Busse, Multnomah County; Rod Sandoz, Clackamas County; Geoff Larkin, Larkin & Associates; and Molly O'Reilly, Forest Park Neighborhood Association

Staff: Andrew Cotugno; Jennifer Sims; Ted Spence; Richard Brandman; Sharon Kelly Meyer; Gail Ryder and Lois Kaplan, Secretary

MEDIA: James Mayer and Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair George Van Bergen.

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Minutes of the November 10, 1993 JPACT Meeting Report were approved as written.

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RESOLUTION NO. 93-1868 - ADOPTING AN INTERGOVERNMENTAL AGREEMENT FOR MANAGEMENT OF THE WILLAMETTE SHORE LINE RIGHT-OF-WAY

Sharon Kelly Meyer explained that the purpose of the resolution is to adopt a policy for management of the Willamette Shore Line right-of-way. The issues surrounding the need for Metro to adopt an Intergovernmental Agreement (in participation with ODOT, Tri-Met, Multnomah County, Clackamas County, the City of Portland, and the City of Lake Oswego) were reviewed at last month's JPACT meeting. Sharon stated that the adoption process is expected to conclude by year's end.

Action Taken: Commissioner Lindquist moved, seconded by Tom Walsh, to recommend approval of Resolution No. 93-1868, adopting an Intergovernmental Agreement for management of the Willamette Shore Line right-of-way. The motion PASSED unanimously.

RESOLUTION NO. 93-1874 - AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM SO THAT TRI-MET CAN APPLY FOR SECTION 3 FUNDS IN THE REDIRECTED PROJECT BREAK-EVEN ACCOUNT

Andy Cotugno noted that JPACT has dealt with the Project Break-even funds a few times. After three years of attempting to get the preliminary engineering funds released, Tri-Met and the City of Gresham are proposing an alternate use of the funds. The projects proposed are the Banfield system double-tracking; Ruby Junction maintenance facility expansion; and communications system retrofit. As mandated by Congress, these funds are only eligible for system-related costs toward completion of Westside light rail. The funds will be rescinded if not used by the end of this fiscal year. Andy explained that the park-and-ride garage is not eligible for use of these funds.

Tom Walsh spoke of a strong partnership with the City of Gresham as they move toward system-related improvements. He noted that Tri-Met is committed to the park-and-ride structure in Gresham but indicated that alternative sources of funding must be sought. He indicated that this resolution is intended to narrow the use of the \$13.5 million.

Councilor Giusto emphasized that the funds would be used toward completion of systems on the Eastside related to Westside LRT expansion. He acknowledged that the parking structure is being discussed and felt that it is still a good way to accommodate LRT.

Bruce Warner wanted to be assured that these funds would result in additional money for the Westside project and asked about the status of the letters from Senators Hatfield and Lautenberg.

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Action Taken: Tom Walsh moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 93-1874, amending the TIP so that Tri-Met can apply for Section 3 funds in the redirected Project Breakeven account.

Motion to amend: Councilor Giusto, seconded by Commissioner Lindquist, moved to amend the resolution to add a new Resolve 3, which would read as follows:

"3. That this resolution is contingent upon Tri-Met and the City of Gresham agreeing upon an alternative approach to funding the Gresham park-and-ride."

The motion to amend PASSED unanimously.

In calling for the question, the amended motion PASSED unanimously.

METRO FY 94-95 PLANNING DEPARTMENT BUDGET PRIORITIES

Andy Cotugno reviewed the memo on FY 94-95 Planning Department budget priorities, noting those activities supported by the General Fund and those reliant on transportation grants. He reported that Metro's planning functions are based on transportation grants, local government dues and the General Fund (through an excise tax on enterprise functions).

Andy reviewed the recommendations of the Tax Study Committee, proposing a Construction Excise Tax and a Real Estate Transfer Tax to reduce the excise tax to 6 percent in the short term, and to seek a broad-based funding solution in the long term. He noted that the smaller cities did not participate in the voluntary dues this year and the issue of whether to continue with voluntary dues must be addressed.

Andy spoke of expanded planning responsibilities and mandates through the new Metro Charter (noting Future Vision and the Regional Framework Plan) and commented on the level-of-effort issue discussed at the November 24 TPAC meeting.

Accompanying the memo was a list of the current Planning Department budget and potential projects for next year's budget. The Tax Committee also recommended that Greenspace operations not be addressed at this time, that the focus should be on functions mandated through the Metro Charter, and that we should continue the excise tax on enterprise functions.

Councilor Monroe, Chairman of the Finance Committee, commented that it's hard to implement the recommendations of the Tax Study

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Committee in view of defeat of Ballot Measures 1 and 5. Metro's Executive Officer recommended that a balanced budget be produced based on existing known resources. A basic budget will be produced on December 17 and a package presented based on logical and defined decisions. Councilor Monroe stated that making recommendations relative to these decision packages is absolutely essential to carrying out mandated functions and formulating a prioritized list of projects. To gain input, he reported meeting with local government officials and special interest groups throughout the region interested in some of these new revenue sources. He noted that the balanced budget will be reviewed and alterations made based on that input. Then the decision packages will be looked at to determine which functions are essential, based on mandates, for inclusion in the budget. Other revenue sources will be explored and a recommendation will be made by the Budget Committee around May 1 from a fiscal and political standpoint. A 90-day period must be allowed for any kind of tax decision but the need to gain consensus before then is paramount.

Andy Cotugno noted that the budget is being prepared based on elimination of dues and rollback of the excise tax from 7 to 6 percent.

Fred Hansen suggested it would be helpful to note the extent of the activities when prioritizing. He felt the issues are under Growth Management. With regard to prioritizing, he cited the need to clearly define what is necessary and not be driven by the budget amount. He also spoke of patterns of development and cautioned about freezing industry's abilities.

Commissioner Blumenauer felt that emphasis should be placed on the Data Resource Center (DRC) as a fundamental building block, suggesting that some people from the private sector might be supportive of some of its costs. He suggested leaning toward fully funding the DRC which is needed and utilized by the jurisdictions. He commented that it is the easiest and most marketable function to maximize the budget. Commissioner Blumenauer thought there was more public support in that direction and that there are other ways to fund growth management. He suggested emphasizing the "building blocks" of Metro's Planning Department.

Bruce Warner felt it is useful when looking at priorities to first look at what's mandatory through the ISTEA management systems, the supportive data that gets you to that point, and, lastly, a second list which is discretionary.

Tom Walsh stated that Tri-Met is unwilling to go through a ranking process because he felt the entire work program was

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important. Anything short of that, he felt would jeopardize the South/North study and other critical planning activities. He emphasized the importance of finding the necessary funding sources.

Mike Thorne acknowledged the struggle of balancing the demand with limited resources. He cited the need to deal with principles rather than projects and felt it represented a challenge for this group. He noted that JPACT should be thinking about a program and a budget that lets policy-makers make informed decisions.

Mayor Drake spoke on the issue of voluntary dues, suggesting that a service fee could be implemented to justify regional planning which could be billed on a monthly, quarterly or yearly basis. From a local perspective, he didn't feel that dues are the answer.

Chair Van Bergen stated that the planning functions will be driven by budget and income and, unless new revenue sources are found, there will be cutbacks. He cited the need for jurisdictional support in order to enact a revenue tax.

Andy asked for jurisdictional comments within the next six-week budget process.

ODOT SIX-YEAR PROGRAM

Andy Cotugno reported that ODOT is scheduled to release a draft Six-Year Program by the end of January with public hearings to follow in March. A preliminary conclusion will be reached in April followed by an air quality conformity analysis, with final adoption by the OTC in July.

Andy noted that three possible scenarios have been recommended. Staff needs to release a single recommendation on December 15 for review by TPAC and JPACT at their December 22 and January 13 meetings, respectively. Andy reviewed the tables which included the technical rankings, the supplemental administrative criteria applied, and the effect of administrative factors on the rankings.

In addition to public input on individual projects, Andy reviewed public recommendations for other factors that were evaluated and considered. Commissioner Lindquist asked whether a "safe and efficient link to any LRT corridor" should be considered as administrative criteria as well as "linkage of safe and efficient operation of the Sunset Highway/Highway 217 corridor." After further discussion, it was felt that the criteria could be

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modified at a later time when an alignment has been established for the South/North corridor.

Councilor Kvistad felt that the reference under Administrative Criteria No. 5 to ODOT's "Baseline of projects" should more appropriately be called "core construction program."

Andy reviewed the project lists and some of the uncertainties surrounding some of the projects.

Bruce Warner noted that ODOT is trying to look at all projects in terms of phasing in an effort to minimize costs. They hope to reach an agreement on priorities. He explained that projects committed for some sort of project development are included in the Development section of the TIP. Andy noted that the three Access Oregon Highway (AOH) projects are committed under Development, not in Construction.

Andy asked Committee members whether they felt we should cut to a balanced budget or go farther than that to reflect Table 6.

Other matters to be discussed further include: what are the regional bike priorities and where should the focus be at the regional level?

Councilor Van Bergen felt there are too many matters to be resolved and that the issues should be referred to TPAC.

Mike Thorne asked about the relationship between Table 2 and Table 6 and the logic used. He spoke of the importance of ensuring that competing interests in the region become compatible. He felt the logic and flow was not clear to him and that the process should be done in terms of systems rather than projects.

Commissioner Rogers spoke on behalf of the Washington County Transportation Coordinating Committee Policy Group who supported the following: that cuts should be limited to the \$131.5 million necessary to balance the program; if additional cuts are justified in order to support alternative modes, that the Water Avenue Ramps project would provide \$19 million in additional funds; that funding be provided to ensure that both the T.V. Highway (10th to 21st) and the Highway 47 Bypass projects remain in the Construction Section of the STIP before any funds are redirected to alternative modes; and that funding T.V. Highway and the Highway 47 Bypass would leave \$15 million in funds that could be expended in the last two years of the program for alternative mode support. While Washington County is sensitive to transit and other mode needs, they are not convinced that other modes will solve

many of the problems facing Washington County but they do acknowledge that a multi-modal approach is needed. They also expressed concern about past commitments, citing the T.V. Highway/Shute Road project with 63 percent local match. While they understand budget constraints and the need for a cut list, they don't understand why new projects and new commitments are being added at a time when past commitments aren't being honored. Commissioner Rogers felt there could be some funds from the \$19 million Water Avenue ramp project that could be utilized for other projects. Washington County wants to remain good neighbors but finds it difficult to understand and wishes to strenuously argue over what's transpiring.

In terms of alternative modes, G.B. Arrington distributed a handout that outlined what a \$38 million or \$15 million shift of funds from highway to transit would include in terms of investment.

Fred Hansen felt it would be helpful to have air quality as a factor in the criteria. If heavy industry requirements are being imposed on employers, he questioned moving ahead with projects that compound air quality problems. He commented that it may not be quantified on a project-by-project basis. Fred felt that approach would be a valuable exercise to go through for the table cut list and then have discussions.

Councilor Kvistad suggested stressing that, even though it notes "roads only," it includes bike/pedestrian needs as well. He cited the need to focus on what's critical when you're facing a shortfall.

A discussion followed on the ability to move goods and services throughout the region.

Commissioner Blumenauer concurred in the need to focus on specific elements: the movement of freight (both rail and trucking), which he noted is approaching gridlock in certain areas; addressing the air quality aspect; and looking at some of the big-ticket items. With regard to the Sunset/Sylvan project, he spoke of deferring its improvements until after the Westside LRT is completed because of the mitigation measures faced by LRT construction. He felt it is an opportunity that won't jeopardize other projects.

Commissioner Blumenauer noted that the Portland City Council turned down the Water Avenue Ramps project and those funds may be directed for other alternatives, citing possibilities such as economic development and bike/pedestrian projects.

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Bruce Warner commented that, in discussions on large projects, there must be a clear understanding of the safety issue trade-offs.

Mike Thorne spoke of a predicament experienced by Freightliner Corporation that can't run its operation 24 hours because of freight access problems.

Andy Cotugno asked Committee members whether they wanted to hold another meeting to further discuss the issues pertaining to intermodal and multi-modal investments prior to the January 13 JPACT meeting. Committee members agreed to allow sufficient time at their next meeting to resolve outstanding issues in readiness for a recommendation. Commissioner Blumenauer indicated that some recommendations will be forthcoming from the City Council on alternative transportation projects (referring to the \$19 million allocated to the Water Avenue ramps project).

Fred Hansen felt that the need for alternatives should also be included.

FUTURE JPACT AGENDAS

Andy Cotugno cited the need to allow more discussion time at future JPACT meetings to review activities and address issues facing the region under Rule 12 and ISTEA requirements. From a suggested list of topics, it was agreed that "meeting air quality standards" would be discussed at the January 13 meeting and "reduction of VMT per capita" at its March meeting. Andy also felt that Region 2040 should be discussed further by JPACT.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-1900 FOR THE PURPOSE OF ENDORSING THE NW 112TH LINEAR PARK FOR FUNDING AS PART OF ODOT REGION 1 PRIORITIES FOR TRANSPORTATION ENHANCEMENT FUNDING IN THE 1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM

Date: January 19, 1994

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution endorses the NW 112th Avenue Linear Park project for priority FY 95, FY 96, and FY 97 Transportation Enhancement Program funding for inclusion in ODOT's 1995-1998 Transportation Improvement Program. The action supplements Resolution No. 93-1858B, adopted by the Metro Council in October 1993. That resolution endorsed the region's priority Transportation Enhancement Program recommendations with the exception of the 112th Avenue Linear Park proposal. At the request of the Metro Council, that project was remanded back to JPACT for further consideration.

The following staff report and attached resolution document the findings, options, and conclusions for that further consideration. The staff report focuses on four major elements: 1) review of the Enhancement funding program process and responsibilities; 2) review of the 112th Linear Park project and issues; 3) discussion of the alternative actions available to JPACT and the Metro Council; and 4) Metro staff recommendation.

The recommended project has been found to be consistent with the Transportation Enhancement Program eligibility standards as listed in Section 1007(c). As with Resolution 93-1858, the recommendation is developed for Oregon Transportation Commission (OTC) consideration during public hearings and testimony on the 1995-1998 TIP. Final OTC action on the entire TIP is scheduled for July 1994 and will essentially complete programming of state ISTEA funds.

JPACT will take action on the resolution February 10. Metro Council action is tentatively set for February 24. The OTC is scheduled to hold hearings around the state on the entire TIP in March 1994.

TPAC has reviewed this resolution and recommends approval of Resolution No. 94-1900.

FACTUAL BACKGROUND AND ANALYSIS

Eligible Activities

As stated in ISTEA, eligible Transportation Enhancement Program activities are as follows:

"The term 'transportation enhancement activities' means, with respect to any project or the area to be served by the project, provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway program, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising archaeological planning and research, and mitigation of water pollution due to highway runoff."

Program Funds and Authority

ISTEA authority for the program is delegated to the state. The state in turn must develop the program in cooperation with Metropolitan Planning Organizations (MPOs) and local jurisdictions and the public. The OTC allocated approximately \$4.435 million for an Enhancement Program in Region 1 (consisting of Multnomah, Clackamas, Washington, Columbia, and Hood River counties). This figure acted as the target amount used in the programming exercise described below.

Program Development

In May 1993, the OTC directed ODOT staff to begin the process for developing the state's Transportation Enhancement Program for fiscal years 1995, 1996, and 1997. The process followed, with some refinement, an initial process developed in 1992 for programming Transportation Enhancement funds for the first three years of ISTEA (FYs 92, 93, and 94). The current process included the following elements:

- May 1993. The OTC approved a five-month process intended to solicit, evaluate, and recommend for funding the FY 95, FY 96, and FY 97 Transportation Enhancement Program. The process included the development of program objectives, project selection and prioritization criteria, and public review and adoption actions.

The original and refined process and Transportation Enhancement ranking criteria were developed by ODOT's ad hoc Transportation Enhancement Committee (comprised of public and private interests) and approved by the OTC. Members of the ad hoc committee are identified in Attachment A. The process was reviewed by TPAC in May.

- June 1993. ODOT provided notice to jurisdictions, the public, and interest groups soliciting program (project) recommendations.

- June 11, 1993. ODOT sponsored a Transportation Enhancement Program Public Information Workshop in Region 1. The workshop described the program, the grant application process, and other aspects for getting a project included in the program.
- August 6, 1993. Project proposals submitted to ODOT.
- August 1993. As per the OTC process, a Region 1 review panel independently reviewed and prioritized projects. The committee included representatives of Metro and Washington, Multnomah, Clackamas, Columbia, and Hood River counties. Over 40 applications (urban and rural) were submitted to Region 1. The projects were reviewed and scored relative to the OTC-approved criteria. The criteria are based on FHWA guidelines for the program and on key Oregon benchmark and policy objectives.

A 100-point scoring system was developed and included the following categories: "Intermodal Relationship" (30 points); "Relationship to other Plans and Programs" (30 points); "Benefits to the Community and Environment" (20 points); "Statewide Significance" (10 points); and "Match Level, Source, Public/Private Commitment" (10 points). In addition, each application was independently reviewed for clarity, detail, and design. Each project required a sponsoring public agency or jurisdiction as per federal funding requirements. Results of the scoring are shown in Attachment B.

Following the scoring, the ranking committee and ODOT staff reviewed the list for funding recommendations. Funding was recommended based on the "technical" score and on program objectives which also consider geographic distribution and cost-effectiveness. Projects recommended for funding are shown in Attachment C.

- October 1993. As noted, ISTEA requires the state to consult with MPOs on program development. MPO review in the Portland area is through JPACT/Metro Council. JPACT reviewed and approved Resolution No. 93-1858 in October. The resolution endorses the package of projects within Metro boundaries as recommended by the Region 1 review committee.
- October 1993. Metro Council adopts Resolution No. 93-1858B with the exception of the NW 112th Linear Park Project. Following public testimony, the Council Planning Committee remands the project to JPACT for further review.
- January/February 1994. TPAC/JPACT/Metro Council review and action on Resolution No. 94-1900.

. March 1994. OTC hearings on the draft 1995-1998 TIP.

. July 1994. OTC action the TIP.

NW 112th Linear Park

Project Description

As stated in the grant application, "Washington County proposes creating a linear park along 112th Avenue between Cornell and Barnes Roads. The park will include a bike and pedestrian connection between these two roadways, both of which are part of the bicycle route system in the adopted Washington County Transportation Plan, and will significantly improve access for non-auto traffic to the planned Sunset Light Rail Transit Center.

"The transportation link established by the project will complement a planned street connection made by the 112th Avenue project, which is anticipated to be built between Cornell Road and Barnes Road in 1996 or 1997. The 112th Avenue project and pathway system included in the linear park project will reduce the distance from the Cornell/112th intersection to the Sunset Highway and Transit Center area by more than 50 percent from current levels.

"The park will be approximately 2500 feet long and vary in width from 50 to 600 feet, occupying approximately 10 acres in all. It will include approximately one mile of eight-foot wide pedestrian/bicycle asphalt pathway." Attachment D shows the park concept.

Project Cost

The park is estimated to cost \$883,600. Washington County requested \$706,900 in Transportation Enhancement funds for the project. The ODOT/Region 1 review committee recommended funding \$308,000 of the cost to cover transportation-related right-of-way and pathway elements.

Project Issues

A number of issues and concerns were raised by the public and the Metro Council in review of Resolution No. 93-1858B. The following discussion focuses on the main issues as identified in letters and the Council minority report (Attachments E and F).

1. Technical Score. The project ranked second of 44 projects reviewed. The concern was that it ranked too high. Again, each project was reviewed independently based on the information included in the application. This project was felt to provide quality pedestrian/bicycle improvements within a developing area. The project was also felt to be a key link within a future system connecting area neighborhoods to the

Peterkort property on through to Barnes and the Sunset Transit Station. The project match, plan consistency, support, and general benefits were addressed through the application and review process.

2. **Bicycle Lanes.** A concern was raised that the project duplicates lanes planned for the NW 112th/113 road project. This fact was included in the application. However, the proposed project provides for both pedestrians and bicycles in an environment located off the arterial. The safe and pleasant nature of the Linear Park meets the intent of the Enhancement Program to fund projects which go beyond the scope of normal transportation investments.
3. **Funding.** A concern was raised that funds are already committed to the 112th/113th Avenue bicycle project. As noted, Washington County has programmed the NW 112th/113th road project for 1996-97 and is pursuing Enhancement funds for part of the Linear Park as part of an overall road/park project in the area. The Enhancement funds are for currently unfunded pedestrian and additional bicycle improvements in the corridor.
4. **Intermodal Relationship.** A concern was raised that the project is not "intermodal" since it is over one mile to the Sunset Transit Station. ISTEA guidelines, used by the review committee, clarify that the relationship to the intermodal system must be one of "function, proximity, or impact." Pedestrian and bicycle activities are specifically eligible under "function;" an enhanced visual appearance of a transportation corridor is explicitly listed under "proximity;" and mitigation which goes beyond the norm is included under "impact." The 112th Linear Park meets these tests.
5. **The project is not in the Comprehensive Plan.** Land use or transportation-related Enhancement projects need not be in a comprehensive plan to be included in the program. However, the project must be in the Comprehensive Plan to receive funds. The Enhancement evaluation criteria asked for projects that are in or consistent with Comprehensive Plans. The County provided findings of consistency in their application and follow-up materials. If the project does not meet necessary land use approvals in the future, it will not receive these funds.

Public Process and Comment

The public process was developed and approved by the OTC. The process was reviewed by TPAC and others within the region and was intended to identify and select projects within a five-month timeframe in order to be included in a public review draft of the 1994-1998 state TIP.

At the local level, Washington County has had a long history of public involvement regarding the 112th/113th road project. The Linear Park process is more recent. In August 1993, the County began a Linear Park public process. As a result, both County and public testimony indicates strong support for the proposal (see Attachment E, letters). Opposition to the Park included testimony that the funds should be used for other pedestrian and bicycle needs in the area (see also Attachment E, letters).

Alternative Action

Under ODOT program guidelines, the choices for JPACT and the Metro Council are: 1) recommend funding for the Linear Park; or 2) defer to the next project on the contingency list.

As shown in Attachment C, the next project is Project No. 29 -- Barlow Road Corridor/Moss Hill Preservation. The \$190,000 project would preserve and improve a segment of the Barlow Road segment of the Oregon Trail. The project is about four miles east of Oregon City and is outside the Metro boundary. Approximately \$118,000 would then remain to be applied to the Molalla River pathway in rural Clackamas County.

Conclusion and Staff Recommendation

A number of issues surfaced regarding the timing and location of the NW 112th Linear Park. Most significantly, does the project meet federal Transportation Enhancement eligibility; and does the project enhance the overall transportation system in the area?

First, as noted previously, the project meets federal guidelines by having a relationship to the intermodal transportation system through function, proximity, and impact. Second, the project will provide a quality bicycle and pedestrian connection from area neighborhoods through Peterkort to the Sunset Transit Center. Third, a Washington County public process resulted in project support by residents in the NW 112th area as mitigation above and beyond the norm for transportation projects. While other quality bicycle and pedestrian projects exist in the area, none were submitted as part of the ODOT process. Further, the project is consistent with the Washington County Comprehensive Plan and must be included to receive funding.

Given the further analysis of the project, program guidelines, and process, Metro staff recommends the 112th Linear Park be included as part of the region's priority Transportation Enhancement projects for FY 95, FY 96, and FY 97.

TPAC Recommendation

TPAC endorsed Resolution No. 94-1900 at its January 28 meeting. The endorsement was with an understanding that an opportunity for public comment be provided. As noted in Attachment G, a special JPACT-sponsored public meeting to discuss the 112th Linear Park was determined unnecessary. However, to provide public comment

on whether to include the park project as part of the region's recommendations for Enhancement funding, TPAC endorsed the original staff process to invite interested persons to the February 10 JPACT public meeting, the February 17 Council Planning Committee public hearing, and the February 24 Metro Council meeting.

The final result and recommendations of those meetings will be forwarded to the OTC at their March hearings on the state TIP.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No.94-1900.

MH:lnk
94-1900.RES
2-2-94

Attachment A

"ODOT Ad Hoc Transportation Enhancement Committee"

<u>Name</u>	<u>Organization</u>
Chris Beck	Trust for Public Lands
Richard Benner	Oregon Land Conservation and Development Department
Pete Bond	Oregon Parks Department
Pat Ehrlich	Association of Oregon Counties
Phil Hirl	U.S. Forest Service
Mike Hoglund	Metro
John Kowalczyk	Oregon Department of Environmental Quality
Lewis McArthur	Historic Columbia River Highway Advisory Committee
Mary McArthur	Oregon Tourism Alliance
Pat Napolitano	Local Officials Advisory Committee
Janet Neuman	Oregon Division of State Lands
Kristin Ramstad	Oregon Department of Forestry
Wes Reynolds	Ashland Parks Commission
Robbin Roberts	Economic Development Department
Val Paulson	League of Oregon Cities
John Savage	Oregon Department of Energy
Richard Schmid	Mid-Valley COG
Gary Shaff	Rogue Valley COG
Lee Shoemaker	Lane COG
Jill Thorne	Oregon Trail Coordinating Council
John Wichman	Federal Highway Administration
Cam Gilmour	ODOT
John Rist	ODOT
John Baker	ODOT

Average Scores 1993 Enhancement Program

Project	Maximum Points	Intermodal Relationship 30	Relationship to Other Plans and Programs 30	Benefits to Community/ Environment, and Statewide Significance 30	Match Level, Source Public and Private Commitment 10	Total 100	Total Cost Estimate (\$ thousands)	Federal Cost Estimate (\$ thousands)	Federal Fund Availability (\$ thousand)
24 B: Banks - Yernola		19	21	21	10	70.00	250.0	200.0	4,345.0
37 112th Linear Park		21	22	19	8	69.71	663.8	308,266.3	4,145.0
17a Eastbank Bike/Ped Way A: OMSI		19	23	18	8	68.00	700.0	360.0	3,436.1
20 Estacada Trails		18	22	20	9	68.66	120.0	100.0	2,078.1
6 Complete Cedar Creek Trail		18	22	20	9	68.66	419.1	83,944.7	1,978.1
33 Springwater - Intermodal Links & Restroom		15	23	22	9	65.66	150.0	120.0	1,663.7
17b Eastbank Bike/Ped Way B: OMSI		19	23	18	8	68.57	288.0	228.9	1,543.7
1 Historic Highway: Moffet Creek - Tanner Creek		19	19	22	8	69.43	1,297.0	1,164.0	1,314.8
38 Historic Highway: Pedestrian Facility		19	23	18	8	68.00	390.0	312.0	150.0
17c Eastbank Bike/Ped Way C: Eastbank		19	23	18	8	68.00	390.0	312.0	150.0
23 Barlow Road Corridor/Moss Hill Preservation		17	20	21	9	66.14	340.0	190.0	1,421.3
15 Historic Highway: Pedestrian Facility		17	20	21	9	66.14	340.0	190.0	1,421.3
28 Intermodal Transfer Park		20	20	18	7	66.00	296.0	252.8	1,314.8
39 Springwater - Intermodal Links & Restroom		15	23	19	9	65.66	677.0	701.6	1,314.8
34 Historic Highway: Pedestrian Facility		17	20	21	9	66.14	340.0	190.0	1,421.3
11 Pedestrian Trail Expansion		18	17	22	8	65.14	150.7	113.1	1,314.8
36 NW 165th Pedestrian Facility		18	22	19	8	65.00	30.8	24.8	1,314.8
2 Historic Highway: Pedestrian Facility		19	19	19	8	65.00	216.0	172.8	1,314.8
7 Hollywood Pedestrian Path		19	20	18	9	64.43	77.0	61.8	1,314.8
25a Dr. United Junction - Beaverton		17	20	18	9	64.00	250.0	200.0	1,314.8
19 Historic Highway: Pedestrian Facility		17	20	18	9	64.00	250.0	200.0	1,314.8
3 Historic Highway: Hood River - Mosler		18	18	20	8	63.71	984.0	663.0	1,314.8
9 School Bike Path		18	20	17	8	63.43	246.5	197.2	1,314.8
21 Historic Highway: Pedestrian Facility		17	20	18	9	64.00	250.0	200.0	1,314.8
6 Fanno Creek Bikeway		18	20	18	7	62.43	105.8	84.8	1,314.8
23 Historic Elevator Upgrade		17	18	20	8	61.71	120.0	98.0	1,314.8
10 Historic Highway: Pedestrian Facility		17	20	18	9	64.00	250.0	200.0	1,314.8
4 Milton Creek Bike & Pedestrian Bridge		19	18	18	8	60.64	60.0	48.0	1,314.8
8 Depot Gutters & Insulation		17	18	21	8	60.43	6.4	5.8	1,314.8
35 Historic Highway: Pedestrian Facility		17	20	18	9	64.00	250.0	200.0	1,314.8
13 Barlow Road Corridor Phase One		14	15	21	8	58.43	468.0	419.4	1,314.8
14 Barlow Road Corridor Full Project		14	15	22	7	58.29	1,410.0	1,160.0	1,314.8
22 Historic Highway: Pedestrian Facility		17	20	18	9	64.00	250.0	200.0	1,314.8
43 NE 201st Bike/Ped Connector		15	19	17	7	57.71	165.0	135.0	1,314.8
42 Scenic Island Road Shoulder Bikeway		15	20	15	7	57.29	517.0	418.0	1,314.8
40 Historic Highway: Pedestrian Facility		17	20	18	9	64.00	250.0	200.0	1,314.8
12 Downtown Access Plan		14	17	18	7	57.00	324.8	259.8	1,314.8
41 East Burnside Bike Lane		14	20	18	7	56.71	440.0	344.0	1,314.8
32 Historic Highway: Pedestrian Facility		17	20	18	9	64.00	250.0	200.0	1,314.8
15 Highway 26 Ped/Bike Connection		14	19	15	7	55.57	37.4	30.0	1,314.8
30 Storm Water Detention and Bio-Filtration		15	14	17	9	54.29	662.3	397.4	1,314.8
44 Historic Highway: Pedestrian Facility		17	20	18	9	64.00	250.0	200.0	1,314.8
31 Historic Faubion Bridge		14	14	18	8	53.98	30.0	27.0	1,314.8
18 Classic Light Poles		15	13	16	7	50.14	1,350.0	1,211.4	1,314.8

printed 30-Aug-93

Exhibit "A"

ENHANCEMENT PROJECTS RECOMMENDED BY REGION 1 SELECTION COMMITTEE

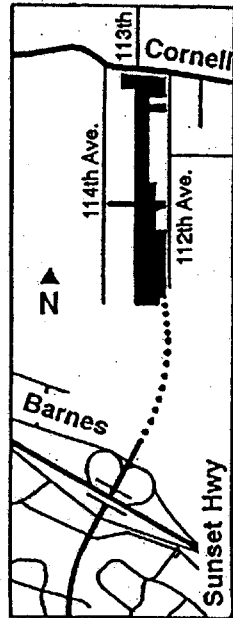
ID#	Project Agency	Priority	Total (1,000)	Federal (1,000)	Match (1,000)	Total Federal
24	Intermodal Link West of Portland B: Banks - Vernonia Oregon State Parks	1	\$250.0	\$200.0	\$50.0	\$200.0
37	112th Linear Park, down-scooped Washington County	2	385.0	308.0	77.0	508.0 #
17a&b	Eastbank Bike/Ped Way A: Bridges, OMSI City of Portland	3	1,986.0	1,588.9	397.1	2,096.9 #
20	Estacada Trails City of Estacada	4	120.0	100.0	20.0	2,196.9
6	Complete Cedar Creek Trail, down-scooped City of Sherwood	5	103.8	83.0	20.8	2,279.9 #
33	Springwater - Boring Connection Clackamas County	6	150.0	120.0	30.0	2,399.9 #
1	Historic Highway: Moffet Creek - Tanner Creek Oregon Department of Transportation	7	1,297.0	1,164.0	133.0	3,563.9
38	Rock Creek Bike/Ped Path, down-scooped (Rock Creek-Evergreen) City of Hillsboro	8	332.5	266.0	66.5	3,829.9 #
28	Intermodal Transfer Park City of Troutdale	9	100.0	80.0	20.0	3,909.9 #
34	Molalla River Pathway, down-scooped Clackamas County	10	333.8	267.0	66.8	4,176.9
11	Pedestrian Trail Expansion Port of Cascade Locks	11	150.7	113.1	37.6	4,290.0
4	Milton Creek Bike & Pedestrian Bridge City of St. Helens	12	60.0	48.0	12.0	4,338.0
8	Depot Gutters & Insulation Mount Hood Railroad	13	6.4	5.8	0.6	Total \$4,343.8
Contingency Projects						
29	Barlow Road Corridor/Moss Hill Preservation Clackamas County	*14	340.0	190.0	150.0	
34	Molalla River Pathway, remaining portions Clackamas County	*15	2,276.1	1,820.8	455.3	
38	Rock Creek Bike/Ped Path, remaining portions City of Hillsboro	*16	211.5	169.2	42.3	#
18	Union Station Passenger Shelter, eligible portions City of Portland	*17	457.0	410.1	46.9	#

Projects within Metro Boundary



*If additional money becomes available these projects will be funded in order of priority.

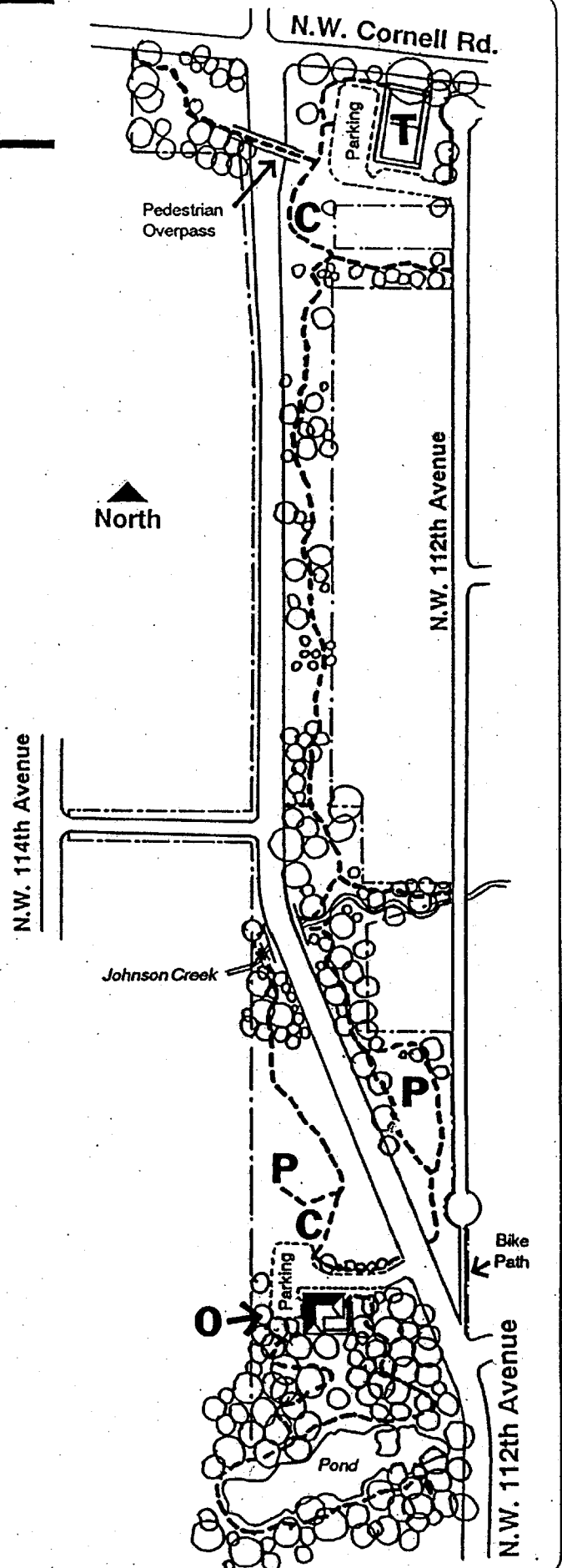
112th Avenue Linear Park

Project Area



Park Detail Map

-  Trail
-  Existing Trees
- C** Children's Play Area
- O** Overlook
- P** Picnic Area
- T** Tennis Court





**TUALATIN
HILLS
PARK &
RECREATION
DISTRICT** ADMINISTRATION OFFICE

15707 SW Walker Road • Beaverton, Oregon 97006 • 645-6433 • FAX 690-9649

ATTACHMENT E

September 14, 1993

Mr. Jerry Parmenter, Manager
Washington County Department of Land Use and Transportation
Capital Project Management Division
155 N. First Ave., Suite 350-18
Hillsboro, OR 97124

Dear Jerry,

At it's September 8, 1993 Board meeting the Tualatin Hills Park and Recreation District's Board of Directors reviewed a design for the proposed construction of a linear park to be located at the 112th/113th realignment/extension and Washington County's request that the T.H.P.R.D. consider accepting management responsibilities of the proposed linear park.

The Board of Directors expressed their reluctance to become embroiled in the construction controversy between area neighbors and Washington County.

If the road and park is built the District would be interested in assuming ownership of the 112th/113th linear park site, however, at this time the Board wishes to remain non-committal.

Sincerely,

Neal Winters
Assistant General Manager

October 27, 1993

To: Terry Moore
Metro Council
District 13

From: Carol Gearin
2420 N.W. 119th Ave.
Portland, Or. 97229

Dear Ms. Moore:

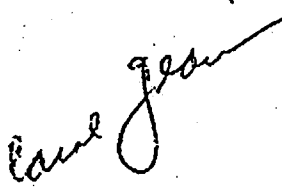
It is my understanding that the Metro Council will hear testimony and vote tomorrow concerning funding for a bicycle\pedestrian strip park for N.W. 112th Avenue.

Since it is my belief that the completion of this street between the Sunset Highway and Cornell Road will eventually come to fruition; and because I would like to see this street be pedestrian and bicycle friendly, I urge you to vote for funding.

I am aware that there is a citizen movement attempting to block the completion of 112th. However, should they fail, I would hate to see a repeat of Cornell Road where bicyclists risk death every day.

VIA FAX: SENDING STATION 643-4311

RECEIVING STATION 273-5589



Metro Council
October 28, 1993
Agenda Item No. 6.4

Oct. 27, 1993

To: Metro's Joint Policy Advisory Committee on Transportation
Oregon Department of Transportation

Regarding: Project 37 of the Metro area Transportation
Enhancement Project

Dear Members,

It has come to my attention that Washington County is currently seeking funds for financing a portion of this project. I believe this portion is the "linear park" and/or bicycle and pedestrian paths.

First let me say the County had an open house, displaying their latest proposed alignment. Since this project is still in planning stages, with LUBA appeals pending, allocating money for it is not in the public's best interests.

This project does not support pedestrian or mass transit.

1. It is over one mile to the transit station.
2. Its connection to NW 113th north of Cornell is fruitless, as 113th is too steep and dangerous to walk. Even with sidewalks, 113th is not pedestrian friendly.
3. If any one of you were to come up to our neighborhood and ask what route we would take to and from Cornell Rd. by bicycle or walking we would say NW 119th. Why is it no one has asked?
4. The development taking place on the Peterkort property can be well served by bus from Barnes Rd. Even if 112th were to be built, a two lane, 25mph residential road is all that is necessary to serve the proposed Peterkort development.

Having three children, the oldest of whom is five, we are very much in favor of parks and sidewalks. Its a shame our County staff does not rate these items at a higher priority. Just look at their record, it speaks for itself. A linear park along a road such as they are proposing is not what most of us would call a neighborhood park. I prefer to call it "a road in waiting". We are not as gullible as some would like to think.

I find it very unfortunate we cannot walk as a family to the stores at Cornell and Barnes because the roads are treacherous with no shoulders, especially when funds are available for useless projects such as Project 37.

To correct a statement by Brent Curtis of Oct. 6th, this project is not partially old and partially new road. I believe it is entirely new. As for "significant" citizen involvement, it might be better explained by "significant citizen objection". I'm afraid we may be seen, but our comments fall on deaf ears. Yes, the project has been on the map for 25 years. Who would have thought then we would be seeing something of the scope now being proposed?

If now is a time to set priorities then it must be a good opportunity to take a look at all of the projects set before you and choose those that will benefit the greatest number of people. Please look at those that will benefit our neighborhoods, not by allowing more and larger roads, but by allowing us the ability to walk, bike and use our mass transit system.

Thank you for the opportunity to express my views and making this part of the record.

Sincerely,


Jane Finnegan

Roger M. Ellingson
8515 SW Barnes Road
Portland, OR 97225

October 27, 1993

Mr. Mike Heglund
Metro Manager
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mike:

I am writing in regard to the ISTEA project funding meeting to be held October 28, 1993. My comment is specific to Washington County's project submitted for the 112 Ave area. It is a request for funding for a greenway ROW acquisition in coordination with ROW acquisition for the development of 112 Ave between Cornell and Cedar Hills Blvd.

I object to using ISTEA or other alternative transportation funding sources for this project for the following reasons:

- The 112th bike/ped link provided by the greenway is on the books in Washington county as a major roadway improvement project that has specific funding available via the gas tax, TIF, and other sources.
- The proposed project costs too much for the linear footage of inter-connected bike/ped facility it contributes to the transportation system.
- The ROW in question does have significant natural resource character and it is wonderful Washington County is interested in its protection. However, the entire segment between Cornell and the Barnes Road Extention needs to be included in this protective status/greenway study. To save the resource area north of Johnson Creek, but develop the 112th area wetland area along and south of the creek does not demonstrate wise ecological planning. Washington County administration officials should reconsider their lackluster support of projects like the Metro Greenspaces project which hopes to save such natural treasures and provides funding for doing so.
- Several bike/ped linkage projects have been identified by community in the vicinity of the proposed Sunset Transit Center that have no funding sources available. Specifically the SW 95th Transit Trail link north from the transit center to the SW 95th Ave vicinity could provide much more direct, convenient access to the transit center. Also a state bike path is being planned along the south side of hiway 26 in the area east of the transit center which has *no* access provisions to the north side of hiway 26, where the majority of users reside. The Cedar Hills/Cedar Mill Citizen Participation Organization has issued a

Mr. Mike Hoglund

October 27, 1993

Page - 2

detailed report (dated April, 1993) on these and other projects in our community to Mr. Hoglund and Washington County.

- There has been no public involvement in Washington county for prioritizing needs and functionality of this 112th project with other potential projects such as those mentioned above. Washington County's standard reponse to requests by the community for bike/ped linkages has been a pat answer that "no-funding is available". I am very pleased that Washington County has found some alternative sources for bike/ped facilities but object to their non-public assignment of such limited funds on projects that have already been funded through other sources.
- I would rather see CMAQ/ISTEA funds spent elsewhere in the region on bike/ped projects that will never be built due to lack of funding than see these limited funds go to fund roadway ROW bike/ped projects that have substantial funding support.

Sincerely,

Roger M. Ellingson



WASHINGTON
COUNTY,
OREGON

October 28, 1993

Council Members
Metropolitan Service District
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Council Members:

**RE: RESOLUTION NO 93-1858
TRANSPORTATION ENHANCEMENT PROGRAM
112TH LINEAR PARK (WASHINGTON COUNTY)**

Thank you for the opportunity to comment on the subject project. The Washington County Board of Commissioners supports the Metro Planning Committee and JPACT recommendations to approve the Enhancement Program projects, and notes that the subject project ranked the highest of all urban projects in the metro area for Transportation Enhancement funding.

During the JPACT meeting on October 14, 1993, several persons testified against the 112th Avenue Linear Park project making statements that need clarification. In an effort to assist your deliberations on Resolution 93-1858, I have identified some of the key issues that have been raised about the proposal, and Washington County's response.

Issue No. 1: There is no specific project in the planning process at this time.

Washington County began planning for the NW 112th Avenue project in 1966 when right-of-way was purchased and a fill constructed across Johnson Creek. A city-county joint study, "The Patterns of Development," released in 1965, was the first document showing the 112th Avenue extension. Numerous public hearings and hearings have occurred over the past 27 years to confirm the County's intention to construct this road. The N.E. Community Plan, adopted in 1971 following extensive community involvement, and the 1973 Comprehensive Framework Plan included the 112th Avenue extension as a necessary link for the northeast county transportation system. Following extensive public involvement and hearings, the Board adopted its first transportation plan in 1983 and then updated it in

1988 using the same process. Both plans include 112th Avenue as a minor arterial roadway.

Progress on Westside Light Rail prompted the Board of County Commissioners (BCC) to form a Citizen Advisory Committee (CAC) two years ago to determine the best alignment for the road through the 112th Avenue neighborhood. Following ten meetings and two community open houses, the CAC presented the "least objectionable alignment" to the County Board of Commissioners in November, 1991. Staff have since refined this alignment and developed the linear park concept as a result of public testimony. An additional community open house was held in August of this year, at which time community support was offered for the linear park proposal. The BCC has since directed the Department of Land Use and Transportation to submit this alignment through the land use review process to assure that it adheres to the land use requirements of our County's Community Development Code.

Issue No. 2: Washington County already has the money to build the enhancements.

The total cost of purchasing right-of-way and constructing the road and linear park is approximately \$7.5 million. The County has spent \$680,000 to date on preliminary engineering, right-of-way purchases and citizen involvement. Another \$1.1 million has been budgeted, leaving a shortfall of \$5.8 million.

On a related note, the Federal Congestion Mitigation and Air Quality (CMAQ) funding recently approved by your Council is for the Highway 217 corridor from Sunset Highway to I-5. These funds cannot be used north of Sunset Highway, the area of the linear park proposal.

Issue No. 3: This funding will be used to buy land for a linear park.

Enhancement funds cannot be used to buy or develop parks. The funds are to be used to construct a bike/pedestrian bridge over the new roadway and to construct bike/pedestrian paths within an open space adjacent to the roadway. The open space land and pathways are intended to be turned over to the Tualatin Hills Park and Recreation District after completion of the project for future maintenance.

Issue No. 4: This land is already a greenway; why is this project necessary?

The land on which the roadway and pathways are being constructed is zoned for single family residential development. Several owners have already discussed partitioning their land to create more home sites. This project will preserve a minimum 50 foot wide open space between the roadway and the residential properties. The total acreage of the linear park is estimated at ten acres. Additionally, it will connect with approximately 20+ acres of open space that the County has conditioned on the Peterkort property, as well as several acres of open space north of Cornell Road.

Issue No. 5: Bike/pedestrian paths do not connect to the neighborhoods, so no one can use them.

The pathways connect to existing and future pathways along Cornell on the north and bikepaths on Barnes Road to the south, as well as a future bikepath on Cedar Hills Blvd. The Leahy Road neighborhood can access the pathways via Coleman Road, a local street which connects to 112th Avenue south of Cornell Road. Sidewalks along Barnes Road are a condition of development of the Peterkort properties. Given the proximity of the planned Sunset Light Rail transit station (opening in 1997), all of these linkages are critical to good bike/pedestrian access to the station.

Issue No. 6: The project is only a subterfuge to preserve land for a future widening of the new road to five lanes.

Traffic studies completed by a private consulting firm using the most recent Metro traffic projections showed that a three lane road would be sufficient for full buildout of the area north of Cornell Road. The County Transportation Plan was amended from five lanes to three lanes, based on this study. Turning the open space and pathways over to the Park District will also help preserve them from future development.

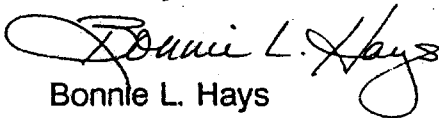
Issue No. 7: There is no need for the 112th Avenue road project or the pathways.

Tri-Met, ODOT, the City of Portland, Metro and Washington County have all publicly stated the need for this road connection in order to provide more efficient and effective access to the Westside Light Rail and the Sunset Highway. This need has been backed by numerous traffic studies over the past several

decades. As proposed, this project provides a unique opportunity to develop a multi-modal facility while preserving an open space buffer, with limited disruption to the existing residences along 112th and 114th Avenues.

The proposal before the Metro Council tonight for Enhancements Funds, in conjunction with the road improvement proposed by Washington County, is a clear commitment on the part of Washington County and the Metro Region that business as usual in the construction of urban highway facilities is no longer the norm. While all new road projects face some level of opposition, it is clear from the efforts to date by Washington County that urban road facilities can be constructed that address the mobility needs of the community and, at the same time, mitigate adverse impacts of those facilities. Completion of this improvement will complement and enhance the substantial public investment in the form of light rail and the Sunset Transit Station that is being developed just south and east of the subject property. The redesign of 112th Avenue by Washington County and the Enhancement Funds being requested from Metro are, in our minds, exactly what ISTEA is asking for from local jurisdictions. Thank you for your consideration of this information and please don't hesitate to contact me or staff if you have questions. Also, please note the enclosed Oregonian editorial on the road/linear park proposal.

Sincerely,



Bonnie L. Hays
Chairman

Enclosure

Roads with an attitude ✓

Debate over a westside street underscores the need to put people ahead of cars

When Washington County asked Cedar Mill residents what they thought of the county's plan for a road to connect that neighborhood with the Sunset Highway and the new light-rail Sunset Transit Center, it got an earful.

Turning 112th Avenue, a dead-end road, into the five-lane street that county planners envisioned would have destroyed the peace of their quiet neighborhood, residents said.

Members of the local citizen advisory committee made it clear they thought the best road would be no road.

But since that wasn't an option, they came up with a list of design ideas they hoped the county could meet. Those included better bike and pedestrian paths and an attempt to limit the speed of cars going through their neighborhood.

The county's new plan for 112th is being presented this month. It features a narrower road, designed for 35-mph instead of 45-mph traffic. Its route cuts through larger-than-usual backyards instead of slicing off front property lines. A curving walkway removes pedestrians from the roadway, allowing them to walk through tall trees.

County transportation planners want to turn the street's route into a linear park, with children's play areas

and a tennis court.

In other words, the county's new proposal would build a street where bicyclists and pedestrians get equal consideration with motorists. That's exactly the kind of philosophy that should guide road building in a metropolitan area that must reduce its dependence on cars.

New roads must invite use by non-car travelers.

Of course, some residents still feel that a road — any road — will destroy their neighborhood and the natural areas that make it attractive.

And ideally, the 112th Avenue extension would not be built until the specific development projects for the Peterkort land at the Sunset Transit Center are finalized.

Questions still linger about the future of that Peterkort property. Friends of Cedar Springs, a community group, wants Metro to buy portions of the Peterkort property to save as a natural area. The group, however, has not made the case convincingly that such a move would be compatible with the need for intense development at light-rail stops. It also has been unsuccessful in getting the owners interested in such an idea.

Given that, some kind of future extension of 112th Avenue seems likely. Residents, at least, now have a proposal that strikes a better balance between cars and people.

Monday, November 1, 1993

Metro Council
2000 SW First Avenue
Portland, Or 97201-5398

RE: Resolution 93-1858 (ISTEA Enhancement Funding)

Your vote to refer the 112th Linear Park Project back to Committee for re-evaluation and a re-examination of the criteria used to judge submitted projects may seem like a safe vote, but I did not view it that way and neither will many people in the Cedar Mill Community.

Washington County did not develop the criteria. The State of Oregon sets the guidelines that your committees and local jurisdictions were to use in developing and rating the submitted projects. Metro's professional staff tells me the criteria and ranking method are not within your authority to change, and therefore, in my opinion, not a basis for rejecting a project because you don't like the outcome of the rankings.

The second criticism of the 112th project questions the honesty, integrity and commitment of Washington County to use these funds appropriately and as represented to build a linear park that does what the project claims to do....link our community together and to the light rail with a bicycle and pedestrian friendly green space. I hope our geography lesson and petition makes it clear a large segment of this community desires and believes it does!

Further, Washington County has insisted over and over and over and over, against significant public opposition, their commitment to building 112th. This idea of finding fault with the ranking because the new alignment and park hasn't been "technically" updated in the community plan is specious. There has been long years of public input and awareness. A LUBA appeal on ordinances affecting community plan amendments has delayed but not derailed 112th. Terry Moore knows this and this point is undeserving of further comment!

In response to local criticism of this project, Washington County responded with an absolutely terrific linear park concept that was received by an ovation of the 100-150 people present at its unveiling in August 1993. Even people who oppose this road endorse this design concept.. *You are seeing a few people using technicalities to try and delay and defeat a road project they oppose by attacking anything positive that moves this road closer to reality.* They threaten the livability of my neighborhood and this community with these short-sighted tactics.

This road and this park are the only North-South public access point bicyclist and pedestrians North of the canyon will have to the light rail between Miller-Barnes and Saltzman. This route is heavily used now and will be used even more after the new

Councilor McFarland, even if I had received an agenda for Thursday's meeting, I wouldn't have recognized resolution 93-1858 as something I needed to be concerned about. Obviously, my Metro Councilor who knows of my interest in this project, didn't make any effort to get my feedback.

I support the Council's interest in understanding and evaluating how criteria are generally established and reviewed if they do not reflect the realities of Region I. I didn't get the feeling this was a broad concern. It appeared you were all grasping to justify referring 112th when the full facts didn't warrant it.

Your own process is flawed! You didn't make sure or even know that the majority support the park on 112th. Maybe you need to refer all projects back to square one! If that's your true concern? Maybe other successfully funded projects didn't get an adequate public input process!. Maybe, even one of your favorites!

Consider me disenchanted!



**Irma Trommlitz
515 NW 112th
Portland, Or 97229
644-6138**

**cc: Washington County Board of Commissioners ✓
ODOT REGION 1
The Oregonian
The Valley Times
CPO I ✓
JPACT
Congresswoman Furse
Senator Hatfield**

encl: Goals, recommendations, and public report on 112th Citizen's Advisory Co.

sent via Fax 11-2-93 to above list.

112TH AVENUE ALIGNMENT STUDY

At its October 24, 1991 meeting (and continued on November 4 and November 12, 1991) the Citizens Advisory Committee made the following recommendations:

The 112th Avenue Alignment Study Citizens Advisory Committee, recognizing the overwhelming opposition to the construction of an 112th Avenue extension, is forwarding the B1 alignment as the least objectionable, based on the goals and objectives and subject to the following design refinements:

Intersections:

- ◆ Provide cul de sacs on 112th and 114th at Cornell.
- ◆ Monitor traffic on Copeland; if necessary due to increased traffic, build traffic "calming" devices or close at 107th (based on community consent).
- ◆ Provide a four way stop at 111th & Rainmont.

Bike and Pedestrians:

- ◆ On 113th/111th from Cornell Road to McDaniel -- build a bike path on one side and a pedestrian walkway on the other.
- ◆ Use standard 3-lane design [with bike paths on shoulders and with sidewalks] with the provision that this recommendation may change, based on development of a comprehensive circulation plan for bikes and pedestrians.

Right of Way:

- ◆ Reserve right of way for a possible right turn lane on 113th Avenue southbound to Cornell Road westbound.
- ◆ When purchasing right-of-way, Washington County should, where legally possible, include the following:
 - Purchase the whole property when touched by construction [if owner requests]
 - Provide displaced residents the first right of refusal on county purchased properties
 - Begin immediate purchase of those displaced [if owner requests]
 - Provide continued occupancy until removal/construction

Future Planning:

- ◆ Work with Tri Met for bus access in the Cedar Mill area.
- ◆ Establish a community task force, including members of the CAC and representatives from the community (including a representative from the north end of 114th Avenue), to be involved as liaisons to Washington County and the engineering team for final design recommendations.

WHAT IS THE CURRENT DESIGN?

- LINEAR PARK ADJACENT TO NEW ROADWAY
- RESERVED OPEN SPACES
- PEDESTRIAN PATH IN LINEAR PARK
- PEDESTRIAN OVERCROSSING NEAR CORNELL ROAD
- PEDESTRIAN UNDERCROSSING AT JOHNSON CREEK
- 35 M.P.H. DESIGN SPEED ON NEW ROAD ALIGNMENT
- 25 M.P.H. DESIGN SPEED ON 113th AVENUE
- REDUCED 1350 FEET OF NEW ROAD TO 2 LANES
- BIKELANES ON ROADWAYS
- SIDEWALKS ON CORNELL ROAD, NW 113th
AND PORTIONS OF NEW ROADWAY
- RETAINING WALLS TO REDUCE PROPERTY IMPACTS
BOTH SIDES NEAR WETLANDS
BOTH SIDES SOUTH OF CORNELL ROAD

WHAT DID THE CITIZENS ADVISORY COMMITTEE DO?

- ESTABLISHED GOALS AND OBJECTIVES FOR SELECTION OF A N.W. 112th AVENUE ALIGNMENT
- HELD 10 MEETINGS AND 2 OPEN HOUSES
- WALKED THE ALIGNMENT CORRIDOR
- REVIEWED 6 DIFFERENT ALTERNATIVES
- ATTENDED NEIGHBORHOOD MEETINGS
- CONDUCTED A NEIGHBORHOOD SURVEY
- SUGGESTED DESIGN REFINEMENTS
- FORWARDED THE B1 ALIGNMENT TO THE COUNTY AS THE LEAST OBJECTIONABLE

WHAT'S NEXT?

- ▣ CONTINUE DEVELOPMENT OF LINEAR PARK PROPOSAL WITH TUALATIN HILLS PARK AND RECREATION DISTRICT AND COMMUNITY.

- ▣ SUBMIT PROJECT PROPOSAL FOR LAND USE REVIEW IN FALL 1993.

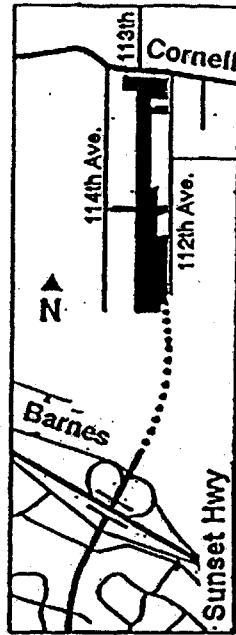
- ▣ HOLD PUBLIC HEARING ON PROJECT WITH WASHINGTON COUNTY HEARINGS OFFICER IN LATE 1993 OR EARLY 1994.

- ▣ PENDING LAND USE APPROVAL, PURCHASE REQUIRED PROPERTY IN 1994.



- ▣ PENDING LAND USE APPROVAL, CONSTRUCT PROJECT IN 1995-1996.

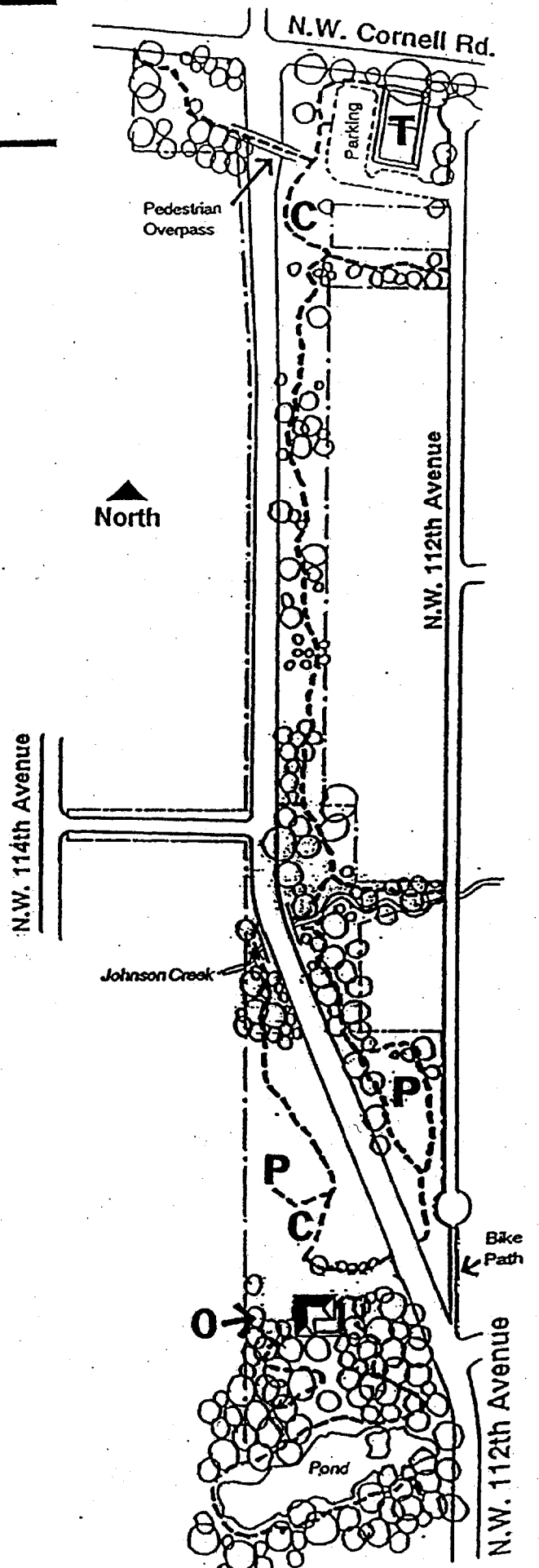
112th Avenue Linear Park

Project Area



Park Detail Map

-  Trail
-  Existing Trees
- C** Children's Play Area
- O** Overlook
- P** Picnic Area
- T** Tennis Court





METRO

4 November 1993

Memorandum

To: Mike Hogleund
TPAC Members
George VanBergen, Chair, JPACT
Roger Buchanan
Jon Kvistad
Rod Monroe, alternate
JPACT Members

From: Terry Moore, Councilor, District 13 *Terry*

Subject: ISTEA Enhancement Grants: Review of Ranking of Project #37

On October 28th, the Metro Council voted to ask that you further review one of the projects recommended for ISTEA enhancement funding (years 1995-1998) by an ODOT staff sub-committee. That project (#37) would provide \$308,000 for a bicycle/pedestrian pathway through a proposed linear park along a proposed new alignment for the unbuilt portion of NW 112th Avenue in the Cedar Mill area.

Because of the public comments I received before and during the hearing held by the Metro Planning Committee on these grants, I submitted the request for further review of the project rankings and of the 112th linear park project in particular. In your consideration, I ask that you respond to the following concerns that were raised and review the sub-committee's ranking rationale for all projects which received between 69.71 points and 59.43 points. I would appreciate another look at how well each of those projects technically meets the criteria developed for project ranking.

1. There are already funds committed by Washington County for construction of bicycle lanes within the 112th/113th Avenue right-of-way. (See attachments. These committed funds were used as justification for CMAQ funding of a bike lane on Cedar Hills Blvd. south of Sunset Highway.)
2. Bike lanes are included within the 112th/113th roadway in the design submitted by county staff, and the park pathway would duplicate those bike lanes. The reason given for bike lanes on the street is that commuting bicycle riders would not want to use the meandering pathway in the park area because it is about twice as long as the roadway.

3. The project is not really "intermodal" because of its distance from the Sunset//217 light rail station of approximately 1.3 miles. The project justification also portrayed the existence of "a bicycle pedestrian pathway" on NW Cornell Road linking to the proposed linear park; however, no such pathway currently exists.
4. The project is not currently in the adopted Transportation Element of the Washington County comprehensive plan. The alignment for 112th that is in the adopted plan calls for a five-lane, 90-foot right-of-way without bike lanes. The amendment to the comprehensive plan that would provide a three-lane 112th alignment with bike lanes is included as a "map error" in the county's ordinance 419 adopted in 1992 and on appeal at LUBA. The linear park is not included as part of the "map error" amendment.

Additionally, it has been brought to my attention on several occasions that there is a very real need for bicycle and pedestrian connections to the Sunset/217 light rail station from the Cedar Mill and Raleigh Hills neighborhoods surrounding the station. Those connections have been identified by CPO 1 (the Cedar Mill neighborhood organization) and are within the one-half mile intermodal distance used in regional transportation planning. Those connections, as well as other projects submitted for ISTE A enhancement funding (and ranking within 10 points of the 112th linear park project on a 100 point scale), led me to believe your further review was warranted. The merits of completing the 112th/Cedar Hills Blvd. extension road link between the Sunset Highway and Cornell Road is an issue with no relevance to my request and should have no relevance to your review.

c Gail Ryder
Andy Cotugno

attachments (4)

tshm

PLANNING COMMITTEE MINORITY REPORT

CONSIDERATION OF RESOLUTION NO. 93-1858A FOR THE PURPOSE OF ENDORSING ODOT REGION 1 PRIORITY FY 95, FY 96, AND FY 97 TRANSPORTATION ENHANCEMENT PROJECTS FOR INCLUSION IN THE 1995-1998 TRANSPORTATION IMPROVEMENT PROGRAM

Date: October 20, 1993

Presented By: Councilor Moore

Recommendation: The Metro Council adopts this minority report which substitutes Resolution 93-1858A for the original Resolution 93-1858 that has been forwarded for approval by the Council Planning Committee.

Issues/Discussion: The following points support this recommendation:

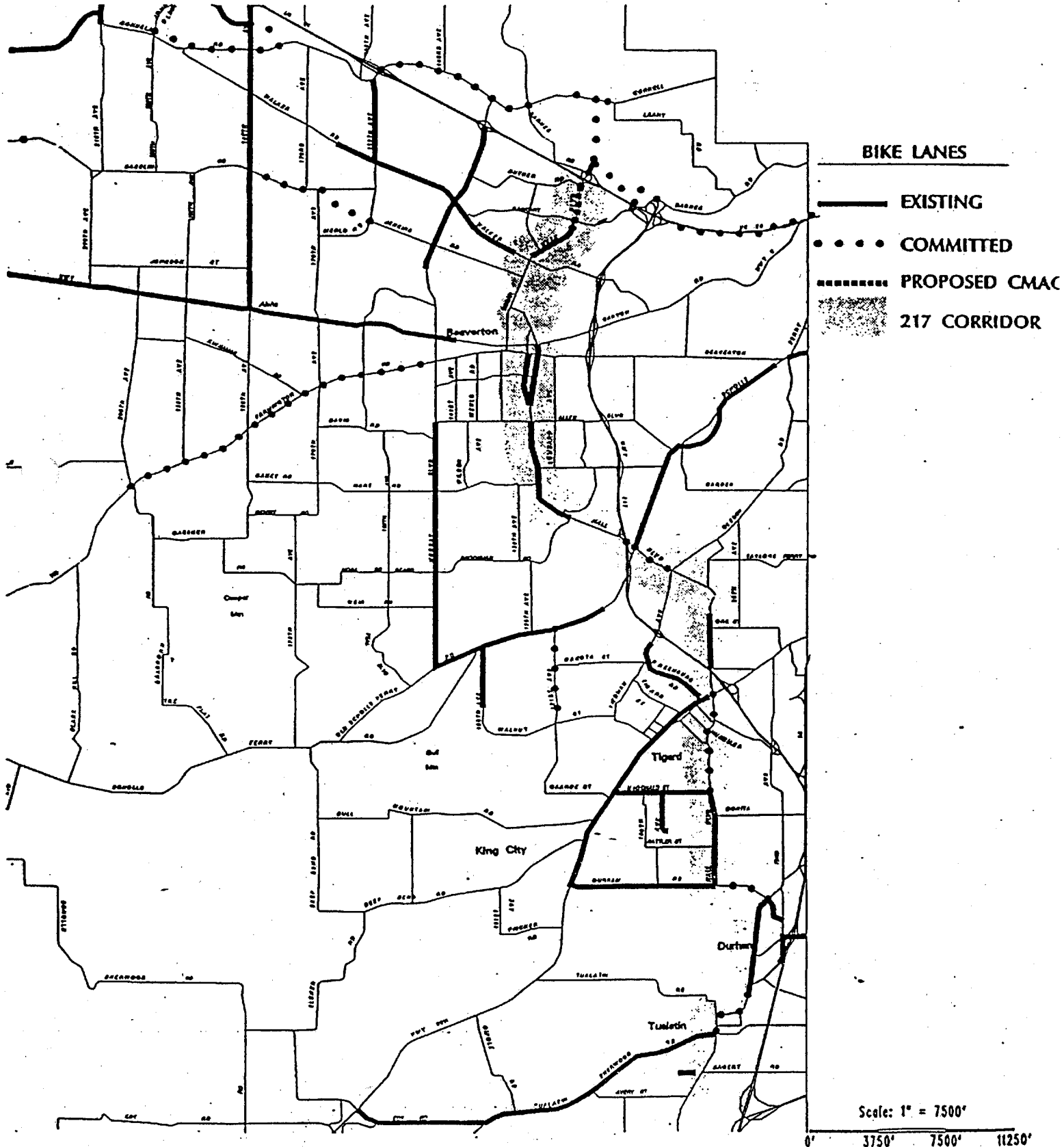
1. The initial ranking process used by an ODOT subcommittee was inadequate and did not provide sufficient information for TPAC, Planning Committee or JPACT review.
2. The Intermodal Surface Transportation Efficiency Act (ISTEA) requirements for broad public involvement in development of the project list appear not to have been followed.
3. Project 37, 112th Linear Park, Washington County, does not merit funding from this source and should be deleted from the projects listed in Exhibit A for the following reasons:
 - A. There are already committed Traffic Impact Fees (TIF) dedicated to this project (see attached Exhibit A from JPACT packet, "Highway 217 Corridor Bike Lanes", prepared by the Washington County Planning Division). The 112/113th project would also appear to be eligible for funding from state gas tax monies (see Washington County Ten Year Transportation Improvement Plan).
 - B. The project is not in the Transportation Element of the adopted Washington County Comprehensive Plan. (NOTE: The 112th alignment that is included is a five lane, 90 foot right-of-way, without bike paths.)
 - C. The Washington County Comprehensive Plan amendment that would provide for a three-lane 112/113th project with bike lanes, is included as a "map error" in Washington County Ordinance 419. Ordinance 419 is currently on appeal before the Land Use Board of Appeals. A linear park is not included as part of the "map error" amendment.

4. Project justification as supportive of the pedestrian/bicycle connection to the Sunset/217 light rail transit station is misleading. The location of the 112/113th project is 1.3 miles from the Sunset LRT Station and there is no current commitment to provide a pedestrian link from 112th to the station. (NOTE: County staff indicated construction of both pedestrian and bike links would be tied to unspecified future development of the Peterkort property.)
5. The project description of the facility on Cornell Road leading to this project erroneously indicated existence of bike/pedestrian facilities on that road.
6. There is a demonstrated need for pedestrian/bicycle access to the Sunset LRT station from the neighborhoods to its north that should be constructed in time for LRT start-up. This access would not be within an existing roadway right-of-way and would qualify for funding under ISTEA. (A Cedar Hills/Cedar Mill CPO April, 1993 Transportation Report identified preferable alternatives and has been submitted to ODOT, Metro and Washington County.)
7. There was strong public objection to inclusion of Project 37, 112th Linear Park, Washington County.

HIGHWAY 217 CORRIDOR BIKE LANES

MAP IS COMPILED FROM ORIGINAL MATERIALS AT DIFFERENT SCALES. FOR MORE DETAIL PLEASE REFER TO THE SOURCE MATERIALS OR THE WASHINGTON COUNTY DEPARTMENT OF LAND USE AND TRANSPORTATION.

PREPARED BY THE WASHINGTON COUNTY PLANNING DIVISION



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 94-1900
THE NW 112TH LINEAR PARK FOR)
FUNDING AS PART OF ODOT REGION 1) Introduced by
PRIORITIES FOR TRANSPORTATION) Councilor Monroe
ENHANCEMENT FUNDING IN THE 1995-))
1998 TRANSPORTATION IMPROVEMENT)
PROGRAM)

WHEREAS, The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires the state to allocate 10 percent of its Surface Transportation Program (STP) funds to statewide Transportation Enhancement projects to address general environmental improvement activities; and

WHEREAS, ISTEA stipulates that states shall allocate Transportation Enhancement funds consistent with the Act and federal guidelines for eligibility and public process, and in consultation with the designated metropolitan planning organizations (MPOs); and

WHEREAS, Metro, in conjunction with the Joint Policy Advisory Committee on Transportation, is the designated MPO for the Portland, Oregon metropolitan area; and

WHEREAS, The state is currently programming funds, including the second iteration of Transportation Enhancement funds (FY 95, 96, and 97) for inclusion in the Oregon Department of Transportation's (ODOT) 1995-1998 Transportation Improvement Program (TIP); and

WHEREAS, Metro and the region have consulted in the development of the process and the proposed Transportation Enhancement Program; and

WHEREAS, JPACT previously adopted Resolution No. 93-1858 recommending approval of a package of Metro area projects for FY

95, 96, and 97; and

WHEREAS, The Metro Council adopted Resolution No. 93-1858 with the exception that the NW 112th Linear Park be remanded back to JPACT for further consideration; and

WHEREAS, JPACT, after further consideration, found that the project is eligible under ISTEA guidelines, meets ISTEA and Oregon Transportation Commission program objectives for enhancing the transportation system, is consistent with the relevant Washington County Transportation and Comprehensive Plans, and was reviewed and supported by residents in the vicinity of the NW 112th road project; now, therefore,

BE IT RESOLVED,

1. That JPACT and the Metro Council adopt the NW 112th Linear Park as a Metro area Transportation Enhancement priority for inclusion in the ODOT 1995-1998 TIP and that the project be incorporated into the Regional Transportation Plan.
2. That staff be directed to forward NW 112th Linear Park in testimony during the appropriate hearings on the 1995-1998 TIP by the Oregon Transportation Commission.
3. That prior to obligation of federal Transportation Enhancement funds, Washington County will provide ODOT and Metro with necessary documentation ensuring incorporation of the NW 112th Linear Park project into the County Comprehensive Plan.

ADOPTED by the Metro Council this _____ day of _____,
1994.

Judy Wyers, Presiding Officer



METRO

ATTACHMENT G

Date: December 8, 1993

To: JPACT

mt for GVB
From: George Van Bergen, JPACT Chair

Re: 112th Avenue Linear Park - Transportation Enhancement Project

After further discussions with staff, I have concluded that JPACT should not conduct a public hearing regarding the 112th Avenue Linear Park Transportation Enhancement Project in Washington County. I feel that such a hearing would be an unnecessary burden on the concerned citizens who have already testified numerous times at the local level, at JPACT, at the Metro Planning Committee, and at the Metro Council. Further testimony would not, in my judgment, produce new information that we are not already familiar with.

Rather than conduct a hearing, I have directed staff to summarize the relevant testimony on both sides of the issue from all levels of public meetings, summarize the process Metro and ODOT followed to rank the projects under consideration, and discuss the implications of proceeding with or withdrawing this project from further consideration for funding under ODOT's Transportation Enhancement Program. This staff report will be available for your consideration at the January JPACT meeting.

GVB/bc

I. REQUESTED BOARD ACTION

At their November 26th meeting, the Board of County Commissioners is requested to receive the recommendations of the 112th Citizens Advisory Committee and provide opportunities for public comment.

The Department of Land Use and Transportation has high regard for the effort and work completed by the Citizen Advisory Committee. Their recommendations reflect a sensitivity to a variety of concerns. The recommendations also require a land use decision and must be reviewed accordingly. Until such a review can occur, the Department requests that the Board take no formal position on the Committee's recommendations.

Section VIII of this report, Next Steps, provides a general overview for a review process that should be applied to the CAC's recommendations and future transportation improvements throughout the County. This process will be developed with public input and presented to the Board for adoption during the next ordinance calendar year. It will provide a procedural context for consideration of projects' consistency with the Comprehensive Plan and land use review criteria.

II. CITIZEN ADVISORY COMMITTEE RECOMMENDATIONS

On September 11, 1990 the Board of County Commissioners directed staff to initiate an alignment study for a connection between an extended Cedar Hills Boulevard and Cornell Road at 113th Avenue. The Study was to compare use of the current N.W. 112th Avenue alignment for this connection to alternative alignments in the immediate vicinity of N.W. 112th. Consideration was to be given to traffic, property and environmental impacts. A Citizen Advisory Committee (CAC) was to be informed to provide a forum for local input.

On October 24, 1991, the CAC passed a motion that proposed changing the alignment from being centered on 112th to being centered on the backyard property line between 112th and 114th - the B1 alternative.

Of the alignments considered, this alignment would remove the fewest number of homes and would minimize impacts to any single property owner. It also is best in terms of traffic flow because of the limited number of driveways, and it makes the best connection with Cornell Road at 113th Avenue.

The CAC's full recommendations were adopted in separate statements in the meeting that began on October 24th and continued on November 4th and again on November 18th. The committee's initial statement addressed the alignment location and was passed by a 9-1 motion. The alignment statement and subsequent approved design criteria read as follows:

"The 112th Avenue Alignment Study Citizens Advisory Committee, recognizing the overwhelming opposition to the construction of an 112th Avenue extension, is forwarding the B1 alignment as the least objectionable, based on the goals and objectives and subject to the following design refinements:

Intersections:

- Provide cul-de-sacs on 112th and 114th at Cornell.
- Monitor traffic on Copeland; if necessary due to increased traffic, build traffic “calming” devices or close at 107th (based on community consent).
- Provide a four way stop at 111th & Rainmont.

Bike and Pedestrians:

- On 113th/111th from Cornell Road to McDaniel — build a bike path on one side and a pedestrian walkway on the other.
- Use standard 3-lane design (with bike paths on shoulders and with sidewalks) with the provision that this recommendation may change, based on development of a comprehensive circulation plan for bikes and pedestrians.

Right-of-Way:

- Reserve right-of-way for a possible right turn lane on 113th Avenue southbound to Cornell Road westbound.
- When purchasing right-of-way, Washington County should, where legally possible, include the following:

Purchase the whole property when touched by construction (if owner requests)

Provide displaced residents the first right of refusal on County purchased properties.

Begin immediate purchase of those displaced (if owner requests).

Provide continued occupancy until removal/construction.

Future Planning:

- Work with Tri-Met for bus access in the Cedar Mill area.
- Establish a community task force, including members of the CAC and representatives from the community (including a representative from the north end of 114th Avenue), to be involved as liaisons to Washington County and the engineering team for final design recommendations.

Slopes & Walls:

- Re-examine designs to minimize slope cuts and fills for entire length of project.
- Balance use of slopes and retaining walls to protect properties: on the north end of the B1 alignment (stations 2250-27; 3 properties) provide a full slope on the east side and on the west side provide a wall half the height of the cut, then slope for the remainder of the cut; moving south, provide a half-height wall then slope on both sides until the costs become reasonable for a full height wall. At no point should the wall be higher than 15 feet. Provide landscaping in front of the wall and on top.
- Place sound barriers, as appropriate, where no cuts are being made; use a minimum of concrete; and have barriers designed by a landscape architect.

Access & Speed:

- Use 35 miles-per-hour for design speed (in order to minimize cuts and fills).
- Designate new road as a "limited access" (minimum driveways).

Timing:

- Complete the designated and funded improvements to Cornell Road and the extension of Barnes Road first.

Environment & Open Space

- Use an open bottom culvert to cross Cedar Mill Creek.
- Preserve the following properties acquired by Washington County as open space:
 - northwest corner of the alignment (113th/Cornell Road)
 - the remaining portions of the Bennett nurseryWork with agencies that would be eligible to administer the land as donated.
- Washington County Board of Commissioners should make a commitment to a park concept and agree to work with Peterkorts, Metropolitan Greenspaces, THPRD, and the community to establish open space/park land.
- Develop a master plan for park/open space in the Cedar Mill area, using CPO 1 as the medium for that development.

III. PROJECT HISTORY

Extension and improvement of 112th has been discussed and planned for approximately 25 years. An overview of the project history includes:

1966: The State and County considered how to provide access to the new Sunset Highway; 112th Avenue was selected as a connection from Cornell Road to the Cedar Hills Blvd./Barnes Road Interchange. After notifying area residents, the Board of County Commissioners held a public hearing and designated 112th as a county road to be widened and extended. Subsequently, portions of the necessary right-of-way were purchased.

During approximately the same time period, a major land fill was placed across the Johnson Creek drainage, immediately south of 112th, as a part of work done on Cedar Hills Boulevard.

1978: The County's Traffic Safety and Roadway Management Plan Project Report identified a series of needed safety and capacity improvements, including 112th. This study obtained citizen input with the assistance of two citizen committees: the Traffic Safety Commission and the Public Works Advisory Committee.

1982: Metro adopted a Regional Transportation Plan (RTP) for the Portland metropolitan area. The RTP (which included an improvement in the vicinity of 112th) was developed by working with local communities and jurisdictions, and was adopted following two public hearings. The same process was used in 1983 and 1989 to update the RTP, which now specifies the 112th improvement.

1983: The Community Plan for the Cedar Hills/Cedar Mill community and the County's Transportation Plan were adopted. These plans were developed through an extensive public involvement process. The inclusion of the 112th Extension in both plans prompted substantial local comment, much of it in opposition to the proposal. Ultimately, the plans adopted by the Board of County Commissioners included 112th.

1985: The master plan for the Peterkort property, a large mixed use site, specified construction of an arterial roadway north from the Cedar Hills Boulevard Interchange to the northern edge of the property where it would connect with 112th Avenue.

1988: The updated Washington County Transportation Plan included the 112th Extension (Cornell to Cedar Hills Blvd.) as a future 5 lane Minor Arterial. The plan was adopted by the Board of County Commissioners after an extensive two year public involvement process. Little public comment was received regarding the 112th Extension.

1990: The Board of County Commissioners requests that the 112th Alignment Study be initiated and a Citizens Advisory Committee formed.

1991: A Tri-Met technical memorandum supporting the Final Environmental Impact

Study for the Westside Light Rail Project identified the 112th Extension as one of the future access routes for buses and autos headed to the Sunset Light Rail station adjacent to the Highway 26/Highway 217 interchange.

IV. LAND USE CONSIDERATIONS

The proximity of the Cedar Mill area to downtown Portland, Beaverton and the Sunset Corridor area has resulted in an increased rate of development in recent years. While much of the area is zoned for single family residential (R 5&6), there has also been significant growth in multi-family along major roadways such as Cornell and Barnes. Substantial development potential remains in the Cedar Mill Community. Much of the area north of Cornell is currently configured in large lots, some of which are being subdivided. To the northeast in Multnomah County, 2200 single and multi-family units are planned as part of the Forest Heights development. South of Cornell, the Teufel Nursery site is designated for eventual multi-family development (R 24+), with higher densities allowed due to the proximity of Westside Light Rail. Finally, the Peterkort property is zoned for a mix of uses, including single family, multi-family (R 15), Business Commercial and Office Commercial.

Natural resources in the Cedar Mill area are identified in the area's Community Plan. Both the Plan and Development Code provide for protection of these natural areas. In the case of the Peterkort property, where there is now some community interest in creating a regional park, portions of the site have already been designated for protection as part of a 1982 Plan Amendment. The 1982 Plan Amendment contained an agreement between the local community and the Peterkorts that identified areas to be protected at the time of development (see Attachment 1). This agreement was subsequently codified in the 1983 Cedar Hills/Cedar Mill Community Plan.

V. TRANSPORTATION SYSTEM IMPROVEMENTS

In response to current and planned development in Cedar Mill and adjacent areas, substantial transportation improvements are underway or planned (see Attachment 2). Construction of the 112th Extension is key to providing community access to these improvements and reducing out-of-direction travel. The improvements include:

- **Sunset Highway:** As part of the Westside Corridor Project, the State will add a lane in each direction from Sylvan to Hwy. 217. Long-term plans include widening the highway to three lanes each direction from Hwy. 217 to 185th. Interchange improvements are currently underway at Murray and Cornell Roads.
- **Highway 217:** Also as part of the Westside Corridor Project, the State will add a lane each direction from the Sunset to Canyon Road.
- **Barnes Road:** A new segment of Barnes is being constructed by the County between Johnson Creek on the west and the extension of Cedar Hills Boulevard on the east. County plans also call for a new section of Barnes to connect Cedar Hills Boulevard

Attachment 4

Chronology of 112th Avenue Alignment Study

1991	Meetings
January	Formation of CAC
February	Newsletter #1
	11 CAC Project Background & Study Purpose Public Involvement Program "Issues" developed by CAC and audience Status of Technical Studies - traffic, environmental Selection of Chair
March	18 CAC Started establishing Goals & Objectives Reviewed Environmental Report Brainstormed Alignments
April	8 CAC Reviewed study scope and area Adopted Goals & Objectives
May	8 CAC Study area walking tour
	13 CAC Follow-up on environmental studies Review of preliminary alignments
June/July	CAC neighborhood meetings, survey
August	5 CAC CAC survey results Metro traffic model report & network scenarios Traffic analysis and design considerations
September	9 CAC Definition of neighborhood (CAC) Follow-up on traffic analysis Refining/elimination of alignments Newsletter #2
October	15 Open House/Public Meeting
	24 CAC Open House citizens response summary Presentation/Discussion/Selection of refined alignment
November	4 CAC (Continuation of 10/24) Additional design recommendations for selected alignment Newsletter #3
	12 CAC (Continuation of 10/24) Additional design recommendations for selected alignment
	18 CAC Open House

August 16, 1993

TO: *Interested Residents and Businesses*

FROM: *Washington County
Department of Land Use and Transportation*

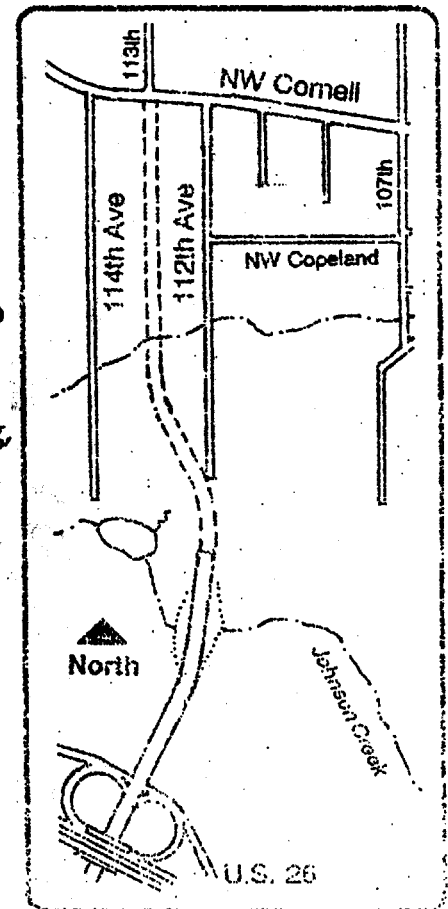
RE: **COMMUNITY MEETING — 112th/113th EXTENSION FROM
NORTHWEST CORNELL TO CEDAR HILLS BOULEVARD**

If you would like to learn about the current status of this project, please plan to attend an update meeting on Tuesday, August 31st at the Christ United Methodist Church, 1050 N.W. 128th Avenue. An open house will be held from 6-7 p.m., followed by a project progress report from 7-7:30 p.m. Community questions and comments will be addressed from 7:30-8:30 p.m.

The proposal presented at the August 31st meeting represents a refinement of the design forwarded by the 112th Citizens Advisory Committee (CAC) in November, 1991. Following additional technical work and further review of community and CAC comments, a number of design changes have been recommended by the Department of Land Use and Transportation. The changes include: reducing the road's design speed from 45 to 35 mph, altering the alignment slightly to reduce the number of impacted properties, narrowing a portion of the road design from 3 to 2 lanes, and incorporating significant open space into the project.

After review of comments provided at the community meeting, a land use application for the project will be submitted for review by the Washington County Hearings Officer. A public hearing will be held this Fall. Public notice will be provided.

If you are unable to attend the meeting and would like to be updated on the project's status or pass on suggestions/concerns, please call Randy Lepo, Project Coordinator, at 693-4486.



*Washington County
Department of Land Use and Transportation*

**Vicinity
Map**

August 16, 1993

TO: *Interested Residents and Businesses*

FROM: *Washington County
Department of Land Use and Transportation*

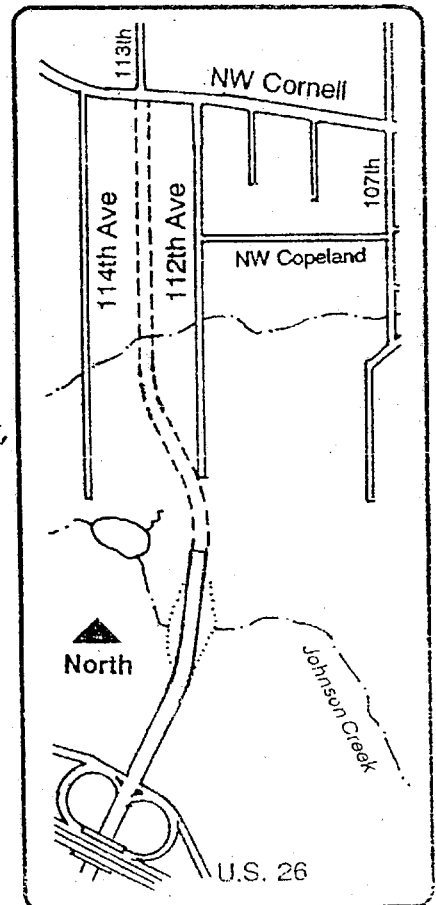
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*Washington County
Department of Land Use and Transportation*

Vicinity
Map

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-1905 FOR THE PURPOSE OF AMENDING THE FY 1994 METRO TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE FUNDS TO SUPPORT THE OREGON TRANSPORTATION FINANCE COMMITTEE PUBLIC OUTREACH PROGRAM

Date: February 2, 1994

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of this resolution would amend the FY 1994 Metro TIP to allocate \$8,700 of regional STP funds to support the Oregon Transportation Finance Committee (OTFC) public outreach effort throughout Oregon in FY 1994. This action would reduce the Regional STP Reserve account to approximately \$20.9 million.

FACTUAL BACKGROUND AND ANALYSIS

The Oregon Transportation Finance Committee (OTFC) is the successor organization of the Oregon Roads Finance Committee. The name change reflects that the Committee's mission has been expanded to identify transportation funding strategies consistent with adoption of the Oregon Transportation Plan and the plan's emphasis on multi-modal solutions to Oregon's transportation needs. Accordingly, the committee composition has been expanded to encompass transit districts and ports and, in total, is composed of representatives of the following organizations: the Oregon Transit Association, the Oregon Public Ports Association, the League of Oregon Cities (LOC), the Association of Oregon Counties (AOC), and ODOT.

The OTFC proposes a public outreach effort to inform citizens, elected officials and stakeholders of the goals of the Oregon Transportation Plan's proposals for meeting future statewide transportation needs. Improved awareness of the needs and benefits of transportation infrastructure investment is expected to increase the understanding of citizens and elected officials when they are confronted with a decision to increase transportation funding.

The outreach effort will cost \$110,000 during calendar year 1994. The LOC and AOC will use STP funds for the study. The Metro region receives its own STP allocation so the LOC/AOC contributions will not "cover" participation in the study by local jurisdictions within the Metro area. The Metro area's share of the study is \$8,700. This resolution proposes to meet this responsibility using a portion of the region's STP allocation.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 94-1905.



CITY OF

PORTLAND, OREGON

OFFICE OF TRANSPORTATION

TRANSPORTATION DEPT.

JAN 20 1994

Earl Blumenauer, Commissioner
 Felicia Trader, Director
 1120 S.W. Fifth Avenue
 Suite 702
 Portland, Oregon 97204-1957
 (503) 823-7001
 FAX (503) 823-7576
 TDD 823-6868

January 19, 1994

Andy Cotugno
 Planning Director
 Metro
 600 NW Grand Ave.
 Portland, Oregon 97232-2736

Dear Andy,

The Oregon Transportation Finance Committee (OTFC), formerly know as the Roads Finance Study Committee, will be conducting a public education and outreach effort across Oregon during 1994. This outreach effort is intended to make citizens, elected officials and stakeholders aware of the Oregon Transportation Plan and transportation needs throughout the state. It is the expectation of the OTFC that as a result of the outreach effort transportation needs will be better understood by the public and elected officials when they are confronted with a decision to increase transportation funding. The estimated cost of the public education and outreach effort during calendar year 1994 is \$110,000.

The entities represented on the OTFC: the Oregon Transit Association, the League of Oregon Cities, the Oregon Public Ports Association, the Association of Oregon Counties and the Oregon Department of Transportation, will share the cost of the outreach program. The League of Oregon Cities and the Association of Oregon Counties will be using Surface Transportation Program (STP) funds to pay for their share of the outreach effort (35.6 percent - combined), however, this leaves out a contribution by jurisdictions in the Portland region because the region receives a direct allocation of STP funds from the federal government. To fairly spread the costs of this study I would like to request that TPAC, JPACT and the Metro Council approve the allocation of \$ 8,700 in STP funds to cover the Portland region's share of the local government STP contribution.

Thank you for your attention to this matter and please call me at 823-7569 if I can answer any questions or be of any help.

Sincerely,

Kate Deane
 Interim Steering Committee Chair
 Oregon Transportation Finance Committee

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION No. 94-1905
FY 1994 METRO TRANSPORTATION)
IMPROVEMENT PROGRAM TO ALLOCATE)
FUNDS TO SUPPORT THE OREGON)
TRANSPORTATION FINANCE COMMITTEE) Introduced by
PUBLIC OUTREACH PROGRAM) Councilor Rod Monroe

WHEREAS, The Oregon Transportation Commission (OTC) adopted the Oregon Transportation Plan (OTP) to identify multi-modal solutions to the state's long-range transportation needs; and

WHEREAS, The OTP identifies the need to significantly increase transportation funding sources to meet these needs; and

WHEREAS, The Oregon Transportation Finance Committee (OTFC), formerly the Oregon Roads Finance Committee, is committed to identification of strategies to increase funding for multi-modal transportation system investment and has broadened its constituency to include transit districts and public ports; and

WHEREAS, The OTFC has concluded that a public outreach effort is necessary to inform citizens, elected officials and other stakeholders of the need for and benefits of transportation infrastructure investment; and

WHEREAS, The Portland metropolitan area receives direct allocation of Regional STP funds; and

WHEREAS, Use of other STP funds by the League of Oregon Cities and the Association of Oregon Counties to support their fair share of the study leaves Metro's local jurisdictions unrepresented; and

WHEREAS, The region's local jurisdiction share of the outreach effort is \$8,700; now therefore

BE IT RESOLVED:

1. That the FY 1994 Metro TIP be amended to allocate \$8,700 of Regional STP funds to support the OTFC public outreach effort.
2. That Metro request amendment of the state TIP to reflect this amendment.

ADOPTED by the Metro Council this ____ day of _____,
1994.

Judy Wyers, Presiding Officer

94-1905.RES
TW:lmk
2-2-94



METRO

Date: January 18, 1994

To: JPACT/MPAC

From: Andrew C. Cotugno, Planning Director

Regarding: **FY 1994-95 Metro Planning Budget**

In December, Metro staff presented to MPAC and JPACT the recommendations of the Tax Study Committee to fund Metro Planning needs. At that time, we also reviewed the intended budget process to address these recommendations. In general, the process is as follows:

- February 17 - Executive Officer submits proposed budget to Metro Council. This budget is to distinguish between a "base" level and possible increments of addition. The "base" level is to be predicated on elimination of local government dues (for a budget reduction of \$600,000), reduction of Metro excise tax from 7 percent to 6 percent (for a reduction of \$700,000) and no continuation of one-time only transportation funding toward Region 2040 (for a reduction of \$1 million).
- February through May - Metro Council deliberation on the budget level for the Planning Department.
- May/June - Metro Council deliberation of the funding sources and their level for the Planning Department.

It is apparent that, at the "base" level, Metro will not be able to meet its federal, state and regional planning mandates and that services to local governments will have to be reduced or eliminated. As such, the question of which programs should be funded, at what level and how do we pay for them are inextricably linked.

Regarding funding sources, the Metro Council has indicated that all funding possibilities are "on the table." This includes the recommended construction excise tax and real estate transfer tax from the Tax Study Committee as well as an increase from 6 percent in the Metro excise tax, voluntary local government dues and other funding suggestions that may be presented.

Proposed JPACT/MPAC Action

1. Appoint one representative from each of the following committees to serve as liaison to the Metro budget process and develop input to the Metro Budget Committee, JPACT and MPAC on program priorities and funding sources:
 - TPAC
 - JPACT
 - MTAC
 - MPAC
 - Metro Area Managers Association

Memorandum

January 18, 1994

Page 2

2. Review Metro's Planning budget with the full committees to develop input on program and funding priorities.
3. Send letters to dues-paying jurisdictions from JPACT and MPAC recommending that they include voluntary payment of local government dues in their budget, indicating that a process is underway that could result in elimination of the dues and indicating that JPACT/MPAC will provide a recommendation in June after the budget process is complete on whether or not to pay the dues.

ACC/srb

e:\pd\flj-MPAC.mmo

Attachment

February 1, 1994

1~

Dear 2~:

As you may be aware, Metro has undertaken a process to determine how to fund its planning functions, including those newly mandated by the Metro Charter. The process underway is being carried out as an integral part of the Metro budget process to be concluded in May 1994. An element of that process is to determine whether or not to eliminate the need for local governments to pay "dues" through some other funding source such as those recommended by an independent Tax Study Committee. Until this process is complete, it is not known whether or not voluntary payment of local government dues will be requested.

At this time, on behalf of the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Area City Managers Association, we recommend that you include the voluntary payment of local government dues in your FY 1994-95 Budget at the current rate of 43¢ per capita. This would result in an amount for your jurisdiction of \$3~. JPACT, MPAC and the Metro Area City Managers propose to participate in the Metro budget process and provide you with a recommendation before the start of the fiscal year on whether or not you should pay the dues and at what level.

Enclosed is a copy of the Metro Tax Study Committee report. If you are interested in discussing this further with Metro call Merrie Waylett at 503/797-1790.

Sincerely,

Rod Monroe
Chair, JPACT
Metro Councilor

Gussie McRobert
Chair, MPAC
Mayor, City of Gresham

Dan Bartlett
Chair, Metro Area Managers
Association
City Manager, City of Milwaukie

erb
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Enclosure

- D R A F T -

February 10, 1994

Metro Council and
Rena Cusma, Executive Officer
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

At its meeting on February 10, JPACT agreed to recommend continued voluntary contribution of per capita dues in order to fund planning activities at Metro. JPACT members will be sending a letter to local governments in the region encouraging them to budget for continued payment of local dues (copy attached).

JPACT agreed to consider voluntary dues because of the great importance it places on coordinated regional planning for transportation, other regional facilities and land use. Metro's draft "base budget" proposal, presented at the February 10 meeting, appears inadequate to provide coordinated regional planning or even to meet federal and state mandates.

While supporting the use of voluntary dues, JPACT requests that Metro consider the following points as it prepares its budget. First, the dues are not an appropriate long-term funding source for planning. The Metro Charter states that "the regional planning functions under this section are the primary functions of Metro. The Council shall appropriate funds sufficient to assure timely completion of those functions." A permanent funding source is critical to Metro's ability to provide leadership for planning in the region.

Second, the dues should be used to expand the level of planning. We view the voluntary dues as providing for planning activities beyond the "base budget." We believe that the willingness of local governments to go beyond the minimum should be matched by Metro's willingness to do the same with excise taxes or other revenue.

We hope that the Metro Executive Officer and Council will consider these issues as they develop the upcoming budget and we will ask the liaison budget committee to work with you to see that these questions are addressed in their work.

(TO BE SIGNED BY JPACT REPRESENTATIVE ON BUDGET LIAISON COMMITTEE)

1994-95 Preliminary Dues Calculation

JURISDICTION	Population	Inside	ASSESSMENT (\$0.43 per capita)
	Total	Metro	
	Total (7/01/93)	In-Metro (7/01/93)	
Beaverton	60000	60000	\$25,800.00
CLACKAMAS CO. (Unincorp.)	169654	97748	\$42,031.66
Cornelius	6550	6550	\$2,816.50
Durham	800	800	\$344.00
Fairview	3735	3735	\$1,606.05
Forest Grove	14175	14175	\$6,095.25
Gladstone	10975	10975	\$4,719.25
Gresham	73185	73185	\$31,469.55
Happy Valley	2060	2060	\$885.80
Hillsboro	42280	42280	\$18,180.40
Johnson City	615	615	\$264.45
King City	2085	2085	\$896.55
Lake Oswego	32555	32555	\$13,998.65
Maywood Park	780	780	\$335.40
Milwaukie	19955	19955	\$8,580.65
MULTNOMAH CO. (Unincorp.)	53295	48509	\$20,859.03
North Plains	1080	1080	\$464.40
Oregon City	17315	17315	\$7,445.45
Portland	471325	471325	\$202,669.75
Rivergrove	300	300	\$129.00
Sherwood	4040	4040	\$1,737.20
Tigard	32145	32145	\$13,822.35
Troutdale	9410	9410	\$4,046.30
Tualatin	16805	16805	\$7,226.15
WASHINGTON CO. (Unincorp.)	170881	141103	\$60,674.20
West Linn	18165	18165	\$7,810.95
Wilsonville	9580	9580	\$4,119.40
Wood Village	2920	2920	\$1,255.60
SUBTOTAL	1246665	1140195	\$490,283.94
Port of Portland			\$61,285.49
Tri-Met			\$61,285.49
TOTAL PROPOSED ASSESSMENT			\$612,854.93

**METRO**

Date: February 9, 1994
To: JPACT
From: *AC* Andrew C. Cotugno, Planning Director
Re: ISTEA Priorities

ISTEA required that Congress approve a National Highway System in order for states to continue to receive disbursement of NHS funds. Metro, ODOT and FHWA have developed such a map and submitted it to Congress. There is very little disagreement over the actual contents of the map. The House Public Works Committee has taken advantage of this need for Congressional action to open up the issue of whether new projects should be added to ISTEA (or funding increased on existing projects). Projects in Oregon that are currently earmarked in some fashion are as follows:

- . Westside LRT to 185th Avenue (\$515 million)
- . Potential future additions to the Westside LRT project to include the extension to Hillsboro and "systems-related costs" on the Eastside (double-tracking in Gresham, etc.)
- . Sunset Highway climbing lane (\$14.2 million)
- . Columbia Slough Intermodal Bridge in Rivergate (\$2.1 million)
- . I-5 Salem Bypass priority for future Interstate Discretionary funding
- . Ferry Street Bridge in Eugene (\$23.7 million)
- . U.S. 101 Scenic Byway designation

ODOT has developed a preliminary list of candidate projects (attached) and has asked each region to identify which projects they believe should be the top statewide priorities. We are not in a position to comment effectively on projects elsewhere in the state and it is recommended that our priorities be limited to those that affect this region.

It is recommended that projects selected as regional priorities for special treatment in ISTEA be targeted at those that are

JPACT

February 9, 1994

Page 2

otherwise difficult or impossible to fund within normal state and federal funding sources. A recommended set of priorities in order are as follows:

1. Westside LRT to Hillsboro - This has long been the state's and region's No. 1 priority. Although we have a Full-Funding Grant Agreement for \$516 million, we still need a number of years of appropriations in excess of \$100 million per year and need an amendment to the agreement for the extension to Hillsboro and "systems-related costs." Maintaining this No. 1 priority status is vitally important to complete the project on time and within budget.
2. The South/North Project - We have the opportunity to begin to build the Congressional record for the South/North project so that Preliminary Engineering can begin before the completion of the Westside LRT and be positioned to execute a full-funding contract when the Westside LRT is complete.
3. High-Speed Rail - Oregon and Washington have developed a proposal for upgrading rail passenger service between Eugene and Vancouver, B.C. We should support its advancement with two recommended caveats:
 - This project is proposed and should be pursued as an incremental upgrade to track and service. Numerous small-scale projects are feasible and are easier to fund than one comprehensive improvement. Pursuing funds for a \$1.3 billion project by the turn of the century could compromise funding for LRT.
 - Freight rail improvements in the Rivergate area would improve passenger service and should be integrated with the high-speed rail project (see next project).
4. Freight Rail Improvements in the Rivergate Area (Columbia Slough Intermodal Bridge) - This project would improve freight rail access to Port terminal facilities in the Rivergate area. ISTEA demo funds are already available (\$2.1 million) and CMAQ funds have been approved locally (\$1 million). The final \$12 million would complete this project providing direct mainline to dock access for unit trains from two national carriers (BN and UP). The benefit to high-speed rail would be to remove lengthy switching operations off the UP/BN mainline track adjacent to Rivergate.

JPACT

February 9, 1994

Page 3

Following are comments on one other project of concern within the region:

- . Seismic Retrofit Bridge Program - There is some discussion that we should pursue establishment of a special Seismic Retrofit subcategory within the Highway Bridge Repair and Replacement Program. Further investigation of this proposal should proceed to determine if we can link up with California and Washington to our mutual benefit. If such a proposal holds promise to increase funding to Oregon, it should be pursued. In the Portland region, of critical concern is earthquake-proofing bridges along I-5 and across the Willamette River in downtown Portland.

We have comments related to two additional projects outside our region, but potentially affecting our region:

1. I-5 Salem Bypass - As currently structured, if ODOT applies for Interstate Discretionary funding, it affects the "Donor State" allocation of STP funds and results in a decrease of this source, including a decrease to Metro Region STP funds. ODOT should pursue an approach to funding this project that does not result in a net loss of funding.
2. U.S. 101 is designated a Scenic Byway and is eligible to receive this special category of funds. It is recommended that the historic Columbia Gorge Highway also be given this designation so that appropriations that are subject to lapse, due to delays on U.S. 101 projects, can be obligated on Columbia Gorge Highway projects. This provides a back-up to avoid loss of federal funds.

ACC:lmk

**OREGON TRANSPORTATION PRIORITIES FOR
NHS AUTHORIZING LEGISLATION**

PROJECT	RESPONSIBLE PARTY
* Westside LRT (language and various projects) - Full funding for Hillsboro Extension - Funding to complete remaining Eastside projects	Metro
* High Speed Rail (language and possible projects) - Increased Secs.1010 and 1036 Authorizations and funding preference for 5 National HSR corridors - HSR Bill adoption and establishment of appropriate annual authorizations to accomplish program goals and objectives - Portland/Vancouver Infrastructure Improvements--\$13.9 million (total Portland/Vancouver Improvement cost) - Albany Multimodal Transportation Facility--\$2.0 million (total project cost) - Other Willamette Valley First Stage Infrastructure Improvements--\$55.6 million (total other first stage project cost)	ODOT/WSDOT ODOT/WSDOT ODOT ODOT
* South/North (Project Authorization Request) - Amend existing Section 3 language for Westside - Suggested Report Language	Tri-Met, C-Trans Metro
Interstate 5 (Salem Project) --Existing Demo Project - Authorization increase from \$6 million to \$145.1 million	ODOT
US 101 - Joint Oregon Washington request for \$5 million to fund demonstration projects along US 101 Coastal Corridor - Green Timber Road - Pacific City Road --\$42 million - Saunders Lake - Haynes Inlet--\$18.4 million - Wilson River Bridge - Dougherty Slough Bridge --\$1.5 million	ODOT/WSDOT ODOT
Ferry Street Bridge --Existing Demo Project - Authorization increase from \$23.7 million to \$40 million	City of Eugene/LCOG
* Columbia River Slough Intermodal Bridge -- Existing Demo Project - Authorization increase and expansion of project scope of work, increases existing authorization from \$2.1 million to \$12.1 million	Port of Portland

* Projects affecting
Portland region

PROJECT	RESPONSIBLE PARTY
<p>Salem Transit Transfer Station</p> <ul style="list-style-type: none"> - 1994 Section 3 appropriations provided \$1 million to initiate the project, an additional <i>\$1.8 million</i> is requested to complete an expanded project. 	Salem Area Mass Transit District
<p>Eugene Area</p> <ul style="list-style-type: none"> - West 11th NCL--\$25 million for Phase 1 of the project - West Eugene Parkway--\$22 million for West Phase, \$30 million for East Phase, and \$1 million for bicycle facilities and a water quality treatment system - New Eugene Transit Station Enhancements-- Requests \$2.2 million of Section 3 funds for enhancements to the Eugene Transit Station construction project - Irving Road Overcrossing -- \$3.3 million (total project cost) 	<p>ODOT ODOT/City of Eugene City of Eugene ODOT & Lane County</p>
<p>Southern Oregon</p> <ul style="list-style-type: none"> - Jackson County Foreign Trade Zone Construction--\$9.9 million - Rogue Valley, Oregon Urban I-5 Reconnaissance and Development--\$6 million 	<p>Jackson County Rogue Valley COG</p>
<p>* Columbia Corridor Terminal Access Improvement Projects</p> <ul style="list-style-type: none"> - Three projects to improve access and freight movement on Columbia Boulevard in Portland, OR--\$1.6 million 	ODOT/City of Portland
<p>* Seismic Retrofit Program Establishment of special program to retrofit West Coast Bridges along major faults; possible cooperative effort with CA and WA</p> <ul style="list-style-type: none"> - Lifeline Routes in Portland--\$21 million - Willamette River (Wilsonville) Bridge--\$1.7 million - Willamette River (West Linn) Bridge--\$3.3 million 	<p>Oregon, Washington and California <i>mult.</i> ODOT/Multnomah Co/City of Portland ODOT ODOT</p>

Post-It™ brand fax transmittal memo 7671		# of pages → 4
To Lois Koday	From Marty Andersen	
Co. METRO	Co. ODOT	
Dept.	Phone # 731 8275	
Fax # 797 1794	Fax #	

TO Interested Parties

FROM Grant Robinson

RE TIP Update Public Involvement Process

MEMO

January 7, 1994

I attach the fresh public involvement program for the TIP Update. Robin asks that we all have the opportunity to review it before our meeting Tuesday, January 11, 3:30 in the basement conference room.

There are some Region 1 responsibilities identified in public involvement program (page B-1). These do not include our duties staffing the booths.

Please review my list of proposed staff and methods for accomplishing the tasks outlined in the plan. See if there's anything I missed. If you can get your comments back to me before the meeting Tuesday I'll compile them into a revision, and it will save us some time.

Time is short. Tasks 1 through 4 should begin this week, and those tasks will impact tasks 5 and 6. I hope to get this work program revised, and approved by Marty and Robin, at our meeting Tuesday. Here's our reservations:

- 3-2-94 Oregon City High School Cafeteria
1306 12th Street
Oregon City 97045
- 3-3-94 St Helens High School Commons
2375 Gable Road
St Helens 97051
- 3-7-94 Mount Hood Community College Town & Gown Room
26000 SE Stark
Gresham 97030
- 3-10-94 Wahtonka High School
3601 W 10th Street
The Dalles 97058
- 3-16-94 Washington County Building Cafeteria
155 N First Avenue
Hillsboro 97124





U.S. DEPARTMENT OF TRANSPORTATION

RECEIVED

FEB 4 1994

31

January 21, 1994

IN REPLY REFER TO

HPR-OR/105

Mr. Donald E. Forbes, Director
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Mr. Forbes:

Amendment No. 94-03

1993-98 Statewide Transportation Improvement Program (STIP)

As requested in your January 10, 1994 letter, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) jointly approve adding the entire Metropolitan Service District Fiscal Year 1994 - Post 1997 Transportation Improvement Program to your current State Transportation Improvement Program. A joint USDOT air quality conformity determination was made on Metro's TIP on December 6, 1993.

Sincerely yours,

Robert G. Clour

Patricia Levine

Date: 1-21-94

Date: 1-31-94

Robert G. Clour
FHWA Division Administrator
Federal Highway Administration
Oregon Division Office
530 Center St. N.E.
Suite 100
Salem, Oregon 97301

ff Terry L. Ebersole
FTA Regional Administrator
Federal Transit Administration
Region 10 Office
Federal Building Suite 3142
915 2nd Avenue
Seattle, Washington 98174

cc:

METRO (A. Cotugno)
ODOT Region 1
FHWA Region 10 (HPP-010.3)

**AIR QUALITY PLANNING
AND
TRANSPORTATION AND LAND USE PLANNING
RELATIONSHIPS**

By

**John Kowalczyk
Air Quality Division
Oregon Department of Environmental Quality**

**Presented to:
Metro's Joint Policy Advisory Committee on Transportation**

February 10, 1994



MAJOR AIR QUALITY PLANNING ACTIVITIES

- **State Conformity Rule
(1990 Clean Air Act/EPA Rule Driven)**
- **Carbon Monoxide Maintenance Plan for the Portland Area
(Portland Central City Transportation Management
Plan Driven)**
- **Ozone Maintenance Plan for the Portland Area
(Governor's Motor Vehicle Task Force/HB 2214 Driven)**

DEQ/METRO SCHEDULED ACTIVITIES TO BE COMPLETED IN NEXT 15 MONTHS:

- **Above three major Air Quality Planning Activities**
- **Region 2040 Decision**
- **Regional Transportation Planning Rule (TPR) Requirements,
Including TDM Measures, Adopted**
- **Major Update of Regional Transportation Plan (RTP)**



STATE CONFORMITY RULE

- Driven by 1990 Clean Air Act/November 1993 EPA Rules
- Insures Transportation Planning Consistent with Air Quality Planning
 - Federal transportation projects funded only if they conform to purpose and specifics of State Air Quality Implementation Plan (SIP)
- New State Rule Due November 1994

CONFORMITY CHANGES

Date	Rule	Requirement
1993	EPA/DOT Interim Guidance	No Emission Increase - Build vs. No-Build
1994	EPA Rule	Above + Financially Constrained
1995	DEQ Rule	Above + Secondary Land Use Impacts
1996	SIP Maintenance Plans	Above + Emission Budget (Emission reductions from VMT reductions in ozone plan)

- Government Agency Dispute Resolution Escalates to Governor (citizen suits allowed under Clean Air Act)



CARBON MONOXIDE MAINTENANCE PLAN

- **CCTMP Strategies**
 - **High Growth (reduces regional VMT/emissions)**
 - **Replace parking lid with central city-wide stringent parking ratios**
 - **Contingency (reinstate lid/oxy-fuel)**

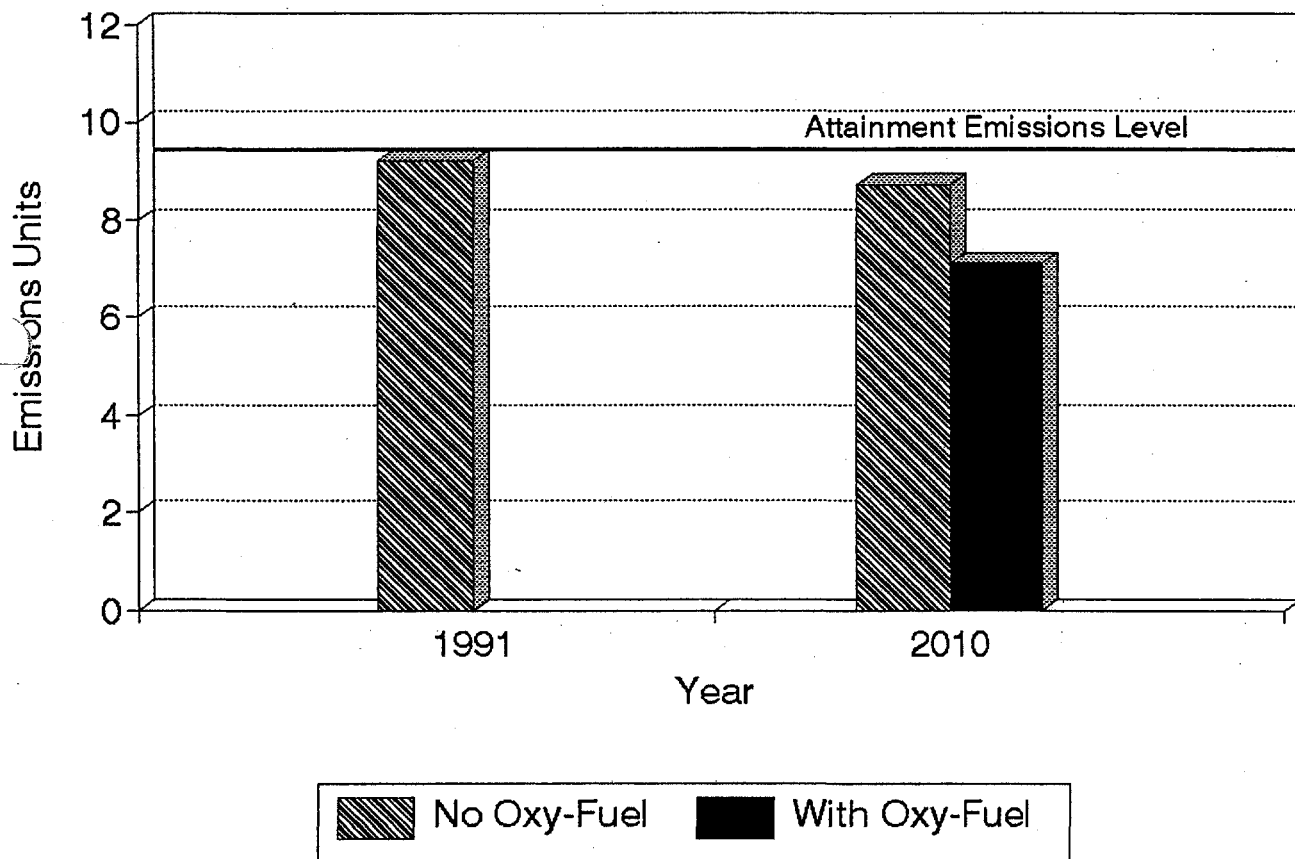
- **Schedule**
 - **City adopts ordinances - May 1994**
 - **Metro reviews maintenance plan - summer 1994**
 - **EQC adopts plan - October 1994**

- **Emission Budget (2010 Based)
(See Page 5)**

- **Issues**
 - **Oxy-fuel repeal**
 - **High Growth Scenario reflected in RTP (2040 decision?)**
 - **Conformity (impact on transit projects?)**



Downtown Portland CO Projections 3rd and Alder Monitor (Postal Building)



OZONE MAINTENANCE PLAN

- **Governor's Motor Vehicle Task Force/HB 2214 Strategies (See page 8 for list)**
- **Emissions Budget - 2006 Based (See Page 9)**
- **Trips/Emission Reductions (Must be Reflected in Conformity)**
 - **Employee Commute Options (ECO)/Parking Ratios/TPR: up to 8-9% reduction in total trips/VMT**
 - **ECO Rule: approximate 9% reduction in work trips; 2% reduction in all trips)**
 - **Parking Ratios Rule: approximate 2% reduction in all trips**
 - **ECO and Parking Ratios equivalent to doubling Tri-Met ridership**
- **Schedule**
 - **DEQ develops rules - 1995**
 - **Metro reviews & "balances" package - Winter 94/95**
 - **EQC adopts - May 1995**

(Continued on next page)



OZONE MAINTENANCE PLAN

ISSUES

- **Balancing Strategy Package**
- **Impacts Beyond 2006**
- **Interrelation of Parking Ratio/ECO Rules and TPR**
 - **Maintenance Plan takes credit for TPR actions, above and beyond ECO/PR rules, adopted by May 1995:**
 - **Local ordinances for pedestrian, bike, transit friendly orientation - May 1994**
 - **Region 2040 land use plan - Summer 1994**
 - **Regional Transportation Demand Management Strategies - Fall 1994**
 - **Regional TPR Plan - May 1995**
 - **TPR Can Take Credit for VMT and Parking Reductions/Capita from ECO and Parking Ratio Rules (achieves about 1/3 of requirement)**
- **Delay Maintenance Plan Because of Delay in Metro Actions on TPR**
 - **Risks reoccurrence of nonattainment**
 - **Delays removal of industrial growth impediments**
 - **Requires more reductions due to need to extend maintenance date past 2006**



OZONE MAINTENANCE PLAN STRATEGIES

- **Vehicle Inspection Program Improvement**
 - **Eliminate rolling 20 year old vehicle exemption**
 - **Expand boundaries (11% more cars)**
 - **More rigorous test (Enhanced I & M)**

- **New Area Source Emission Standards**
 - **Lawn and garden equipment**
 - **Consumer products**
 - **Architectural coatings**
 - **Auto refinishing**

- **Land Use/Transportation Planning Rule Credit**

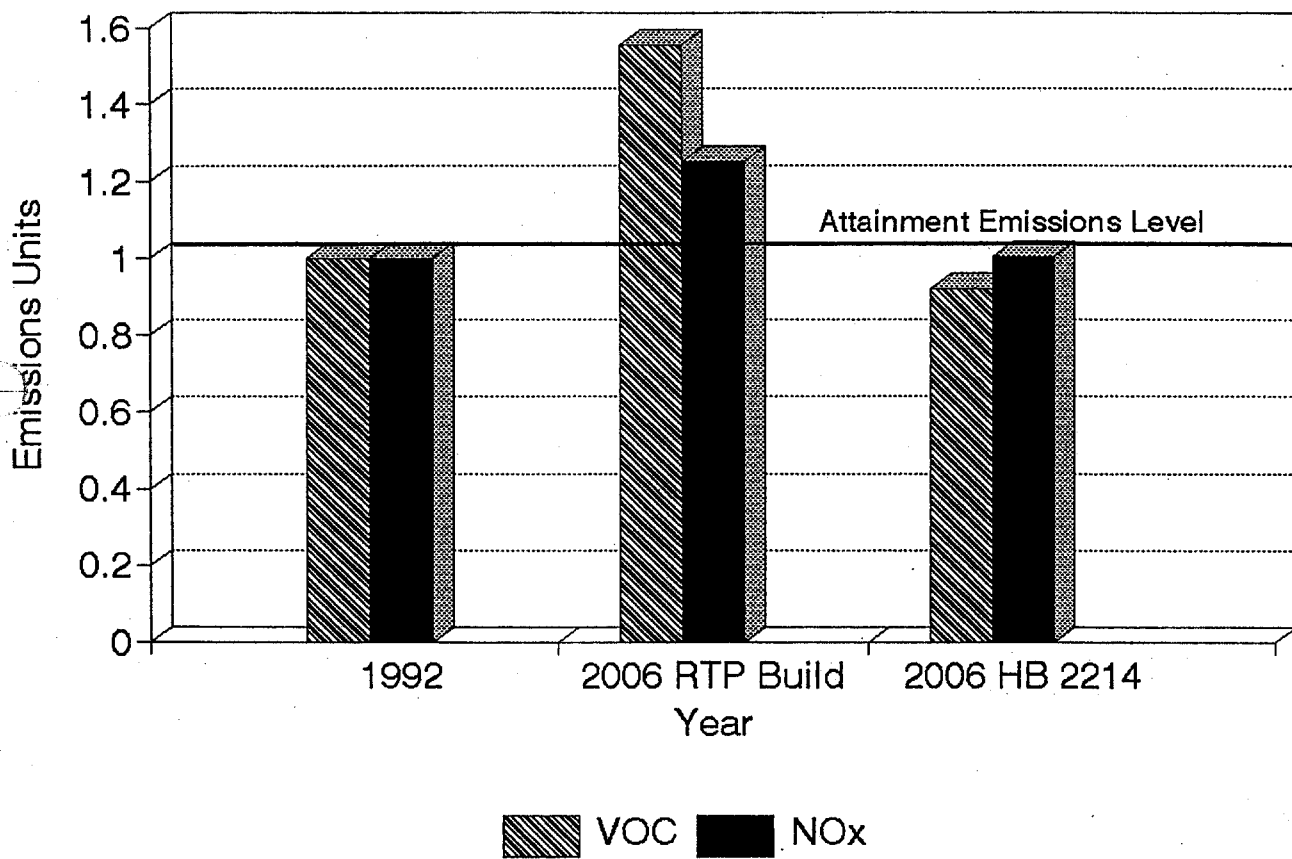
- **Employee Commute Options Rule (ECO)**

- **Regional Parking Ratios**

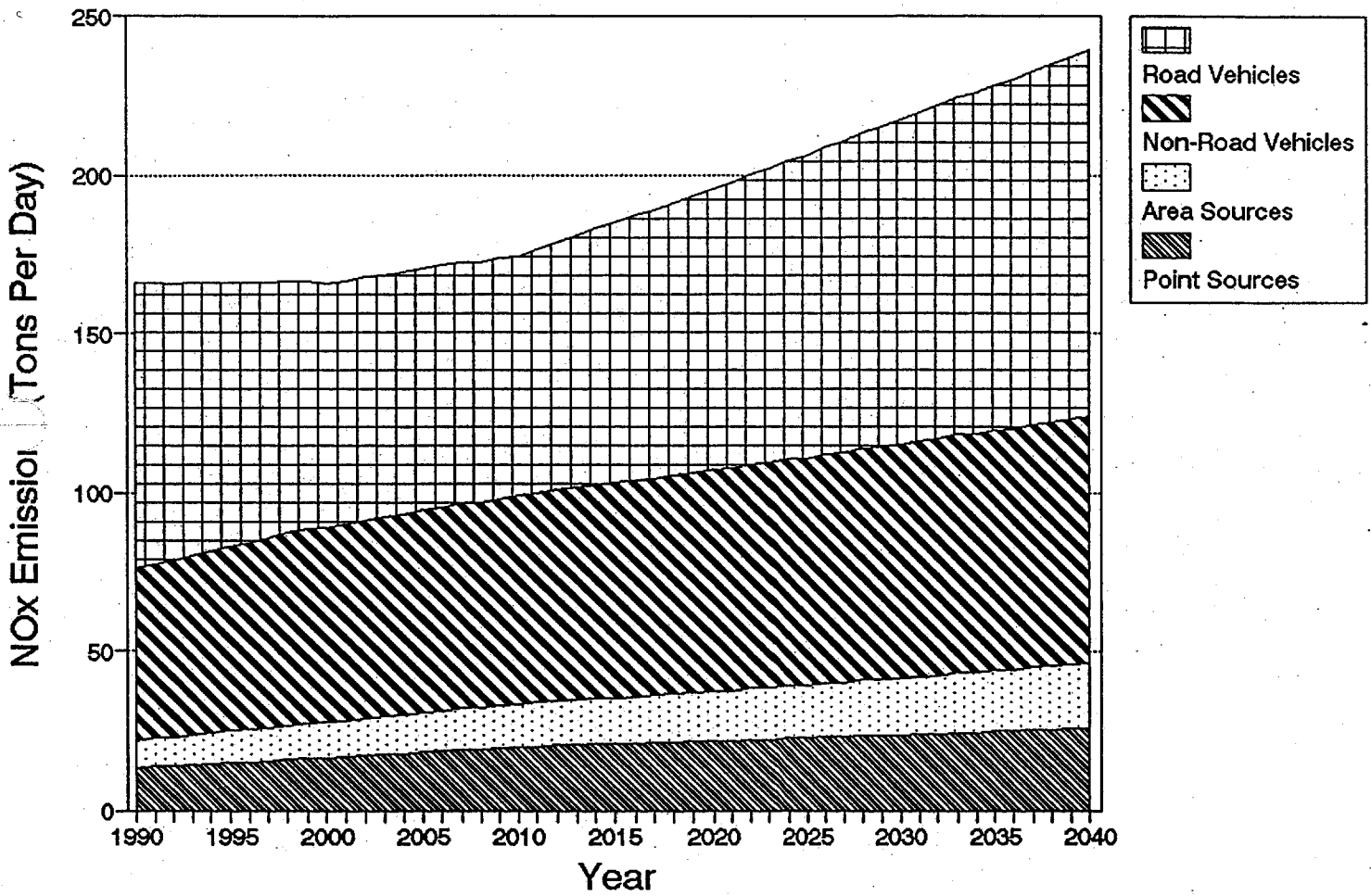
- **Contingency: Reformulated Fuels, Congestion Pricing**



Portland Ozone Maintenance Plan Emissions Budget: Motor Vehicles



Portland-Vancouver Ozone Precursors Human-Caused Emissions: 1990 to 2040





METRO

Date: February 9, 1994

TO: JPACT

From: *RBF*
Rich Ledbetter, Senior Transportation Planner

Subject: 2040 Air Quality Projections

Attached are air quality projections for ozone precursors (VOC) for 1990 to 2040. EPA's most current Mobile Source Emission Factor Model was used to generate emission levels (instead of the earlier Mobile 4.1 version) so the emission projections are not directly comparable with previous estimates from the Governor's Task Force. Emissions are categorized as point sources, area sources, non-road vehicle sources, and road vehicle sources.

The area emission projections are based on Metro's 2040 population projections (1.2% growth rate per year) and assume significant control of architectural coatings, autobody refinishing, and consumer solvent use in future years.

The non-road emission projections assume Metro's population projections (1.2% growth per year) and significant control of large diesel engine emissions proposed recently by EPA.

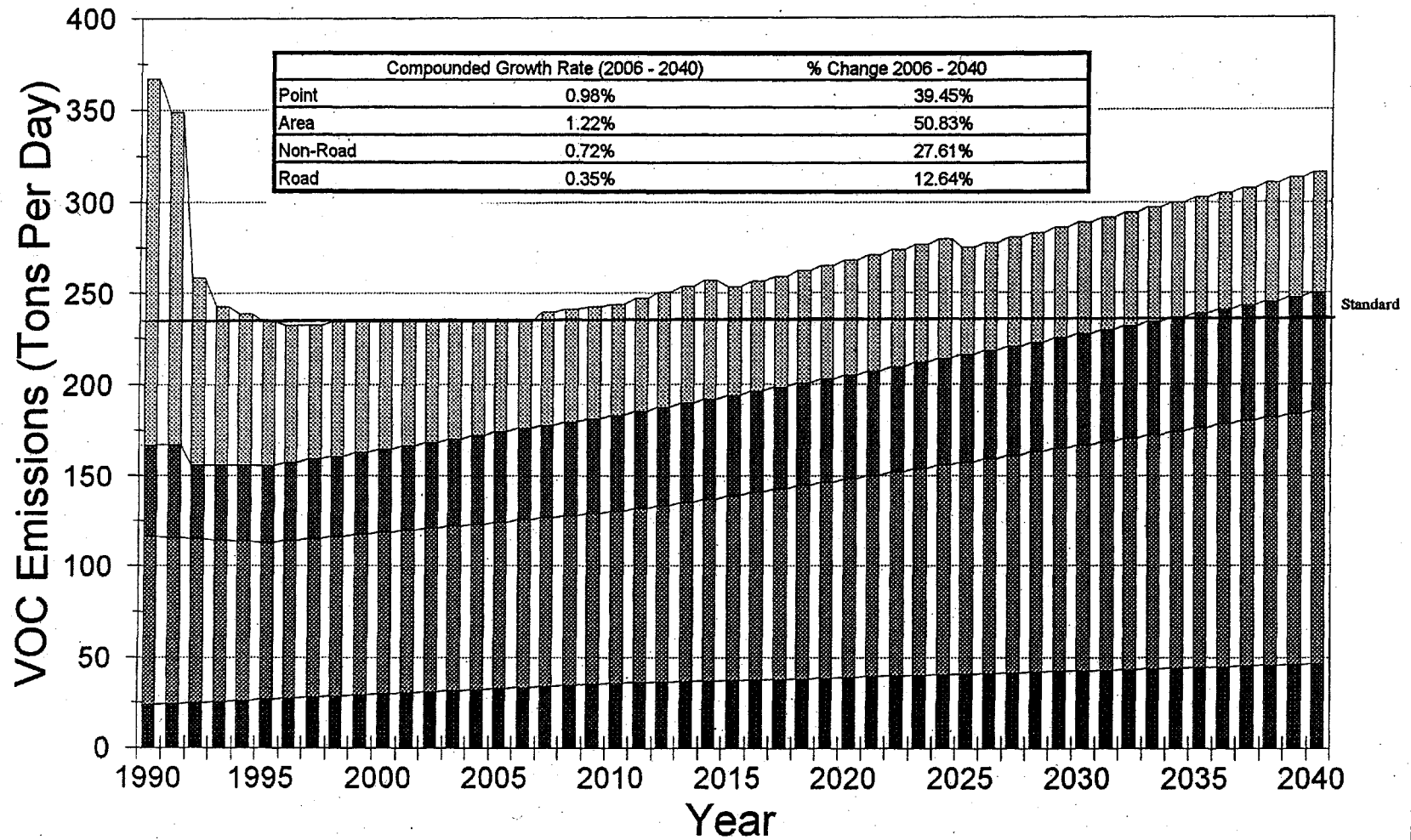
Recent ambient ozone data indicates the attainment line consistent with the Clean Air Act standard is reasonably close to the 1995 VOC emission level.

The region is shown to be in attainment through the year 2006 consistent with the ozone maintenance plan required by EPA. The credits for the Transportation Planning Rule are effective in intervals at 2005 (zero growth in per capita VMT); 2015 (10 percent reduction in per capita VMT); and at 2025 (20 percent reduction in per capita VMT). Pollution levels above the maintenance plan strategies and the TPR are indicated as both a compounded growth rate between 2006 and 2040 and a relative change above the 2006 level.

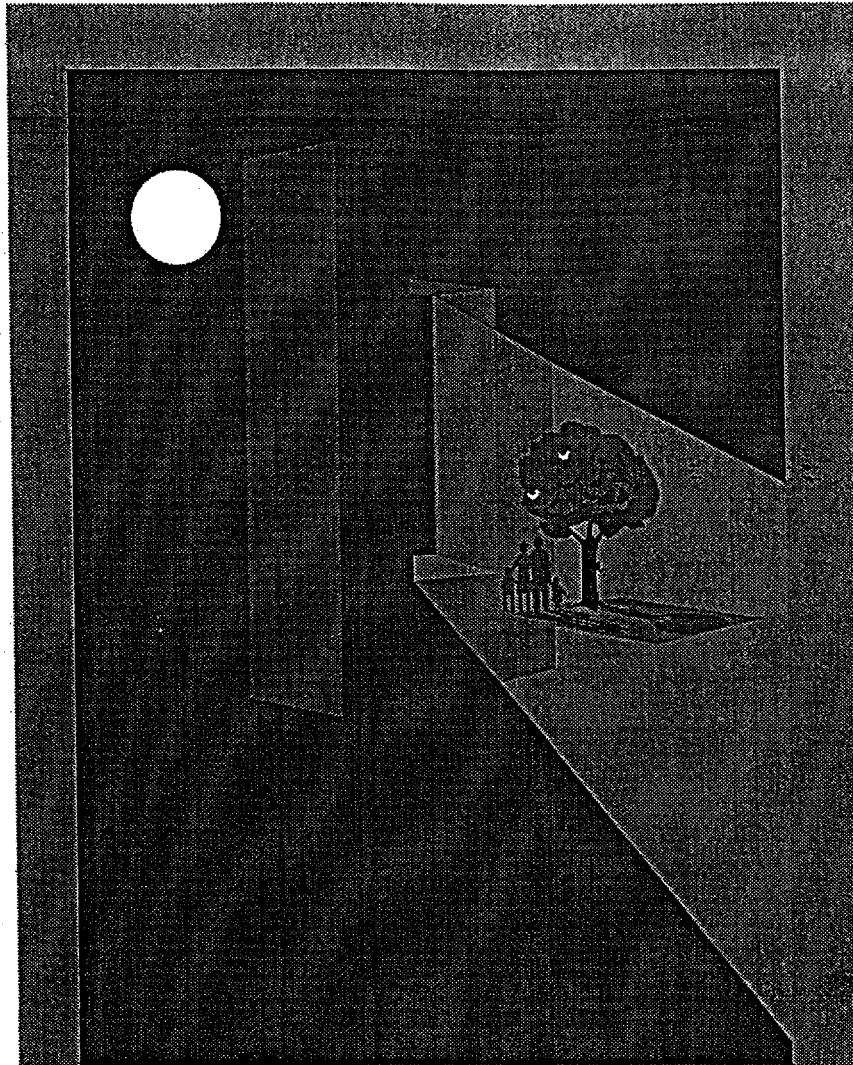
As a result of the growth rate in VMT (approximately 1.4% per year) It is apparent that reductions in addition to the Governor's Task Force strategies and the TPR will be required to maintain the air quality budget. In the year 2040, total emissions are approximately 35 percent above the standard.

Attachment

Portland-Vancouver Ozone Precursors Human-Caused Emissions: 1990 to 2040



Point Sources
 Area Sources
 Non-Road Vehicles
 Road Vehicles

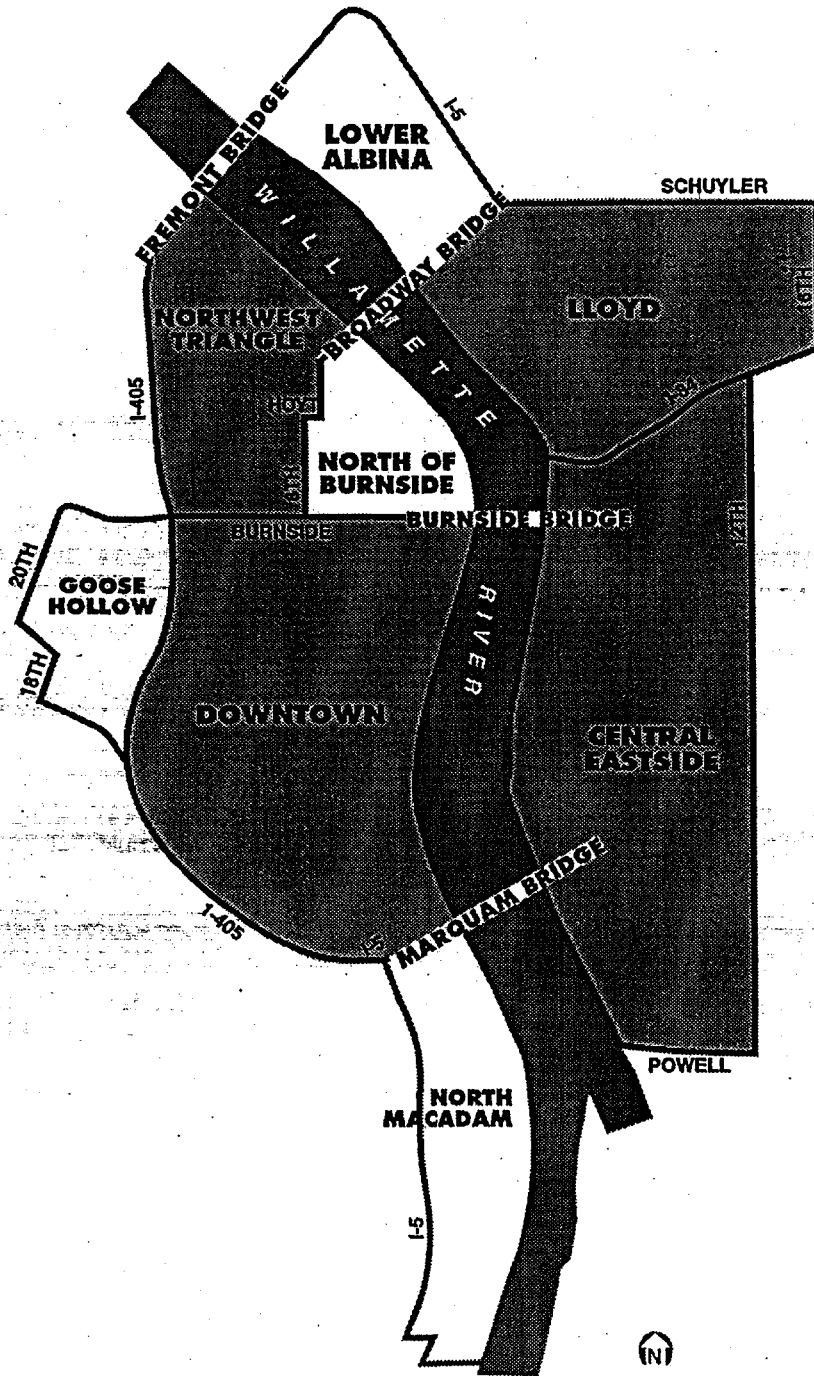


*Assuring
Growth with
Livability*

Central City Transportation Management Plan

Assuring Growth with Livability

CENTRAL CITY TRANSPORTATION MANAGEMENT PLAN MAP



Central City Transportation Management Plan

CCTMP

POLICY IMPACTS

TRANSPORTATION & PARKING MANAGEMENT	DPCP		CENTRAL CITY DISTRICTS	
	Before CCTMP	After CCTMP	Before CCTMP	After CCTMP
Lid	●			
Maximum Ratios	●	●		●
Surface Lots	●	●		●
Structures	●	●		●
On-Street Management	●	●		●
Area Parking Permits	●	●		●
Street Classification	●	●	●	●

Central City Transportation Management Plan

CCTMP

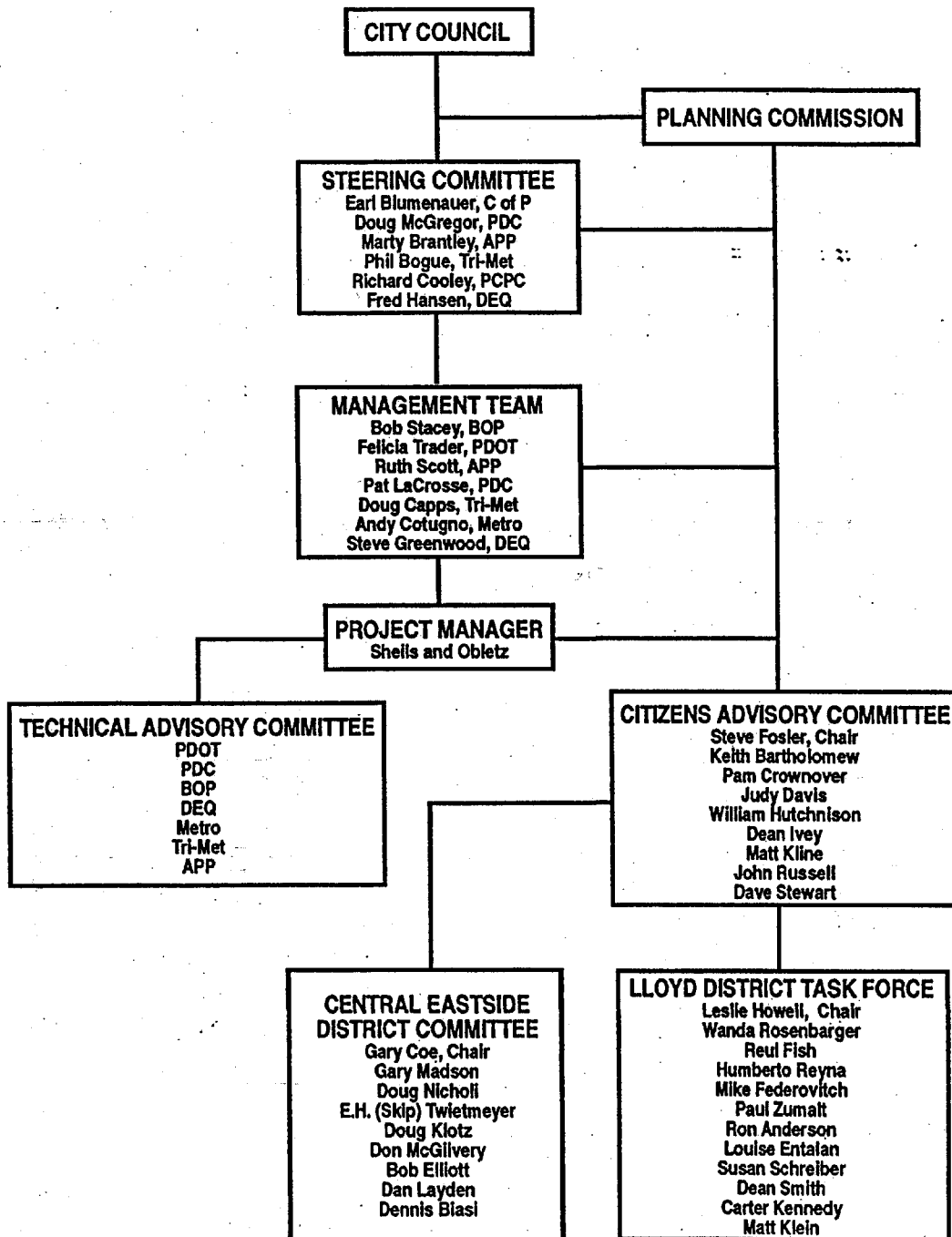
SCHEDULE FOR ADOPTION

CCTMP Public Meetings	late February, 1994
Planning Commission	April, 1994
City Council	May, 1994
DEQ / METRO Carbon Monoxide Maintenance Plan	November, 1994
EPA Approval of CO Maintenance Plan	18 - 24 months

Central City Transportation Management Plan

Assuring Growth with Livability

MANAGEMENT STRUCTURE



Central City Transportation Management Plan

Assuring Growth with Livability

TRANSPORTATION PLANNING:

Designing Livability, Not Streets



Central City Transportation Management Plan

Assuring Growth with Livability

ISSUES & IMPACTS

AIR QUALITY

The new federal standards limiting tailpipe emissions mean that Portland is not expected to have a problem complying with future CO standards.

On the other hand, as vehicle trips increase in the metropolitan area, ozone is a growing problem. Ozone reduction will require a regional approach rather than localized controls.

CONCLUSION:

**AIR QUALITY CAN BEST BE ADDRESSED
BY REGIONAL SOLUTIONS.**

Assuring Growth with Livability

ISSUES & IMPACTS

TRAFFIC CIRCULATION CONCLUSIONS

- ❖ **Projected increase in auto use and congestion could constrain future development in the central city.**
- ❖ **Development throughout the central city will add to peak hour congestion.**

Assuring Growth with Livability

ISSUES & IMPACTS

PARKING CONCLUSION

- ❖ **Parking management is a key factor in planning for increased densities.**

Assuring Growth with Livability

ISSUES & IMPACTS

TRANSIT CONCLUSION

- ❖ **Expansion of transit use and service is critical to the build-out of the central city.**

Assuring Growth with Livability

ISSUES & IMPACTS

PEDESTRIAN & BIKE TRAVEL

- ❖ **Improved bicycle and pedestrian access is essential to supporting central city growth.**

Assuring Growth with Livability

HOW MUCH WILL WE GROW?

PROJECTED GROWTH IN CENTRAL CITY BY 2010

	HISTORIC GROWTH SCENARIO	HIGH GROWTH SCENARIO
Additional Jobs	36,500	75,000
Additional Housing Units	2,700	15,000
Peak Hour Auto Use Increase Over 1990	+22%	+26%

**CONCLUSION:
INCREASED CENTRAL CITY HOUSING
WILL HAVE A POSITIVE EFFECT ON
TRANSPORTATION PATTERNS.**

Central City Transportation Management Plan



U.S. DEPARTMENT OF TRANSPORTATION

RECEIVED

FEB 4 1994

31

January 21, 1994

IN REPLY REFER TO

HPR-OR/105

Mr. Donald E. Forbes, Director
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Mr. Forbes:

Amendment No. 94-03

1993-98 Statewide Transportation Improvement Program (STIP)

As requested in your January 10, 1994 letter, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) jointly approve adding the entire Metropolitan Service District Fiscal Year 1994 - Post 1997 Transportation Improvement Program to your current State Transportation Improvement Program. A joint USDOT air quality conformity determination was made on Metro's TIP on December 6, 1993.

Sincerely yours,

Robert G. Clour

Date: 1-21-94

Robert G. Clour
FHWA Division Administrator
Federal Highway Administration
Oregon Division Office
530 Center St. N.E.
Suite 100
Salem, Oregon 97301

Patricia Levine

Date: 1-31-94

ff Terry L. Ebersole
FTA Regional Administrator
Federal Transit Administration
Region 10 Office
Federal Building Suite 3142
915 2nd Avenue
Seattle, Washington 98174

cc:

METRO (A. Cotugno)
ODOT Region 1
FHWA Region 10 (HPP-010.3)

COMMITTEE MEETING TITLE JPACT

DATE 2-10-94

NAME

AFFILIATION

NAME	AFFILIATION
Eure Blumenauer	Portland
Drew Lehman	Part of Portland
Bob Lindquist	Clackamas County
BRUCE WARNER	ODOT
JOHN KOWALCZYK	ODEQ
Red Monroe	Metro Council
Bob Post	TRI-MET
Jon Kristad	Metro Council
ROB DRAKE	WASHINGTON CO. CITIES
BERNIE GINSTEAD	MULT. CO. CITIES
Les White	C-TRAW
FRED HANSEN	ODEQ
Gerry Smith	WSDOT
S-Andy Cochran	Metro
G-Steve Iwata	Portland
Roy Rogers	Washington County
Susan McLain	SMetro
Craig Lomnick	Cities of Clackamas County
G-Dave Williams	ODOT
G-Red Andoz	CLACKAMAS COUNTY
G-George Vidas	ODOT
G-Mike Borresen	Washington County
JERRY PARMENTER	" "

COMMITTEE MEETING TITLE TRACT

DATE 2/10/94

P. 2

NAME

AFFILIATION

S	Mike Hoglund	Metro
S	RICH LEDBETTER	METRO
G-	RICHARD ROSS	CITIES OF MULT CO
G-	GB ARRINGTON	TRI-MET
G-	Judy Davis	League of Women Voters
G-	Lavinia Wintol	Portland
G-	Loraine Royce	Portland
G-	Keith Ahola	WSDOT
G-	Dean Lockingbill	RTC
G-	XAVIER FALCONI	CITY OF LAKE OSWEGO
G-	BOB BOTHMAN	MCCT
S	Paul Fisher	Metro
G-	Suzie Johnson	Pat
G-	Lina DeConcini	DEQ
G-	Jacqueline Jun	DEQ
G-	Andy Gursky	DEQ
G-	SUSAN TURNER	DEQ
S	TERRY WHISLER	METRO