

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING)	RESOLUTION NO. 93-1858B
ODOT REGION 1 PRIORITY FY 95,)	
FY 96 AND FY 97 TRANSPORTATION)	Introduced by Councilor Van
ENHANCEMENT PROJECTS FOR)	Bergen
INCLUSION 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 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;

WHEREAS, Public testimony at the Joint Policy Advisory Committee on Transportation (JPACT), the Transportation Policy

Alternatives Committee (TPAC), and the Council Planning Committee indicated public opposition to the inclusion of Project 37, 112th Avenue Linear Park, Washington County, now, therefore

BE IT RESOLVED,

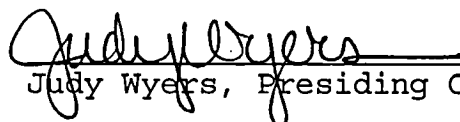
1. That the Metro Council adopts the Metro area Transportation Enhancement projects identified in Exhibit A as the state's priorities for inclusion in the ODOT 1995-1998 TIP, with the exception of Project 37, and that those projects be incorporated into the Regional Transportation Plan.

2. That staff be directed to forward these projects 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, appropriate local jurisdictions will provide ODOT and Metro with necessary documentation ensuring consistency of projects with local Comprehensive Plans.

4. That the Metro Council recommends that ODOT delete Project 37 from the prioritized list in Exhibit A of the resolution, until there is further review by the Joint Policy Advisory Committee on Transportation (JPACT) and the Transportation Alternatives Committee (TPAC)

ADOPTED by the Metro Council this 28th day of October, 1993.



Judy Wyers, Presiding Officer

STAFF REPORT

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

Date: September 23, 1993

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would endorse the Oregon Department of Transportation's (ODOT's) Region 1 priority Fiscal Year 1995, 1996 and 1997 Transportation Enhancement Program projects for funding in the Oregon Department of Transportation 1993-1998 Transportation Improvement Program (TIP) for those projects within the Metro boundary. The priorities are consistent with Transportation Enhancement Program eligibility standards as listed in Section 1007(c) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Following OTC action and prior to commencing construction, local governments and Metro must demonstrate that these projects are included in the Regional Transportation Plan (RTP) and Metro's Transportation Improvement Program (TIP). The projects must also conform to local comprehensive plans (transportation elements, public facility plans, and/or transportation system plans), statewide planning goals and either the interim or final conformity guidance of the Clean Air Act Amendments of 1990.

The recommendations are developed for Oregon Transportation Commission (OTC) consideration during public hearings and testimony on the 1993-1998 TIP. Final OTC action on the entire TIP is scheduled for July, 1994 and will essentially complete programming of all anticipated funds from ISTEA. The OTC previously authorized the programming of FY 92, 93 and 94 Transportation Enhancement funds in March, 1993.

JPACT will take action on the program on October 14. The OTC is tentatively scheduled to hold public hearings on a draft 1993-1998 TIP in December or January.

TPAC has reviewed the Transportation Enhancement projects and recommends approval of Resolution No. 93-1858.

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 states in cooperation with Metropolitan Planning Organizations (MPOs) and local jurisdictions. Consistent with ISTEA planning and programming requirements, the process must also include extensive public participation.

ISTEA requires states to allocate 10 percent of the Surface Transportation Program (STP) to the Transportation Enhancement Program. In Oregon, this equals between \$4.5 to \$5.0 million per year. Of a three-year (FY 95, 96 and 97) statewide total of under \$15 million, the OTC has allocated approximately \$4.435 million to ODOT 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, ODOT began the process for developing the state's Transportation Enhancement Program for fiscal years 1995, 1996 and 1997. The process followed, with some refinement, the process developed last year for programming Transportation Enhancement funds for the first three years of ISTEA (FY 92, 93 and 94). That process included the development of program objectives, project selection and prioritization criteria, public review and adoption. The original and refined process and Transportation Enhancement ranking criteria were developed by ODOT's ad hoc Transportation Enhancement Committee and approved by the OTC. Members of the ad hoc committee are identified in Attachment A.

As mentioned, development of the current program began in May and will formally conclude with OTC adoption of the 1995-1998 TIP next summer. To this point, ODOT has developed a list of candidate projects. Those projects will be reviewed by the OTC through public hearings during December and January. Following those hearings, the list may be revised as necessary or forwarded as is for the final OTC action next summer. Again, the formal public process is the responsibility of ODOT. Other significant steps in the program development process are described below:

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

- June 11, 1993. ODOT sponsors a Transportation Enhancement Program Information Workshop in Region 1. The workshop describes the program, the grant application process, and other aspects for getting a project included in the program.
- August 6, 1993. Project proposals due to ODOT.
- August 1993. Region 1 review panel reviews and prioritizes projects. A review committee consisting of representatives of Metro and Washington, Multnomah, Clackamas, Columbia and Hood River Counties reviews and ranks project proposals. 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. The scoring system was based on 100 points possible for each project. Major scoring categories and their point values were: "Intermodal Relationship" (30 points); "Relationship to other Plans and Programs" (30 points); "Benefits to the Community/Environment" (20 points); "Statewide Significance" (10 points); and "Match Level, Source, Public/ Private Commitment" (10 points). A brief description of the projects submitted from within the Metro area is included in Attachment B. A list of non-Metro projects is provided as Attachment C.

Following the scoring, the ranking committee and ODOT staff reviewed the list for funding recommendations. Funds were allocated based on the "technical" score and on the program objectives which consider geographic distribution and cost-effectiveness. Projects recommended for funding and for endorsement through this resolution are listed in Exhibit A. The resolution only endorses the projects within the Metro boundary.

- September/October 1993. TPAC/JPACT/Metro Council review and comment, with public comment.
- February 1994. Public review before ODOT/OTC.
- Summer 1994. Final OTC action.

TPAC Discussion

Discussion at TPAC focused on the relationship and process relative to JPACT/Metro Council input into state programs. At issue was at which point in the state process does the region provide comment and should regional objectives be incorporated into statewide program selection criteria. ODOT staff noted that the region has been involved in the process through the Ad Hoc Committee and through previous TPAC briefings, but indicated a willingness to work with the region on overall planning and programming issues. As a result of the discussion, the resolution was amended to note that the endorsement is of "state" priorities, not "regional" priorities. TPAC also requested that additional project information be provided

for JPACT/Metro Council (reflected in Attachment B). With those general concerns, TPAC endorsed the program.

Conclusions

Adoption of Resolution No. 93-1858 represents JPACT/Metro Council endorsement of the proposed Transportation Enhancement projects within the Metro boundary for FY 95, 96 and 97 funds. The endorsement is for OTC consideration. The resolution also acts to amend the RTP to include those projects.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1858.

Attachment A

"ODOT Ad Hoc Transportation Enhancement Committee"

Name

Organization

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

ATTACHMENT B

Metro Area Transportation Enhancement Program Project Submittals

Projects Recommended for Funding

Project

ID

37. 112th Linear Park (Washington County). Funding for 10-foot bicycle/pedestrian path, with small bridge, within a linear park paralleling NW 112th south of Cornell Road. Some funds for right-of-way; no funding for park property. Recommended for \$308,000 of Federal Transportation Enhancement funds.

17. Eastbank Bike/Ped Way A: Bridges/OMSI (City of Portland). Two pedestrian/bicycle path components on the eastbank of the Willamette. The first component is the section between the Steel and Burnside Bridges. The second connects OMSI and the existing esplanade. Funding for these two segments now finalizes a constructed or committed system connecting McCall Waterfront Park across the Steel Bridge south to OMSI and connecting to the Springwater Corridor. These projects are unaffected by "Eastbank" freeway issues. Recommended for \$1,588,000.

6. Cedar Creek Trail (City of Sherwood). Completion of 3,550 feet of bicycle/pedestrian trail in a heavily developed area of Sherwood. Recommended for \$83,000.

33. Springwater - Boring Connection (Clackamas County). Acquisition of one-half mile segment of Springwater Corridor near Boring. Recommended for \$120,000.

38. Rock Creek Bike/Ped Path (City of Hillsboro). Funding for a bicycle/pedestrian path parallel to Rock Creek between Rock Creek Park (just north of Sunset Highway) to Evergreen. At Evergreen, the pathway connects with existing bikeway. Recommended for \$266,000.

28. Intermodal Transfer Park (City of Troutdale). Reconstruct Troutdale Community Park to include bicycle/pedestrian access; construct a bus shelter; provide interpretive information and kiosk. Recommended for \$80,000.

Contingency Projects

Project

ID #

38. Rock Creek Bike Projects (City of Hillsboro). Remaining various phases of project described above. Potentially up to approximately \$750,000.
18. Union Station Passenger Shelter (City of Portland). Upgrade of exterior passenger facilities, including rehabilitation and repair of passenger sheds; installation of new and efficient lighting; repainting; repairing electrical and drainage. Requested up to \$367,000 of Federal Enhancement funds.

Projects not Recommended for Funding

Note: The following projects were not recommended for funding due to program fund limitations. The selection committee felt that most are indeed viable and worthwhile projects.

5. Fanno Creek Bike Path (Tualatin Hills Park and Rec.). Provision of a 10-foot wide boardwalk/asphalt path within the park from SW Hall to SW Fanno. Requested \$84,000 in Federal Enhancement funds..
6. Complete Cedar Creek Trail (City of Sherwood). Various other elements of project described above. These segments appeared to have much less usage potential. Requested additional \$300,000.
7. Hollywood Pedestrian Path (City of Portland). Pedestrian path to supplement street system and connecting Providence Medical Center and the Hollywood LRT Station. Requested \$77,000.
9. School Bike Path (City of Tualatin). A 1,400 foot path connecting High School and elementary school. Requested \$200,000.
17. Eastbank Bike/Ped Way (City of Portland). Unfunded segment of project described above. This project would provide a ramp from the Esplanade to the Burnside Bridge.
19. Union Station Facilities (City of Portland). Upgrade passenger ticketing and baggage handling facilities; provide baggage handling and storage equipment. Requested up to \$800,000.
21. Barbur Blvd.. Bike Lanes (ODOT). Restriping for bikelanes on Barbur Blvd. between Hamilton and downtown Portland. Includes structure over the Front Avenue tunnel. Requested \$367,000.

Project

ID #

22. Clackamas/Willamette River Bike Path (Oregon City). Four-phase project to acquire and construct 9,300 feet of path along Riverfront in Oregon City. Requested from \$200,000 to \$1.2 million.
23. Historic Elevator Upgrade (City of Oregon City). Modernize, rehabilitate, and repair Oregon City Elevator. Elevator is part of Oregon City pedestrian network. Requested \$96,000.
25. Intermodal Links West of Portland; United Junction - Beaverton (Oregon State Parks). Purchase 15-mile segment of Burlington Northern Right-of-Way. Requested \$200,000.
35. Laurelwood Pedestrian Paths (Washington County). Construct off-street, five-foot wide pedestrian paths from Scholls Ferry to Beaverton-Hillsdale Highway. Requested \$31,000.
36. NW 185th Pedestrian Facility (Washington County). Provide intermittent sidewalk improvements on 185th between T.V. Highway and Kinnamon Road, a distance of 1.3 miles. Requested \$25,000.
39. Springwater - Intermodal Links and Restroom (City of Gresham). Construction of parking and other amenities at trailheads to the Springwater Corridor. Requested \$700,000.
40. MAX Corridor Sidewalk Improvements (Multnomah County). Sidewalk additions to Division, Stark, and Glisan between 162nd and 242nd. Requested \$218,000.
41. East Burnside Bike Lanes (Multnomah County). Right-of-Way acquisition for bike lanes between 181st and 196th to complete system. Requested \$344,000.
43. NE 201st Bike/Ped Connector (Multnomah County). Modify NE 201st to provide bike/ped facilities under I-84 and the Union Pacific Railway tracks; and other improvements between NE Halsey and NE Sandy.
44. Blue Lake Park Bike/Ped. Path (Multnomah County). Construct separated bicycle/pedestrian path on Park property to NE 223rd. Requested \$39,000.

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ATTACHMENT C

REGION I NON-METRO AREA
TRANSPORTATION ENHANCEMENT PROJECTS
SUBMITTED IN 1993

Proj.
ID#

1. Historic Highway: Moffet Creek - Tanner Creek
Oregon Department of Transportation
2. Historic Highway: McCord Creek - Moffet Creek
Oregon Department of Transportation
3. Historic Highway: Hood River - Mosier
Oregon Department of Transportation
4. Milton Creek Bike & Pedestrian Bridge
City of St. Helens
8. Depot Gutters & Insulation
Mt. Hood Railroad
10. Vista House Restoration
Friends of Vista House
11. Pedestrian Trail Expansion
Port of Cascade Locks
12. Downtown Access Plan
City of Sandy
13. Barlow Road Corridor Phase One
City of Sandy
14. Barlow Road Corridor Full Project
City of Sandy
15. Highway 26 Ped/Bike Connection
City of Sandy
16. Classic Light Poles
City of Hood River
20. Estacada Trails
City of Estacada
24. Intermodal Links West of Portland (Banks - Vernonia)
Oregon State Parks
29. Barlow Road Corridor/Moss Hill Preservation
Clackamas County

Proj.
ID#

- 30. Storm Water Detention and Bio-Filtration
Clackamas County
- 31. Historic Faubion Bridge
Clackamas County
- 32. Government Camp Bike/Ped Crossing
Clackamas County
- 34. Molalla River Pathway
Clackamas County
- 42. Sauvie Island Road Shoulder Bikeway
Multnomah County

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1858, FOR THE PURPOSE OF ENDORSING ODOT REGION 1 PRIORITY FY 95, FY 96, AND FY 97 TRANSPORTATION ENHANCEMENT PROJECTS FOR INCLUSION IN THE 1995-1968 TRANSPORTATION IMPROVEMENT PROGRAM

Date: October 19, 1993

Presented By: Councilor Kvistad

Committee Recommendation: At the October 12 meeting, the Planning Committee voted 5-1 to recommend Council adoption of Resolution No. 93-1858. Voting in favor: Councilors Van Bergen, Devlin, Gates, Kvistad, and Monroe. Voting no: Councilor Moore, who served notice of a minority report (see separate report).

Committee Issues/Discussion: Mike Hoglund, Transportation Planning Manager, presented the staff report. He explained that this resolution endorsed a list of projects that have been through a state process under the Intermodal Surface Transportation Efficiency Act (ISTEA). Under ISTEA each state is required to preserve 10% of their surface transportation program funds to the enhancement category. The state then develops a process for prioritizing which projects receive funding, throughout the state. This is the second round of enhancement projects. The same process as last year was followed with some improvements. The program is funded through the five transportation regions. Metro, in region 1, has been allocated approximately \$4.5 million.

This process started in June with a solicitation of projects and a workshop for interested persons on how to apply. Applicants were then given two months to submit completed applications and obtain matching support funding. A regional committee, of which Metro was a member, then reviewed the projects using the state criteria and determined the prioritized list. Criteria categories are: 1) that projects have an intermodal relationship, a transportation benefit from the project; 2) that projects have a relationship to other plans and programs (e.g., Greenspaces Master Plan); 3) projects must benefit the community and environment; 4) projects must have statewide significance; and 5) projects were checked for match level of funding and for public commitment.

Transportation Enhancement Project include: 1) provision of facilities for pedestrian and bicycle; 2) acquisition of scenic easements and scenic or historic sites; 3) scenic or historic preservation; 4) rehabilitation or operation of historic transportation buildings, structures or facilities including historic railroad facilities and canals; 5) preservation of abandoned railway corridors including conversion and use for pedestrian and bicycle trails; 6) control and removal of outdoor advertising archaeological planning and research; and 7) mitigation of water pollution due to

highway runoff.

Public Testimony: Three witnesses from Washington County appeared to express opposition to the inclusion of Project 37, 112th Linear Park. This was followed by a presentation from Washington County regarding Project 37. Opponents to the project felt the citizen input process was flawed, citing that August 16 was the first time this project was presented to the public. When it was presented, it was without choices being available and as such, lacked sufficient citizen involvement. Troy Horton said "yes, there was citizen involvement - all negative".

Opponents also felt that selection of the project was premature and a strategy by Washington County to make it more difficult to oppose the building of a new road on 113th (bordering the west side of the park). They said the new road has had no public involvement because the alignment hasn't been completed. Approving this project makes it more difficult to stop the road from being built. Finally, opponents, stated that this project was not part of the Washington County comprehensive or transportation plans, as is required under ISTEA.

Councilor Moore, during questioning of the witnesses, brought out several items in the Application Review for the project she felt to be misleading or erroneous:

1. The paper states that a "bicycle pedestrian pathway exists on Cornell (Road), and bike lanes will be included as part of the 112th Avenue project". Both Councilor Moore and Geoff Hyde, Friends of Cedar Mill, corroborated that no official 10 foot signed bike pathway exists. What does exist is a graveled area that was smoothed off by local residents for use by bicyclers. The area is not 10 feet wide, is unmarked and has several obstructions that would need further refinement before it would meet federal standards.

2. The paper states the project to be a transportation link to the Sunset light rail station. According to Councilor Moore's measurement, the distance from this project location to the light rail station is 1.3 miles; outside the .25 mile immediate proximity limits generally applied.

3. The paper says "the project also affects and will assist in maintaining an area classified as Remaining Natural Areas identified in the Metropolitan Greenspaces Master Plan." This would appear to apply to the linear park but in fact refers to areas within the Peterkort property adjacent to the site.

John Rosenberger, Director of Land Use and Transportation, Washington County, appeared in support of the selection of Project 37. Selection of this project is part of the process in selecting the preferred "B-1" alignment along 113th. To minimize the impact and maximize the open space, the County is proposing a two lane facility with

bike lanes, retaining wall, and left turn pockets as necessary. This ties in with the Peterkort property and the pond located on that property and another property. The intent of his department is to within the next month submit for approval the road and zoning for the park. The projects are tied together and a 1995 construction date is anticipated. The County has already purchased and is in the process of purchasing several properties adjacent to the site. He clarified that sidewalks along the retaining walls are not being proposed; an alternate pathway is being proposed. The County is looking at the year 2010 numbers for vehicle miles travelled (VMT) in the area. An additional 2000 miles a day (800,000 miles per year) additional travel is expected. Building this road would mitigate much of the anticipated increase in VMT.

Andy Cotugno, Planning Director, clarified the differences in Metro's role in recommending this resolution and the process used when Metro recommended the Congestion Management/Air Quality (CMAQ) projects last month. For CMAQ, Metro had the primary responsibility, therefore it was possible for us to remove or add projects from our own list. This list is ODOT's responsibility so Metro's role is to provide commentary. He suggested that it was necessary for the Metro Council to take action on this resolution by the end of October in order to appropriately access ODOT's process. This input will be taken into consideration for a November draft by ODOT that will then have additional opportunities for public comment.

Councilors Moore and Devlin questioned the criteria used in the ranking process and asked the department to provide more specific information about the detailed scoring of individual projects at a later date.

Councilors McLain and Moore commented on what they believed to be a "flawed process". Councilor Moore commented that funding for the 112th Linear Park project is duplicated in other funding both at the CMAQ and county level.

Councilor Monroe expressed concern over Metro's role in enhancing or reducing Washington County's chances in building a 112/113th road. He suggested an amendment that added a "resolve" as follows: "that the funding recommendation for the project at 112th is not intended to prejudge or draw any conclusions about whether or not the 112 Road project should be built." He added, that if it is determined that the road should not be built, the enhancement funds should be redirected. Councilor Devlin questioned how we would reconcile this resolve with the Regional Transportation Plan that calls for a connection in the area. Andy Cotugno answered that it is subject to an environmental analysis process that has yet to be completed. The motion to add the resolve failed 3-3 (voting no: Councilors Kvistad, Gates and Van Bergen).

Councilor Moore expressed concern about the Ad Hoc Committee process being flawed when considering the proximity to transit. She felt the project ranked too high

and that many other projects were better suited and should have ranked higher.

Following the affirmative 5-1 vote of the committee, Councilor Moore served notice of a minority report. Councilor Gates stated that he reserved the right to change his vote when the resolution is before the Council dependant on whether it is discovered that funds are duplicated.

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.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING ODOT) RESOLUTION NO. 93-1858A
REGION 1 PRIORITY FY 95, FY 96 AND FY 97)
TRANSPORTATION ENHANCEMENT) Introduced by
PROJECTS FOR INCLUSION IN THE 1995-) Councilor Van Bergen
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 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;

WHEREAS, Public testimony at the Joint Policy Advisory Committee on Transportation (JPACT), the Transportation Policy Alternatives Committee (TPAC), and the Council Planning Committee indicated public opposition to the inclusion of Project 37, 112th Avenue Linear Park, Washington County; and

WHEREAS, Opposition to inclusion of Project 37 was based on the inadequacy of the initial ranking procedure, apparent lack of adherence to the public involvement process required under ISTEA for development of the project list, and failure to meet the criteria for funding, now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the Metro area Transportation Enhancement projects identified in Exhibit A as the state's priorities for inclusion in the ODOT 1995-1998 TIP, with the exception of Project 37, and that those projects be incorporated into the Regional Transportation Plan.

2. That staff be directed to forward these projects 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, appropriate local jurisdictions will provide ODOT and Metro with necessary documentation ensuring consistency of projects with local Comprehensive Plans.

4. That the Metro Council questions the ranking procedure used in determining the prioritized list.

5. That the Metro Council recommends that ODOT, delete Project 37 from the

prioritized list.

ADOPTED by the Metro Council this ____ day of _____, 1993.

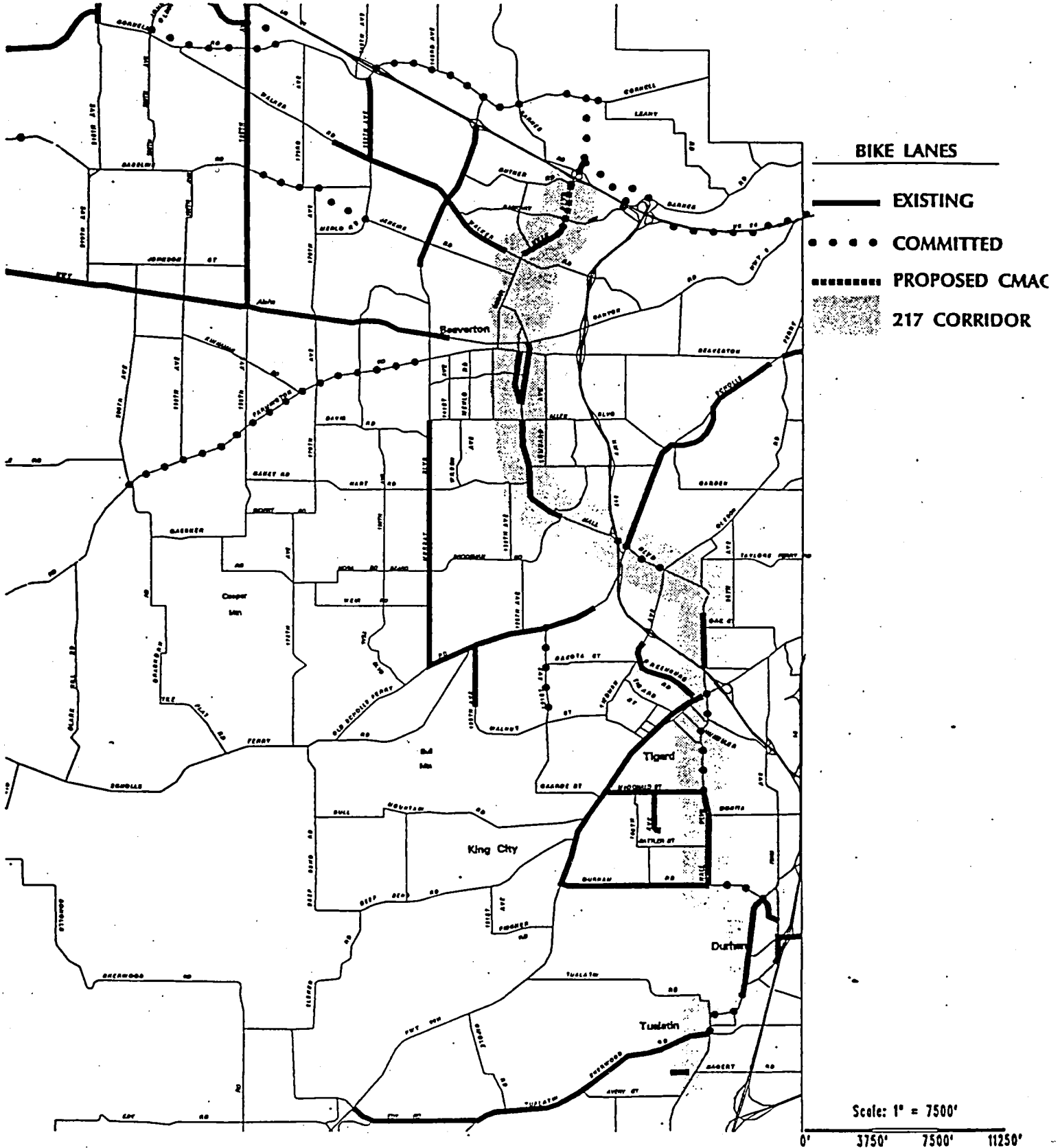
Judy Wyers, Presiding Officer

MH:GR Resolution 93-1858A
10/19/93

HIGHWAY 217 CORRIDOR BIKE LANES

THIS 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



PLANNING COMMITTEE MINORITY REPORT #2

**CONSIDERATION OF RESOLUTION NO. 93-1858B 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 27, 1993

Presented By: Councilor Moore

Recommendation: The Metro Council adopts this minority report which substitutes Resolution 93-1858B 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.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING ODOT) RESOLUTION NO. 93-1858B
REGION 1 PRIORITY FY 95, FY 96 AND FY 97)
TRANSPORTATION ENHANCEMENT) Introduced by
PROJECTS FOR INCLUSION IN THE 1995-) Councilor Van Bergen
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 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;

WHEREAS, Public testimony at the Joint Policy Advisory Committee on Transportation (JPACT), the Transportation Policy Alternatives Committee (TPAC), and the Council Planning Committee indicated public opposition to the inclusion of Project 37, 112th Avenue Linear Park, Washington County; and

WHEREAS, Opposition to inclusion of Project 37 was based on the inadequacy of the initial ranking procedure, apparent lack of adherence to the public involvement process required under ISTEA for development of the project list, and failure to meet the criteria for funding, now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the Metro area Transportation Enhancement projects identified in Exhibit A as the state's priorities for inclusion in the ODOT 1995-1998 TIP, with the exception of Project 37, and that those projects be incorporated into the Regional Transportation Plan.

2. That staff be directed to forward these projects 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, appropriate local jurisdictions will provide ODOT and Metro with necessary documentation ensuring consistency of projects with local Comprehensive Plans.

4. That the Metro Council questions the ranking procedure used in determining the prioritized list.

5. That the Metro Council recommends that ODOT delete Project 37 from the

prioritized list in Exhibit A of the resolution, until there is further review by the Joint Policy Advisory Committee on Transportation (JPACT) and the Transportation Policy Alternatives Committee (TPAC)..

ADOPTED by the Metro Council this _____ day of _____, 1993.

Judy Wyers, Presiding Officer

MH:GR:pa Resolution 93-1858B
10/27/93



M E T R O

To: Planning Committee

From: Gail Ryden, Senior Council Analyst

Date: October 12, 1993

Re: Resolution 93-1858 - Endorsing Transportation Enhancement Projects

Project #38 City of Hillsboro: Councilor Moore brought to my attention that under #4 of my October 6 memorandum I had inadvertently referenced the Springwater - Boring connection project rather than the Rock Creek Bike/Ped Path. The correction is underlined on the attached corrected version of the memo.

Project #37 Washington County: Councilor Moore also strongly disagreed with the characterization of Project #37 in #3 of the October 6 memo. In the analysis, I cited information furnished on tape by the Planning Department from the TPAC meeting. At the TPAC meeting Brent Curtis, Washington County Planning Director, stated that the project is "partially old road and partially new" and that the project has been part of the Washington County plan for "some time". He also made comments about the project having received a "significant" amount of citizen involvement.

According to Councilor Moore, the road at 113th (bordering the park on the west) and the linear park are entirely new and have never been in the Washington County plan. She said the only project in the plan is a five lane road without a bike lane, between 112th and Cornell Road. That project is also without a linear park. She said this project was not picked through community involvement. The citizen involvement process referenced was for the 112th alignment. Discussions were terminated a year ago without a group recommendation; the group did select a site from the limited options given but characterized it as the "least objectionable".

In checking with legal counsel and the department, it appears that the road project on 112th has in fact been part of the Washington County comprehensive plan for some time. It was originally planned to be a five lane road but due to negative public response is now planned to be a three lane road with bike lanes and sidewalks. The linear park project, however, is not part of the comprehensive plan and will still need to be made part of the plan before this project can be built. This will require additional public hearings for comprehensive plan and zoning approval.



M E T R O

To: Planning Committee
Interested Parties

From: Gail Ryder, Senior Council Analyst

Date: October 6, 1993

Re: Resolution 93-1858 - Endorsing Transportation Enhancement Projects

CORRECTED

Ordinarily the Planning Committee would be considering this resolution following the review by the Joint Policy Advisory Committee on Transportation (JPACT). Due to scheduling conflicts that will not be possible for this resolution. The Transportation Policy Alternatives Committee (TPAC) met on October 1. JPACT will meet October 14. Final Council approval is scheduled for October 28.

There are several issues of which I think the committee should be aware before approving this resolution.

1. Scenic Columbia Gorge Highway: The original federal act creating the scenic highway committed a significant amount¹ of money that has not been appropriated by Congress. Because of that the proponents of the Gorge have sought flexible ISTEA funds. The first round of Transportation Enhancement (TE) projects included funding of approximately \$1,000,000 for a segment of the highway (approved earlier). This second round also includes \$1,297,000 for Project #1 (Historic Highway: Moffet Creek - Tanner Creek).

Staff indicates that appropriation of such federal funding from the original act is possible but unlikely during the period of time that ISTEA funds are available. But if such funding were appropriated, these enhancement funds would still be designated. For that reason, the committee may wish to add a resolve that requests the Oregon Transportation Commission (OTC) to reconsider the expenditure of this \$1.3 million to other projects, should such funding from the original act be forthcoming.

¹The exact amount of money is unknown but is thought by department staff to be at least \$40 million.

2. Apparent Duplication of Projects: Project #17 a. and b. (Eastbank Bike/Ped Way A: Bridges, OMSI) has a similar project description to approved CMAQ Project #17 (Eastside Bikeway/Trail Loop (OMSI-Springwater) previously approved in Resolution 93-1829 - CMAQ). Staff indicates that while the descriptions sound similar, each project is for a separate segment that complete a downtown inner loop for bicycles and pedestrians.

3. Project #37: Washington County (112th Linear Park, down-scoped) is an area north of Sunset Highway that is partially old road and partially new across the Peterkort property. The project has been part of the Washington County plan for a long time. A citizen involvement committee was appointed by the county to analyze all projects and recommend a "preferred build" alternative. They picked this project with the condition that the county take advantage of "open space and community amenities".

Like some recent Washington County projects, this project has received support and opposition from citizens. A representative from the Friends of Cedar Mill testified in opposition at TPAC. Staff anticipates there may be additional citizen opposition at JPACT. From the County's perspective, the project is part of the Washington County system, has been discussed at great length with significant citizen input, and has been through an initial alternatives and scoping exercise. The project will also need to be reviewed again at a later date for zoning approval.

4. Project 38 City of Hillsboro (Rock Creek Bike/Ped Path) is a project originally submitted in four parts. The staff report is correct that the first phase of the project, acquisition of one-half mile segment of between Rock Creek Park (just north of Sunset Highway) to Evergreen for \$83,000 was recommended for funding. However, the staff report erroneously reports that the remaining three phases, totalling \$750,000 were recommended as contingency projects. In fact, the second phase, for \$169,200 was recommended on the contingency list. The third and fourth phases were not recommended at this time.

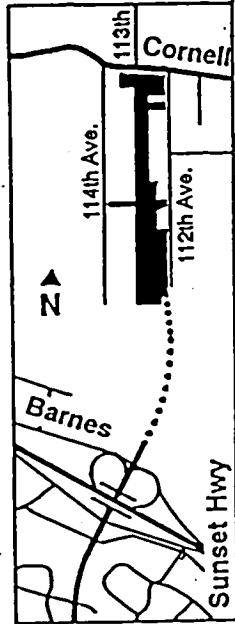
5. Funding Breakdown by County: (for your information)

<u>Clackamas</u>	<u>Multnomah</u>	<u>Washington</u>	<u>Total</u>
120,000	1,668,000	657,000	2,445,000
*367,000	*1,164,000	*0	*1,531,000
\$487,000	\$2,832,000	\$657,000	\$3,976,000



*Funding for Region 1 projects outside Metro boundaries.

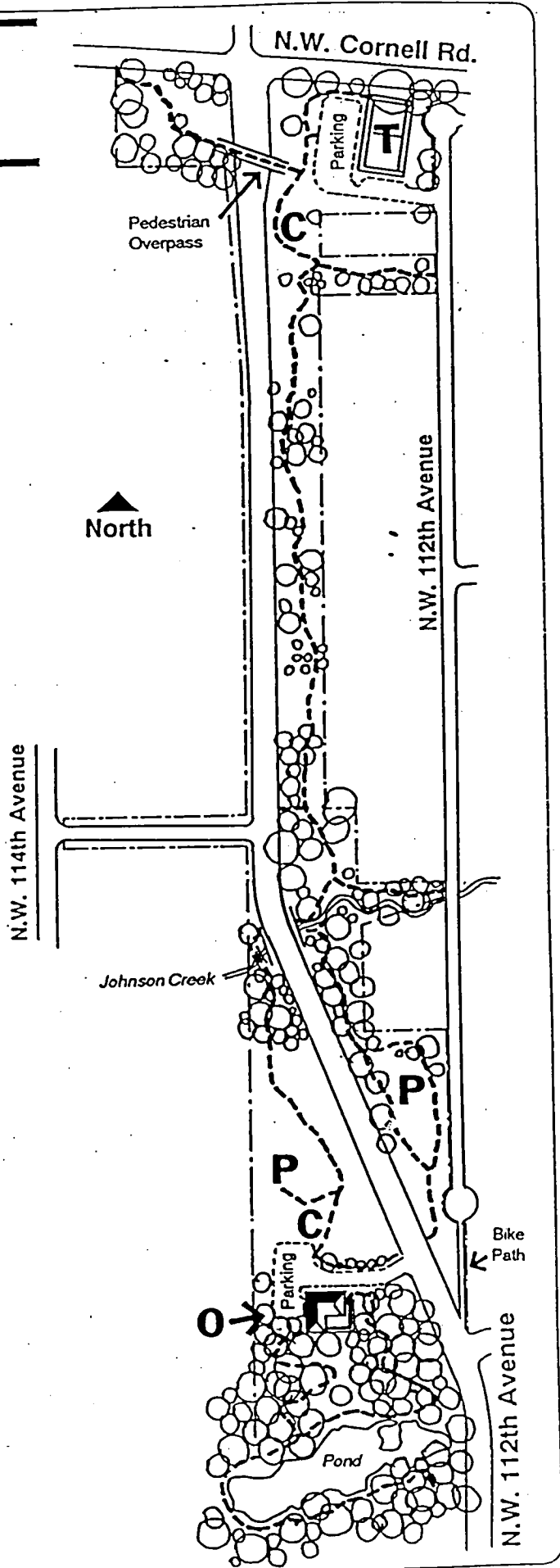
112th Avenue Linear Park

Project Area



Park Detail Map

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



Metro Transportation and Planning Committee
Metro Planning Department
600 NE Grand
Portland, Oregon

October 12, 1993

Re:

Dear members of the Metro Planning Committee & Department,

Thank you for the opportunity to comment on the request by Washington County for funds to construct a bike path and linear park along N. W. 112th Street in Cedar Mill.

I most strongly urge you to deny Washington County's funding request for the following reasons:

1. No decision has been made by the Washington County Commission on the alignment of a road in the vicinity of NW 112th. Washington County has not formally proposed any particular alignment of NW 112th. There is no specific project in the planning process at this time. There have not been any public hearings on a specific project for a particular alignment of NW 112th. Several of the alignments of NW 112th that have been discussed recently would require road construction that would take out the bike path and linear path that Metro is being asked to help fund. Either the Washington County Planning Department staff and/or the Commission has made a decision outside of the legal decision-making process, or this discussion is irrelevant at this time.


2. The Washington County ordinances that would create a process for public involvement and decision-making on new roads is currently under appeal to the Land Use Board of Appeals, so this discussion of funding for portions of new roads is premature.

3. The proposal from Washington County is for a new alignment of a bike path that would not be adjacent to a road, and therefore may require an amendment to the Transportation Plan.

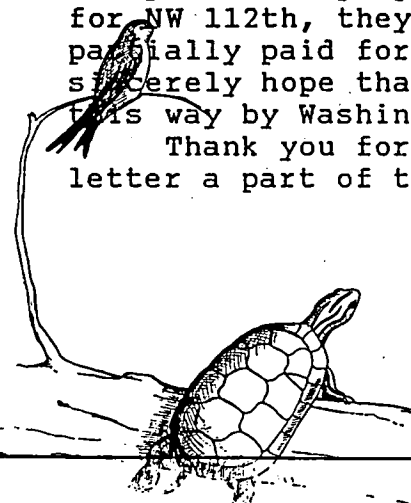
This request by Washington County for Metro funding purports to be for a bike path and park. My personal opinion is that the request is a disguise. I believe that this is a request to Metro to help Washington County buy the private properties along NW 112th. I further believe that if Washington County eventually did present a proposal to the public for an alignment and plan for NW 112th, they would use the argument that it was already partially paid for and could not be changed or stopped. I sincerely hope that Metro will not allow itself to be used in this way by Washington County.

Thank you for the opportunity to comment. Please make this letter a part of the record of this matter.

Sincerely,



CHARLOTTE C. CORKRAN
Wildlife Consultant



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 93-1858
ODOT REGION 1 PRIORITY FY 95,)
FY 96 AND FY 97 TRANSPORTATION) Introduced by
ENHANCEMENT PROJECTS FOR IN-) Councilor Van Bergen
CLUSION 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 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; now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the Metro area Transportation Enhancement projects identified in Exhibit A as the state's

priorities for inclusion in the ODOT 1995-1998 TIP and that those projects be incorporated into the Regional Transportation Plan.

2. That staff be directed to forward these projects 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, appropriate local jurisdictions will provide ODOT and Metro with necessary documentation ensuring consistency of projects with local Comprehensive Plans.

ADOPTED by the Metro Council this _____ day of _____,
1993.

Judy Wyers, Presiding Officer

MH:lmk
93-1858.RES
10-1-93

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-scoped 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-scoped 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-scoped (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-scoped 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.

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.



METRO

DATE: October 25, 1993

TO: Metro Council

FROM: Presiding Officer ^{JW} Judy Wyers

RE: MINORITY REPORT AT COUNCIL MEETING OCTOBER 28, 1993

Please be advised that Councilor Moore has filed a minority report to be considered by the Council at its October 28 meeting. The minority report relates to Agenda Item No. 7.4, Resolution No. 93-1858, 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, referred by the Planning Committee on October 12.

Council rules on the procedures for minority reports are contained in Resolution No. 91-1467A and are as follows:

1. Exhibit C, Section 7: "Minority Report: A minority report on any ordinance or resolution recommended by the committee may be submitted for Council consideration at the same Council meeting that the committee report is considered. Any committee member present at the committee meeting at which an ordinance or resolution was considered and voting against the prevailing side may serve notice at that committee meeting of his or her intent to file a minority report for Council consideration. Upon such notice and in order for the minority report to be considered by the Council, the Councilor who had served notice shall prepare a written minority report which shall be submitted to the Clerk of the Council prior to the Council meeting at which the ordinance or resolution is scheduled for a second reading and/or consideration. The Council shall hear and consider the minority report immediately after the presentation of the committee report."
2. Exhibit A, Section 4: "The Councilor who moves and presents the committee or minority report on a matter before the Council is entitled to close the debate after other Councilors wishing to speak have spoken. The closing comments shall be limited to three minutes unless extended by unanimous consent of the Council."

At our meeting on October 28, Councilor Kvistad will give the Planning Committee's report and recommendations, and then Councilor Moore may move to substitute the minority report for the committee report. That motion if adopted would substitute Councilor Moore's motion to adopt Resolution No. 93-1858A which is the subject of the minority report, for Councilor Kvistad's motion to adopt Resolution No. 93-1858. Councilor Moore would then present the minority report. If testimony cards are received from the public, a public hearing would be held. After the public hearing is closed, the Council will debate the minority report and vote on it. If the minority report is adopted, the Council will then consider Resolution No. 93-1858A just as if it had approved an amendment to Resolution No. 93-1858. Council debate and vote would then be on Resolution No. 93-1858A. If the motion to adopt the minority report fails, the Council will then consider and debate the Planning Committee's report and vote on Resolution No. 93-1858.



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.

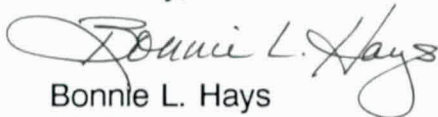
Issue No. 7: There is no need for the 112th Avenue road project or the pathways.

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