

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RECOMMENDING) RESOLUTION NO. 95-2133
CONGESTION MITIGATION/AIR QUALITY)
(CMAQ) FUNDING FOR THE CEDAR) Introduced by
HILLS/HALL BOULEVARD "ALTERNATIVES) Rod Monroe, Chair
TO HIGHWAY 217 BIKE LANE SYSTEM") JPACT

WHEREAS, The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included the Congestion Mitigation/Air Quality (CMAQ) Program for funding clean air and congestion-related projects in carbon monoxide and ozone non-attainment areas; and

WHEREAS, The Portland Metropolitan Area is designated as marginal non-attainment for ozone and moderate for carbon monoxide; and

WHEREAS, ISTEA stipulates that states shall allocate CMAQ funds in consultation with the designated Metropolitan Planning Organization (MPO); and

WHEREAS, Metro is the designated MPO for the Portland Metropolitan Area; and

WHEREAS, ODOT has programmed CMAQ funds for FY 95-97 through the update of the Oregon Department of Transportation's 1995-1998 State Transportation Improvement Program (STIP); and

WHEREAS, Resolution No. 93-1829A was approved as amended endorsing the region's priority FY 1995-97 Congestion Mitigation/Air Quality Program with the exception of Project No. 032 -- the Cedar Hills Boulevard: Parkway Avenue to Butner Road bike lanes and sidewalks; and

WHEREAS, Resolution No. 93-1865 was approved establishing a

funding pool for Washington County in the amount of \$896,000 to construct priority bike projects in the Highway 217 Corridor following an extensive analysis; and

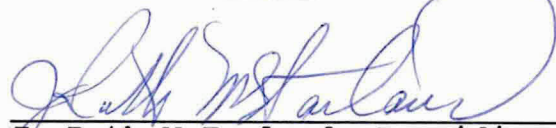
Whereas, A public and agency review process was developed and used to determine and prioritize the most critical links needed to complete the Highway 217 bike system; and

Whereas, Washington County and the City of Beaverton have completed an analysis and public review process for determining priority bike projects in the Highway 217 Corridor; now, therefore,

BE IT RESOLVED:

1. That the Metro Council amends the 1992 RTP to include the CMAQ projects contained in Exhibit A.
2. That the Metro Council adopts the priority CMAQ projects identified in Exhibit A and amends the Metro TIP (MTIP) accordingly and requests amendment of the ODOT STIP.

ADOPTED by the Metro Council this 18 day of May, 1995.



J. Ruth McFarland, Presiding Officer

CMAQ Round 2: FY 95-97
Priority Funding Projects

EXHIBIT A

5/2/95

Project Number	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
	NAME	AGENCY	TYPE*1	CMAQ REQUEST*2	Cumulative CMAQ Total	VMT (mi/yr) Reduction	HC (kg/day)	CO (kg/day)	Cost Eff. (\$/kg/yr)	SCORE (25)	SCORE (100)
Wash Co Opt. 2	Cedar Hills Blvd: Bowmont to Butner - bikelanes and sidewalks & Berkshire to Walker - sidewalks	Wash. Co.	BPD	\$352,654	\$352,654	269,207	1.44	7.17	\$0.22	22	54
Beav. Opt. 1 & 3	Hall Blvd: SPRR - Ridgecrest Drive (w/o bridge improvemt.)	Beaverton	BPD	\$336,000	\$688,654	166,092	0.89	4.42	\$0.25	23	51
TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS				\$688,654							

*1: BPD=Bicycle/Pedestrian; IML=Intermodal; TDM=Transp. Demand Mgmt.; TSM=Transp. System Mgmt.; TRS=Transit

*2: Match=89.725%/10.275% (except for Bike/Ped at 80%/20%)

*: Assumes freight movement excluded from Rule 12 VMT reduction.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2133 FOR THE PURPOSE OF RECOMMENDING CONGESTION MITIGATION/AIR QUALITY (CMAQ) FUNDING FOR THE CEDAR HILLS/HALL BOULEVARD "ALTERNATIVES TO HIGHWAY 217 BIKE LANE SYSTEM"

Date: April 12, 1995

Presented By: Andrew Cotugno

PROPOSED ACTION

This resolution recommends CMAQ funding in the amount of \$688,654 for the Cedar Hills/Hall Boulevard "Alternatives to Highway 217 Bike Lane System." The resolution amends the 1992 Regional Transportation Plan (RTP) to include the priority CMAQ projects adopted through this resolution as Exhibit A. The priority CMAQ projects in Exhibit A will be included in the Metro TIP (MTIP).

The recommended CMAQ projects are the result of a public review process in Washington County and the City of Beaverton to prioritize the most critical links needed to complete the bike lane system. Washington County's recommended project is Option 2. It includes two elements: (1) completion of bike lanes and sidewalks on both sides of Cedar Hills Boulevard between Bowmont Street and Butner Road; and (2) construction of a missing link in the sidewalk system on the west side of Cedar Hills Boulevard between Walker Road and Berkshire Street.

The City of Beaverton recommended project would include bike lane striping and signal modifications on SW Hall Boulevard, from Fanno Creek to the Southern Pacific Railroad right-of-way (Option 1); and the widening of SW Hall Boulevard from Fanno Creek Bridge to SW Ridgecrest Drive to provide the necessary curb-to-curb width for six-foot bike lanes (Option 2).

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) and are consistent with or conform to local comprehensive plans (transportation elements, public facility plans, and/or transportation system plans), the statewide planning goals and the interim conformity guidelines for the federal Clean Air Act Amendments (CAAA) of 1990. Also prior to construction, the projects must meet specific eligibility requirements as specified in ISTEA and subsequent USDOT and/or EPA guidelines.

The Joint Policy Advisory Committee on Transportation (JPACT) review and action is scheduled for May 18, 1995. Metro Council action is scheduled for May 25, 1995.

TPAC has reviewed this TIP amendment and recommends approval of Resolution No. 95-2133.

FACTUAL BACKGROUND AND ANALYSIS

Prior Planning Committee Recommendation

At the August 24, 1993 meeting of the Metro Planning Committee, Resolution No. 93-1829A was approved as amended. The resolution endorsed the region's priority FY 1995-97 Congestion Mitigation/Air Quality (CMAQ) Program projects for submission to the Oregon Transportation Commission for inclusion of these projects in their 1995-1998 STIP. The resolution was approved as submitted with the exception of the Cedar Hills Boulevard Bike Project (Project No. 032).

Project No. 032 (Cedar Hills Boulevard: Parkway Avenue to Butner Road -- bike lanes and sidewalks) was deleted by the Planning Committee following public testimony that other alternatives should be considered in the Highway 217 corridor.

It was recommended by the Planning Committee that a funding pool in the amount of \$896,000 be established to conduct a study of the Highway 217 corridor, including the Cedar Hills segment. The study would identify, through a public process, alternative bike projects along Cedar Hills Boulevard/Hall Boulevard for CMAQ funding.

Washington County Public Process to Select Project Proposals

Washington County held a public workshop in April 1994 to discuss the Highway 217 Corridor Bike Lanes project. The goal of the meeting was to develop a prioritized list of bike projects which could be completed using CMAQ funds. Washington County staff presented information on missing bike links in the corridor, including roadway sections maintained by Washington County, the City of Beaverton and ODOT. Five projects were identified by the participants as priorities for further consideration and possible funding in the corridor. These projects and sponsoring jurisdiction are:

1. Hall/Watson Couplet: Cedar Hills-T.V. Highway/Broadway
City of Beaverton
2. Hall: 12th Avenue-Allen
City of Beaverton
3. Cedar Hills: Walker Road-Hall Boulevard
City of Beaverton
4. Hall: Ridgecrest-S.P.R.R.
City of Beaverton
5. Cedar Hills: Bowmont-Butner
Washington County

As part of the public review process, Washington County revised the cost schedule for their original bike project -- Cedar Hills/Bowmont-Butner. The new estimate is a request for \$352,654 in CMAQ funds and is approximately one-third the cost of the original proposal (\$896,000). The lower cost is a result of a revised workscope and cost refinements for contingency and right-of-way acquisition. This project remains Washington County's top priority for the Highway 217 corridor.

On July 21, 1994, the Planning Division of Washington County held a follow-up public meeting to discuss their findings concerning the identified project options in the corridor. Participants (including Washington County bike advocates) indicated that the Hall Boulevard/ Ridgecrest-S.P.R.R. (City of Beaverton) project was very important and should be recommended along with Washington County's original project (Cedar Hills/Bowmont-Butner) as priority CMAQ projects to receive funding.

It was requested by the participants that Washington County contact the City of Beaverton to ascertain if this project would be a priority project to the city. The City of Beaverton reviewed the recommendation for bike improvements on Hall Boulevard from the Southern Pacific Railroad to Ridgecrest Drive. The city agreed that this was a priority location for bike improvements and completed an application for CMAQ funding proposing three projects in this portion of the corridor. The three options were submitted as a Capital Improvement Program (CIP) amendment and approved by the City Council to receive match money.

The Oregon Department of Transportation (ODOT) was contacted concerning their interest in submitting bike projects in the corridor for CMAQ funding. Although ODOT was appreciative of being included in the study, they declined because they did not feel that any projects under their jurisdiction could be completed in a timely manner.

The City of Tigard was also invited to submit an application if they had priority bike improvements in the corridor. The city declined because they did not have any proposed projects that could meet the CMAQ criteria in a timely manner. Some concern was initially raised by Tigard staff regarding process issues, particularly unclear notification. Subsequent discussions resulted in mutual agreement that efforts be made to ensure that appropriate local staff are notified in a timely manner on all future funding actions.

Highway 217 Corridor Project Proposals

Washington County Proposal

Washington County's application, staff report and Minute Order from the County Board of Commissioners is included as Attachment

B. Washington County submitted two options for a project to complete bike lanes and sidewalks on a segment of Cedar Hills Boulevard south of the Sunset Highway. The recommended project includes two elements: (1) completion of bike lanes and sidewalks on both sides of Cedar Hills Boulevard between Bowmont Street and Butner Road; and (2) construction of a missing link in the sidewalk system on the west side of Cedar Hills Boulevard between Walker Road and Berkshire Street.

This project is in the same location as the Cedar Hills Boulevard project originally submitted by Washington County for funding in Round 2 (1995-1997) of the CMAQ program. The Bowmont Street to Butner Road portion of the new project is somewhat shorter in length than the previous project and has a significantly reduced cost, as noted above.

Technical and Administrative Review: Ranking Results

The two options each received a score of 54 total points out of a possible 100 points. Attachment A shows the ranking of the two options relative to the other projects submitted and funded through the Round 2 CMAQ process. The two projects fall within the range for project funding.

City of Beaverton Proposal

The City of Beaverton's proposal is included as Attachment C. Following discussions with Washington County and Metro staff, the City of Beaverton proposed three separate projects on Hall Boulevard in the vicinity of Fanno Creek:

- Option 1. SW Hall Boulevard, from Fanno Creek to the Southern Pacific Railroad right-of-way. This project involves striping and signal timing modifications. There is currently sufficient curb-to-curb width to accommodate striped bike lanes without widening. CMAQ funds requested total \$50,000.
- Option 2. SW Hall Boulevard at Fanno Creek. This project involves widening and raising the SW Hall Boulevard and Fanno Creek Bridge to provide bike lanes on SW Hall Boulevard. The reconstruction would also raise the structure to accommodate bike lanes under the bridge and connect a recreational trail. CMAQ funds requested total \$550,000.
- Option 3. SW Hall Boulevard, from the Fanno Creek bridge to SW Ridgecrest Drive. This project involves widening SW Hall Boulevard to provide the necessary curb-to-curb width for six-foot bike lanes. The project would match the improved section on SW Hall Boulevard at SW Ridgecrest Drive where bike lanes currently exist. CMAQ funds requested total \$250,000.

Technical and Administrative Review: Ranking Results

On an individual basis, Option 1 received a total score of 56 points; Option 2 received 40 points; and Option 3 received 45 points. By combining Options 1 and 3 and eliminating the more costly Option 2 (raising Fanno Creek Bridge), an overall composite score of 51 was reached. Attachment A shows the combined results of Options 1 and 3 and shows the ranking of the combined project relative to other priority CMAQ projects submitted for Round 2 funding. The combined score of 51 for Options 1 and Option 3 falls within the acceptable range for CMAQ funding.

Conclusions/Recommendations

Adoption of Resolution No. 95-2133 amends the RTP to include the region's priority CMAQ projects for the Highway 217 Corridor contained in Exhibit A to the resolution.

The priority-funded projects as recommended maximize the travel and air quality benefits available in the Highway 217 Corridor relative to the funding pool set aside for this purpose. The requested funds (\$688,654) enable Washington County to expand their original proposal to include additional sidewalks from Berkshire to Walker Road on Cedar Hills Boulevard. The City of Beaverton will be able to complete two projects in the corridor that will help increase bike use and access, and help complete the bike system in the Highway 217 corridor.

If the funding amount (\$688,654) is approved, there is a surplus of \$207,346 remaining from the original funding pool approved by Metro Council (\$896,000) and \$42,743 extra from the original Round 2 allocation for a total surplus of \$250,089. Metro staff proposes using the extra revenue to fund an eligible FY 96 TIP "2040 Implementation Program" project. Consequently, the reserve amount for that program would rise to \$27.25 million.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2133.

RL:lmk
95-2133.RES
5-2-95

CMAQ Round 2: FY 95-97
Funding Priority List

ATTACHMENT A
5/2/95

Project CODE NO.	PROJECT INFORMATION					TECHNICAL DATA				ADMIN. SCORE (25)	FINAL SCORE (100)
	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (m/yr)	HC	CO	Cost Eff.		
				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)		
PRIORITY FUNDED PROJECTS											
001	Transit Oriented Development - Phase II	DEQ	TDM	\$1,835,000	\$1,835,000	8,660,556	46.46	230.72	\$0.04	24	98
002	Regional TDM	Tri-Met	TDM	\$700,000	\$2,535,000	3,471,150	18.62	92.47	\$0.04	24	89
003	Columbia Slough Intermodal Expansion Bridge	Port	IML	\$1,000,000	\$3,535,000	0	52.64	241.02	\$0.02	23	83
004	Buses for service expansion (20 vehicles)	Tri-Met	TRS	\$3,589,000	\$7,124,000	5,914,352	31.72	157.56	\$0.10	21	87
005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000	\$7,424,000	0	43.05	444.43	\$0.01	20	80
006	Mini-buses (10 vehicles)	Tri-Met	TRS	\$538,350	\$7,962,350	1,189,815	6.38	31.70	\$0.08	22	76
009	Pedestrian to Transit: Phase III	PDOT	BPD	\$1,000,000	\$8,962,350	1,069,878	5.74	28.50	\$0.16	23	72
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000	\$9,962,350	968,056	5.19	25.79	\$0.18	23	70
016	Portland Area Telecommuting Project	ODOE	TDM	\$240,463	\$10,202,813	450,000	2.41	11.99	\$0.09	18	61
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Ptd Parks	BPD	\$584,000	\$10,786,813	472,670	2.54	12.59	\$0.21	23	60
019	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$91,200	\$10,878,013	155,711	0.84	4.15	\$0.10	23	57
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000	\$11,878,013	470,378	2.52	12.53	\$0.36	23	57
023	Strawberry Lane: Webster to I-205 - bike lanes	Clack. Co.	BPD	\$229,600	\$12,107,613	207,615	1.11	5.53	\$0.19	21	54
Wash Co Cpt. 2	Cedar Hills Blvd. Downmont to Butner - bikelanes and sidewalks & Berkshire to Waker - sidewalks	Wash. Co.	BPD	\$352,654	\$12,460,267	269,207	1.44	7.17	\$0.22	22	54
028	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400	\$12,930,667	295,139	1.58	7.86	\$0.27	21	52
Beav Cpt. 1 & 3	Hall Blvd: SPRR - Ridgecrest Drive (w/o bridge improvement)	Beaverton	BPD	\$336,000	\$13,266,667	166,092	0.89	4.42	\$0.25	23	51
TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS				\$13,266,667	Unallocated CMAQ funds = \$250,089						
PRIORITY CONTINGENT PROJECTS											
006a	Additional mini-buses (\$53,835 per vehicle)	Tri-Met	TRS	TBD	\$13,266,667	1,189,815	6.38	31.70	\$0.08	22	76
009a	Pedestrian to Transit: Phase III (additional funding)	PDOT	BPD	TBD	\$13,266,667	1,069,878	5.74	28.50	\$0.16	23	72
010a	Pedestrian to MAX Capital Program (additional funding)	Gresham	BPD	TBD	\$13,266,667	968,056	5.19	25.79	\$0.18	23	70
021a	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (additional funding)	Mult. Co.	BPD	TBD	\$13,266,667	470,378	2.52	12.53	\$0.36	23	57
013	Swan Island Transit Demonstration	Port	TRS	\$125,615	\$13,392,282	540,741	2.90	14.41	\$0.04	19	66
027	Johnson/McKinley: I-205 to Webster - bike lanes	Clack. Co.	BPD	\$280,000	\$13,672,282	207,615	1.11	5.53	\$0.23	20	52
031	Barbur Blvd: Sheridan to Hamilton - bike lanes and sidewalks	ODOT	BPD	\$476,000	\$14,148,282	200,694	1.08	5.35	\$0.41	23	51

*1: BPD=Bicycle/Pedestrian; IML=Intermodal; TDM=Transp. Demand Mgmt.; TSM=Transp. System Mgmt.; TRS=Transit

*2: Match=89.725%/10.275% (except for Bike/Ped at 80%/20%)

*: Assumes freight movement excluded from Rule 12 VMT reduction.

PROJECT DESCRIPTION

**CEDAR HILLS BLVD:BOWMONT-BUTNER ROAD
BIKE LANES AND SIDEWALKS
CEDAR HILLS BLVD:BERKSHIRE-NORTH OF WALKER ROAD
SIDEWALK ON WEST SIDE**

This proposed project would provide sidewalks and bike lanes on both sides of Cedar Hills Blvd. between Bowmont Street and Butner Road, a distance of .30 miles, and a sidewalk on the west side of Cedar Hills from Berkshire to just north of Walker Road, a distance of .51 miles.

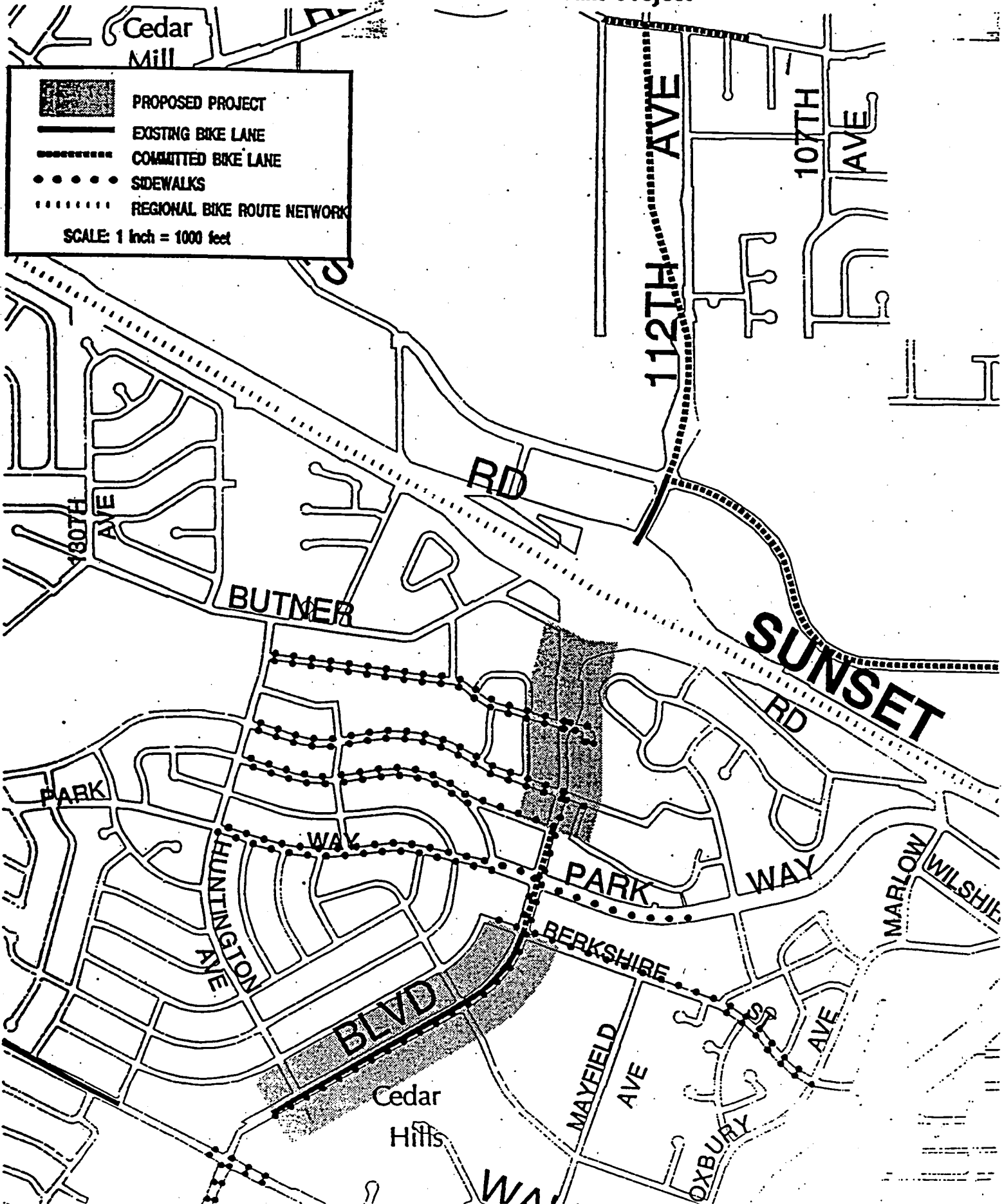
This section of Cedar Hills Blvd., a minor arterial, is currently a four-lane facility with twelve-foot travel lanes and a 1992 AADT of just under 19,000, an increase of 12 percent since 1988. These volumes are expected to continue to increase as access to the north of Sunset Highway and the Westside Light Rail becomes available. There are currently no shoulders. On Cedar Hills Blvd., bike lanes currently exist between Berkshire to just north of Walker Road. Sidewalks exist on the east side of Cedar Hills Blvd. between Foothill and Farmington Road and on the west side between Parkway and Berkshire, and between Walker Road and Farmington Road. A project on Cedar Hills between Berkshire and Bowmont is scheduled for 1994. This project will include sidewalks and bike lanes on both sides.

This part of the County is one of the more developed urban communities in unincorporated Washington County. Adjacent to or in the immediate vicinity of the proposed project are two schools, a recreation center, an athletic club, several parks, and extensive shopping and service opportunities. Residential development is primarily single-family with two multi-family complexes located at Cedar Hills and Butner. Future development in the immediate vicinity includes the Sunset Transit Center and a commercial area at Sunset and Cedar Hills. This area is served well by public transit as three bus routes may be accessed via Cedar Hills Blvd.

CEDAR HILLS BOULEVARD:

Bowmont St. to Butner Rd. - Bike Lane/Sidewalk Project
Berkshire St. to North of Walker Rd. - Sidewalk Project

Figure 1



Preliminary Cost Breakdown

Cedar Hills Blvd.:Bowmont-Butner
(Bike lanes and sidewalks)

o	P.E.	\$ 11,891
o	F.E.	\$ 13,397
o	R.O.W.	\$ 31,500
o	Construction Engineering	\$ 27,183
o	Construction	\$252,354
o	Contingency	\$ 55,265
o	ODOT Admin.	\$ 12,000
	Subtotal	----- \$403,590

CMAQ SHARE = \$ 322,872

Cedar Hills Blvd.:Berkshire-Beaverton C.L.
(Sidewalk on the west side)

o	P.E.	\$ 1,129
o	F.E.	\$ 1,278
o	R.O.W.	\$ 2,990
o	Construction Engineering	\$ 2,581
o	Construction	\$ 23,987
o	Contingency	\$ 5,263
	Subtotal	----- \$ 37,228
	TOTAL	\$440,818

CMAQ SHARE = \$ 352,654

Passed by Board
4-11-95



Beaverton Schools

District 48
11100 S.W. Parkway
Portland, Oregon 97225
(503) 591-4610

TRANSPORTATION DEPT.

SEP 14 1994

Cedar Park Intermediate School
Verna Bailey, Principal

Sept. 9, 1994

Mr. Andy Cotugno
METRO
600 NE Grand
Portland OR 97232-2736

Dear Mr. Cotugno:

It is my understanding that Washington County is applying for Congestion Mitigation Air Quality funds for a project within our community of Cedar Hills. In particular, the county is applying for funds for a project on Cedar Hills, which would provide bike lanes and sidewalks on both sides from Bowmont to Butner and a sidewalk on the west side between Berkshire to just north of Walker Road.

This part of the County is one of the more developed urban communities in unincorporated Washington County. Adjacent to or in the immediate vicinity of the proposed project are two schools, a recreation center, an athletic club, several parks, and extensive shopping and service opportunities. This area is well served by public transit as three bus routes may be accessed via Cedar Hills Blvd. This project would also enhance access to areas north of the Sunset Highway, including the Sunset Transit Center. These activities have the potential to generate significant bicycle and pedestrian trips. But due to the current gaps in the bike lane and sidewalk network, walking and biking on Cedar Hills is inconvenient and at times, dangerous. The bike lane and sidewalks network on Cedar Hills and within our community need to be completed.

Thank you for the opportunity to comment.

Sincerely,

Peter Clark
Vice Principal

SEP 12 1994

ATTACHMENT B
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**TUALATIN
HILLS
PARK &
RECREATION
DISTRICT CEDAR HILLS RECREATION CENTER**
11640 S.W. Park Way • Portland, Oregon 97225 • 644-3855

September 8, 1994

Andy Cotugno
METRO
600 NE Grand
Portland, OR 97232-2736

Dear Mr. Cotugno,

It is my understanding that Washington County is applying for Congestion Mitigation Air Quality funds for a project within our community of Cedar Hills. In particular, the County is applying for funds for a project on Cedar Hills Blvd., which would provide bike lanes and sidewalks on both sides from Bowmont to Butner and a sidewalk on the west side between Berkshire to just north of Walker Road.

This part of the County is one of the more developed urban communities in unincorporated Washington County. Adjacent to or in the immediate vicinity of the proposed project are two schools, a recreation center, an athletic club, several parks, and extensive shopping and service opportunities. As supervisor of the Cedar Hills Recreation Center I strongly urge you to support this project. CHRC offers over 400 classes each term, including Safe Cycling, Bicycle Repair and Maintenance, Fitness Walking and we promote a variety of Bike Rides through out the community, yet due to the current gaps in the bike lane and sidewalk network, walking and biking around the Center is inconvenient and at times, dangerous. Pedestrian and bike safety is a high priority for our participants. Please complete the bike lanes and sidewalk network on Cedar Hills Blvd.

If I can be of service regarding this issue, please feel free to contact me. The number at the Cedar Hills Recreation Center is 644-3855.

Sincerely,

Mary Kay Rodman
Center Supervisor

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category Action - Land Use and Transportation

Agenda Title REQUEST FOR CONGESTION MITIGATION/AIR QUALITY FUNDS

To be presented by John Rosenberger, Director

SUMMARY (Attach Supporting Documents if Necessary)

In the spring of 1993, Washington County submitted an application to Metro for Congestion Mitigation Air Quality (CMAQ) funding for a bike lane/sidewalk project on Cedar Hills Blvd. This project would provide bike lanes and sidewalks on both sides of Cedar Hills Blvd. from Bowmont to Butner, and a sidewalk on the west side between Berkshire to just north of Walker Road.

In August 1993, the Metro Planning Committee recommended that this project not be funded immediately following testimony regarding an insufficient public review process. Instead, the Committee recommended that a funding pool in the amount of \$896,000 be tentatively allocated to the Cedar Hills/Hall Blvd. Corridor. This allocation was contingent upon a public review process.

To meet the public review requirement, the Planning Division held two public meetings, the focus of which was to identify and prioritize those potential CMAQ projects within the Corridor perceived as best meeting bicyclist and pedestrian needs. The County's Cedar Hills project was one of two projects recommended for submittal to Metro for funding consideration. The second project is under the City of Beaverton's jurisdiction. The cost for the Cedar Hills project is \$440,818. Due to a 20% match requirement, the County would be requesting \$352,654 in CMAQ funds. The City of Beaverton has indicated interest in applying for the remaining \$543,346 in CMAQ funds. Metro has requested that the Washington County Board of Commissioners take an action to support this application for the Cedar Hills project.

Attachments: Staff report and map of proposed project

DEPARTMENT'S REQUESTED ACTION: KAC

Consider public comment and approve the request for CMAQ funds.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the department's requested action.

APPROVED WASHINGTON COUNTY BOARD OF COMMISSIONERS

BOARD OF COMMISSIONERS

MINUTE ORDER # 95-137

DATE 4-11-95

BY Barbara Heitmanek
CLERK OF THE BOARD

Agenda	Item	No. <u>50</u>
Date:	4-11-95	



March 28, 1995

To: Board of Commissioners

From: John Rosenberger, Director
Department of Land Use and Transportation

Subject: REQUEST FOR CONGESTION MITIGATION/AIR QUALITY FUNDS

STAFF REPORT

For the April 11, 1995, Board of Commissioners' Meeting

STAFF RECOMMENDATION

Hear public testimony on this item and approve the request for CMAQ funds.

BACKGROUND

On August 24, 1993, the Metro Planning Committee approved Resolution 93-1829A. This resolution endorsed the region's priority FY 1995-1997 Congestion Mitigation Air Quality (CMAQ) Program projects for submission to the Oregon Transportation Commission for inclusion in the Transportation Improvement Program. The resolution was approved as submitted with the exception of a bike lane and sidewalk project on Cedar Hills Blvd. from Bowmont to Butner Road. This project was not recommended for immediate funding following testimony regarding an insufficient public review process. Due to this testimony, the Planning Committee decided to revisit this issue at their September 14 meeting when an official recommendation to JPACT would be formulated.

On September 14, the Committee voted to send the following recommendation to JPACT:

Provide a funding pool in the amount of \$896,000 to Washington County for the completion of the Cedar Hills-Hall Blvd. "alternate of 217 bike lane system" to be

056

allocated following a public review process to determine and prioritize the most critical links needed to complete the system. (The public review process should be conducted with a report to both JPACT and the Metro Planning Committee/Council as to the results prior to allocation of the funds.)

This corridor, which is defined by the Sunset Highway at Cedar Hills Blvd. on the north and I-5/I-205 interchange on the south, is a major component of the Regional Bike Route Network as presented in the Regional Transportation Plan. Three separate agencies have jurisdiction over this corridor: Washington County, ODOT, and the City of Beaverton. Washington County has jurisdiction over Cedar Hills from Butner to just north of Walker Road. Several segments of the corridor have existing sidewalks and bike lanes, while others have committed funding for such facilities.

WASHINGTON COUNTY'S PUBLIC INVOLVEMENT PROCESS

To meet Metro's directive, the Washington County Planning Division held two public meetings within a three-month period. On April 12, 1994, the Planning Division held a workshop to solicit ideas on the use of CMAQ funds for bicycle and pedestrian projects within the Cedar Hills/Hall Blvd. Corridor. Meeting notices were sent March 16th to over 400 people. In addition, meeting notices were sent to the Cities of Beaverton, Tigard, Durham and Tualatin, Metro, the Oregon Department of Transportation, and Tri-Met. The focus of the workshop was to identify and prioritize those potential CMAQ projects perceived as best meeting bicyclist and pedestrian needs within the Corridor. These was also a discussion on potential project evaluation criteria.

Thirteen people, along with staff from Metro and Tri-Met participated in the discussions. Participants were asked to identify potential CMAQ projects that they perceived as most needing bicycle and/or pedestrian facilities. The participants identified the following five projects as priorities:

- 1) Hall/Watson Couplet:Cedar Hills-T.V. Highway/Broadway
City of Beaverton
- 2) Hall:12th Avenue-Allen
City of Beaverton
- 3) Cedar Hills:Walker Road-Hall Blvd.
City of Beaverton
- 4) Hall:Ridgecrest-S.P.R.R.
City of Beaverton
- 5) Cedar Hills:Bowmont-Butner
Washington County

On May 6, a four-page synopsis of the workshop was sent to each of the workshop participants. Included was a list of identified project ideas, a priority listing of potential projects, and a list of potential project evaluation criteria.

As priorities one through four are under the City of Beaverton's jurisdiction, the County inquired, via a letter dated April 22, 1994, as to the City's interest in pursuing CMAQ funding and the ability to meet the twenty percent funding match requirements. Although the City initially indicated that there could not pursue a project within the available timeframe, they subsequently changed their position and are now pursuing a project on Hall Blvd.

Following notice of the City's intent, the Planning staff contacted the Oregon Department of Transportation. The southern half and northern terminus of the Corridor are under ODOT jurisdiction. Even though none of the potential CMAQ projects identified at the workshop were under ODOT jurisdiction, ODOT was asked if they would be interested in pursuing CMAQ funding. Upon review of their facilities, ODOT determined that they too would be unable to pursue projects through the CMAQ process due to financial and scheduling constraints.

On July 21, the Planning Division held a follow-up meeting. Meeting notices were sent out on July 7 to people who attended or expressed interest in the April 12th workshop, the City of Beaverton, ODOT, and Metro. Seven people attended this meeting, along with staff from Metro and the County's Planning Division. Distributed at the meeting were copies of letters from the City of Beaverton, ODOT, and the Homes Association of Cedar Hills, along with a more detailed breakdown of the preliminary cost estimates for the projects identified earlier. The purpose of the follow-up meeting was to discuss the feasibility and cost of the identified projects and the next step in the CMAQ process.

The meeting opened with a briefing on the mailing packet. The remainder of the time was spent discussing the various options available to the County and the City of Beaverton for pursuing the \$896,000 in CMAQ funds. There was considerable interest expressed in submitting projects under the City of Beaverton's jurisdiction. It was noted that, even though preliminary in nature, costs of two of the identified projects exceeded the amount of CMAQ funds tentatively allocated to the Corridor. After further discussion, it was recommended that two projects should be submitted to Metro for CMAQ funding considerations: 1) A project on Cedar Hills Blvd., which would provide bike lanes and sidewalks on both sides from Bowmont to Butner and a sidewalk on the west side between Berkshire to just north of Walker Road, and 2) a project on Hall between Ridgecrest and the S.P.R.R. tracks, which would provide bike lanes on both sides.

Attachment.

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CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

RECEIVED

March 30, 1995

Rich Ledbetter
Senior Transportation Planner
METRO
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

Regarding: **APPLICATION FOR CMAQ FUNDING
BIKE LANES ON SW HALL BOULEVARD**

Dear Rich,

The City is requesting METRO Council approval for CMAQ funding for the construction of bike lanes on SW Hall Boulevard. Three separate projects are proposed.

1. SW Hall Boulevard, from Fanno Creek to the Southern Pacific Railroad right-of-way. This project would involve striping and signal timing modifications on this section of SW Hall Boulevard. There is currently sufficient curb-to-curb width to accommodate striped bike lanes without widening. The estimated project cost is \$50,000.
2. SW Hall Boulevard at Fanno Creek. This project would involve widening and raising the SW Hall Boulevard and Fanno Creek bridge to provide bike lanes on SW Hall Boulevard. The reconstruction would also raise the structure to accommodate bike lanes under the structure. The estimated project cost is \$550,000.
3. SW Hall Boulevard, from the Fanno Creek bridge to SW Ridgecrest Drive. This project would involve widening this section of SW Hall Boulevard to provide the necessary curb-to-curb width for six-foot bike lanes. The project would match the improved section on SW Hall Boulevard at SW Ridgecrest Drive where bike lanes currently exist. The estimated project cost is \$250,000.

Together, these three projects would complete the on-street bike lane system on SW Hall Boulevard by providing continuous, six foot on-street bike lanes from SW Allen Boulevard to Hwy. 217.

Cost Estimates and Effect on Project Scope

The cost estimates are planning level estimates only. The actual scope of work will be dependent on final engineering cost estimates and available funding. Priorities for improvements will be the listed projects in their given order. In reviewing the cost estimates, it is recommended that the estimates be increased by forty percent to account for contingency and inflation for a total project amount of \$1,190,000.

Estimated Bike Lane Usage

Hall Boulevard is a minor arterial providing linkage to and through Cedar Hills, Beaverton, and Tigard. The street essentially bisects the City of Beaverton core area, traverses fully developed residential and commercial areas, and provides linkage to central Beaverton and Old Town including the Central Beaverton LRT station.

Average daily traffic on Hall Boulevard is approximately 29,500 vehicles per day, or 35,000 persons per day, assuming an average occupancy of 1.2 persons per vehicle. The provision of bike lanes will allow for and encourage bike use that is anticipated to increase over time. It is estimated that a one percent mode split will occur one year after construction, increasing to as high as 3 percent over a twenty year horizon.

Initial use estimate:	350 bike-persons per day
Long term estimate:	1,050 bike-persons per day

Local Match and Local Jurisdiction Approval

The City of Beaverton City Council has approved the project scope and has appropriated \$99,971 as local match for CMAQ funds. The Washington County Coordinating Committee (WCCC) has also approved the project scope and has

*Rich Ledbetter, METRO
CMAQ Funding Application, SW Hall Boulevard Bike Lanes*

authorized \$99,971 of MSTIP 2 bikeway funds as local match for CMAQ funds. An interagency agreement has been drafted between the City and County for the use of the City and County funds for these projects. A total of \$199,942 of local funds has been approved for use as local match for CMAQ funds.

CMAQ Regional Ranking Criteria

A. System Completion (5 points)

- **Critical Link:** These projects do provide a critical link in the bicycle system.
- **Connectivity:** These projects would connect with the recently improved section of SW Hall Boulevard that has bike lanes.
- **Functional Class:** SW Hall Boulevard is a minor arterial.
- **Regional Strategy:** SW Hall Boulevard is identified on the regional bicycle plan.

Score: 5 points

B. Critical Funds (5 points)

- **Eligibility for State Highway Funds:** These projects would be eligible for State Highway Funds. However, the cost of the project would require over a ten year commitment of the one percent funding.
- **Other Funds:** No other funding source is identified. However, these projects could become candidate MTIP projects.
- **Likelihood of fund competition with highway-arterial, etc.** As candidate MTIP projects, these projects would compete with other projects for available funding.
- **Other ISTEA:** Not otherwise identified as a candidate project.

Score: 3 points

C. Local Commitment (5 points)

- **Plan or Policy:** Construction of bike lanes on SW Hall Boulevard is consistent with the City of Beaverton's Comprehensive Plan.
- **Interest Group:** these projects were identified as high priority projects in the public meetings held concerning bikeway improvements on this corridor.
- **Matching Funds:** Both the Beaverton City Council and the Washington County Coordinating Committee have approval matching funds for these projects.

Score: 5 points

D. Long-Term Potential (10 points)

- **Springboard (Potential):** these projects provide connection directly to a Westside LRT station in central Beaverton. Additional improvements on the SW Hall Boulevard and SW Cedar Hills Boulevard route are likely due to the proximity and access to a regional center as identified on the 2040 plan.
- **Leverage:** The proposed projects will improve bike access to central Beaverton including a Westside LRT station.
- **Benchmarks/OTP/Goal 12/RUGGO, etc.:** The proposed projects are consistent with these policies.

Score: 10 points

Total Points: 23 points

Rich Ledbetter, METRO
CMAQ Funding Application, SW Hall Boulevard Bike Lanes

Thank you in advance for your help in processing this application.

Sincerely,



Terry Waldele
City Engineer

Enclosure: 1) Map of the proposed bike projects

CITY OF BEAVERTON



1 HALL BLVD. FANNO CREEK TO SOUTHERN PACIFIC RAILROAD RIGHT OF WAY

2 HALL BLVD/FANNO CREEK BRIDGE

3 HALL BLVD. FANNO CREEK TO RIDGECREST

