



WASHINGTON COUNTY OREGON

March 29, 2010

TO : Washington County Coordinating Committee

FROM : Andrew Singelakis, Director
Land Use and Transportation

SUBJECT: **WCCC MEETING AGENDA**

DATE: Monday April 5, 2010
TIME: 12:00 PM – 1:30 PM
PLACE: Beaverton Library – Meeting Room A
12375 SW Fifth Street -- Beaverton
City of Beaverton

AGENDA

1. Visitors comments
- * 2. Approval of Minutes – March 1, 2010 Action
- * 3. Transportation Development Tax: Action
Temporary Discount Recommendation
Presenter: Steve L. Kelley, Senior Planner
- * 4. Traffic Impact Fee Annual Adjustment Action
Presenter: Steve L. Kelley, Senior Planner
- * 5. Regional Transportation Plan Update: Status Information
Presenter: Andy Back, Principal Planner
6. FY 2011 Appropriations/Reauthorization: Status Information
-- Report on Washington D.C. Trip
Presenters: Andy Back, Principal Planner;
WCCC members participating in D.C. trip
7. Oregon 217 Study: Status Information
Presenter: Clark Berry, Senior Planner
- * 8. TriMet Transit Route Changes Information
Presenters: Andy Back, Principal Planner
- * 9. MPAC Agenda Information
Presenter: Keith Mays, Mayor, Sherwood
- * 10. JPACT Agenda and Work Program Information
Presenter: Roy Rogers, BCC, Washington County;
Craig Dirksen, Mayor, Tigard
11. Other Business Information
ODOT Monthly Update: Projects status
WCCC Transportation Advisory Committee Agenda
Next WCCC meeting agenda, draft

The next regular WCCC meeting is scheduled for **Monday May 10, 2010**. If you have any questions, please call me at 846-8740.

* Material enclosed in packet

WASHINGTON COUNTY COORDINATING COMMITTEE
POLICY GROUP MINUTES
March 1, 2010

Voting Members:

Roy Rogers, Washington County
Tim Knapp, City of Wilsonville
Sam Locklin, City of King City
Jef Dalin, City of Cornelius
Keith Mays, City of Sherwood
Pete Truax, City of Forest Grove

Rob Dixon, City of Hillsboro
Monique Beikman, City of Tualatin
Brian Biehl, City of Banks
Craig Dirksen, City of Tigard
Roland Signett, City of Durham

Others in Attendance:

Kathy Lehtola, Washington County
Blair Crumpacker, Washington County
Mark Brown, Washington County
Gary Stockhoff, Washington County
Marc San Soucie, Beaverton City Council
Derek Robbins, City of Forest Grove
Don Odermott, City of Hillsboro
Mark Niehuser, Candidate for BCC

Gus Duenas, City of Tigard
Steve L. Kelley, Washington County
Mike McKillip, City of Tualatin
Clark Berry, Washington County
Kathryn Harrington, Metro
Mark Ottenad, City of Wilsonville
John Leeper, Citizen

Roy Rogers called the meeting to order at 12:03 PM.

Agenda Item 1 – Visitors: Former Washington County Board member John Leeper stated that the City Club of Portland had just released a draft of a transportation funding report that warrants reading. He stated that the report suggests consolidating more funding at the regional level rather than through local jurisdictions, which was not a good idea in his opinion. Roy Rogers asked staff to forward a link to the report to WCCC members and complimented Mr. Leeper for his continuing commitment to the County.

Agenda Item 2 – Minutes: The minutes for the February 8, 2010 meeting were approved unanimously.

Agenda Item 3 Transportation Development Tax (TDT) Discount: Steve L. Kelley distributed a memorandum and provided an overview of discussions leading to the discount. He noted that the ordinance implementing the discount called for the Board of Commissioners to review the action annually by April 30. He stated that the Board would like a recommendation from the WCCC, and that the WCCC could choose to make a recommendation today or defer it until the April meeting and still allow the Board to make the decision by the April 30 deadline.

Roy Rogers asked whether there was any discussion. Peter Truax asked whether there are provisions to allow payment of the TDT over time. Mr. Kelley stated that the TDT ordinance addressed that option directly with provisions for each jurisdiction to allow for Brancroft payments under their own finance department rules.

WCCC members decided to defer further discussion and a recommendation until their April meeting.

Agenda Item 4 – Regional Transportation Plan: Blair Crumpacker distributed a memorandum from Metro laying out the schedule for RTP review and adoption. He stated

that Metro is refining the RTP and its elements and expected to make public review drafts of the documents available for a 45-day public comment period beginning March 22.

Mr. Crumpacker stated that staff will be anxious to see how Metro deals with some important issues. He pointed out that the Hwy. 217 corridor is an example of a location where needs have been identified but no project has been included in the RTP to address that need due to funding constraints. Roy Rogers identified Hwy. 217 as a major concern regarding adoption of the RTP.

Following additional discussion, it was agreed that the issue should be placed on the WCCC agenda again in April.

Agenda Item 5 – FY 2011 Appropriations and Reauthorization: Status Mark Brown stated that movement toward adoption of a new federal transportation bill (i.e., Reauthorization) has been slow, and that legislative action has focused on getting existing federal funding and regulatory provision extensions until new legislation is in place. He stated that local officials traveling to Washington D. C. later in the week might be able to better determine the status of Reauthorization efforts.

Mr. Brown stated that the deadline for submitting proposed projects for the next round of federal appropriations was last Friday. He stated that in response to direction from the WCCC at its last meeting county staff had drafted and distributed a letter including two project lists, a primary list the WCCC supported as part of the regional package, which included two projects, and a secondary list of projects the WCCC had discussed as being locally important. He stated that staff had distributed the draft via e-mail to WCCC members, but that there had been some disagreement over some of the elements of the package so the letter was not sent.

Roy Rogers stated that there was a lack of consensus on the secondary projects, so he had not sent a letter in from the WCCC. He stated that County Chair Tom Brian had signed and sent the letter from the County. Mr. Brown handed out a copy of the draft letter. Mr. Rogers asked whether WCCC members wanted to discuss the issue further.

Craig Dirksen stated that interest in suggesting additional projects had also been raised at the Congressional District 1 held the previous week. He stated the list at hand included some things that he didn't think should be on it if it's to be sent by the WCCC.

Lou Ogden asked whether the Helvetia/26 and "last mile" transit projects competed with others on the list. Roy Rogers said they would compete with other projects on the primary list for funds that were currently allotted. He stated that projects on the secondary list are proposed only to give Congressman Wu some things to choose from if additional funds should appear.

Rob Dixon stated that he would support submitting the letter from the WCCC. Craig Dirksen asked whether the Wilsonville projects would also show up on Clackamas County's list. He said he believed SMART is in Congressional District 5.

Tim Knapp distributed information on SMART. He stated that the transit service does serve and benefit Washington County residents and that it doesn't compete with other projects. He stated that it supports employment and employees and benefits Oregon 217 as well as other parts of Washington County. He stated that the proposed 95th/Commerce Circle project is

small and would be built near the southern terminus of 124th near I-5, establishing a nexus with Washington County interests.

Roy Rogers stated that he would like the list to have been more expansive. Lou Ogden stated that it would be appropriate for the WCCC to develop a more expansive list of projects in order of priority for local governments' general use in these circumstances.

Mark San Soucie stated that this list was assembled in an awkward way. He stated that it probably would be better to do a list more methodically, and noted that if that had been done the WCCC might have come up with a different list than the one on the table.

Roy Rogers stated that he agreed. He asked whether WCCC members would like to send the letter or not. Tim Knapp stated that the WCCC didn't go through a process to develop the list, but did say that we wanted to send more projects than just the two on the primary list.

Peter Truax moved that the WCCC send a letter supporting the top two projects again.

Monique Beikman stated that over time she had seen most of the projects on one list or other except the SMART project. She stated that if the WCCC wanted to send proposed transit supportive projects, the City of Tualatin could offer some up as well. Keith Mays stated that he liked the idea of sending in the longer list, and that if the issue is just the SMART project, he would support taking that off and sending the rest.

Roland Signett stated that he tended to like a more focused approach that didn't include a lot of options. Jef Dalin stated that he thought the WCCC needs to do what it can to achieve a consensus list to send with city officials going to Washington D.C. so they'll have something to offer up if the opportunity presents itself.

Sam Locklin seconded the motion to send a letter supporting the top two primary priorities.

Monique Beikman stated that she would still prefer to have a list of high priority local projects included. Tim Knapp said he was disappointed because it appeared each city was only willing to support someone else's priorities if they got theirs first, and that's not the collaboration the WCCC should be striving for. Lou Ogden stated that he didn't think that's what was going on, but rather that they were trying to craft a better list.

Keith Mays stated that he would be satisfied with this list without the SMART project. Mark San Soucie stated that he concurred with Mr. Mays view.

Roy Rogers called for a vote on Mr. Truax's motion. The motion failed 4-8.

Jef Dalin moved to express support for the two primary projects and send the others along as projects of interest without a consensus recommendation. The motion was seconded. The motion failed 6-6.

Monique Beikman moved to send a letter supporting the two primary projects and the secondary projects with the exception of the SMART project. Rob Dixon seconded the motion. The motion was approved 10-1 with one abstention.

Agenda Item 6 – MPAC Agenda: Nothing was presented on this item.

Agenda Item 7 – JPACT Agenda: Nothing was presented on this item.

Agenda Item 8 – Other Business: Roy Rogers stated that DLUT Director Kathy Lehtola is retiring and that this would be her last meeting. Ms. Lehtola stated that the County had hired Andrew Singelakis, former deputy director of the City of Tucson's Department of Transportation and, prior to that, deputy director of the city's Department of Urban Planning and Design, to head DLUT.

Ms. Lehtola stated that she had appreciated working with WCCC members and believed that the WCCC should be proud of its many accomplishments. Roy Rogers thanked Ms. Lehtola and said he had appreciated working with her. Other WCCC members agreed, and applauded Ms. Lehtola.

Craig Dirksen stated that he had received and been asked to sign a letter of support for a bill that Representative Earl Blumenauer intended to file that promoted and funded Active Transportation Projects. He said that the bill was fine for the most part but that he does not favor taking a share of federal Highway Trust Fund dollars for that purpose. He said the bill would be fine if it called for new funding to pay for Active Transportation projects, but that the Highway Trust Fund is already overstretched.

He said he had drafted a letter to that effect. He stated that he had thought copies would be provided at the meeting and that he had only one copy with him.

Roy Rogers suggested that the letter be distributed to other WCCC members, and that if Mayor Dirksen didn't hear different within the next couple of days, he should consider that an expression of support for his position and the letter.

Mark Brown stated that a group of public officials meeting with ODOT regarding near term improvements to OR 217 would be meeting on April 12, probably for the last time.

He stated that the Rail-Volution Conference would be held in Portland area again during the second week of October, and that Washington County is hoping to work with other local governments to develop a mobile workshop.

There being no other business, the meeting was adjourned at 1:35 PM.



Andrew Singelakis, Secretary
Washington County Coordinating Committee
PG030110



Memorandum

To: WCCC Transportation Advisory Committee
From: Steve L Kelley, Transportation Planner *Steve Kelley*
Date: March 29, 2010
Re: Transportation Development Tax, temporary discount review

At the March 1, WCCC meeting there was some discussion of what action the Board of County Commissioners need to take with regard to the Transportation Development Tax (TDT) temporary discount. One of the questions involved what would happen to the temporary discount if the Board of County Commissioners did not take an action. Since Ordinance 729 says that the Board of County Commissioners shall review the recommendation of the WCCC and take an action, it was not clear if the discount would remain or sunset if no action was taken.

County Counsel responded as follows:

The revised rate schedule is adopted in Ordinance 729, and the only mechanism to change it is for the Board to adopt an order terminating the discount. If the Board did not perform their legal obligation, the applicable rate in the Ordinance 729 schedule would apply.

This means if the Board of County Commissioners does not take action, the rates established by Ordinance 729 (the TDT discount) would continue to apply. Regardless, the Board of County Commissioners does intend to perform their review on April 27th and would like a recommendation from the WCCC.

At the March 1, WCCC meeting, no recommendation was made. The WCCC members expressed an interest in reviewing the temporary discount with members of their City Councils. April 5, 2010 is the last (regularly scheduled) opportunity for the WCCC to forward a recommendation to the Board of County Commissioners prior to there hearing on April 27, 2010.

WCCC Transportation Advisory Committee (TAC) did not change its recommendation to continue the discount for fiscal year July 1, 2010 through June 30, 2011.

Attached on the following pages are the materials from the March 1, 2010 WCCC meeting.

Recommendation: Consider the WCCC TAC recommendation, and take an action on the TDT discount.

Last fall, County Ordinance 729 enacted minor housekeeping changes to the TDT, and provided for a temporary discount to the TDT rates – including refunds of TDT paid between July 1, 2009 and December 1, 2009. The temporary discount adjusted the 4-year phase-in schedule of the TDT. The temporary discounts enacted included:

- 20% discount for the first year, retro-active for developments that paid between July 1, and the effective date (December 1, 2009).
- 10% discount from July 1, 2010, to June 30, 2011 but otherwise matches the phase-in schedule.
- 5% discount from July 1, 2011, to June 30, 2012 but otherwise matches the phase-in schedule.
- Discount is discontinued effective July 1, 2012.

The effect on a few sample categories is shown on the table below:

Land Use Category (ITE Code)	Unit	Current TDT (without discount)	TDT July 1, 2010 (without discount)	TDT July 1, 2011 (without discount)	TDT July 1, 2012
Single Family Residence (210)	/dwelling	\$3,679 (\$4,599)	\$5,226 (\$5,807)	\$6,665 (\$7,016)	\$8,225
Shopping Center (820)	/TSFGLA	\$4,587 (\$5,724)	\$6,828 (\$7,587)	\$8,968 (\$9,440)	\$11,293
Medical Clinic (630)	/TSFGFA	\$9,076 (\$11,345)	\$13,741 (\$15,268)	\$18,231 (\$19,190)	\$23,113
Manufacturing Building (140)	/TSFGFA	\$1,374 (\$1,718)	\$1,994 (\$2,215)	\$2,577 (\$2,713)	\$3,210
Office Building (710)	/TSFGFA	\$3,542 (\$4,428)	\$5,246 (\$5,829)	\$6,869 (\$7,230)	\$8,632

Table shows revised TDT rates after the Ordinance 729 Discounts, and includes the TDT prior to the discount (in parentheses).

Other key provisions of Ordinance 729 included an annual review, and certain provisions regarding TIF credit recalculations. The annual review provisions are included below:

No later than April 30 of each year from 2010 through 2012, the Board of Commissioners shall hold a public hearing to determine whether the TDT discount provided in this Ordinance shall be continued or terminated. In making its determination, the Board shall consider the recommendation of the Washington County Coordinating Committee (WCCC), then-existing economic conditions and the public interest. The Board shall have full policy discretion to make this determination, regardless of the extent of economic recovery, if any.

A public hearing on the annual review will be scheduled for Tuesday April 27, 2010. The WCCC recommendation can be made no later than the regularly scheduled April 5, 2010 meeting and still be placed in the Board packet for the April 27 meeting. **The Board options on April 27 will include:**

- **Continue the temporary discount as enacted by Ordinance 729.**
- **Discontinue the temporary discount, and allow the full rates as enacted by Ordinance 691-A.**

WCCC Transportation Advisory Committee (TAC) recommendation: continue for fiscal year July 1, 2010 through June 30, 2011.

No other action has been discussed to date, and Oregon State System Development Charge notification requirements would need to be followed if some other action was to be enacted. The Board may request that staff begin the process of notification and filing for a new Ordinance to amend the TDT at any time.

Attached is a copy of Ordinance 729 and exhibits. Ordinance 729 was adopted on October 20, 2009 and effective December 1, 2009. Ordinance 729 modified Ordinance 691-A, the Countywide Transportation Development Tax (TDT) as adopted by the Board of Commissioners in September 2008, and enacted by the voters in November 2008.

Also attached are 3 pages charting economic conditions within Washington County and the State of Oregon. These charts include:

- Monthly New Privately-Owned Residential Building Permits for all of Washington County, published by the US Census Bureau. This graphic shows residential building permit activity over the last decade. The light line graphs the raw monthly data, while darker line tracks the average of the prior 12 months of data.
- Washington County Economic Indicators, published in December 2009 by Worksource Oregon, for the period from January 2006 through July 2009. Indicators include Employment Growth, Unemployment Rate, Median Housing Price and US CPI Inflation.
- Index of Leading Indicators, published in November 2009 by the Oregon Office of Economic Analysis. This index describes important economic trends statewide and is useful for a picture of how the state economic trend is moving or is expected to be moving.

Based on this information, and experience at each jurisdiction regarding non-residential building activity, the WCCC may want to consider a recommendation to the Board of County Commissioners at either the March or April meeting.

Also note that the TIF annual increase will need to be discussed at the April WCCC meeting. The TIF continues to apply to developments within the transition provisions the TDT Ordinance (691-A). The TIF requires the Board to consider the Oregon Construction Cost Index for 2009, however this index is not available at this time. The TDT index is also being tracked along with the TIF increase. The TDT composite index also relies partly upon the Oregon Construction Cost Index.



Memorandum

To: Washington County Coordinating Committee
From: Steve L Kelley, Transportation Planner *Steve Kelley*
Date: March 26, 2010
Re: TRAFFIC IMPACT FEE ANNUAL INCREASE

This year the Traffic Impact Fee (TIF) increase will apply only to those developments that are "grandfathered" under transition provisions of section 3.17.160 of the Transportation Development Tax. Certain developments during the transition period are not subject to the Transportation Development Tax and therefore must pay the TIF. The Transportation Development Tax (TDT) rates through June 30, 2013 have been established by the TDT Ordinance and are not affected by index calculations until July 1, 2013. The TDT index information for 2009 is attached under a separate cover.

Only certain developments with building permits applied for, or with limited land use decisions received, prior to the effective date of the TDT – are grandfathered under TIF.

The TIF provides for an adjustment of the rate schedule according to the fluctuation in construction costs. The TIF program provides for a six percent annual increase, unless the Board of County Commissioners first determines that the construction cost index is a more accurate estimate of the increase or decrease in construction costs. The construction cost index utilized by the TIF program is the percentage change in the ten-year moving average of the Oregon Composite Construction Cost Index computed and published by the Oregon Department of Transportation. This index includes the costs of Excavation, Crushed Rock, Mixed Asphalt, Structural Concrete, Reinforcing Steel, and Structural Steel. The cost index does not include such elements as planning, environmental engineering, right-of-way, or design. As shown in the attached chart, during the past year the construction cost index decreased from 2008 by 5.6 percent. For the years 2000 through 2009, the ten-year moving average increased at a rate of 4.3 percent.

WCCC TAC considered the TIF annual increase at their last meeting, and recommended that the WCCC forward a 6.0 percent increase recommendation to the Washington County Board of Commissioners. The TAC commented that raising the TIF 6% would more closely align the TIF rates with the adopted TDT rates. Also the TAC pointed out that although the single family residential rate are used for comparison purposes, most of the grandfathered developments subject to TIF would be non-residential uses.

The TIF will automatically increase by six percent unless the board decides to use the Oregon Composite Construction Cost Index. Six percent is the maximum allowed by the ordinance. Following the six-percent (6.0%) annual increase would mean the TIF for a single-family home would increase from the current \$3,600 to \$3,810. A full rate increase history is included with this memo.

The WCCC should consider and discuss the WCCC TAC recommendation. At the conclusion of the discussion, the WCCC should take action on a recommendation to forward to the Board of County Commissioners. The TIF increase will go into effect on July 1, 2010.

Attachments

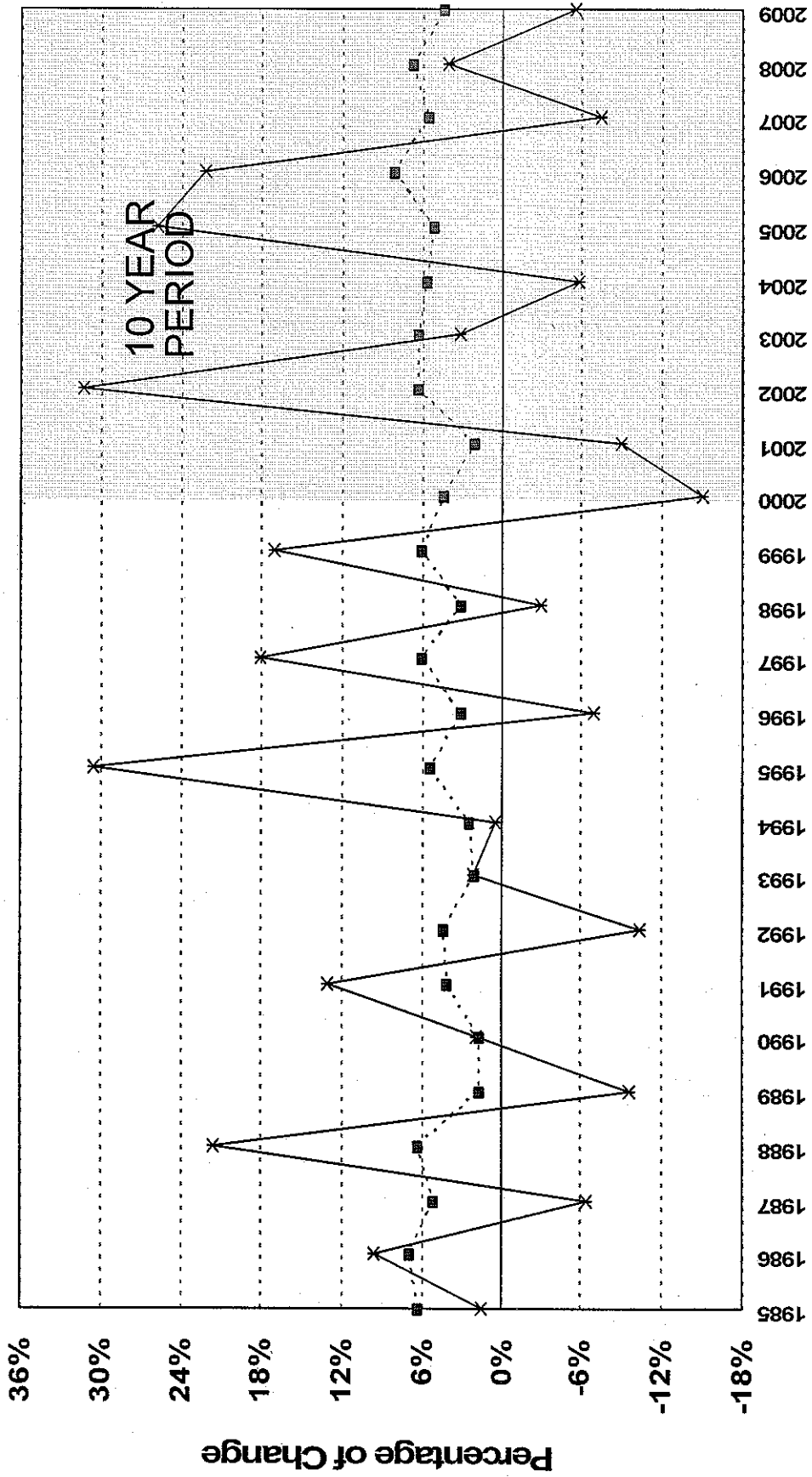
HISTORICAL CHANGES IN TIF RATES

OVERALL RATE CHANGES				
Construction Year	Annual Change	10 Year Change	TIF Rate Increase	Fiscal Year
1990	1.9%	1.6%	2.0%	1991/92
1991	13.0%	4.1%	6.0%	1992/93
1992	-10.4%	4.3%	4.3%	1993/94
1993	2.2%	2.0%	2.0%	1994/95
1994	0.5%	2.4%	2.4%	1995/96
1995	30.5%	5.3%	6.0%	1996/97
1996	-6.5%	3.7%	6.0%	1997/98
1997	17.5%	6.1%	6.0%	1998/99
1998	-6.3%	3.3%	6.0%	1999/00
1999	17.1%	6.0%	6.0%	2000/01
2000	-15.0%	4.3%	6.0%	2001/02
2001	-9.0%	2.0%	6.0%	2002/03
2002	31.2%	6.2%	6.0%	2003/04
2003	3.1%	6.2%	6.0%	2004/05
2004	-5.8%	5.6%	6.0%	2005/06
2005	25.7%	5.1%	6.0%	2006/07
2006	22.2%	8.0%	6.0%	2007/08
2007	-7.5%	5.5%	6.0%	2008/09
2008	4.1%	6.6%	6.0%	2009/10
2009	-5.6%	4.3%	6.0%	2010/11

CHANGES BY LAND USE CATEGORY						
Fiscal Year	Residential	Business & Commercial	Office	Industrial	Institutional	Transit
1990/91	\$135	\$34	\$124	\$130	\$56	\$10
1991/92	\$138	\$35	\$126	\$133	\$57	\$10
1992/93	\$146	\$37	\$134	\$141	\$61	\$11
1993/94	\$152	\$38	\$140	\$147	\$63	\$11
1994/95	\$155	\$39	\$143	\$150	\$64	\$12
1995/96	\$159	\$40	\$146	\$153	\$66	\$12
1996/97	\$169	\$42	\$155	\$162	\$70	\$12
1997/98	\$179	\$45	\$164	\$172	\$74	\$13
1998/99	\$189	\$48	\$174	\$182	\$79	\$14
1999/00	\$201	\$51	\$184	\$193	\$83	\$15
2000/01	\$213	\$54	\$195	\$205	\$88	\$16
2001/02	\$226	\$54	\$207	\$217	\$94	\$17
2002/03	\$239	\$60	\$220	\$230	\$99	\$18
2003/04	\$253	\$64	\$233	\$244	\$105	\$19
2004/05	\$269	\$68	\$247	\$259	\$111	\$20
2005/06	\$285	\$72	\$262	\$274	\$118	\$21
2006/07	\$302	\$76	\$277	\$291	\$125	\$22
2007/08	\$320	\$81	\$294	\$308	\$132	\$24
2008/09	\$339	\$85	\$312	\$327	\$141	\$25
2009/10	\$360	\$91	\$330	\$346	\$149	\$27
2010/11*	\$381	\$96	\$350	\$367	\$158	\$28

*Assumes 6% increase

HIGHWAY CONSTRUCTION COST TRENDS



*— ANNUAL % CHANGE - - - - 10 YEAR MOVING AVERAGE

Source: Oregon Highway Division, 2009
http://www.oregon.gov/ODOT/HWY/ESTIMATING/cost_trends.shtml



Memorandum

To: Washington County Coordinating Committee
From: Steve L Kelley, Transportation Planner *Steve Kelley*
Date: March 29, 2010
Re: TRANSPORTATION DEVELOPMENT TAX INDEX – FOR INFORMATION ONLY

The Transportation Development Tax (TDT) provides a phase-in schedule with rates established through June 30, 2013. The TDT rates during this phase-in period do not change in response to the inflation index.

The TDT inflation index is calculated each year. Beginning July 1, 2013 the rates per unit for each land use shall be adjusted automatically based on a five-year moving average of the TDT index. The TDT index shall be calculated based on a combination of the indices:

1. The Oregon Composite Construction Cost Index reflecting the cost of materials (weighted 50%),
2. The U.S Bureau of Labor Statistics Employment Cost Index for Private Industry Workers, by Occupation Group and Industry, Construction Group reflecting the cost of labor (weighted 30%), and;
3. The average annual change in total real market value of Washington County real property as estimated from data published by the Washington County Department of Assessment and Taxation reflecting the cost of right-of-way (weighted 20%).

The attached table shows how the index has performed over the last 3 years (2007 through 2009). The Washington County Department of Land Use and Transportation will continue to track the TDT index on an annual basis, and report the index rates to the WCCC and Board of County Commissioners.

For 2009, the index would have increase the TDT by 5.8%.

During the TDT phase-in and transition period, the TIF rates may still apply to certain developing properties affected by the "grandfathering" language in section 3.17.160 of the TDT ordinance. During this period, the TIF rates shall continue to be adjusted as provided for in the TIF ordinance. These TIF adjustments have no affect on the TDT.

Attachments

YEAR	2002	2003	2004	2005	2006	2007	2008	2009
Index Components								
Material Component								
Oregon Construction Cost Index ¹	164.3	171.7	161.7	205.8	248.0	240.9	243.8	220.9
% Annual Change		4.5%	-5.8%	27.3%	20.5%	-2.9%	1.2%	-9.4%
Ave. 5-Year Change						8.7%	8.1%	7.3%
Labor Component								
BLS Employment Cost Index ²	90.1	93.5	96.7	100	103.6	107.6	110.9	111.7
% Annual Change		3.8%	3.4%	3.4%	3.6%	3.9%	3.1%	0.7%
Ave. 5-Year Change						3.6%	3.5%	2.9%
Right-of-way Component								
Avg. Total Real Market Value ³	\$270,176	\$279,865	\$308,772	\$315,784	\$342,179	\$399,958	\$435,632	\$409,972
% Annual Change		3.6%	10.3%	2.3%	8.4%	16.9%	8.9%	-5.9%
Ave. 5-Year Change						8.3%	9.4%	6.1%
Weighted Average Index⁴						7.1%	6.9%	5.8%

¹ Construction Cost Trends, Composite Index (Oregon Dept of Transportation)

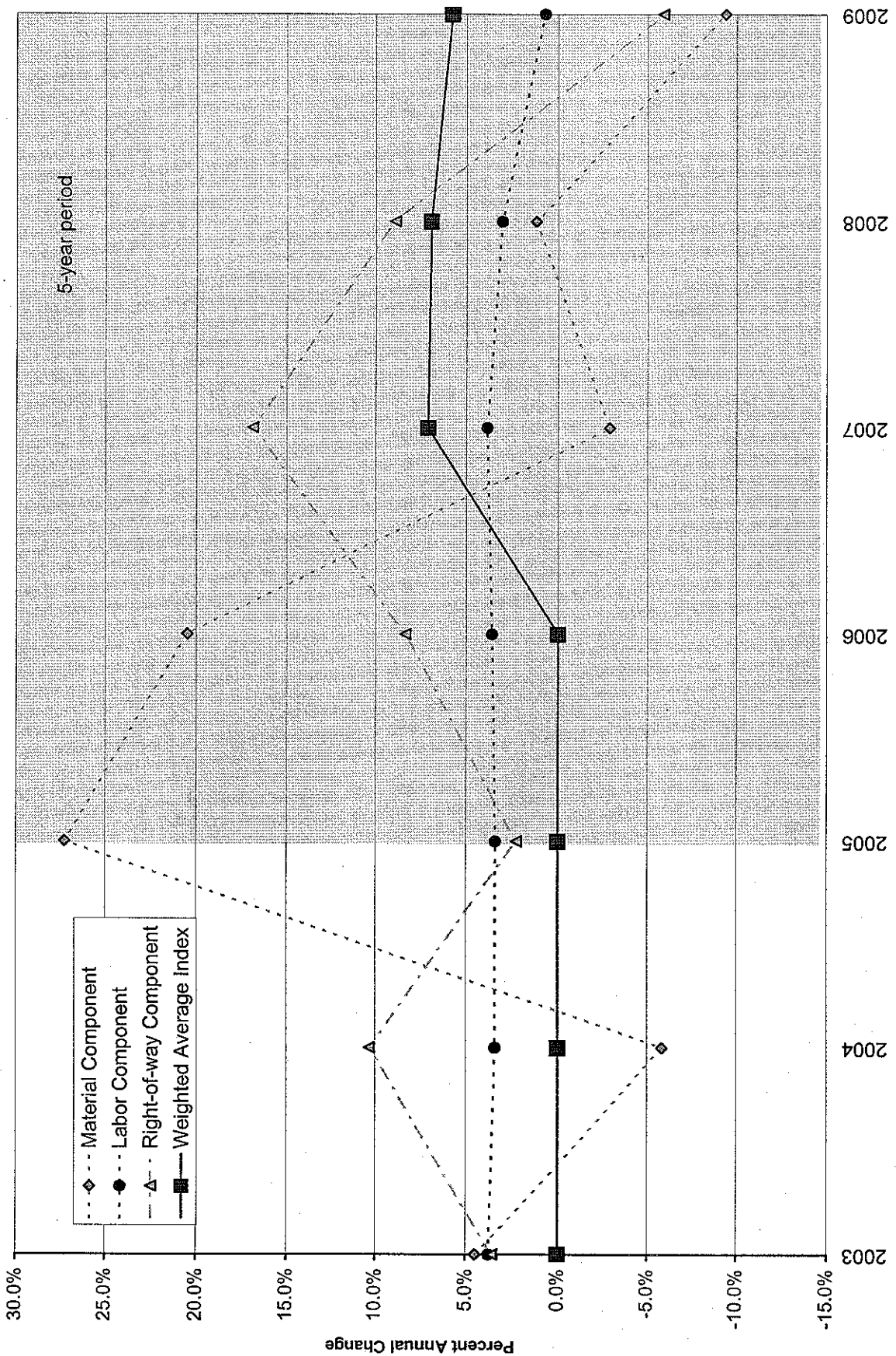
² March 2001-December 2007 Table 5. Employment Cost Index for Total Compensation, for private industry workers by occupational group and industry, construction group (Bureau of Labor Statistics).

³ Calculated as: (Total Real Market Value) / (Total Property Accounts - Personal Property Accounts - Public Utility Accounts).

Source: Annual Summary of Assessment & Tax Roll, Total Value on the Tax Role and Total Taxes Extended on the Roll tables (Washington County Dept. of Assessment & Taxation).

⁴ Weighted Avg. = ((Materials % Annual Change x 0.5) + (Labor % Annual Change x 0.3) + (Right-of-way % Annual Change x 0.2))

Transportation Development Tax Index






WASHINGTON COUNTY

OREGON

March 30, 2010

TO : Washington County Coordinating Committee

FROM : Andy Back, Principal Planner 

SUBJECT: Regional Transportation Plan Update: Status

The 45-day public comment period for the draft 2035 Regional Transportation Plan (RTP) began Monday, March 22. A listing of RTP related documents under review can be found on-line at: <http://www.metro-region.org/index.cfm/go/by.web/id=25038>

In addition to the draft RTP itself, local governments should give the Regional Transportation Functional Plan (RTFP) significant consideration. This document defines what local governments must do to achieve consistency with the regional plan. It replaces Chapter 6 in the 2020 RTP.

Each local government that intends to do so should review the materials and send comments to Metro by the May 6 deadline. As your next WCCC meeting is not until May 10, we would expect to send any additional comments the WCCC chooses to make as a group directly to MPAC JPACT and the Metro Council after your May 10 meeting. (Metro is aware of this circumstance.)

We will provide you with additional information on the review process and perceived issue areas on Monday.

See you then.



WASHINGTON COUNTY
OREGON

March 30, 2010

TO : Washington County Coordinating Committee

FROM : Andy Back, Principal Planner *Andy B.*

SUBJECT: Proposed TriMet Max and Bus Service Cuts

Attached please find an overview of transit service cuts proposed by TriMet to take effect in September, 2010. Comments are due by 5 p.m. Friday, April 23.

We have provided time at your April 5 meeting for discussion of this proposal.

See you then.

Attachment



MAX and Bus Service Cuts Proposed for September 2010

March 22, 2010

After nearly six weeks of public comment and open houses that resulted in about 1,000 comments, we have revised our proposal for service cuts that would help offset the impact of the continued economic recession. Some proposed service cuts have been restored to help riders keep connections to jobs and other services (see the [summary](#) below).

Due to the continued economic recession and declining payroll tax revenues, we need to cut the budget for our fiscal year that begins in July by \$27 million. The changes will include a 5 percent across-the-board cut, a salary and hiring freeze, reductions to bus and MAX service and a five-cent fare increase. We are also exploring WES frequency reductions of up to 15 minutes and/or reducing hours of operation.

Last year, we faced a \$31 million budget shortfall and, in response, cut 9 percent in all areas except service. We implemented a salary and hiring freeze, layoffs and executive furloughs before looking to fill the balance of the shortfall by cutting bus and MAX service. In the past 18 months, TriMet staff has been reduced by 120 employees.

About 55 percent of our operating revenue comes from payroll taxes. With the economy still in deep recession, TriMet expects payroll tax receipts to be down \$15 million and passenger revenue down \$8 million from our budget projections. With other assorted expenses, this adds up to a \$27 million budget shortfall for our 2011 fiscal year*. We are using \$7.2 million in federal stimulus funds to reduce the budget gap to about \$20 million. The service changes necessary to fill the \$20 million budget gap are detailed below and will be effective in September.

We have had five neighborhood open houses to receive public feedback about the proposed changes. We are continuing to request [comments](#) by mail, telephone or fax. In addition, three [public hearings](#) are scheduled to gather in-person feedback about the proposed September changes. The deadline to submit your comments is 5 p.m., Friday, April 23.

* TriMet's fiscal year begins July 1 and ends June 30.

SUMMARY OF PROPOSED SEPTEMBER 2010 BUS SERVICE CUTS

Based on public comments and concerns to keep connections to jobs and other services, some of the proposed cuts have been restored, and other lines may have additional adjustments proposed. In all, about 50 bus lines are proposed to have some changes, including 11 lines with more significant reductions (27, 32, 45, 51, 58, 65, 73, 155, 157; changes to lines 35 and 154 will take effect in June). All MAX lines are proposed to have some changes and we are exploring potential changes to WES.

The following 3 lines (instead of 4) are proposed to be discontinued due to low ridership and/or alternative service nearby.

27-Market/Main	Discontinue
65-Marquam Hill/Barbur Blvd	Discontinue
157-Happy Valley	Discontinue

To accommodate Marquam Hill rider needs, additional service will be added to 61-Marquam Hill/Beaverton and 64-Marquam Hill/Tigard. Line 154-Willamette has been taken off the proposed cut list.

No weekend bus lines will be eliminated

Rather than eliminating some or all weekend service on 32-Oatfield, 45-Garden Home and 80-Kane/Troutdale, weekend service will be retained, but line 45 will have route changes for Sunday service and lines 32 and 80 will have decreased hours of operation.

On the following 5 lines (instead of 4), the low-ridership portions of the routes will be eliminated.

33-McLoughlin	Discontinue Arlington loop, to be served by 34-River Road*
34-River Road	Discontinue portion on River Road between McLoughlin and Glen Echo; add in Arlington
43-Taylor's Ferry Rd	Discontinue Nimbus and Macadam service
53-Arctic/Allen	Discontinue trips to Mercer Industries
67-Jenkins/158th	Discontinue trips to Cornell Oaks on Greenbrier Parkway

*34-River Road route changes to add Arlington Loop.

Proposed bus frequency reductions

The following lines will have the weekday time between buses increased by 2-3 minutes during mid-day and by 2-10 minutes in the evenings.

- 4-Division/Fessenden
- 6-Martin Luther King Jr Blvd
- 8-Jackson Park/NE 15th
- 9-Powell/Broadway
- 12-Barbur/Sandy Blvd
- 14-Hawthorne
- 15-Belmont/NW 23rd

- 17-Holgate/NW 21st
- 20-Burnside/Stark
- 33-McLoughlin
- 57-TV Hwy/Forest Grove
- 70-12th Ave
- 71-60th/122nd Ave

Lines 33-McLoughlin, 57-TV Hwy/Forest Grove, 70-12th Ave and 71-60th/122nd Ave will also have 2-3 minutes changes during rush hour.

The following lines will have the weekday time between buses increased by 2-10 minutes at various times throughout the day.

- 16-Front Ave/St Johns
- 24-Fremont
- 32-Oatfield
- 43-Taylor's Ferry Rd
- 44-Capitol Hwy/Mocks Crest
- 52-Farmington/185th

- 58-Canyon Rd
- 62-Murray Blvd
- 68-Marquam Hill/Collins Circle
- 73-NE 33rd Ave
- 77-Broadway/Halsey

The following lines will have the weekend time between buses increased by up to 6 minutes.

- 4-Division/Fessenden
- 6-Martin Luther King Jr Blvd
- 8-Jackson Park/NE 15th
- 9-Powell/Broadway
- 12-Barbur/Sandy Blvd
- 14-Hawthorne
- 15-Belmont/NW 23rd

- 20-Burnside/Stark
- 33-McLoughlin
- 54/56-Beaverton-Hillsdale Hwy/Scholls Ferry Rd
- 57-TV Hwy/Forest Grove
- 75-Lombard/39th

In addition, line 58-Canyon Rd will have the time between buses increased from 30 to 60 minutes on Sundays.

The following lines will have trip reductions due to low ridership or available capacity.

- 1-Vermont
- 51-Vista
- 85-Swan Island

- 92-South Beaverton Express
- 94-Sherwood/Pacific Hwy Express
- 99-McLoughlin Express

The following lines will have schedule adjustments of 10 minutes or more.

- 18-Hillside
- 24-Fremont
- 33-McLoughlin
- 34-River Rd

- 38-Boones Ferry Rd
- 87-Airport Way/181st
- 96-Tualatin/I-5

Proposed changes to hours of operation

The following lines will begin service one trip later in the morning and/or stop service one trip earlier in the evening.

- 8-Jackson Park/NE 15th
- 9-Powell/Broadway
- 24-Fremont
- 28-Linwood
- 32-Oatfield
- 45-Garden Home
- 48-Cornell
- 51-Vista

- 55-Hamilton
- 70-12th Ave
- 73-NE 33rd
- 80-Kane/Troutdale Rd
- 85-Swan Island
- 88-Hart/198th
- 155-Sunnyside

On lines 32-Oatfield, 48-Cornell, 51-Vista, 70-12th Ave, 73-NE 33rd Ave, 80-Kane/Troutdale Rd and 155-Sunnyside, more trips than just the first or last would be reduced.

PROPOSED MAX SERVICE CHANGES

No change from the original proposal. The start and end times of MAX service and rush hour service will remain the same. The time between trains will be increased from 15 minutes to about every 17 minutes on all lines during midday, evening and weekend trips. In the early morning and late evening, the time between trains will be increased by up to 4 minutes.

WES SERVICE CHANGES

We are exploring reduction to WES service with our riders and key stakeholders that include: eliminate the last

round trip of the day, reduce frequency to every 45 minutes instead of the current 30 minutes or no change in service.

Details of proposed service cuts

FARE INCREASE

TriMet is also proposing a fare increase to cover the cost of doing business. The last fare increase was September 2008. The increase would include:

- 5-cent increase for Adult, Honored Citizen and LIFT tickets
- \$2 increase for the Adult and LIFT 1-Month Pass
- \$1 increase for Honored Citizen 1-Month Pass
- No increase for the 1-Day Pass or Youth/Student tickets and passes

WE WANT YOUR FEEDBACK

We are seeking your comments prior to finalizing the proposed changes. To learn more and provide your feedback, we invite you to attend a public hearing on April 6, 7 or 8. You may also send us your comments and suggestions by one of the following methods:

Web: Feedback form

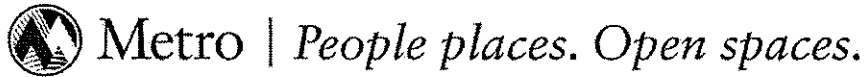
Comment line: 503-962-5806

Fax: 503-962-6469

Mail: TriMet-MK2, 4012 SE 17th Ave., Portland, OR 97202

TTY: 503-238-5811 (7:30 a.m. to 5:30 p.m. weekdays)

The deadline to submit your feedback is 5 p.m. Friday, April 23, 2010.



2010 MPAC Tentative Agendas
Tentative as of March 3, 2010

<p>MPAC Meeting March 10 (JPACT trip)</p> <ul style="list-style-type: none"> Proposed Mobility Standards Action Plan (discussion) Performance Measures and the Greater Portland Indicators (discussion) Climate Action Plan (discussion) <ul style="list-style-type: none"> Overview of Metro Climate Activities Metro Area Greenhouse Gas Inventory State Greenhouse Gas Scenarios Mandates Metro Scenario Planning and Climate Change Toolbox Joint MPAC/JPACT Retreat Preparation 	<p>MPAC Meeting - Canceled March 24</p>
<p>April 2, 2010 - Joint MPAC/JPACT Retreat <i>Location:</i> Oregon Convention Center, F150-151 <i>Time:</i> 8 a.m. to noon</p> <ul style="list-style-type: none"> Climate Prosperity Project review Greenhouse gas, University of Oregon climate change study, etc. MTIP/STIP policy direction- Discussion <p>MPAC Meeting April 14</p> <ul style="list-style-type: none"> Performance Assessment Framework 	<p>MPAC Meeting April 28</p> <ul style="list-style-type: none"> Ordinance 10-xxxx, Adopting Urban Reserves (discussion)
<p>MPAC Meeting May 12</p> <ul style="list-style-type: none"> Ordinance 10-xxxx, Adopting Urban Reserves (recommendation to council) Investment Strategy Update Performance measures (placeholder) 	<p>MPAC Meeting May 26</p> <ul style="list-style-type: none"> 2035 RTP (discussion) MPAC Employment Subcommittee Report (discussion) Regional Framework Plan/Urban Growth Management Functional Plan Amendments (discussion) Performance measures (placeholder)

<p><u>MPAC Meeting</u> June 9</p> <ul style="list-style-type: none"> • 2035 RTP (recommendation to council) • Performance Assessment (introduction) • If needed, Regional Framework Plan/Urban Growth Management Functional Plan Amendments 	<p><u>MPAC Meeting</u> June 23</p> <ul style="list-style-type: none"> • Performance Assessment (discussion) • Investment Strategy • If needed, Regional Framework Plan/Urban Growth Management Functional Plan Amendments
<p><u>MPAC Meeting</u> July 14</p>	<p><u>MPAC Meeting</u> July 28</p> <ul style="list-style-type: none"> • Draft Investment Strategy and Capacity Ordinance
<p><u>MPAC Meeting</u> August 11</p>	<p><u>MPAC Meeting</u> August 25</p>
<p><u>MPAC Meeting</u> September 8</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> September 22</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments
<p><u>MPAC Meeting</u> October 13</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> October 27</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments
<p><u>MPAC Meeting</u> November 10</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (discussion) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments 	<p><u>MPAC Meeting</u> November 17</p> <ul style="list-style-type: none"> • Draft Ordinance to meet 20-year forecasted growth (recommendation to council) <ul style="list-style-type: none"> • Investment Strategy • Actions to meet forecasted growth • Regional Framework Plan/Urban Growth Management Functional Plan amendments
<p><u>MPAC Meeting</u> December 15</p>	

2010 JPACT Work Program

2/25/10

<p><u>March 2, 2010 – JPACT Washington, DC Prep Meeting</u> <i>Location:</i> Metro, Rm. 370A/B <i>Time:</i> 5 p.m.</p> <p><u>March 4th – Regular Meeting</u></p> <ul style="list-style-type: none">• Final draft RTP, Functional Plan amendments, and Alternative Mobility Standards – Discussion/direction• MTIP: ODOT's Jobs & Transportation Act (JTA) projects – Action• JPACT participation in Rail~Volution• Metro/TriMet on Portland – Milwaukie Light Rail agreement on bond – Action• Greenhouse Gas Inventory• House Bill 2001 Greenhouse Gas Scenarios work program – Information <p><u>March 9th – 11th – JPACT Washington, DC Trip</u></p> <p><u>March 22nd – Final RTP Public Comment Period Begins</u></p>	<p><u>April 2, 2010 – Joint MPAC/IPACT Retreat</u> <i>Location:</i> Oregon Convention Center <i>Time:</i> 8 a.m. to 3 p.m.</p> <ul style="list-style-type: none">• Climate Prosperity Project review• Greenhouse gas, University of Oregon climate change study, etc.• MTIP/STIP policy direction- Discussion <p><u>April 8th – Regular Meeting</u></p> <ul style="list-style-type: none">• FY 2010-11 Unified Planning Work Program (UPWP) – Action• High Speed Rail Presentation (Kelly Taylor, ODOT)• RTO evaluation results (Dr. Jennifer Dill, PSU) – Information• RTO work plan and budget for FY 2010-11 – Information• ODOT Region 1 STIP process and timeline• Regional Indicators – Information• Greenhouse gas procedure manual – Discussion
<p><u>May 13, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• MTIP policy update:<ul style="list-style-type: none">◦ TriMet TIP• East Metro Corridor multi-modal work program• Southwest Corridor HCT and multi-modal work program• RFFA policy direction – Action• 2012-15 STIP Schedule/Milestones – Information• House Bill 2001/2186 Greenhouse Gas Scenarios State Mandates – Discussion <p><u>May 6th – Final RTP Public Hearing/Comment Period Ends</u></p>	<p><u>June 10, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• Adopt final 2035 RTP – Action• 2035 RTP Air Quality Conformity Determination – Action• 2010-13 MTIP – Action• MTIP Air Quality Conformity Determination – Action• 2010-13 STIP public comment briefing – Information/Discussion• HB 2001 Climate change work plan – Action
<p><u>July 8, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• TriMet update on system cuts – Information	<p><u>August 12, 2010 – Regular Meeting</u></p>
<p><u>September 2, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• RFFA: Recommended draft for public comment• STIP: Recommended draft for public comment	<p><u>October 14, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• Portland to Lake Oswego Locally Preferred Alternative – Action <p><u>October 19-21 Rail~Volution</u></p>

November 4, 2010 - Regular Meeting

December 9, 2010 - Regular Meeting

- House Bill 2001 Scenarios - Discussion

Parking Lot:

- U.S. jobs for Main Street - Direction (Tentative)
- 2011 legislative agenda



WASHINGTON COUNTY

OREGON

March 19, 2010

TO : WCCC Transportation Advisory Committee

FROM : Andy Back, Principal Planner

SUBJECT: **WCCC TAC MEETING**

DATE: Thursday March 25, 2010
TIME: 1:30 – 3:00 p.m.
PLACE: Beaverton Library Conference Room
12375 SW Fifth Street -- Beaverton

A G E N D A

- | | | | |
|---|----|--------------------------------------------------------------|-------------|
| * | 1. | Annual Traffic Impact Fee Adjustment | Action |
| * | 2. | Transportation Development Tax: Review of Temporary Discount | Information |
| * | 3. | Regional Transportation Plan Update: Status | Information |
| | 4. | TGM Grants: New Applications; Status of Existing Grants | Information |
| | 5. | TPAC Meeting | Information |
| | 6. | Updates:
-- ODOT
-- Metro
-- TriMet | Information |
| | 7. | Other Business | |

The next regular WCCC TAC meeting is scheduled for **1:30 PM Thursday April 29, 2010** in the Main Conference Room at the Beaverton Library. If you have any questions, please call Blair Crumpacker at 503 846-3878.

* -- Material enclosed in packet

** -- Materials to be provided prior to the meeting

Department of Land Use & Transportation • Long Range Planning Division

155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072

phone: (503) 846-3519 • fax: (503) 846-4412

**DRAFT AGENDA
FOR NEXT MONTH**

TO : Washington County Coordinating Committee

FROM : Kathy Lehtola, Director
Department of Land Use and Transportation

SUBJECT: MEETING NOTICE

DATE : Monday , 2010
TIME : 12:00 Noon
PLACE: Beaverton Library Conference Room
12375 SW Fifth St. - Beaverton

AGENDA

1. Visitors comments
2. Approval of Minutes Action
3. Regional Transportation Plan Development: Status Information
4. MPAC Agenda Information
5. Regional Initiatives: Status Information
 - JPACT agenda
6. Other Business: Information
 - ODOT Project Status Report
 - Transportation Advisory Committee Agenda
 - Next WCCC Agenda: Draft