



WASHINGTON COUNTY OREGON

April 4, 2011

TO : Washington County Coordinating Committee

FROM : Andrew Singelakis, Director
Land Use and Transportation

SUBJECT: WCCC MEETING AGENDA

DATE: Monday April 11, 2011

TIME: 12:00 PM – 1:30 PM

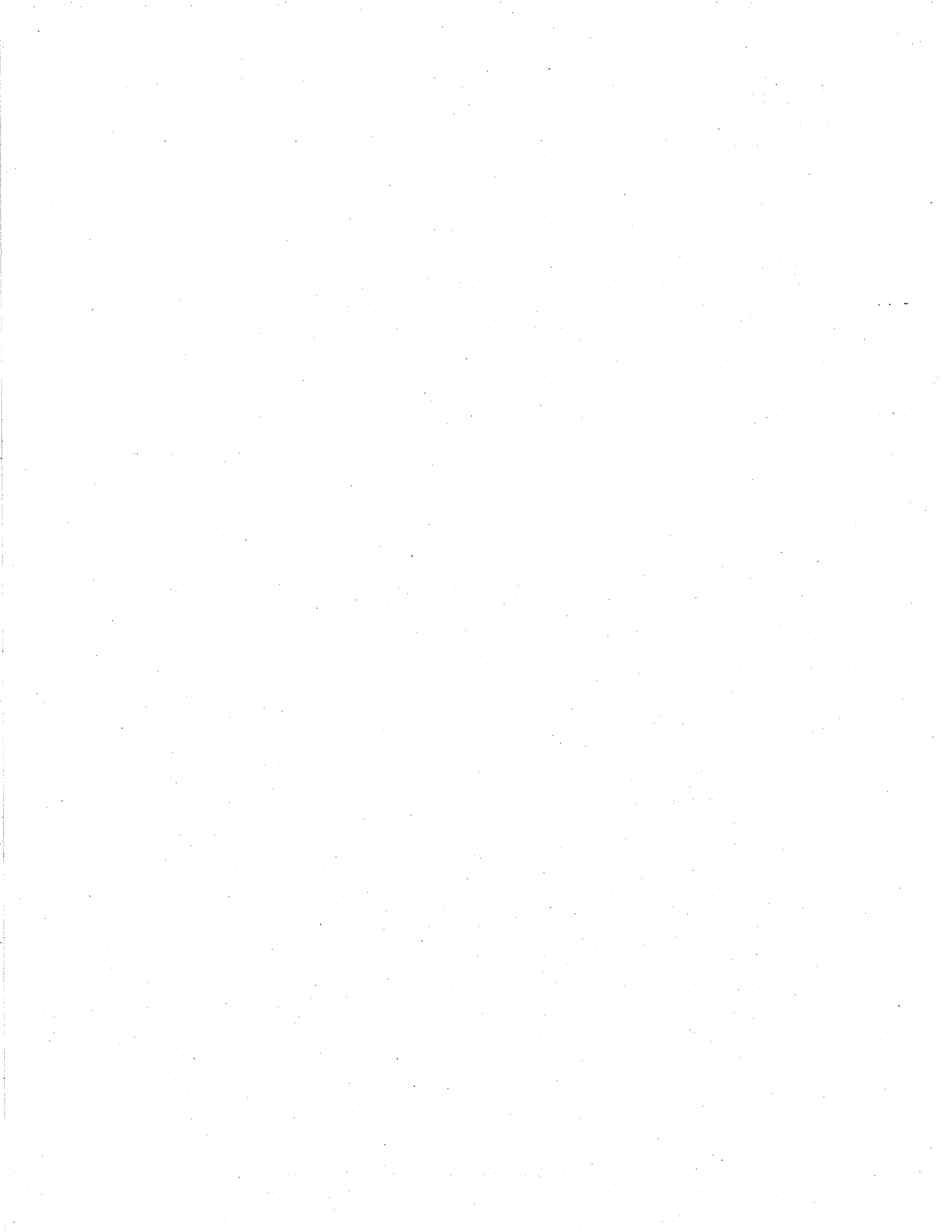
**PLACE: Beaverton Library Conference Room
12375 SW Fifth Street -- Beaverton**

A G E N D A

1. Visitors comments
- * 2. Approval of Minutes – March 14, 2011 Action
- * 3. Traffic Impact Fee Request: Gaston Action
Presenter: Steve L. Kelley, Washington County
- * 4. Regional Flexible Funds Allocation Process: Information
Overview
Presenter: Ted Leybold, Metro
- * 5. MPAC Agenda Information
Presenter: Keith Mays, Mayor, Sherwood
- * 6. JPACT Agenda and Work Program Information
Presenters: Roy Rogers, BCC, Washington County;
Craig Dirksen, Mayor, Tigard
7. Other Business
- * -- Countywide Bicycle and Pedestrian System Development Information
- * -- Response to Mr. McGilvrey
- * -- Agency Monthly Updates
- * -- WCCC Transportation Advisory Committee Agenda
- * -- Next WCCC meeting agenda, draft

The next regular WCCC meeting is scheduled for **Monday May 9, 2011**. If you have any questions, please call me at 846-8740.

* Material enclosed in packet



WASHINGTON COUNTY COORDINATING COMMITTEE
POLICY GROUP MINUTES
March 14, 2011

Voting Members:

Roy Rogers, Washington County
Susan Turley, City of King City
Brian Biehl, City of Banks
Keith Mays, City of Sherwood
Jef Dalin, City of Cornelius

Chuck Van Meter, City of Durham
Mike Castillo, City of Hillsboro
Celia Nunez, City of Wilsonville
Monique Beikman, City of Tualatin
Marc San Soucie, City of Beaverton

Others in Attendance:

Andrew Singelakis, Washington County
Andy Back, Washington County
Gus Duenas, City of Tigard
Paul Savas, Clackamas County
Gary Stockhoff, Washington County
Clark Berry, Washington County
Traci Shirley, Washington County
Hal Bergsma, THPRD
Mary Manseau, CPO 7

Steve Kelley, Washington County
David Newham, King City
Tom Pessemier, City of Sherwood
Dave Waffle, City of Cornelius
Mike McKillip, City of Tualatin
Randy Ealy, City of Beaverton
Derek Robbins, City of Forest Grove
Ernie Platt, HBA

Roy Rogers called the meeting to order at 12:02 PM.

Agenda Item 1 -- Visitors Comments:

Ernie Platt from the Homebuilders Association (HBA) informed the WCCC that the HBA were in support of the unanimous recommendation of the WCCC Technical Advisory Committee (TAC) for agenda items 3 and 4. They continued to support the Transportation Development Tax (TDT) temporary discount. He added that staff had worked with the TAC for several months to develop the recommended previous use definition.

Agenda Item 2 - Approval of Minutes: Minutes from the February 7, 2011 meeting were approved unanimously.

Agenda Item 3 - Transportation Development Tax (TDT): Temporary Discount Review

Steve Kelley gave the WCCC a brief overview of the TDT. He noted that the WCCC developed the TDT to increase funding for transportation. The TDT was approved by 70 percent of voters in fall 2008 general election and went into effect on July 1, 2009, to be phased in over a four year period. The TDT was designed to double the Transportation Impact Fee (TIF) that had been in effect since 1990. In the fall of 2009 the WCCC recommended a temporary discount be given due to the economy. The temporary discount must be reviewed every spring. Mr. Kelley informed the WCCC that the TAC had recommended the temporary discount be continued. He noted that the WCCC could recommend to the Board of County Commissioners to either continue or terminate the temporary discount.

Roy Rogers noted the homebuilders had not seen a revival in activity and recommended the TDT discount continue. Keith Mays, Marc San Soucie and Derek Robbins all expressed support for a continuation of the TDT discount. The WCCC voted 9-0 for continuing the TDT discount; Celia Nunez, City of Wilsonville, abstained.

Agenda Item 4 – TDT "Previous Use" Language Adjustment: Housekeeping Amendment:

Steve Kelley informed the WCCC that this item was a housekeeping issue to clarify the definition of the term "previous use" of a property for the purpose of calculating the TDT. The WCCC TAC endorsed language that lengthened the period for a previous use from "within the past 36 months" to "since January 1, 2005 or within 10 years prior to the date of application for a building permit, whichever is later." County Counsel would consider specific wording on the change prior to adoption by the Board of County Commissioners (BCC). The WCCC voted 9-0 in favor of the housekeeping change; Celia Nunez, City of Wilsonville, abstained.

Agenda Item 5 - TDT Project List Amendment Policy:

Steve Kelley explained that the main purpose of this item was to discuss the process for modifying the TDT list of eligible projects. The TAC recommendation was to limit additions to arterial and collector roadways. He noted that most of the projects on the current list meet this description, but there may be a few projects located on neighborhood routes. When appropriate, the project list should be reviewed and adjusted, with the focus of projects to be on the major road system.

Marc San Soucie asked that clarifications be added to explain how additions to transit or other pedestrian or bike projects might be allowed. Roy Rogers asked staff to develop more specific language regarding the non-road projects and bring it back to the WCCC. The WCCC voted 9-0 in favor of recommending that staff follow the proposed policy for amendments to the roadway project list, Celia Nunez, City of Wilsonville, abstained.

Agenda Item 6 - Traffic Impact Fee (TIF) Annual Adjustment

Steve Kelley explained that as the TDT is phased in over a four year period of time, there may still be some projects where the TIF may continue to apply during the transition period. He stated that the WCCC could make two recommendations to the Board of County Commissioners: Either use the 5.8 percent increase based on the ten-year moving average of the Oregon Composite Construction Cost Index, or allow the automatic increase of 6 percent. The WCCC TAC recommended the 6 percent increase, consistent with the expected TDT phase-in schedule.

Chuck Van Meter asked Mr. Kelley if he had a list of projects that would be affected by the TIF increase. Mr. Kelley stated that he did not. The development projects that might be affected would be spread throughout the county within different jurisdictions, and the status of the private developments was not known. Only a few projects could still be subject to the TIF, and if the projects were not completed before July 1, 2012, they would then be subject to the TDT. The WCCC voted 9-0 in favor of recommending the 6 percent increase; Celia Nunez, City of Wilsonville, abstained.

Agenda Item 7 - TIF Request: Evergreen Road, Washington County

Gary Stockhoff stated that Washington County was requesting \$5 million in TIF funds to widen Evergreen Road to five lanes between 25th and 253rd Avenue. The project would also add bike lanes, sidewalks, lighting, and drainage. The improvement would benefit the emerging Hillsboro industrial area and take advantage of a favorable construction bidding climate. The WCCC voted: 10-0 to approve the request.

Agenda Item 8 - MSTIP 3 Bike and Pedestrian Funds: City of Banks Request

Brian Biehl explained that the City of Banks was requesting approval for \$4,357 in TIF funds to construct approximately 175 feet of sidewalk in front of City Hall. The WCCC voted 10-0 to approve the request.

Agenda Item 9 - Regional Strategy for Washington DC trip and WCCC letter of support:

Status

Roy Rogers informed the WCCC that the annual trip of local officials to visit the congressional delegation in Washington DC was more lightly attended than normal. Washington County and its cities were still well represented, however. During meetings with the congressional delegation, officials presented the WCCC letter of support for the Highway 217, Fanno Creek Trail, and Hwy 26/Brookwood/Helvetia interchange projects.

Jef Dalin added there seemed to be two lines of thinking developing among the delegates. Some delegates were focused on getting projects in their districts funded through the historical method of relying on gas tax funds. Other delegates were concerned with funding limitations and were looking to develop funding mechanisms for opportunity-based projects.

Roy Rogers added that there appeared to be no continuity with past funding actions and all projects considered earmarks could be cut. He stated that there is some question on the definition of earmarks, and some suggestion that the term may need to be re-defined, and that the funding process may ultimately return to the congressional-directed spending process used for more than 40 years until the system was revised 10 years ago.

Jef Dalin stated that the process had become more transparent in the past 10 years. With the ban on earmarks, if a project is not directly named as a budget item in the President's budget, it will not receive funding. He added that Representative Wu asked that project proposals be submitted to him and he would attempt to get funding consideration for them as the funding process develops in congress.

Mr. Dalin informed the WCCC that congressional staff were especially interested in receiving information on how American Recovery and Reinvestment Act (i.e., Federal stimulus) funds have been spent in Washington County. He noted that stimulus funds had very positive impacts in the City of Cornelius and had created real jobs. Monique Beikman added that stimulus funds were also used for Quiet Zone improvements to WES in Tualatin.

Agenda Item 10 – MPAC Agenda:

Keith Mays told the WCCC the MPAC meeting scheduled for next week had been cancelled.

Agenda Item 11 – JPACT Agenda and Work Program:

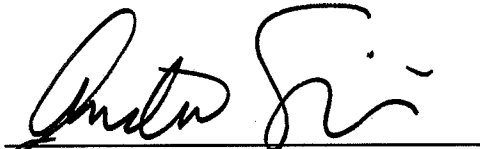
Roy Rogers noted that the JPACT discussion had centered on informational items such as developing climate-smart communities and setting greenhouse gas emission targets for the Portland Area. More discussion on these topics would occur at future JPACT meetings.

Agenda Item 12 – Other Business:

Andrew Singelakis referenced a Bethany Boulevard memo in the WCCC packet. He noted that due to a favorable bidding climate, Washington County had been able to include improvements to the Bethany overcrossing of Hwy. 26 in the MSTIP-funded project.

Roy Rogers asked that WCCC members focus on cooperation and identify countywide significant projects for MSTIP that improve bicycle and pedestrian connectivity throughout the county. The general consensus of the WCCC was to analyze key linkages and to improve connections by closing gaps in the system. Several members noted that efforts to improve connectivity were scheduled to start soon or were already underway. It was noted that TriMet has started a bus stop access project, master planning for the Council Creek Trail is being done, and later this year an update to the Washington County Transportation Plan will begin. Mr. Rogers proposed staff begin analysis on what a countywide bicycle/pedestrian system may look like and asked for the information to be presented at a WCCC meeting in the future.

There being no other business, the meeting was adjourned at 12:53 PM.

A handwritten signature in black ink, appearing to read "Andrew Singelakis", written over a horizontal line.

Andrew Singelakis, Secretary
Washington County Coordinating Committee
Pg031411

CITY OF GASTON

116 FRONT ST. P.O. BOX 129 GASTON, OR. 97119 (503) 985-3340

MR. STEVE KELLY, TIF COORDINATOR
LAND USE & TRANSPORTATION
155 N. FIRST AVENUE, SUITE 350-14
HILLSBORO, OR. 97123-3072

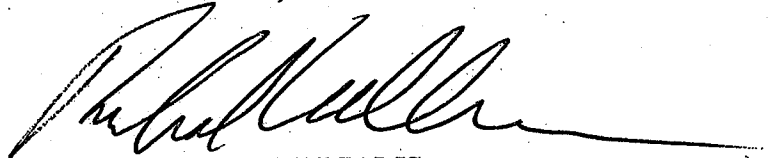
MARCH 15, 2011

DEAR MR. KELLY,

THE GASTON CITY COUNCIL WOULD LIKE TO INFORM YOU THAT WE INTEND TO EXPEND COLLECTED TRAFFIC IMPACT FEES FOR IMPROVEMENTS TO EAST MAIN ST. AND REALIGNING THE INTERSECTION OF EAST MAIN ST. AND HIGHWAY 47 TO IMPROVE TRAFFIC FLOW AND TO IMPROVE PEDESTRIAN SAFETY. CONSTRUCTION WILL START IN THE FALL OF 2011.

IF ADDITIONAL INFORMATION IS NEEDED PLEASE CONTACT ME.

SINCERELY,

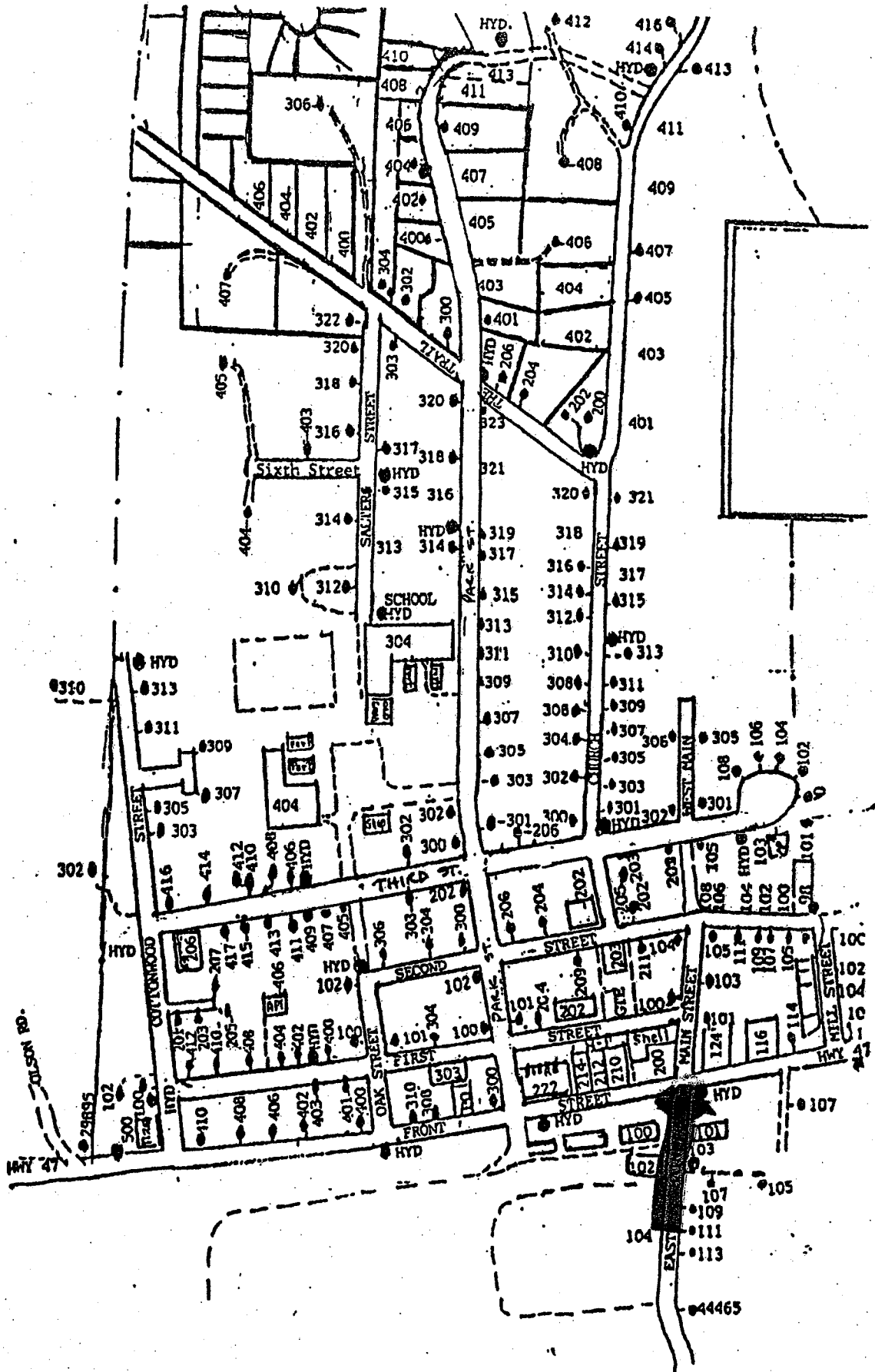


RICHARD WILLIAMS
DIRECTOR OF PUBLIC WORKS
CITY OF GASTON

RECEIVED

MAR 21 2011

Long Range Planning
Land Use & Transportation



WY 47
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WILSON RD.

44465
107
109
111
113

www.oregonmetro.gov

Regional Flexible Fund Allocation

Project nomination process for
allocation of 2014-15 funds

April 4, 2011



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About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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Tom Hughes

Metro Councilors

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Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

Auditor

Suzanne Flynn

About the Joint Policy Advisory Committee on Transportation (JPACT)

The Joint Policy Advisory Committee on Transportation is a 17-member committee of elected officials and representatives of agencies involved in transportation that make recommendations to the Metro Council on transportation needs in this region. www.oregonmetro.gov/JPACT

JPACT Members

Carlotta Collette, Metro Council, JPACT Chair

Kathryn Harrington, Metro Council

Rex Burkholder, Metro Council

Lynn Peterson, Clackamas County

Deborah Kafoury, Multnomah County

Roy Rogers, Washington County

Sam Adams, City of Portland

Donna Jordan, City of Lake Oswego

Shane Bemis, City of Gresham

Craig Dirksen, City of Tigard

Neil McFarlane, TriMet

Jason Tell, ODOT

Nina DeConcini, DEQ

Don Wagner, WSDOT

Bill Wyatt, Port of Portland

Jack Burkman, City of Vancouver

Steve Stuart, Clark County

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ABOUT THE REGIONAL FLEXIBLE FUND ALLOCATION

The Regional Flexible Fund Allocation is the regional process to identify which transportation projects and programs will receive regional flexible funds. Metro anticipates allocating approximately \$70 million of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) grant funds.

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process allocate money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused. To achieve this Metro has initiated the development of a new collaborative process for project nomination and involved greater policy development early in the process to give specific direction on the types of projects that can be funded. JPACT and a special task force developed the approach for spending the funds and the criteria for developing and prioritizing projects.

This document explains the policies and framework for the process and the project nomination guidelines.

2012-15 Program Schedule

April	Sub-regional workshops
April - August	Local agency development of project nominations
June	Develop project summaries
July	Metro staff, TPAC and RFF Task Force review and comment on project summaries
August	Policy Coordinating Committees action to nominate projects
September	JPACT release of project nominations for public comment
September - October	Regional public comment period
November - December	Action of regional flexible fund allocation (TPAC/JPACT/Council)

Summary of Transportation Spending

Regional flexible funds represent approximately 14 percent of the on-going state and federal transportation funds that come into the region annually. Additional state and federal revenues enter the region through one-time program allocations. These include the OTIA programs (\$638 million), Connect Oregon programs (\$89 million) federal economic stimulus (\$153 million), state Jobs & Transportation Act (\$252 million), and federal transit New Starts grants (\$683 million for I-205/Mall, WES & Eastside Streetcar, approximately \$650 million anticipated for Milwaukie LRT). Also, there are locally generated sources of revenue such as the employer tax and farebox for

transit operations and local fees such as parking revenues, and local gas tax and vehicle registration fees.

Regional flexible funds receive a relatively high degree of attention and scrutiny, because unlike most sources of transportation revenue that are limited to specific purposes, regional flexible funds may be spent on a wide variety of transportation projects or programs.

2014-15 Regional Flexible Fund Allocation

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. Because there is currently no authorization bill, let alone an appropriations bill, for the years 2014 and 2015, a forecast is made to estimate how much funding may be available for projects and programs in this time period. The forecast utilizes an estimated increase of 3 percent annually to the 2009 funding level. The 3 percent escalation rate is based on the historical pattern of funding levels over the life of the past two authorization bills.

Approximately \$70.7 million dollars is currently forecast to be available to the Portland metropolitan region from these two programs during the years 2014 and 2015. Should actual funding levels from federal fiscal year 2011 forward differ from this or previous forecasts, adjustments to the project allocations may need to be made. Changes would be made through programming adjustments (delaying implementation of one or more projects selected to receive funds) or through a comprehensive allocation and project adjustment decision by JPACT and the Metro Council.

Type of funding available

Regional flexible funds come from two sources; Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) funding programs. Each program's funding comes with unique restrictions.

Surface Transportation Program funds may be used for virtually any transportation project or program except for construction of local streets. STP grant funds represent approximately 60% of the funds available.

Congestion Mitigation / Air Quality program funds cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately 40 percent of the funds available.

As in previous allocations, the region expects to select a variety of projects so that funding conditions may be met by assigning projects to appropriate funding sources after the selection of candidate projects. Applicants do not need to identify from which program they wish to receive funding.

Eligible applicants

Project nominations may be submitted on behalf of eligible sponsors located within the region's Metropolitan Planning Organization (MPO) boundary, including: Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and City of Portland, Oregon DEQ, TriMet, ODOT, Port of Portland and Parks and Recreation Districts.

POLICY FRAMEWORK

The following policies have been adopted for the 2014-15 allocation of regional flexible funds.

Recurring process and administrative policies

These policies define how the allocation process should be conducted and what outcomes be achieved with the overall allocation process.

1. Select projects from throughout the region, however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring air quality Transportation Control Measures for pedestrian and bicycle improvements are met and that an adequate pool of CMAQ eligible projects are available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and to cost effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an area's stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

JPACT and Metro Council adopted policy framework

This policy framework affirms the two-step allocation process, establishes new project focus areas, sets funding targets, and directs the development of a new collaborative process for nominating projects for funding. The policy was adopted by Metro Resolution No. 10-4160.

Two-step process

The allocation process involves two steps for allocating the funding. Step 1 is the process to set funding levels for regional programs. Step 2 is the process to allocate the remaining available funds to locally generated projects. The two-step process was used in the previous funding cycle and was approved by JPACT for use in allocating 2014-15 funds as well. The benefit for using this approach

is that it provides more certainty for Step 2 funding levels as funds for the regional programs are “set aside” at the beginning of the process, allowing for a dollar target for Step 2 for local agencies to work with in nominating projects. The following are the amounts set for each step. Please note that both steps will be available for review and comment during the public comment phase of the process and the final decision for both will be made in fall of 2011.

Step 1: Provide for existing regional programs - \$47.778 million

- Transit Oriented Development – \$5.95 million
- High capacity transit bond - \$26 million
- High capacity transit development - \$4 million
- TSMO/ITS - \$3 million
- Regional Travel Options - \$4.539 million
- Regional Planning - \$2.244 million
- Corridor & Systems Planning - \$1 million
- Establish Metropolitan Mobility Funding Preparedness - \$1 million - Prepare consensus regional strategy and applications for state and federal funding targeted to mobility in metropolitan areas as a Step 1 activity.

Step 2: Allocate remaining funds - \$23 million

- Vehicle electrification*: One time set aside of \$500,000 for electric vehicle acquisition and infrastructure development.
- Active Transportation/Complete Streets target: 75%* - This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.
- Green Economy/Freight Initiatives target: 25 %* - This project focus area supports the development of the region’s economy through investment in green infrastructure and key freight projects or programs.
- Collaborative Process* - Develop the project proposals for new focus areas through a collaborative process involving impacted stakeholders. A joint task force will be created to advise JPACT and TPAC on project focus area needs, priorities and project prioritization factors during the stakeholder engagement process.

Regional Flexible Fund Task Force Report

A task force was created to provide specific policy direction for the allocation of the funds in the focus areas developed by JPACT. The task force developed a strategic approach for each focus area and criteria for use in developing and assessing projects. The task force charge and membership can be found in Appendix D. The report was adopted by Metro Resolution No. 11-4231.

ACTIVE TRANSPORTATION & COMPLETE STREETS

Recommended approach for developing projects

For this project focus area, the task force recommended an approach of selecting travel corridor/areas and identifying project elements that would address the most critical barriers to completing non-auto trips in the corridor/area or a concentrated portion of the corridor/area. Examples of barriers could be the lack of direct pedestrian or bicycle facilities to key destinations in the corridor, inability to safely cross streets to access destinations, or lack of access to transit stop improvements.

To implement this approach with available funding, the following parameters will be utilized:

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridor/areas within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

Recommended criteria for scoping and prioritization of projects

Relative priority	Criteria
High	Improves access to and from priority destinations: <ul style="list-style-type: none"> o Mixed-use centers o Large employment areas (# of jobs) o Schools o Essential services for EJ/underserved communities
	Improves safety <ul style="list-style-type: none"> o addresses site issue(s) documented in pedestrian/bike crash data separates pedestrian/bike traffic from freight and/or vehicular conflicts
	Serves underserved communities (to be further defined through analysis with help of EJ/underserved working group)
	Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Medium	Completes the "last mile"
Medium	Increase in use/ridership by providing a good user experience (refer to Active Transportation design elements)
Medium	Serves high density or projected high growth areas
Low	Includes outreach/education/engagement component
Low	Can leverage funds
Low	Reduces need for highway expansion

GREEN ECONOMY & FREIGHT INITIATIVES

Recommended approach for developing projects

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects. Eligible project types and criteria that could be utilized to scope and prioritize potential projects are described below.

Construction focus

Capital improvements will focus on:

- System management, such as Intelligent Transportation Systems (ITS), on arterial freight routes. This could include upgrading traffic signal equipment and timing or providing travel information to inform freight trip decisions.
- Small capital projects (e.g. spot widening or installation of mountable curbs to accommodate large truck turning movements). Projects should be assessed for regional impacts such as improving access to regionally significant industrial land or safe movements to/on the regional freight network to ensure a regional interest is served by the project.

Planning/strategy development focus

Project development for specific arterial freight routes would evaluate key barriers to the development of a green economy and freight movement and recommend operations and design improvements to address the barrier.

Funds may also be set aside to develop regional strategies for the following topics. These are areas that need further analysis and a policy development process to achieve a regional consensus on how to move forward on the issue. Potential topics include a strategy for how to pursue and accommodate higher speed inter-city passenger rail and improved freight rail facilities, and a strategy for the routing of hazardous materials in the region.

Recommended criteria for scoping and prioritization of projects

Relative priority	Criteria
High	Reduces freight vehicle delay
High	Project increases freight access to: <ul style="list-style-type: none"> o Industrial lands o Employment centers & local businesses o Rail facilities for regional shippers
High	Projects that help green the economy and offer economic opportunities for EJ/underserved communities
Medium	Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Medium	Reduces air toxics or particulate matter

Medium	Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
Medium	Increases freight reliability
Low	May not get funding otherwise
Low	Can leverage (or prepare for) future funds
Low	Reduces need for highway expansion
Low	Multi-modal component

Nomination framework

This framework provides the direction for Metro to initiate the collaborative project nomination process and lays out the steps that will be taken to get to the decision process. It also provides the criteria developed by the task force and explains how the criteria will be applied. The framework was adopted by Metro Resolution No. 11-4232.

Regional kick-off meeting

-Process description & instructions

- i. Sub-regional allocation target at 100% of available funds
- ii. Project scope direction (see Task Force approach to project focus area)
- iii. Project cost minimum/maximums
- iv. Direction on number of construction or PE only applications
- v. Nomination materials and schedule

-Data addressing criteria objectives

-Identification of any areas that cross sub-regional

boundaries that should be considered in sub-regional workshops

-Illustrative project and project development process description

Sub-regional workshops

- Mapping exercise to identify priority corridors/areas

- Identification of topics for intra-agency or intra-bureau coordination during project development (project scope, lead agency, etc.)

Project nomination material

- Local/Sub-regional public process to aid in identification of projects to nominate

- Application that solicits information on how the nominated project addresses criteria and process directions

- Assessment of project nomination relative to project criteria (Regional

Freight TAC to assist with assessment of Green Economy & Freight Initiatives)

- Lead agency presentation of project nominations to Task Force & TPAC for comment

Project nomination

- Action by Transportation County Policy Coordinating Committees and Portland City Council to

- nominate project(s) consistent with nomination process instructions
- Action from lead agency Council or board on project nominations

Public comment process (on scope and scale of nominated projects)

- Metro to provide summary of comments
- Applicants to provide response to comment summary issues

Decision process

- TPAC recommendation
- JPACT action
- Metro Council adoption

ACTIVE TRANSPORTATION & COMPLETE STREETS

Criteria to guide scope development and for identifying priority locations for projects - pre nomination

Data will be provided to nominating agencies that exemplify the criteria. This information will be made available and discussed at Metro sponsored workshops to aid in the identification of locations that:

- Improve access to and from priority destinations:
 - Mixed-use centers
 - Large employment areas (# of jobs)
 - Schools
 - Essential services for EJ/underserved communities
- Improve safety
 - addresses site issue(s) documented in pedestrian/bike crash data
 - separates pedestrian/bike traffic from freight and/or vehicular conflicts
- Serve underserved communities

Criteria for assessing projects

Once priority locations have been selected based on the pre-nomination criteria; the following criteria should be used to help define specific projects details.

A well-defined project:

- Improves access to and from priority destinations
- Improves safety
- Serves underserved communities
- Removes conflicts with freight and/or provides safety mitigation for any potential freight and/or vehicular conflicts
- Completes the "last mile"
- Increases use/ridership
- Serves high density or projected high growth areas
- Includes outreach/education/engagement component
- Reduces need for highway expansion

GREEN ECONOMY & FREIGHT INITIATIVES

Criteria to guide scope development and for identifying priority locations for projects - pre nomination

Data will be provided to nominating agencies that exemplify the criteria. This information will be made available and discussed Metro sponsored workshops to aid in the identification of where:

- Project increases freight access to:
 - Industrial lands
 - Employment centers & local businesses
 - Rail facilities for regional shippers

Criteria for assessing projects

Once priority locations have been selected based on the pre-nomination criteria, the following criteria should be used to help define specific projects details.

A well-defined project:

- Reduces freight vehicle delay
- Helps green the economy and offers economic opportunities for EJ/underserved populations
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
- Increases freight reliability
- May not get funding otherwise
- Can leverage (or prepare for) future funds
- Reduces need for highway expansion
- Has multi-modal components

PROJECT NOMINATION GUIDELINES

The following guidelines must be used for determining the cost and number of projects each sub-region is eligible for nominating.

Active Transportation and Complete Streets

Sub-regional cost targets by percent of population

	Region	City of Portland	Clackamas County	Multnomah County	Washington County
% of Population ⁽¹⁾	100%	39.25%	17.6%	9.89%	33.26%
Fund Target - 75% of available revenues ⁽²⁾ (millions)	\$16.875	\$6.623	\$2.969	\$1.669	\$5.612

⁽¹⁾ 2010 population data.

⁽²⁾ Available revenues are a forecast of revenues from the FFY 2014 and 2015 federal urban STP and CMAQ funds after allocation to existing Step 1 programs. The current forecast is for \$22.5 million. This may be adjusted if new information concerning authorization, appropriations or other forecasting factors is made available. Minor changes (< \$2 M) may be made to this forecast up to March 30, 2011. Changes after that date will be accommodated through programming adjustments (delaying implementation of one or more projects selected to receive funds to FFY 2016) or through a comprehensive allocation and project adjustment by JPACT and the Metro Council.

Construction project cost minimum

\$3 million total project cost or total sub-region target (less eligible project development nomination), whichever is less.

Project development cost minimum

\$200,000, but appropriate to project scope (PE phase will be more expensive than planning level work). Scope and budget must be reviewed for feasibility with Metro and ODOT staff prior to final nomination.

Number of nominations

Meet target and construction project cost minimums, and may nominate one project development phase. Project development may include anything from a planning level "alternatives analysis" to preliminary engineering.

Green Economy & Freight Initiatives

Sub-regional cost targets, by weighted regional freight system (route miles) and Title 4 land (acres)

	Region	City of Portland	Clackamas County	Multnomah County	Washington County
Allocation % based on freight network miles and industrial land factors (1)	100%	46%	15%	13%	28%
Fund Target - 25% of available revenues (2) (millions)	\$5.125	\$2.363	\$0.790	\$0.659	\$1.312
Potential allocation of unused regional strategy funds based on maximum of \$500,000		\$0.231	\$0.077	\$0.064	\$0.128

(1) Average of Freight System and Land Use Factors as follows

Weighted Route Miles of Regional Freight System

- Local components of roadway (i.e., connectors only) –including proposed connectors (weighting factor of 67%, based on year 2000 percent tonnage moved by truck, per 2035 RTP)
- Main + branch rail lines (weighting factor of 33%)
- Straight Average of Acres of Title 4 Land
- Industrial land (50%)
- Regionally significant industrial land (50%).

(2) Available revenues are a forecast of revenues from the FFY 2014 and 2015 federal urban STP and CMAQ funds after allocation to existing Step 1 programs. The current forecast is for \$22.5 million. This may be adjusted if new information concerning authorization, appropriations or other forecasting factors is made available. Minor changes (< \$2 M) may be made to this forecast up to March 30, 2011. Changes after that date will be accommodated through programming adjustments (delaying implementation of one or more projects selected to receive funds into FFY 2016) or through a comprehensive allocation/project adjustment by JPACT and the Metro Council.

Construction project cost minimum

\$1 million or total sub-region target, whichever is less.

Project development cost minimum

\$200,000 but appropriate to project scope (PE phase will be more expensive than planning level work). Scope and budget must be reviewed for feasibility with Metro and ODOT staff prior to final nomination.

Number of nominations

Meet target and construction project cost minimums, and may nominate one project development phase. Project development may include anything from a planning level "alternatives analysis" to preliminary engineering.

DATA AND INFORMATION

Kick-off meeting

Metro will host a kick-off meeting with local agency staff to describe the policy framework for the allocation process, review the data available to aid in project location and definition, and to discuss the project nomination guidelines, sub-regional workshops and decision process.

Sub-regional workshops

Following the kick-off meeting, Metro will be sponsoring sub-regional workshops to begin the collaborative project nomination process. Metro staff will analyze the regional data and provide findings about potential opportunity areas for projects. The workshops are intended to get the conversation started about potential project nominations.

Regional data

In order to aid project nominating agencies in identifying locations and define projects that meet the policy direction and criteria, Metro will provide data and findings relative to the project criteria. The following data will be provided through Metro's FTP site for use with GIS software, unless otherwise noted:

-Transportation Equity:

Populations: Environmental Justice and underserved communities

Essential Services: services necessary for daily living

Non-auto mobility: bike & pedestrian infrastructure, transit access

-Elderly and disabled mobility: transit stops with frequent ramp deployment, LIFT service

-Employment: number of employees

-Safety: bike/pedestrian crash locations

-Sidewalk gaps, pedestrian crossings and barriers

-School locations

-2040 centers, industrial and employment land

-Mobility Atlas excerpts for truck travel, volume to capacity ratios and motor vehicle level of service (Metro web site)

-Container transfer facilities and large distribution centers (table and PDF)

-Previous regional flexible fund project allocations: bike, pedestrian, trail, transit, freight

-RTP projects: bike, pedestrian, trail, freight

THE FTP ADDRESS IS: <ftp.oregonmetro.gov/pub/tran/rffa>

Local data

The regional data available is intended to get the conversation started about where projects can be developed and defined to meet the criteria however, there may be local sources of data that can help "ground truth" the regional data and provide additional information for aiding the nomination process. We encourage the use of additional data in this process.

LOCAL PROCESS FOR NOMINATING PROJECTS

This involves completing two forms for use in different stages of the process, a short project summary and a longer, detailed project narrative. The summary form is a simplified narrative that is due in June for review by Metro staff, TPAC, and the RFF task force. It may also be utilized in local narrowing efforts if desired. The longer project nomination narrative is for use in nominating projects for funding consideration and for public comments. The following explains the process and timeline for nominating projects:

1. Attend a sub-regional workshop - **April 4-14**
2. Access data on Metro's FTP site for use in identifying project locations that meet the criteria - **April**
3. Commence local process for identifying projects to nominate. See Appendix A for minimum public involvement requirements. - **Starts in April**

****Local process concludes with submission of project nomination narratives in August.***

4. Complete project summary form for all projects to be reviewed by Metro Staff, TPAC & RFF Task Force:
 - Download separately <http://www.oregonmetro.gov/regionalflexiblefund>.
 - Submit to Amy Rose via email at amy.rose@oregonmetro.gov

****Project summaries DUE June 17***

5. Feedback on summaries made available to coordinating committees & City of Portland prior to nomination of projects. - **Available by July 5**
6. Select projects to nominate for funding consideration- **July-August**
 - Follow nomination guidelines for construction cost minimums, project development cost minimums, and number of nominations (page 13).
7. Complete the project nomination narrative for projects being put forth for consideration.
 - Download form separately <http://www.oregonmetro.gov/regionalflexiblefund>.
 - Develop project shapefiles - use the guidelines in Appendix B.
 - Submit letter from lead agency Council or board approving project for nomination.
 - Submit application materials to Amy Rose via email at amy.rose@oregonmetro.gov.

****Narrative & shapefiles - DUE August 29, 5:00 PM***

REGIONAL PUBLIC COMMENT & DECISION PROCESS

Following the nomination of projects, the public will be able to provide comments on whether the projects as defined meet community needs or need refinement. Lead agencies will be able to receive comments and make refinements to their projects prior to the allocation decision process. The following explains the timeline for public comments and the decision process.

1. JPACT to release project narratives for public comment period -**September 8**
2. Regional public comment period - **September 9 to October 10**
-Online comment tool
3. Metro staff summary of public comments for use by lead agencies to make final project refinements - **Available October 14**
4. Lead agencies to provide explanation of refinements to project as a result of public comments (if applicable)
-Submit to Amy Rose via email at amy.rose@oregonmetro.gov

***Project refinement summary DUE November 4**

5. Metro staff to develop conditions of project approval.
6. TPAC consideration of projects and conditions of funding approval - **November 18**
7. JPACT action on regional flexible fund allocation - **December 8**
8. Metro Council action on regional flexible fund allocation - **December 15**

PROJECT SUMMARY & NOMINATION NARRATIVE INSTRUCTIONS

Project Summary

Project summaries will be used for review by Metro staff, TPAC and the RFF task force. The feedback received on these summaries can be used to help prioritize which project(s) to nominate if desired. The table below has the maximum number of summaries that can be submitted. A sub-region may want to submit extra summaries if the local narrowing process could benefit from Metro staff, TPAC and task force comments, but are not required to submit extra summaries and may choose to submit projects totaling their target amount instead. The summary form is available at <http://www.oregonmetro.gov/regionalflexiblefund> and includes the following:

1. Project sponsor agency
2. Project extent or area description and how you identified the location as a priority.
3. Purpose and need statement (highlight most relevant criteria).
4. Description of project design elements
5. Map of project area

*** PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

Maximum number of project summaries per sub-region

City of Portland	Clackamas County	Multnomah County	Washington County
7	6	5	6

Project nomination narrative

Project nomination narratives provide in depth process, location and project definition details and serves as the nomination form for project funding consideration. The following is identical to the form available on Metro's website and includes instructions and information for answering the questions. The narrative form is available at: <http://www.oregonmetro.gov/regionalflexiblefund>.

***PROJECT NARRATIVES SHOULD BE KEPT TO 12 PAGES TOTAL PER PROJECT**

Active Transportation & Complete Streets projects

Process

1. Describe the process used to narrow potential project nominations to select the project(s) being put forward for funding consideration. *(Answer should demonstrate that the process met minimum public involvement requirements per Appendix A)*
2. Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Committee, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.
3. Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

Location

1. Describe how you identified the travel corridor/area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). *(See page 11 for criteria relevant to prioritizing project location)*

Project definition

Base project information

1. Corresponding RTP project number(s) for the nominated project (if applicable).

2. Project sponsor agency
3. Contact information for: Application lead staff, Project Manager (or assigning manager), Project Engineer (or assigning manager).
4. Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed. *(Metro staff is available to help design measurement methodologies for post-construction project criteria performance)*
5. Please provide a purpose and need statement for the project you're nominating. *(The purpose and need statement should address the criteria as they apply to the project area -e.g. increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area)*

Highest Priority Criteria

6. Describe how the project improves access to priority destinations mixed-use centers, large employment areas, schools, and essential services for EJ/underserved communities. *(See maps/data on Metro FTP site)*
7. Identify the safety issues in the project area. How does the project design address safety in the area? *(See bike/pedestrian crash map/data on Metro FTP site)*
8. How does the project serve traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities? Explain how your project responds to data identifying concentrations of underserved communities and what project elements address the transportation needs of these communities. *(See Transportation Equity maps/data on Metro FTP site for help identifying concentrations of EJ and underserved communities and how well they are served/not served)*

High Priority Criteria

9. Describe any outreach that has been conducted with EJ/underserved communities to date. *(Targeted outreach to these communities may be facilitated by Metro during the regional public comment period for comments on project scope. Additional outreach during project development phases (final design, preliminary engineering, etc.) may be a condition of funding approval)*
10. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design address or provide mitigation to these conflicts?

11. Does the project design include “last mile” connections? Please explain. *(Last mile connections create safe and comfortable biking and walking routes that directly connect transit stops to nearby origins and destinations, and can include the provision of secure and convenient bicycle parking at stations)*
12. Describe how the project will lead to an increase in non-auto trips through improvements in the user experience. *(See Appendix C for design elements that improve the user experience)*
13. Does the project serve a high density or projected high growth area? Please explain. *(For high growth areas, explain how the project is coordinated with growth plans to focus or orient future development to maximize use of the project)*

Priority Criteria

14. Please describe the outreach/education/engagement element of the project nomination. *(Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination)*
 15. Are there opportunities to leverage other funds or investments with this project? Describe any opportunities you have identified and how you plan to coordinate with other project(s) or leverage other funds.
 16. Describe how the project may help reduce the need for road and highway expansion.
-

Green Economy & Freight Initiatives projects

Process

1. Describe the process used to narrow potential project nominations to select the project(s) being put forward for funding consideration. *(Answer should demonstrate that the process met minimum public involvement requirements per Appendix A)*
2. Describe how you coordinated with regional agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Committee, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.
3. Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

Location

1. Describe how you identified the location for the project and how the criteria and regional and local data support this location as your top priority. *(See page 12 for criteria relevant to prioritizing project location)*

Project definition

Base project information

1. Corresponding RTP project number(s) for the nominated project
2. Project sponsor agency
3. Contact information for: Application lead staff, Project Manager (or assigning manager), Project Engineer (or assigning manager)
4. Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed. *(Metro staff is available to help design measurement methodologies for post-construction project criteria performance)*
5. Please provide a purpose and need statement for the project you're nominating. *(The purpose and need statement should address the criteria as they apply to the project area - e.g. reduce freight vehicle delay from and increase freight access to X industrial area or employment center, and helps green the economy by doing Y in the project area)*

Highest Priority Criteria

6. Describe how the project will reduce freight delay.
7. Describe how the project increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers.
8. Describe how the project contributes to "greening the economy" and how the project helps expand economic opportunities to Environmental Justice/underserved communities. *(For the purposes of this allocation we are defining "greening the economy" to be initiatives that contribute to creating a low carbon, resource efficient, and socially inclusive economy)*

High Priority Criteria

9. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design mitigate these conflicts?
10. Does the project help reduce air toxics or particulate matter? Please explain.
11. Does the project help reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities? Please explain.

12. Describe how the project increases freight reliability.

Priority Criteria

13. Is the project of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources such as state trust fund pass through to local agencies, local bridge program, or large state funding programs (Modernization, Bridge, Preservation, etc.) or have any other significant sources of funds? Please explain.
14. Will this nomination leverage other funds or prepare a project to compete for discretionary funding that may otherwise not come to the region? Describe any opportunities you have identified.
15. Describe how the project may help reduce the need for highway expansion.
16. Describe any multi-modal elements included in the design of your project.

APPENDIX A

MINIMUM REQUIREMENTS FOR LOCAL PUBLIC PROCESS

- Sub-regional county coordinating committees and Portland to hold at least one public meeting on projects that could be nominated.
- All sub-regions to document how they notified the public and stakeholder groups about the meeting. Contact information for those groups should be forwarded to Metro for use in the subsequent regional public comment period.
- All sub-regions to document the comments received at public meeting(s) and other times during the nomination process.
- Sub-regions to use outreach methods they determine to be appropriate and successful within their communities to publicize the meeting(s) and gather input.

APPENDIX B

GIS SHAPEFILE GUIDELINES

All applicants should submit project information in shapefile format, clearly identified using the project name, and conform to the following specifications:

A. Linear projects: Projects on roads, sidewalks, or other continuous paths associated with roadways should consist of RLIS street segments. Please use the most current RLIS street centerline file, select the links that make-up the project and export the shapefile titled with the project name. *

B. Point projects: Projects that are in discreet locations (intersection improvements, signal timing, etc.) should be created as a "point shapefile" and snapped to the nearest intersection.

C. Area projects: Transportation projects that do not conform to lines or points can be represented with a polygon. These include region-wide projects, or projects that are programmatic in nature. In these cases please submit a polygon of the project extent.

If more than one project is contained within a shapefile, please provide the project name for each object in the attribute table.

All project submittals should use the following coordinate system:

Projected Coordinate System:

NAD_1983_HARN_StatePlane_Oregon_North_FIPS_3601

Projection: Lambert_Conformal_Conic

False_Easting: 8202099.73753281

False_Northing: 0.00000000

Central_Meridian: -120.50000000

Standard_Parallel_1: 44.33333333

Standard_Parallel_2: 46.00000000

Latitude_Of_Origin: 43.66666667

Linear Unit: Foot

Geographic Coordinate System: GCS_North_American_1983_HARN

Datum: D_North_American_1983_HARN

Prime Meridian: Greenwich

Angular Unit: Degree

*If you have any questions about the requirements or need any help with this process, please call Matthew Hampton, 503-797-1748, or email matthew.hampton@oregonmetro.gov

APPENDIX C

DESIGN ELEMENTS OF ACTIVE TRANSPORTATION PROJECTS THAT IMPROVE USER EXPERIENCE

- Provides “green” elements (trees/landscaping for on-street routes, off-street trail with views of water/access to nature)
- Provides buffer from noise if needed
- Avoids steep terrain if possible
- Minimizes interaction with traffic (refuge islands, high visibility crosswalks and signals, utilize lower traffic streets if possible or provide physical buffer along high-traffic streets)
- Provides the most direct route possible (avoids unnecessary meandering)
- Provides bicycle storage facilities at transit stops
- Provides way-finding and signage

APPENDIX D

ABOUT THE REGIONAL FLEXIBLE FUNDS TASK FORCE

Charge of the Regional Flexible Fund Task Force

The Regional Flexible Funds Task Force was charged with developing a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on the needs, priorities, implementation strategies for investing Regional Flexible Funds in the active transportation/complete streets and green economy/freight initiatives focus areas. Staff will conduct a project nomination and evaluation process using those needs and strategies to recommend projects for funding. The Task Force may then advise JPACT and Metro Council on the project list.

The task force addressed the following questions:

1. From a user/practitioner perspective, what are the transportation needs in the region for active transportation/complete streets & green economy/freight initiatives?
2. What are the priorities for meeting regional transportation needs with the limited flexible funds available?
3. What strategies should be employed to further the development of active transportation/complete streets & green economy/freight initiatives in the region?
4. What are potential opportunities for collaboration between active transportation/complete streets & green economy/freight initiatives?

Task Force Members

Carlotta Collette, Task Force Chair

Scott Bricker, America Walks

Gary Cardwell, Northwest Container Services

Jill Fuglister, Coalition for a Livable Future

Steve Ganiere, Alliance Packaging

Alison Graves, Community Cycling Center

Matt Hoffman, Fred Meyer

Chips Janger, Clackamas County Urban Green

John MacArthur, OTREC/Portland State University

Alejandro Queral, Multnomah County Health Dept.

Phil Selinger, Willamette Pedestrian Coalition

Joseph Santos-Lyons, OPAL - Environmental Justice Oregon

Stephen Gomez, Bicycle Transportation Alliance

Ron Russ, Portland & Western Railroad

John Willis, CH2MHill

Philip Wu, MD, Kaiser Permanente

Jeff Marson, Marson Trucking

Pete Lehmann, Oracle Americas

Greg Osnes, SolarWorld

Jim Petsche, Nike

Sheila Martin, Portland State University



2011 MPAC Tentative Agendas

Tentative as of March 2, 2011

<p><u>MPAC Meeting</u> March 9 (annual JPACT DC trip)</p> <ul style="list-style-type: none"> • Creating a Climate Smart Communities Strategy through Scenarios • Building Climate Resiliency (Steve Adams, Climate Leadership Initiative) 	<p><u>MPAC Meeting</u> March 23 (spring break week)</p>
<p><u>Joint MPAC/IPACT Meeting</u> April 1 (8 am – 12 noon, Oregon Convention Center)</p> <ul style="list-style-type: none"> • Climate Leadership Summit (information on opinion research results and local case studies; provide input on the combinations of land use and transportation strategies to be tested during the summer) 	
<p><u>MPAC Meeting</u> April 13</p> <ul style="list-style-type: none"> • Climate Smart Communities: Discussion of April 1 summit and scenarios evaluation approach • Greenhouse Gas emissions reduction targets for the Portland region (Richard Whitman) • <i>MPAC bylaws (action/recommendation to council)</i> 	<p><u>MPAC Meeting</u> April 27</p> <ul style="list-style-type: none"> • Greater Portland/Vancouver Indicators project (Hoglund) • State of the Centers II Report • MTAC Appoints • <i>Interim HCT System Expansion Policy Guidance draft</i>
<p><u>MPAC Meeting</u> May 11</p> <ul style="list-style-type: none"> • Climate Smart Communities: Direction on scenarios evaluation approach and strategies to test 	<p><u>MPAC Meeting</u> May 25</p>
<p><u>MPAC Meeting</u> June 8</p>	<p><u>MPAC Meeting</u> June 22</p>

<u>MPAC Meeting</u> July 13	<u>MPAC Meeting</u> July 27
<u>MPAC Meeting</u> August 10	<u>MPAC Meeting</u> August 24
<u>MPAC Meeting</u> September 14	<u>MPAC Meeting</u> September 28
<u>MPAC Meeting</u> October 12 <ul style="list-style-type: none"> • <i>Outcomes-based Urban Growth Management/Urban Growth Boundary (discussion)</i> 	<u>MPAC Meeting</u> October 26 <ul style="list-style-type: none"> • <i>Outcomes-based Urban Growth Management/Urban Growth Boundary (recommendation to Council)</i>
<u>MPAC Meeting</u> November 9 <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (discussion) 	<u>MPAC Meeting</u> (Note date change: November 16) <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (Recommendation) (or Dec 14)
<u>MPAC Meeting</u> December 14 <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (Recommendation) (or Nov 16) 	

Projects to be scheduled:

- Southwest Corridor Plan
- East Metro Connections Plan
- Community Investment Initiative
- Intertwine System Development
- Industrial and employment areas for development-ready land for job creation
- Affordable housing/housing equity
- Downtowns, main streets, station communities development implementation
- Solid Waste Road Map

Parking lot:

- * Planning areas adjacent to UGB
(e.g., hamlet in undesignated areas)
- * Invasive species management

2011 JPACT Work Program
2/24/11

<p><u>March 3, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Region wide Flexible Funds (Step 1) Review: Transportation System Management & Operations (TSMO) and Regional Transit Options (RTO) • Climate Smart Communities Scenarios – Discussion on Scenario Development Approach, Policy Toolbox and Evaluation Framework • Oregon Sustainable Transportation Initiative (OSTI) – Discussion on setting targets for the Metro region and the State Greenhouse Gas Rulemaking process <p>Tuesday, March 1, 5 p.m.: DC Trip Prep Meeting</p> <p>March 9-10: Annual JPACT Washington, DC Trip</p>	<p><u>April 14, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • 2011 - 2012 UPWP and Annual MPO Self-Certification – Action • Climate Smart Communities Scenarios Evaluation– Discussion • Greater Portland Vancouver Indicators Project – Information • Making the Greatest Place – Discussion <ul style="list-style-type: none"> ○ State of the Centers Report ○ Proposed HCT System Expansion Policy Guidance ○ Proposed Local Plan Implementation Guidance (RTP and Title 6) <p><u>April 1 Joint JPACT/MPAC Meeting</u> Time: 8 a.m. to noon Location: Oregon Convention Center, F150-151</p> <p>Climate Smart Communities Scenarios</p> <ul style="list-style-type: none"> • Public Opinion Research Findings • Discussion and preliminary direction on scenario alternatives and land use and transportation policies to test
<p><u>May 12, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Evaluation – Action • Oregon Climate Adaptation Framework – Information/Discussion • Congestion Pricing Pilot Study – Information 	<p><u>June 9, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information • HCT System Expansion Policy Guidance – Action
<p><u>July 14, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) – Action • State legislative recap – Information <p>July/August: Public Comment Period for RFFA</p>	<p><u>August 11, 2011 - Regular Meeting</u></p>
<p><u>September 8, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Release of Draft Recommendation of RFFA for Public Comment <p><u>Hold: Joint JPACT/MPAC Meeting</u> Climate Smart Communities Scenarios Results and Preliminary Recommendations</p>	<p><u>October 13, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Oregon state legislative agenda – Discussion • Federal legislative agenda – Discussion

November 10, 2011 - Regular Meeting

- Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature - Discussion
- 2014-15 Regional Flexible Fund Allocation - Action

December 8, 2011 - Regular Meeting

- Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature - Action
- Oregon state legislative agenda - Adoption
- Federal legislative agenda - Adoption

Parking Lot:

- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT - equity, economy and climate change response
- RTP amendment for CRC.
- CRC LUFO.
- Regional Indicators briefing in mid 2011.
- 2012-15 MTIP/STIP Approval and Air Quality Conformity - Action (Feb. 2012)
-



WASHINGTON COUNTY

OREGON

April 4, 2011

TO : Washington County Coordinating Committee
FROM : Andy Back, Principal Planner *Andy B.*
SUBJECT: **Countywide Bicycle and Pedestrian System**

Last month the WCCC asked staff to begin considering whether there may be portions of the bicycle and pedestrian systems that are of "countywide interest."

We briefly introduced the subject at the March 24 WCCC TAC meeting and expect to continue the discussion over their next two or three meetings before returning with a recommendation regarding how to proceed.

Blair Crumpacker

From: Andrew Singelakis
Sent: Tuesday, February 08, 2011 4:01 PM
To: 'Tim McGilvrey'
Cc: Aisha Willits; Blair Crumpacker
Subject: RE: Active Transportation...

Mr. McGilvrey,

Thank you for your comments. Washington County also recognizes the importance of promoting active transportation efforts to reduce traffic congestion and provide alternative travel modes. In recognition of the value of active transportation for our community, Commissioner Dick Schouten sits on the regional Active Transportation Council and attends meetings of the Washington County Active Transportation Committee along with staff member Aisha Willits of the Long Range Planning Division. These groups are working toward selecting potential demonstration projects, coordinating activities across jurisdictional boundaries and researching funding options for construction of corridors.

In addition to working within the county and region on various active transportation efforts, the Department of Land Use and Transportation is also undertaking two projects related to improving bicycle and pedestrian systems within the county. Right now, county staff are updating the existing bicycle and pedestrian system inventories as part of a grant-funded project to prioritize construction of missing gaps. If you'd like more information about that project, please contact Aisha Willits at 503-846-3961 or via e-mail at aisha_willits@co.washington.or.us.

Additionally, an update of the county's transportation system plan is slated to begin later this year. The update will incorporate work completed as part of the bicycle and pedestrian prioritization project, and will include analysis of other aspects of the county's transportation system, including maintenance and funding strategies. That project has not yet kicked off, but if you'd like to be added to an interested parties list for additional information, please contact Blair Crumpacker at 503-846-3878 or via e-mail at blair_crumpacker@co.washington.or.us.

Thanks again for your interest in active transportation in Washington County, and please don't hesitate to contact the staff members above for additional information.

Andrew Singelakis, LUT Director

From: Tim McGilvrey [mailto:timmcgilvrey@bikegallery.com]
Sent: Monday, February 07, 2011 4:18 PM
To: Andrew Singelakis
Subject: Active Transportation...

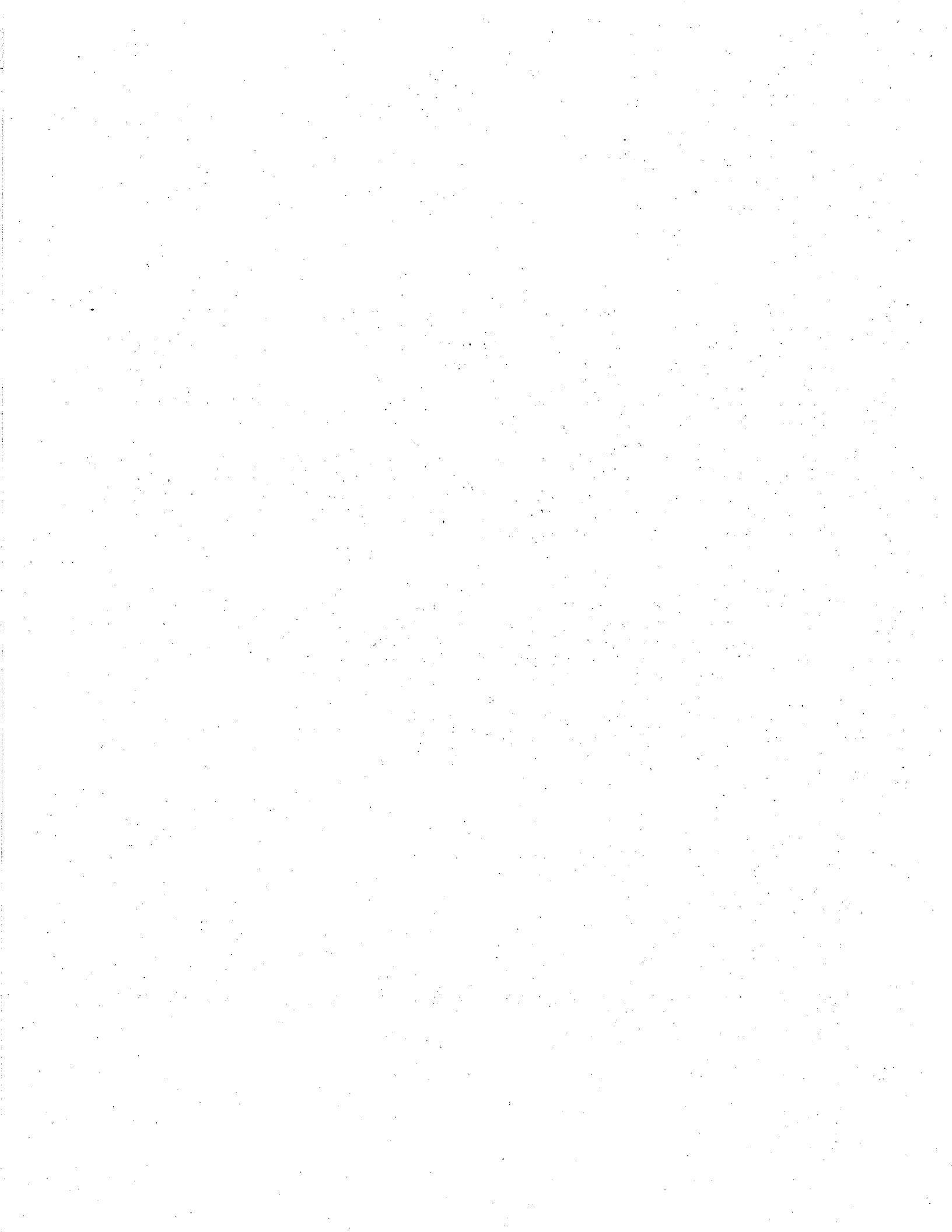
Mr. Singelakis,
 I want to thank you and all of the WCCC for listening to my concerns.

I believe that Active Transportation can be an important contributor to reducing VMT and reducing traffic congestion.

If I can be of any help, I am at your service.

Tim McGilvrey

Tim McGilvrey
 Service Manager
 Beaverton Bike Gallery
 (503)641-2580





WASHINGTON COUNTY OREGON

March 18, 2011

TO : WCCC Transportation Advisory Committee
FROM : Andy Back, Principal Planner
SUBJECT: **WCCC TAC MEETING**

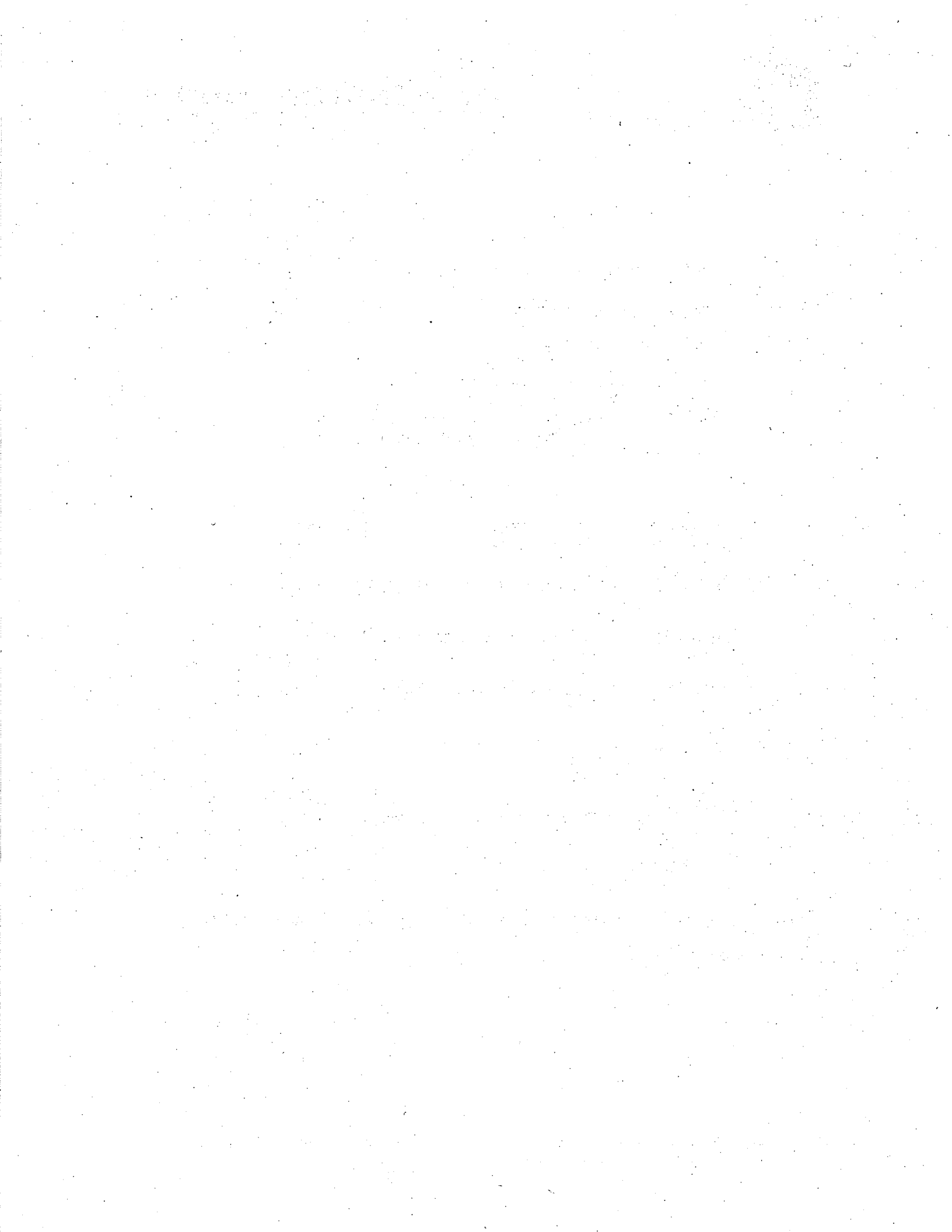
DATE: Thursday March 24, 2011
TIME: 1:30 – 3:00 p.m.
PLACE: Beaverton Library Conference Room
12375 SW Fifth Street -- Beaverton

A G E N D A

- * 1. Hwy. 26 Bluetooth Survey Results: Information
Shaun Quayle, Kittelson and Associates
- * 2. Regional Flexible Funds Allocation Process: Status Discussion
3. Countywide Bike and Pedestrian System Concept Discussion
4. Transportation Development Tax Issues: Status Information
- * 5. TPAC Meeting Information
6. Updates: Information
ODOT, Metro, TriMet, THPRD, Port of Portland
7. Other Business

The next regular WCCC TAC meeting is scheduled for **1:30 PM Thursday April 28, 2011.**

* -- Material enclosed in packet



**DRAFT AGENDA
FOR NEXT MONTH**

TO : Washington County Coordinating Committee

FROM : Andrew Singelakis, Director
Department of Land Use and Transportation

SUBJECT: MEETING NOTICE

DATE: Monday , 2011
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 Flexible Funds Allocation Process Information
4. Land Use Items Information
5. MPAC Agenda Information
6. JPACT agenda Information
7. Other Business: Information
 - Agency Monthly Updates
 - Transportation Advisory Committee Agenda
 - Next WCCC Agenda: Draft

