



# WASHINGTON COUNTY OREGON

August 31, 2011

TO : Washington County Coordinating Committee •  
FROM : Andrew Singelakis, Director  
Land Use and Transportation  
SUBJECT: **WCCC MEETING AGENDA**  
DATE: **Wednesday September 7, 2011**  
TIME: **12:00 PM – 1:30 PM**  
PLACE: **Beaverton Library Meeting Room A**  
**12375 SW Fifth Street -- Beaverton**

**NOTE MEETING DAY,  
DATE and ROOM!!**

## A G E N D A

1. Visitors comments
- \* 2. Approval of Minutes – August 8, 2011 Action
- \* 3. Transportation Development Tax (TDT): Revised Rate Options Discussion  
Presenter: Steve L. Kelley, Washington County Planning
4. TPAC Representative Replacement Information  
Presenter: Mike McKillip, City of Tualatin
- \* 5. TIGER Grants Discussion  
Presenter: Andy Back, Washington County Planning
- \* 6. MPAC Agenda Information  
Presenter: Keith Mays, Mayor, Sherwood
- \* 7. JPACT Agenda and Work Program Information  
Presenters: Craig Dirksen, Mayor, Tigard
8. Other Business  
-- Agency Monthly Updates  
\* -- WCCC Transportation Advisory Committee Agenda  
\* -- Next WCCC meeting agenda, draft

The next regular WCCC meeting is scheduled for **Monday, October 10, 2011**. If you have any questions, please call me at 846-8740.

\* Material enclosed in packet



# WASHINGTON COUNTY OREGON

## WASHINGTON COUNTY COORDINATING COMMITTEE POLICY GROUP MINUTES August 08, 2011

### Voting Members:

Keith Mays, City of Sherwood  
Denny Doyle, City of Beaverton  
Pete Truax, City of Forest Grove  
Susan Turley, City of King City  
Jef Dalin, City of Cornelius

Craig Dirksen, City of Tigard  
Mike Castillo, City of Hillsboro  
Tim Knapp, City of Wilsonville  
Monique Beikman, City of Tualatin  
Roland Signett, City of Durham

### Others in Attendance:

Andrew Singelakis, Washington County  
Jonathan Schlueter, Westside Economic Alliance  
Mark Ottenad, City of Wilsonville  
Ernie Platt, Home Builders Association  
Andy Duyck, Washington County BCC Chair  
Deanna Palm, Hillsboro Chamber of Commerce  
Matt Grady, Gramor Development  
Mike McKillip, City of Tualatin  
Dru Van Hengel, Alta Planning & Design  
John Southgate, City of Hillsboro  
Gus Duenas, City of Tigard  
Rob Dixon, City of Hillsboro  
David Kim, ODOT Region 1  
Jeff Bachrach, Newland Communities  
Margot Barnett, OSU Extension Service  
Jamie Morgan-Stasny, Metropolitan Land Group  
Alexander Chien, Bicycle Transportation Alliance  
Heather McCarey, Westside Transportation Alliance

Andy Back, Washington County  
Clark Berry, Washington County  
Gary Stockhoff, Washington County  
Elise Glancy, Port of Portland  
Aisha Willits, Washington County  
Marc San Soucie, Beaverton City Council  
Don Odermott, City of Hillsboro  
Margaret Middleton, City of Beaverton  
Traci Shirley, Washington County  
Dyami Valentine, Washington County  
Hal Bergsma, THPRD  
Paul Rubenstein, City of Cornelius  
Ross Schultz, City of Sherwood  
Alan Lehto, TriMet  
Ted Leybold, Metro  
Amy Jones, Citizen

Keith Mays called the meeting to order at 12:02 PM.

### Agenda Item 1 – Visitors Comments:

Jonathan Schlueter from Westside Economic Alliance informed the WCCC of a Breakfast Forum on Thursday, August 25th. Metro President Tom Hughes is the keynote speaker. Mayor Knapp from Wilsonville, Hillsboro Mayor Willey, Bill Wyatt from the Port of Portland, and Don Mazziotti from the City of Beaverton will also be speaking.

Agenda Item 2 – Approval of Minutes: Minutes from July 11, 2011 meeting were approved unanimously.

### Agenda Item 3 – Transportation Development Tax (TDT): Small Business and Phase-In Issues:

Steve L. Kelley gave a brief overview of the TDT and its predecessor, the Traffic Impact Fee (TIF). The TDT is a program designed to address transportation and infrastructure needs over the long-term. The Board of County Commissioners (BCC) asked for direction from the WCCC on the possibility of adjustments to the fees due to the current economic climate. He stated that the WCCC Transportation Advisory Committee can provide options for the WCCC if there interest in addressing these concerns

Mr. Kelley noted that staff did not want to provide options without guidance from the WCCC. Steve referred to the memo, noting the four items for WCCC members to discuss. The four topic areas were: the rates, tenant improvements, subsidies for particular types of development, and continued education.

Public Comments on TDT:

Ernie Platt from the Home Builders Association of Metropolitan Portland stated that the recession is lasting longer than anyone thought it would. The TDT is a deterrent to development during the recession. Mr. Platt suggested returning to the fees from last year with the 10% discount, and moving the phase-in period out one year.

Matt Grady from Gramor Development stated the TDT is not aligned with the real world. He stated that he has been working with new tenants and has made leasing concessions to existing tenants. Construction has dropped drastically since the 3rd quarter of 2009. All projects have lost value, occupancy is declining, rates are down, and many development companies have closed. Next July TDT fees for offices, supermarkets, and restaurants would increase 25%. Mr. Grady recommended holding down TDT fees until the economy recovered.

Jonathan Schlueter from Westside Economic Alliance reminded the WCCC that his organization had asked for the TDT to be introduced in 2007. He urged the WCCC for reconsideration and further discussion of the TDT. He noted that MSTIP 4 was also recommended for the ballot the same time as the TDT, but was put on hold. There is never a good time for a tax, a three-year slump in the economy was not anticipated. Jonathan agreed there is still a need for transportation funding in the county.

John Southgate from Hillsboro Economic Development asked that Hillsboro be involved in the discussion. Transportation infrastructure is important for development. He suggested development of a task force to discuss TDT options.

Steve Kelley stated that it takes four to six months to make rate changes due to legal requirements. He stated that the WCCC TAC could present options to the Policy Group at a future meeting.

Denny Doyle suggested all four items be addressed by the WCCC noting that there is no flexibility and it is causing problems in the building community. Now is the time to review the TDT.

Tim Knapp noted that part of the discussion needs to consider what transportation funding will be like in the future. Funding from Washington DC will be reduced and funding sources will need to be found for more than 28% of infrastructure costs. He stated that the economic downturn has been longer than anyone expected, and that Wilsonville already has high vacancy rates and cannot fill the space it has. He asked whether encouraging more development is the right thing to do. He stated that Wilsonville's development fees are based on square footage, not just trip based charges, and that short-term versus long-term needs should be evaluated. He stated that infrastructure costs are high, but that a balance must be found, noting that there are no easy answers.

Mike Castillo wanted to focus on how not to discourage small businesses and tenant improvements. He supported evaluating all four TDT items, and suggested that a balanced approach regarding the long-term affects must be considered.

Jef Dalin stated his belief that the TDT rates are too high. He noted the costs to small businesses, whether they are born by owners or tenants, are a deterrent, especially in jurisdictions that have not had any projects in the past five years. He recommended holding rates at their current level for now. He suggested this was also an opportune time to review the costs for transit needs. He asked the rates be more conducive for re-purposing existing buildings. He agreed that most of the complaints are coming from small developers, and that education on the front end of the project would help. He asked that cities be open to the whole community, not just the development community.

Craig Dirksen stood behind previous TDT decisions, but suggested an adjustment in the phase-in timeline would be appropriate until there is an indication that the economy is improving. He emphasized that we should not throw out the long-term vision, however. Regarding the issue of tenant improvements, he recommended a change in fee based on the land use change and the impact on traffic, not the cost of improvements.

Keith Mays led a discussion on the four recommendations in the TDT memorandum. The WCCC prioritized the recommendations for the TAC and staff to evaluate in the following order: 1) Direct staff to provide options on the rates, 2) Refine options to address "tenant improvement" concerns, 3) Improve TDT continuing education, and 4) Review transit station communities and low income housing.

#### Agenda Item 4 – Road Standards Tool Kit: Bicycles and Pedestrian Facilities:

Dru Van Hengel from Alta Planning & Design gave a PowerPoint presentation to the WCCC. Ms. Van Hengel explained that current Washington County design standards provide limited options for implementing bicycle and pedestrian facilities. There needs to be a determination of what facilities are appropriate in both urban and rural areas. The goal is to evaluate standards based on the needs of Washington County. How does the project fit into the Transportation System Plan? Stakeholder and public meetings will be scheduled to determine what facilities are relevant in Washington County.

Ms. Van Hengel noted that State of Oregon and Federal guidelines have changed considerably in the last ten years. Bike and pedestrian facilities must be considered for all road projects. The current policy for Washington County is to link cities together and develop connections across the county. Regulatory and design guidelines have not caught up with policy language. The road standards tool kit would include background information, policy context, and facilities in the county right-of-way. AASHTD, MUTCD, and NACTO standards will be used for guidance.

Currently many roadways are shared facilities, which primarily benefit "hardy" riders. However, creative solutions will be studied to create separated facilities. Mid-block crossings, intersection treatments, separated treatments, and the separation between a bike facility and development will be evaluated. Review must include the most forward-thinking ideas used by cities and jurisdictions.

Keith Mays asked if the study would provide guidance on maintenance of these facilities. Craig Dirksen mentioned a street configuration used in Tigard that buffers the bikeway without

requiring significant additional space. Ms. Van Hengel responded that both of these topics will be included in the study work.

Agenda Item 5 – TPAC Representative Replacement:

Andy Back reminded the WCCC that Mike McKillip is retiring and will be serving as the Washington County cities' representative on TPAC only through September. Mayor Mays thanked Mr. McKillip for representing Washington County on TPAC. Metro has a process set up for replacing representatives and there has already been discussion at the TAC. The TAC discussed appointing Beaverton's Margaret Middleton (the current TPAC alternate) as the primary representative, with Tigard's Judith Gray and Hillsboro's Don Odermott as alternates. Mike Castillo suggested that Don Odermott would be a good appointment as primary representative. Some Policy Group members did not know the qualifications of the candidates. Keith Mays supported bringing back biographical information on all candidates to the next WCCC meeting.

Agenda Item 6 – MPAC Agenda:

Keith Mays encouraged the cities to get involved and be active.

Agenda Item 7 – JPACT Agenda and Work Program:

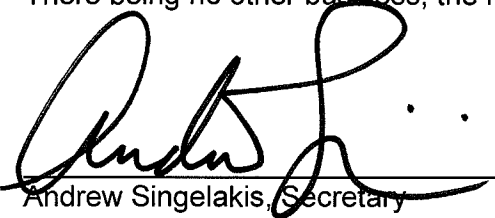
Craig Dirksen announced the JPACT meeting for August was cancelled. A regional funding subcommittee will meet to discuss possible funding options for transportation.

Agenda Item 8 – Other Business:

David Kim from ODOT informed the Policy Group on upcoming ODOT projects. He said that funding has been assigned for the I-5 southbound auxiliary lane to Carmen Drive. ODOT is restricting left turns from Scholls Ferry Road near Washington Square, but is also looking at longer term solutions. Mr. Kim announced the closing of the District 1A office. Washington County will now be split into two regions, the east side remaining in Region 1 and the west side combining with Columbia County in Region 2.

Keith Mays reminded the WCCC the next meeting would be on Wednesday, September 7th due to the holiday on Monday, September 5th.

There being no other business, the meeting was adjourned at 1:25 PM.



Andrew Singelakis, Secretary  
Washington County Coordinating Committee  
Pg080811



# Memorandum

**To:** Washington County Coordinating Committee  
**From:** Steve L Kelley, Senior Planner *Steve L Kelley*  
**Date:** August 31, 2011  
**Re:** Transportation Development Tax: Rate Adjustment Options

At the August 8 meeting of the WCCC, the Transportation Advisory Committee was asked to develop technical options regarding a number of TDT issues. The WCCC set priorities for staff to tackle the issues. These priorities were:

1. Rate Adjustment Options
2. Options for addressing disproportionate charges for Tenant Improvements
3. Options for reduced rates in transit station communities, and/or for low income housing

The WCCC Transportation Advisory Committee was able to discuss Rate Adjustment Options, but ran out of time on issues 2 and 3. The intent is to address items 2 and 3 once the Rate Adjustment options are resolved.

## **TDT Rate Adjustment Options**

The Transportation Advisory Committee proposes 2 options for TDT rate adjustments.

### Option 1 – extend the phase-in period

Under this option the WCCC would recommend that the Board of County Commissioners extend the phase-in period by 1 year. An ordinance adjusting the phase-in period would likely be effective during the first part of 2012 (effective January or February). This option is consistent with the Home Builder request. The rates would revert to the July 1, 2010 to June 30, 2011 rates upon the effective date. From that point forward the remaining phase-in schedule would be adjusted by 1 year. By July 1, 2013 the full TDT rates would be in place, and the index adjustments to those rates would begin in July 2014 rather than 2013. Please see the rate charts on the following page.

### Option 2 – extend the discount indefinitely

Under this option the WCCC would recommend that the Board of County Commissioners continue the TDT discount indefinitely. No other change to the phase-in schedule or index would be established. An ordinance adjusting the discount rates would likely be effective during the first part of 2012 (effective January or February). Under this option, staff would recommend that a maximum discount rate be established and the annual review of the discount be continued. By July 1, 2012 the full TDT rates would be in place but discounted, and the index adjustments to those rates would begin as scheduled in July 2013, but subject to a policy discussion of the discount in the spring of 2014. A 20% discount would achieve rates similar to those proposed by the Home Builders. Staff also would recommend that the discount program not be allowed to adjust by more than 10% in a given year. Again see the rate chart on the following page.

Under either option, the WCCC Transportation Advisory Committee recommends that no refund of charges be offered. There were a number of issues and some confusion associated with refunds and refund eligibility when the discount program currently in place was initiated.

**Adopted TDT Rate Schedule**

Sample Land Use Category* (ITE Code)	Unit	Current TDT Rates (includes 5% discount)	Winter 2012 Effective Rates (no change from current)	Scheduled TDT Increase July 1, 2012	Rates July 1, 2013	Rates July 1, 2014
Single Family Residence (210)	/dwelling	\$6,665	\$6,665	\$8,225	<i>Determined by index</i>	<i>Determined by index</i>
Shopping Center (820)	/TSFGLA	\$8,968	\$8,968	\$11,293		
Medical Clinic (630)	/TSFGFA	\$18,231	\$18,231	\$23,113		
Manufacturing Building (140)	/TSFGFA	\$2,577	\$2,577	\$3,210		
Office Building (710)	/TSFGFA	\$6,869	\$6,869	\$8,632		

\*Note: there are over 75 land-use categories these 5 examples are intended to provide a representative spectrum to simply the discussion.

**TDT Rate Chart – Option 1 (extend phase-in by 1 year)**

Sample Land Use Category* (ITE Code)	Unit	Current TDT Rates (includes 5% discount)	Winter 2012 Effective Rates (return to prior rates)	Rates Effective July 1, 2012 (return to 2011 rates no discount)	Rates Effective July 1, 2013	Rates July 1, 2014
Single Family Residence (210)	/dwelling	\$6,665	\$5,226	\$7,016	\$8,225	<i>Determined by index</i>
Shopping Center (820)	/TSFGLA	\$8,968	\$6,828	\$9,440	\$11,293	
Medical Clinic (630)	/TSFGFA	\$18,231	\$13,741	\$19,190	\$23,113	
Manufacturing Building (140)	/TSFGFA	\$2,577	\$1,994	\$2,713	\$3,210	
Office Building (710)	/TSFGFA	\$6,869	\$5,246	\$7,230	\$8,632	

\*Note: there are over 75 land-use categories these 5 examples are intended to provide a representative spectrum to simply the discussion.

**TDT Rate Chart – Option 2 (continue discount – assumes 20%)**

Sample Land Use Category* (ITE Code)	Unit	Current TDT Rates (includes 5% discount)	Winter 2012 Effective Rates (20% discount)	Rates Effective July 1, 2012 (20% discount)	Rates Effective July 1, 2013	Rates July 1, 2014
Single Family Residence (210)	/dwelling	\$6,665	\$5,613	\$6,580	<i>Determined by index, and future discount decision in Spring 2013</i>	<i>Determined by index, and future discount decision in Spring 2014</i>
Shopping Center (820)	/TSFGLA	\$8,968	\$7,552	\$9,035		
Medical Clinic (630)	/TSFGFA	\$18,231	\$15,352	\$18,490		
Manufacturing Building (140)	/TSFGFA	\$2,577	\$2,170	\$2,568		
Office Building (710)	/TSFGFA	\$6,869	\$5,784	\$6,905		

\*Note: there are over 75 land-use categories these 5 examples are intended to provide a representative spectrum to simply the discussion.

Staff completed a very rough estimate of the amount of future revenue that potentially could be lost by either option, based on the 2009 / 2010 fiscal year revenue received. A conservative countywide estimate is about \$700,000 in lost revenue spring of 2012, and about \$2,000,000 in lost revenue during the 2012 / 2013 fiscal year. Additional impact beyond that would depend on the option chosen.



# WASHINGTON COUNTY OREGON

August 31, 2011

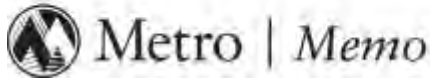
TO : Washington County Coordinating Committee  
FROM : Andrew Singelakis, Director  
Land Use and Transportation  
SUBJECT: **TIGER 3 Grants: Status**

A memo from Andy Cotugno summarizing Metro's efforts to establish regional consensus on priorities for competitive discretionary federal grants is attached. The memo will be the focus of discussion under this agenda item at your September 7 meeting.

The immediate focus of these efforts is the TIGER 3 (Transportation Investments Generating Economic Recovery) federal grant program, which requires submittal of pre-applications by October 3 and applications by October 31.

As an aid to discussion, it would be helpful to know what projects WCCC member jurisdictions are considering submitting as TIGER 3 candidates. If you are considering a submittal, please share your jurisdiction's plans with other WCCC members at the meeting.

Attachment



Date: August 25, 2011  
To: JPACT  
From: Andy Cotugno, Senior Policy Advisor  
Subject: Tiger 3 Applications

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On August 11, the newly formed JPACT Finance Subcommittee met to begin developing recommendations on transportation financing in the face of a significantly changing federal funding situation. In particular, the approach that the region has used to develop a consensus on priorities for federal earmarking by our delegation needs to shift to developing a consensus on priorities for competitive discretionary grants. A significant discretionary grant opportunity that is pending is for the third round of TIGER funding (Transportation Investments Generating Economic Recovery) with pre-applications due October 3 and full applications due October 31.

The JPACT Finance Subcommittee directed staff to work with TPAC to develop an approach for objectively rating the candidate applications to ensure the region is being the most competitive in a very competitive nationwide process. An important element of being competitive is to be very clear to USDOT that the region is supportive of the limited number of projects that score well under the published criteria.

Based upon this evaluation, JPACT would consider at their October 13 meeting which application(s) merit endorsement. In order to provide JPACT with a thorough and objective evaluation, jurisdictions that want consideration of an endorsement letter need to provide the following information to Metro by September 30:

1. Project description including scope and cost (including a description of the level of detail that the cost estimate is based upon).
2. Project finance plan including the level of commitment to each element of the finance plan with priority to projects that are highly leveraged with other sources and TIGER is the final funding commitment to finalize the plan.
3. A description of the project readiness to proceed to construction as soon after the grant award. Specific actions that demonstrate quick readiness should be included such as clearance of environmental permitting, ownership of right-of-way or written support from property owners from which right-of-way will be acquired and sufficient demonstration of engineering feasibility that the schedule is feasible.
4. Information that demonstrates the project rates highly on as many of the TIGER primary rating criteria as possible:
  - a. Contribute to a state of good repair of the jurisdictions infrastructure as supported by an asset management plan.
  - b. Contribute to the economic competitiveness of the US through:
    - i. Increasing economic efficiency and reliability;

- ii. Improved economic competitiveness of specific locations or disadvantaged populations;
    - iii. A net gain in economic benefit not a transfer from another location (within or outside the region).
  - c. Foster livable communities through:
    - i. Support of the HUD/EPA/DOT Livability Principles;\*
    - ii. Provide more transportation choices;
    - iii. Provide benefits beyond transportation.
  - d. Benefit the environment by:
    - i. Demonstrating reduction of energy and greenhouse gases;
    - ii. Demonstrating the avoidance of adverse environmental impact;
    - iii. Include features that provide environmental enhancement.
  - e. Improve safety by reducing the number, rate and consequence of crashes, injuries and fatalities to drivers and non-drivers.
5. Information that demonstrates an increase economic activity and jobs through:
  - a. Demonstration of a Benefit/Cost calculation greater than 1.0;
  - b. Demonstration of short-term job creation of direct, indirect and induced jobs from construction (this can use the USDOT rule-of-thumb of \$92,000 of construction expenditure net of right-of-way and engineering per job year).
6. Information that demonstrates the project meets the TIGER secondary rating criteria, including:
  - a. Use of innovative strategies to deliver the project;
  - b. Demonstration of strong partnerships especially that integrate transportation with other public service efforts.

Issues for JPACT consideration:

- Are there additional criteria beyond the federal criteria to reflect regional policies?
- Are there particular measurement methods suggested (the TIGER criteria emphasize a very rigorous method of quantitative measure)?
- Should there be a special committee created (perhaps from TPAC Citizen members) to assist in the rating and interpret which projects rate best?
- For future grant opportunities should there be an early screening step to identify competitive project opportunities?

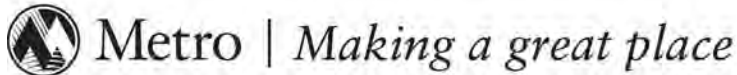
Next Steps:

- Review by JPACT Finance Subcommittee and JPACT
- Jurisdictions submit projects
- Metro staff evaluates
- JPACT reviews and considers endorsement at October meeting

\* HUD/DOT/EPA Livability Principles:

1. Provide More Transportation Choices
2. Support Existing Communities
3. Promote Equitable, Affordable Housing
4. Coordinate Policies and Leverage Investment
5. Enhance Economic Competitiveness
6. Value Communities and Neighborhoods

DRAFT



## 2011 MPAC Tentative Agendas

*Tentative as of July 29, 2011*

<p><b><u>MPAC Meeting</u></b> August 10</p> <ul style="list-style-type: none"> <li>• Sustainable Communities Regional Planning Grant Application (HUD) (information and discussion)</li> <li>• 2011 Growth Management Decision – Industrial Lands (discussion and recommendation)</li> </ul>	<p><b><u>MPAC Meeting</u></b> August 24 (cancelled)</p>
<p><b><u>MPAC Meeting</u></b> September 14</p> <ul style="list-style-type: none"> <li>• 2011 Growth Management Decision (Discussion)</li> <li>• Sustainable Communities Regional Planning Grant Application (HUD) (endorsement)</li> </ul>	<p><b><u>MPAC Meeting</u></b> September 28</p> <ul style="list-style-type: none"> <li>• 2011 Growth Management Decision (recommendation)</li> </ul> <p><b><u>League of Oregon Cities Annual Conference</u></b> <b>September 29-October 1</b> <b>Bend</b></p>
<p><b><u>MPAC Meeting</u></b> October 12</p> <ul style="list-style-type: none"> <li>• Greater Portland Vancouver Indicators (Greater Portland Pulse)</li> <li>• Southwest Corridor Project Update and Land Use Work</li> <li>•</li> </ul>	<p><b><u>MPAC Meeting</u></b> October 26</p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (discussion)</li> </ul>
<p><b><u>November</u></b></p> <p><i>Possible joint MPAC/JPACT meeting on Climate Smart Communities Scenarios: results and preliminary recommendations</i></p>	
<p><b><u>MPAC Meeting</u></b> November 9</p> <ul style="list-style-type: none"> <li>• Southwest Corridor Status Report</li> </ul> <p><b><u>Associated Oregon Counties Annual Conference</u></b> <b>November 15-17, Location to be determined</b></p>	<p><b><u>MPAC Meeting</u></b> November 23 (Cancelled)</p>
<p><b><u>MPAC Meeting</u></b> December 14</p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios Findings and Recommendations to 2012 Legislature (Recommendation)</li> </ul>	

Projects to be scheduled:

- East Metro Connections Plan
- Community Investment Initiative
- 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

**Note: Items listed in *italic* are tentative agenda items.**

## **2011 JPACT Work Program**

7/7/11

<b><u>July 14, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• State legislative recap – Information</li><li>• HCT System Expansion Policy Guidance – Action</li></ul>	<b><u>August 11, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Announce LUFO at August 11 Council Session</li><li>• MTIP Amendment to Allocate TSMO Funds for Management</li></ul>
<b><u>September 8, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Release of Draft Recommendation of RFFA for Public Comment<ul style="list-style-type: none"><li>◦ Vehicle Electrification RFF Allocation</li></ul></li><li>• Policy Discussion on Tier 1 Regional Flexible Fund Allocation – Discussion</li><li>• TriMet’s Pedestrian Network Analysis – Information</li></ul>	<b><u>October 13, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Oregon state legislative agenda – Discussion</li><li>• Federal legislative agenda – Discussion</li><li>• Climate Smart Communities Scenarios Evaluation Briefing - Information</li></ul>
<b><u>November 10, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature – Discussion</li><li>• Portland Air Toxics Solutions (PATs) project – Information</li></ul> <b><u>Hold: Joint JPACT/MPAC Meeting</u></b> <p>Climate Smart Communities Scenarios Results and Preliminary Recommendations</p>	<b><u>December 8, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature - Action</li><li>• Oregon state legislative agenda – Adoption</li><li>• Federal legislative agenda – Adoption</li><li>• 2014-15 Regional Flexible Fund Allocation – Action</li></ul>

### 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

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August 18, 2011

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

**DATE:** Thursday August 25, 2011 **Note Meeting Room!**  
**TIME:** 1:30 – 3:00 p.m.  
**PLACE:** Beaverton Library -- Meeting Room A  
12375 SW Fifth Street -- Beaverton

## A G E N D A

- \* 1. Transportation Development Tax (TDT): Discussion  
Small Business and Phase-in Issues
- \* 2. Transportation Policy Alternatives Committee (TPAC) Information  
Washington County Cities Representative
- \* 3. Transportation Planning Rule Modifications: Status Information
- \* 4. TPAC Meeting Information
- 5. Updates: Information  
ODOT, Metro, TriMet,  
THPRD, Port of Portland
- 6. Other Business

The next regular WCCC TAC meeting is scheduled for 1:30 PM Thursday September 22, 2011.

\* -- Material enclosed in packet

**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 : 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. State of the Region: ODOT 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